

Schweinfurt Regensburg Mission The American Raids (PDF)

Ivo De Jong

Bombs Away! John R. Bruning.2011-05-22 Bombs Away! covers strategic bombing in Europe during World War II, that is, all aerial bombardment of a strategic nature which took place between 1939 and 1945. In addition to American (U.S. Army Air Forces) and British (RAF Bomber Command) strategic aerial campaigns against Germany, this book covers German use of strategic bombing during the Nazi's conquest of Europe: the Battle of Britain, Operation Barbarossa, and the V 1 and V 2, where the Luftwaffe targeted Warsaw and Rotterdam (known as the Rotterdam Blitz). In addition, the book covers the blitzes against London and the bombing of other British industrial and port cities, such as Birmingham, Liverpool, Southampton, Manchester, Bristol, Belfast, Cardiff, and Coventry bombed during the Battle of Britain. The twin Allied campaigns against Germany—the USAAF by day, the RAF by night—built up into massive bombing of German industrial areas, notably the Ruhr, followed by attacks directly on cities such as Hamburg, Kassel, Pforzheim, Mainz, Cologne, Bremen, Essen, Düsseldorf, Hanover, Dortmund, Frankfurt, and the still controversial fire-bombing of Hamburg and Dresden. In addition to obvious targets like aircraft and tank manufacturers, ball bearing factories and plants that manufactured abrasives and grinding wheels were high priority targets. Petroleum refineries were a key target with USAAF aircraft based in North Africa and later Italy, bombing the massive refinery complexes in and around Ploesti, Romania, until August 1944 when the Soviet Red Army captured the area. Other missions included industrial targets in southern Germany like Regensburg and Schweinfurt. Missions to the Nazi capital, Berlin, started in 1940 and continued through March 1945. Throughout the war there were 314 air raids on Berlin. All of this is covered in detail with authoritative text and hundreds of archival photographs, many rare or never before published.

Big Week James Holland.2018-11-06 A history of World War II's Operation Argument in which US and British air forces led a series of raids against Nazi Germany in 1944. During the third week of February 1944, the combined Allied air forces based in Britain and Italy launched their first round-the-clock bomber offensive against Germany. Their goal: to smash the main factories and production centers of the Luftwaffe while also drawing German planes into an aerial battle of attrition to neutralize the Luftwaffe as a fighting force prior to the cross-channel invasion, planned for a few months later. Officially

called Operation Argument, this aerial offensive quickly became known as “Big Week,” and it was one of the turning-point engagements of World War II. In *Big Week*, acclaimed World War II historian James Holland chronicles the massive air battle through the experiences of those who lived and died during it. Prior to Big Week, the air forces on both sides were in crisis. Allied raids into Germany were being decimated, but German resources—fuel and pilots—were strained to the breaking point. Ultimately new Allied aircraft—especially the American long-range P-51 Mustang—and superior tactics won out during Big Week. Through interviews, oral histories, diaries, and official records, Holland follows the fortunes of pilots, crew, and civilians on both sides, taking readers from command headquarters to fighter cockpits to anti-aircraft positions and civilian chaos on the ground, vividly recreating the campaign as it was conceived and unfolded. In the end, the six days of intense air battles largely cleared the skies of enemy aircraft when the invasion took place on June 6, 1944—D-Day. *Big Week* is both an original contribution to WWII literature and a brilliant piece of narrative history, recapturing a largely forgotten campaign that was one of the most critically important periods of the entire war. Praise for *Big Week* An Amazon Best Book of the Year “With the aid of diaries, memoirs and his own interviews, Mr. Holland gives a detailed, crewman’s-eye view of combat from inside the British, American and German aircraft during the months leading up to Big Week and during the week itself. For those hoping for war-movie stuff, rest assured that the enemy fighters do come in at 6 o’clock, the guns do hammer, the sun does glint and the ‘chutes do blossom in the sky. Still it’s a serious and important story as well as a dramatic one, and Mr. Holland tells it with verve and authority.” —David A. Price, *Wall Street Journal* “Highly detailed. . . . The interplay of personal stories with the broader strategic picture makes this book especially illuminating. . . . A fascinating must-read for World War II aficionados.” —Kirkus Reviews (starred review)

The Kaiser's Battle Martin Middlebrook.2007-02-15 At 9.30am on 21 March 1918, the last great battle of the First World War commenced when three German armies struck a massive blow against the weak divisions of the British Third and Fifth Armies. It was the first day of what the Germans called the *Kaiserschlacht* (the Kaiser’s Battle), the series of attacks that were intended to break the deadlock on the Western Front, knock the British Army out of the war, and finally bring victory to Germany. In the event the cost of the gamble was so heavy that once the assault faltered, it remained for the Allies to push the exhausted German armies back and the War was at last over. Critics accounts: The clever blending of written and oral accounts from some 650 surviving British and German soldiers makes the book an extremely convincing reconstruction. SUNDAY TIMES Mr Middlebrook’s industry and patience are displayed in his amazing collection of eyewitness accounts, the compassion in his commentary, the good sense in his analysis DAILY TELEGRAPH

Double Strike Edward Jablonski.1974 An Account of the strategies and significance of the two-pronged attack by American bombers on munitions factories deep inside Germany in August, 1943.

Eighth Air Force Donald L. Miller.2007 This volume looks at the history of the Eighth Air Force in Britain. It covers the

individual destinies, the famous and notorious raids like Schweinfurt-Regensburg and Dresden, the social transformation of east Anglian villages by an influx of good-time Yanks, the POW camps, and the endless controversy about the ethics of bombing.

[Strategy For Defeat: The Luftwaffe, 1933-1945 \[Illustrated Edition\]](#) Williamson Murray.2015-11-06 Includes the Aerial Warfare In Europe During World War II illustrations pack with over 200 maps, plans, and photos. This book is a comprehensive analysis of an air force, the Luftwaffe, in World War II. It follows the Germans from their prewar preparations to their final defeat. There are many disturbing parallels with our current situation. I urge every student of military science to read it carefully. The lessons of the nature of warfare and the application of airpower can provide the guidance to develop our fighting forces and employment concepts to meet the significant challenges we are certain to face in the future.

Damn Lucky Kevin Maurer.2022-04-19 From Kevin Maurer—the #1 New York Times bestselling, award-winning coauthor of *No Easy Day*—comes the true story of a World War II bomber pilot who survived twenty-five missions in *Damn Lucky*, “an epic, thrillingly written, utterly immersive account of a very lucky, incredible survivor of the war in the skies to defeat Hitler” (New York Times bestselling author Alex Kershaw). “We were young citizen-soldiers, terribly naive and gullible about what we would be confronted with in the air war over Europe and the profound effect it would have upon every fiber of our being for the rest of our lives. We were all afraid, but it was beyond our power to quit. We volunteered for the service and, once trained and overseas, felt we had no choice but to fulfill the mission assigned. My hope is that this book honors the men with whom I served by telling the truth about what it took to climb into the cold blue and fight for our lives over and over again.” —John “Lucky” Luckadoo, Major, USAF (Ret.) 100th Bomb Group (H) Pearl Harbor, Hawaii was a world away from John Luckadoo’s hometown of Chattanooga, Tennessee. But when the Japanese attacked the American naval base on December 7, 1941, he didn’t hesitate to join the military. Trained as a pilot with the United States Air Force, Second Lieutenant Luckadoo was assigned to the 100th Bomb Group stationed in Thorpe Abbots, England. Between June and October 1943, he flew B-17 Flying Fortresses over France and Germany on bombing runs devised to destroy the Nazi war machine. With a shrapnel torn Bible in his flight jacket pocket and his girlfriend’s silk stocking around his neck like a scarf as talismans, Luckadoo piloted through Luftwaffe machine-gun fire and anti-aircraft flak while enduring subzero temperatures to complete twenty-five missions and his combat service. The average bomber crew rarely survived after eight to twelve missions. Knowing far too many airmen who wouldn’t be returning home, Luckadoo closed off his emotions and focused on his tasks to finish his tour of duty one moment at a time, realizing his success was more about being lucky than being skilled. Drawn from Luckadoo’s firsthand accounts, acclaimed war correspondent Kevin Maurer shares his extraordinary tale from war to peacetime, uncovering astonishing feats of bravery during the bloodiest military campaign in aviation history, and presenting an incredible portrait of a young man’s coming-of-age during the world’s most devastating war.

A Concise History of the U.S. Air Force Stephen L. McFarland.1997-10-20 Except in a few instances, since World War II no American soldier or sailor has been attacked by enemy air power. Conversely, no enemy soldier or sailor has acted in combat without being attacked or at least threatened by American air power. Aviators have brought the air weapon to bear against enemies while denying them the same prerogative. This is the legacy of the U.S. Air Force, purchased at great cost in both human and material resources. More often than not, aerial pioneers had to fight technological ignorance, bureaucratic opposition, public apathy, and disagreement over purpose. Every step in the evolution of air power led into new and untrodden territory, driven by humanitarian impulses; by the search for higher, faster, and farther flight; or by the conviction that the air was the best way. Warriors have always coveted the high ground. If technology permitted them to reach it, men, women, and an air force held and exploited it – from Thomas Selfridge, first among so many who gave that “last full measure of devotion”; to “Women’s Airforce Service Pilot Ann Baumgartner, who broke social barriers to become the first American woman to pilot a jet; to Benjamin Davis, who broke racial barriers to become the first African American to command a flying group; to Chuck Yeager, a one-time non-commissioned flight officer who was the first to exceed the speed of sound; to John Levitow, who earned the Medal of Honor by throwing himself over a live flare to save his gunship crew; to John Warden, who began a revolution in air power thought and strategy that was put to spectacular use in the Gulf War. Industrialization has brought total war and air power has brought the means to overfly an enemy’s defenses and attack its sources of power directly. Americans have perceived air power from the start as a more efficient means of waging war and as a symbol of the nation’s commitment to technology to master challenges, minimize casualties, and defeat adversaries. This eight-two page book concludes that “future conflicts will bring new challenges for air power in the service of the nation.”

The Bomber Mafia Malcolm Gladwell.2021-04-27 THE NEW YORK TIMES BESTSELLER 'A parable written for the age of technological disruption . . . brilliantly told' Sunday Times The international bestselling author returns with an exploration of one of the grandest obsessions of the twentieth century 'The Bomber Mafia is a case study in how dreams go awry. When some shiny new idea drops from the heavens, it does not land softly in our laps. It lands hard, on the ground, and shatters.' In the years before the Second World War, in a sleepy air force base in central Alabama, a small group of renegade pilots put forth a radical idea. What if we made bombing so accurate that wars could be fought entirely from the air? What if we could make the brutal clashes between armies on the ground a thing of the past? This book tells the story of what happened when that dream was put to the test. The Bomber Mafia follows the stories of a reclusive Dutch genius and his homemade computer, Winston Churchill's forbidding best friend, a team of pyromaniacal chemists at Harvard, a brilliant pilot who sang vaudeville tunes to his crew, and the bomber commander, Curtis Emerson LeMay, who would order the bloodiest attack of the Second World War. In this tale of innovation and obsession, Gladwell asks: what happens when technology and best intentions collide in the heat of war? And what is the price of progress?

The Fall of the Fortresses: a Personal Account of One of the Most Daring and Deadly Air Battles of the Second World War
Elmer Bendiner.1980

Black Thursday: The Story of the Schweinfurt Raid Martin Caidin.2018-03-25 Martin Caidin's Black Thursday: The Story of the Schweinfurt Raid tells of the United States Air Force's massive bombing raid into Nazi Germany's industrial heartland on Thursday, October 14, 1943. On that fateful day two hundred and ninety one hulking B-17 Flying Fortresses - escorted by squadrons of nimble P-47 Thunderbolts - miraculously fought their way through swarms of Messerschmitt Me-109's, Focke-Wulf FW-190's, Heinkel He-113's and more on their way to cripple the enemy's vital ball-bearings plant at Schweinfurt.

Forgotten Fifteenth Barrett Tillman.2014-06-02 November 1943—May 1945—The U.S. Army Air Forces waged an unprecedentedly dogged and violent campaign against Hitler's vital oil production and industrial plants on the Third Reich's southern flank. Flying from southern Italy, far from the limelight enjoyed by the Eighth Air Force in England, the Fifteenth Air Force engaged in high-risk missions spanning most of the European continent. The story of the Fifteenth Air Force deserves a prideful place in the annals of American gallantry. In his new book, *Forgotten Fifteenth: The Daring Airmen Who Crippled Hitler's War Machine*, Tillman brings into focus a seldom-seen multinational cast of characters, including pilots from Axis nations Romania, Hungary, and Bulgaria and many more remarkable individuals. They were the first generation of fliers—few of them professionals—to conduct a strategic bombing campaign against a major industrial nation. They suffered steady attrition and occasionally spectacular losses. In so doing, they contributed to the end of the most destructive war in history. *Forgotten Fifteenth* is the first-ever detailed account of the Fifteenth Air Force in World War II and the brave men that the history books have abandoned until now. Tillman proves this book is a must-read for military history enthusiasts, veterans, and current servicemen.

Schweinfurt-Regensburg 1943 Marshall L. Michel III.2020-01-21 This is a new history of the US Army Air Force's pioneering but costly raids on Germany's Messerschmitt and ball-bearing factories in World War II. In 1943, the USAAF and RAF launched the Combined Bomber Offensive, designed to systematically destroy the industries that the German war machine relied on. At the top of the hit list were aircraft factories and plants making ball-bearings--a component thought to be a critical vulnerability. Schweinfurt in southern Germany was home to much of the ball-bearing industry and, together with the Messerschmitt factory in Regensburg, which built Bf 109 fighters, it was targeted in a huge and innovative strike. Precision required that the targets were hit in daylight, but the raid was beyond the range of any existing escort fighter, so the B-17s would go in unprotected. The solution was to hit the two targets in a coordinated double-strike, with the Regensburg strike hitting first, drawing off the defending Luftwaffe fighters, and leaving the way clear for the Schweinfurt bombers. The Regensburg force would carry on over the Alps to North Africa, the first example of US shuttle bombing. Although the attack on Regensburg was successful, the damage to Schweinfurt only temporarily stalled production, and the

Eighth Air Force had suffered heavy losses. It would take a sustained campaign, not just a single raid, to cripple the Schweinfurt works. However, when a follow-up raid was finally launched two months later, the losses sustained were even greater. This title explains how the USAAF launched its daylight bombing campaign in 1943, the technology and tactics available for the Schweinfurt-Regensburg missions, and how these costly failures forced a change of tack.

Wrong Place! Wrong Time! George C. Kuhl.1993 This is true story of the second raid on Schweinfurt, Germany by the Eighth Air Force 1st and 3rd Bombardment Divisions on 14 October 1943. On this day, the Eighth Air Force lost air superiority to the German Luftwaffe in a continuous air battle that lasted over three hours. Many refer to it as the greatest one-day air battle of World War II. Wrong Place, Wrong Time is a study of the 1st Bombardment Division and specifically the 305th Bomb Group on that fateful day. Record numbers of German fighters swarmed over the unescorted B-17s and their crews. Compelling new evidence never before published indicates that mistakes and poor leadership by several air commanders within the 1st Division caused unnecessary losses for a number of bombers and their crews. This, together with major new revelations by crew members of the 305th who flew the mission, shed light on why the 1st Division lost 45 out of 60 B-17s that day. Information for this book comes from the National Archives, the US Air Force Historical Research Center, overseas sources, and 53 surviving 305th crew members who flew this mission.\nGeorge C. Kuhl was a pilot in the 305th Bomb Group during World War II. He lives in Augusta, Georgia.

The Peenemünde Raid Martin Middlebrook.2006-02-16 The author of The First Day on the Somme recounts Operation Hydra, the British bombing on a Nazi army research center during World War II. On the night of August 17-18, 1943, RAF Bomber Command attacked a remote research establishment on the German Baltic coast. The site was Peenemunde, where Hitler's scientists were developing both the V-1 flying bomb and the V-2 rocket whose destructive powers could have swung the course of the war. The raid was meticulously planned, and hopes were high. But the night sky was so cloudless that the British bombers presented an easy target for German night fighters, and over 40 were lost. Martin Middlebrook draws on the memories of over 400 people involved in the dramatic events on that night: RAF and Luftwaffe aircrew, German personnel at the research site, and foreign laborers who had been forced to work there. The result is a truly compelling account of this hazardous attempt to disrupt Hitler's V-weapons program.

The Women with Silver Wings Katherine Sharp Landdeck.2021-03-30 "With the fate of the free world hanging in the balance, women pilots went aloft to serve their nation. . . . A soaring tale in which, at long last, these daring World War II pilots gain the credit they deserve."—Liza Mundy, New York Times bestselling author of Code Girls "A powerful story of reinvention, community and ingenuity born out of global upheaval."—Newsday When the Japanese attacked Pearl Harbor in December 1941, Cornelia Fort was already in the air. At twenty-two, Fort had escaped Nashville's debutante scene for a fresh start as a flight instructor in Hawaii. She and her student were in the middle of their lesson when the bombs began to

fall, and they barely made it back to ground that morning. Still, when the U.S. Army Air Forces put out a call for women pilots to aid the war effort, Fort was one of the first to respond. She became one of just over 1,100 women from across the nation to make it through the Army's rigorous selection process and earn her silver wings. The brainchild of trailblazing pilots Nancy Love and Jacqueline Cochran, the Women Airforce Service Pilots (WASP) gave women like Fort a chance to serve their country—and to prove that women aviators were just as skilled as men. While not authorized to serve in combat, the WASP helped train male pilots for service abroad, and ferried bombers and pursuits across the country. Thirty-eight WASP would not survive the war. But even taking into account these tragic losses, Love and Cochran's social experiment seemed to be a resounding success—until, with the tides of war turning, Congress clipped the women's wings. The program was disbanded, the women sent home. But the bonds they'd forged never failed, and over the next few decades they came together to fight for recognition as the military veterans they were—and for their place in history.

Air Force Combat Units of World War II Maurer Maurer.1961

Arnhem 1944 Martin Middlebrook.2019-03-13 Arnhem - it was the last major battle lost by the British Army, lost not by the men who fought there but by the overconfidence of generals, faulty planning and the failure of a relieving force given too great a task. If the operation of which Arnhem formed a part had been successful, the outcome of the war and the history of post-war Europe would have been greatly altered. Yet is it worth another book? I had fulfilled all my literary ambitions by researching and writing thirteen full-length books and was ready to retire from that laborious craft when Peter van Gorsel, head of Penguin's Dutch office, asked me to write a book on Arnhem for the fiftieth anniversary in 1994. It was the first time that my publishers had requested a book; all previous subjects had been my choice. I eventually agreed for several reasons. I had not previously researched and written about the British Army in the Second World War and had not previously done any work in Holland; so two fresh fields were opened up to me. I also felt that the fighting in and around Arnhem had still not been described in the detail that it merited.

Schweinfurt Raids And The Pause In Daylight Strategic Bombing Major Greg A. Grabow.2014-08-15 Avid readers of WWII air combat will find the Eighth AAF's strategic bombing mission #84 (the Schweinfurt-Regensburg raid on Aug. 17th, 1943) and mission #115 (the Schweinfurt raid on Oct. 14th, 1943) to be tremendous setbacks to the daylight strategic bombing campaign of Germany. As a result of the heavy losses the Luftwaffe inflicted upon Eighth Bomber Command's heavy bombers, the daylight strategic bombing campaign was halted for over four months. The Eighth AAF could not sustain such heavy losses, in both aircraft and aircrew, and remain an effective force. During the halt in the daylight strategic bombing campaign, only targets within fighter escort range were selected so Eighth Bomber Command could receive replacement crews, upgraded aircraft, revise its strategic bombing tactics, and review its daylight strategic bombing doctrine. ...Initially, the heavy losses incurred during the Aug. Schweinfurt-Regensburg raid were explained away as justified due to the "heavy"

damage to both targets, the number of German fighters “shot down,” and the weather which prevented 300 heavy bombers from being sent as one force - the number required for self-sustainment on deep penetration missions. This was the same mood immediately after the Oct. Schweinfurt raid but changed drastically once monthly loss statistics were released and further examination forced the USAAF leadership into a rude awakening: unescorted bombers took seven times the loss plus two-and-a-half times the damage and the final assessment revealed Eighth Bomber Command experienced the loss of one-third of its heavy bombers each month... What were the implications? America’s daylight strategic bombing campaign came within limits of defeat but the Eighth AAF was able to pause, adjust its strategic bombing doctrine, and obtain its objective of neutralizing the Luftwaffe and destroying German wartime industry.

P-51B Mustang James William "Bill" Marshall, Lowell F. Ford. 2020-07-09 During World War II, the United States Army Air Corps was led by a cadre of officers who believed implicitly that military aviation, particularly fast heavy bombers at high altitude, would be able to destroy strategic enemy targets during daylight with minimal losses. However, by 1942 the Flying Fortress was proving vulnerable to Luftwaffe fighters. This title charts the United States Army Air Force's struggle to develop a Long-Range Escort which would enable them to achieve the Combined Bomber Objectives and gain mastery of the skies over the Third Reich. The commitment of the USAAF to the Mediterranean and European theatres saw an increasingly desperate need to find a fighter escort, which reached crisis point in 1943 as losses suffered in the Tidal Wave offensive and Schweinfurt-Regensburg-Munster raids emphasised the mounting strength of the Luftwaffe. The USAAF leaders increasingly accepted the probability of bomber losses, and the deployment of the P-51B Mustang solved the problem of Germany's layered defence strategy, as Luftwaffe fighters had been avoiding the P-47 Thunderbolt and P-38 Lightning escort fighters by concentrating their attacks beyond the range of the Thunderbolt and Lightning. The P-51B duly emerged as the 'The Bastard Stepchild' that the USAAF Material Division did not want, becoming the key Long-Range Escort fighter, alongside the P-38 and P-47, that defeated the Luftwaffe prior to D-Day. As well as the P-51B's history, this title explores the technical improvements made to each of these fighters, as well as the operational leadership and technical development of the Luftwaffe they fought against.

The Schweinfurt-Regensburg Mission Martin Middlebrook. 1983-01-01

Decision Over Schweinfurt Thomas M. Coffey. 1978 The bombing of Schweinfurt, Germany during world war Two.

56th Fighter Group Roger Freeman. 2012-09-20 One of the first Thunderbolt groups to see action in the European Theatre of Operations (ETO) with the US Army Air Forces, the 56th Fighter Group (FG) was also the only fighter unit within the Eighth Air Force to remain equipped with the mighty P-47 until war's end. Led by the inspirational 'Hub' Zemke, this group was responsible for devising many of the bomber escort tactics employed by VIII Fighter Command between 1943 and 1945. By VE-Day the 56th FG had shot down 100 more enemy aircraft than any other group in the Eighth Air Force, its pilots

being credited with 677 kills during 447 missions. The exploits of this elite fighter unit are detailed in this volume together with photographs, their aircraft profiles and insignia.

The Nuremberg Raid Martin Middlebrook.2020-07-19 This book describes one twenty-four-hour period in the Allied Strategic Bomber Offensive in the greatest possible detail. The author sets the scene by outlining the course of the bombing war from 1939 to the night of the Nuremberg raid, the characters and aims of the British bombing leaders and the composition of the opposing Bomber Command and German night fighter forces.The aim of the Nuremberg raid was not unlike many hundreds of other RAF missions but, due to the difficulties and dangers of the enemy defences and weather plus bad luck, it went horribly wrong. The result was so notorious that it became a turning point in the campaign. The target, the symbolic Nazi rally city of Nuremberg, was only lightly damaged and 96 out of 779 bombers went missing.Middlebrook recreates the events of the fateful night in astonishing detail. The result is a meticulous dramatic and often controversial account. It is also a moving tribute to the bravery of the RAF bomber crews and their adversaries.

Carl A. Spatz and the Air War in Europe Richard G. Davis.1993 This is the first detailed examination of the career of the highest-ranking U.S. Army Air Forces officer in Europe during World War II.

Schweinfurt Raids and the Pause in Daylight Strategic Bombing U.s. Army Command and General Staff College.2014-08-14 Avid readers of WWII air combat will find the Eighth AAF's strategic bombing mission #84 (the Schweinfurt-Regensburg raid on August 17th, 1943) and mission #115 (the Schweinfurt raid on October 14th, 1943) to be tremendous setbacks to the daylight strategic bombing campaign of Germany. As a result of the heavy losses the Luftwaffe inflicted upon Eighth Bomber Command's heavy bombers, the daylight strategic bombing campaign was halted for over four months. The Eighth AAF could not sustain such heavy losses, in both aircraft and aircrew, and remain an effective force. During the halt in the daylight strategic bombing campaign, only targets within fighter escort range were selected so Eighth Bomber Command could receive replacement crews, upgraded aircraft, revise its strategic bombing tactics, and review its daylight strategic bombing doctrine.This book examines the daylight strategic bombing doctrine before and after the Schweinfurt raids to answer the question "After the costly Schweinfurt raids, the Eighth AAF paused to reset its doctrine; how was this doctrinal change accepted and what were the implications?" Initially, the heavy losses incurred during the August Schweinfurt-Regensburg raid were explained away as justified due to the "heavy" damage to both targets, the number of German fighters "shot down," and the weather which prevented 300 heavy bombers from being sent as one force - the number required for self-sustainment on deep penetration missions. This was the same mood immediately after the October Schweinfurt raid but changed drastically once monthly loss statistics were released and further examination forced the USAAF leadership into a rude awakening: unescorted bombers took seven times the loss plus two-and-a-half times the damage and the final assessment revealed Eighth Bomber Command experienced the loss of one-third of its heavy bombers

each month. The upper levels of the USAAF leadership initially had difficulty accepting what the lower level leaders and aircrew knew: unescorted daylight strategic bombing was not practical in the face of determined opposition.

Schweinfurt-Regensburg 1943 Marshall Michel III.2020-01-23 In 1943, the USAAF and RAF launched the Combined Bomber Offensive, designed to systematically destroy the industries that the German war machine relied on. At the top of the hit list were aircraft factories and plants making ball-bearings - a component thought to be a critical vulnerability. Schweinfurt in southern Germany was home to much of the ball-bearing industry and, together with the Messerschmitt factory in Regensburg, which built Bf 109 fighters, it was targeted in a huge and innovative strike. Precision required that the targets were hit in daylight, but the raid was beyond the range of any existing escort fighter, so the B-17s would go in unprotected. The solution was to hit the two targets in a coordinated 'double-strike', with the Regensburg strike hitting first, drawing off the defending Luftwaffe fighters, and leaving the way clear for the Schweinfurt bombers. The Regensburg force would carry on over the Alps to North Africa, the first example of US 'shuttle bombing'. Although the attack on Regensburg was successful, the damage to Schweinfurt only temporarily stalled production, and the Eighth Air Force had suffered heavy losses. It would take a sustained campaign, not just a single raid, to cripple the Schweinfurt works. However, when a follow-up raid was finally launched two months later, the losses sustained were even greater. This title explains how the USAAF launched its daylight bombing campaign in 1943, the technology and tactics available for the Schweinfurt-Regensburg missions, and how these costly failures forced a change of tack.

Summary of Martin Middlebrook's The Schweinfurt-Regensburg Mission Everest Media.2022-05-19T22:59:00Z Please note: This is a companion version & not the original book. Sample Book Insights: #1 The bomber dream was the hope of air force commanders that their bomber aircraft would be the main instruments of winning future wars. The seeds had been sown in the First World War, when air commanders took planes away from the direct support of the field armies and sent them deep behind the enemy lines. #2 The American bomber dream was based on the belief that strategic bombing could starve the land armies of materials and cause their collapse. The Second World War was the chance for this theory to be tested. #3 The American commanders felt strong enough to raid Germany for the first time in January 1943. They attacked a U-boat construction yard at Wilhelmshaven, and for the next six months, the heavies went to targets in Germany. #4 The American strategic bomber in Europe was at a crossroads. It had to tackle targets located even deeper in the German homeland, but the casualty rate in Blitz Week had exceeded that at which operations could be maintained. There seemed to be no prospect of a long-range fighter being supplied that would be able to escort the heavy bombers for more than a fraction of their flight.

Ploesti James Dugan, Carroll Stewart.1973

The First Day on the Somme Martin Middlebrook.2006-05-25 A history of the British Army's experience at the Battle of

the Somme in France during World War I. After an immense but useless bombardment, at 7:30 AM on July 1, 1916, the British Army went over the top and attacked the German trenches. It was the first day of the battle of the Somme, and on that day, the British suffered nearly 60,000 casualties, two for every yard of their front. With more than fifty times the daily losses at El Alamein and fifteen times the British casualties on D-day, July 1, 1916, was the blackest day in the history of the British Army. But, more than that, as Lloyd George recognized, it was a watershed in the history of the First World War. The Army that attacked on that day was the volunteer Army that had answered Kitchener's call. It had gone into action confident of a decisive victory. But by sunset on the first day on the Somme, no one could any longer think of a war that might be won. Martin Middlebrook's research has covered not just official and regimental histories and tours of the battlefields, but interviews with hundreds of survivors, both British and German. As to the action itself, he conveys the overall strategic view and the terrifying reality that it was for front-line soldiers. Praise for *The First Day on the Somme* "The soldiers receive the best service a historian can provide: their story is told in their own words." —The Guardian (UK)

Schweinfurt-Regensburg 1943 Marshall Michel III.2020-01-23 In 1943, the USAAF and RAF launched the Combined Bomber Offensive, designed to systematically destroy the industries that the German war machine relied on. At the top of the hit list were aircraft factories and plants making ball-bearings – a component thought to be a critical vulnerability. Schweinfurt in southern Germany was home to much of the ball-bearing industry and, together with the Messerschmitt factory in Regensburg, which built Bf 109 fighters, it was targeted in a huge and innovative strike. Precision required that the targets were hit in daylight, but the raid was beyond the range of any existing escort fighter, so the B-17s would go in unprotected. The solution was to hit the two targets in a coordinated 'double-strike', with the Regensburg strike hitting first, drawing off the defending Luftwaffe fighters, and leaving the way clear for the Schweinfurt bombers. The Regensburg force would carry on over the Alps to North Africa, the first example of US 'shuttle bombing'. Although the attack on Regensburg was successful, the damage to Schweinfurt only temporarily stalled production, and the Eighth Air Force had suffered heavy losses. It would take a sustained campaign, not just a single raid, to cripple the Schweinfurt works. However, when a follow-up raid was finally launched two months later, the losses sustained were even greater. This title explains how the USAAF launched its daylight bombing campaign in 1943, the technology and tactics available for the Schweinfurt-Regensburg missions, and how these costly failures forced a change of tack.

The Bomber Mafia Malcolm Gladwell.2021-04-27 A "truly compelling" (Good Morning America) New York Times bestseller that explores how technology and best intentions collide in the heat of war—from the creator and host of the podcast Revisionist History. In *The Bomber Mafia*, Malcolm Gladwell weaves together the stories of a Dutch genius and his homemade computer, a band of brothers in central Alabama, a British psychopath, and pyromaniacal chemists at Harvard to examine one of the greatest moral challenges in modern American history. Most military thinkers in the years leading up to

World War II saw the airplane as an afterthought. But a small band of idealistic strategists, the “Bomber Mafia,” asked: What if precision bombing could cripple the enemy and make war far less lethal? In contrast, the bombing of Tokyo on the deadliest night of the war was the brainchild of General Curtis LeMay, whose brutal pragmatism and scorched-earth tactics in Japan cost thousands of civilian lives, but may have spared even more by averting a planned US invasion. In *The Bomber Mafia*, Gladwell asks, “Was it worth it?” Things might have gone differently had LeMay’s predecessor, General Haywood Hansell, remained in charge. Hansell believed in precision bombing, but when he and Curtis LeMay squared off for a leadership handover in the jungles of Guam, LeMay emerged victorious, leading to the darkest night of World War II. The Bomber Mafia is a riveting tale of persistence, innovation, and the incalculable wages of war.

Double Strike.1974

The Schweinfurt-Regensburg Mission Martin Middlebrook.2012-07-19 A detailed history of the American World War II bombing mission over Nazi Germany, by the author of *The First Day on the Somme*. On August 17, 1943, the entire strength of the American heavy bomber forces in England set out to raid two major industrial complexes deep in southern Germany: the Messerschmitt aircraft factory and the KGF ball bearing plant. For American commanders, it was the culmination of years of planning, the day when their self-defending formations of the famous Flying Fortress could at last perform their true role, reaching out by daylight to strike at targets in the deepest corners of industrial Germany. The day ended in disaster for the Americans. Thanks to the courage of the aircrews, the bombers won through to the targets and caused heavy damage, but sixty were shot down and the hopes of the American commanders were shattered. Historically, it was one of the most important days for the American air forces during the Second World War. While researching this catastrophic raid, author Martin Middlebrook interviewed hundreds of the airmen involved, German defenders, “slave workers,” and eyewitnesses. The result is a mass of fresh, previously unused material with which the author finally provides the full story of this famous day’s operations. Not only is the American side elaborated upon, but the previously vague German side of the story—both the Luftwaffe action and the civilian experiences in Schweinfurt and Regensburg—is also now presented clearly and in detail for the first time. Middlebrook also covers the important question of why the RAF did not support the American effort and follow up the raid on Schweinfurt as planned.

To Kingdom Come Robert J. Mrazek.2011-03-01 The breathtaking, never-before-told, true story of a historic air force bombing mission in 1943 Germany. On September 6, 1943, three hundred and thirty-eight B-17 Flying Fortresses of the American Eighth Air Force took off from England, bound for Stuttgart, Germany, to bomb Nazi weapons factories. Dense clouds obscured the targets, and one commander's critical decision to circle three times over the city—and its deadly flak—would prove disastrous. Forty-five planes went down that day, and hundreds of men were lost or missing. Focusing on first-person accounts of six of the B-17 airmen, award-winning author Robert Mrazek vividly re-creates the fierce air

battle—and reveals the astonishing valor of the airmen who survived being shot down, and the tragic fate of those who did not.

Operation Chastise Max Hastings.2020-02-18 Best Nonfiction of 2020 -- Kirkus Reviews One of the most lauded historians of our time returns to the Second World War in this magnificent retelling of the awe-inspiring raid on German dams conducted by the Royal Army Force's 617 Squadron. The attack on Nazi Germany's dams on May 17, 1943, was one of the most remarkable feats in military history. The absurdly young men of the Royal Air Force's 617 Squadron set forth in cold blood and darkness, without benefit of electronic aids, to fly lumbering heavy bombers straight and level towards a target at a height above the water less than the length of a bowling alley. Yet this story—and the later wartime experience of the 617 Squadron—has never been told in full. Max Hastings takes us back to the May 1943 raid to reveal how the truth of that night is considerably different from the popularized account most people know. The RAF had identified the Ruhr dams as strategic objectives as far back as 1938; in those five years Wing Commander Guy Gibson formed and trained the 617 Squadron. Hastings observes that while the dropping of Wallis's mines provided the dramatic climax, only two of the eight aircraft lost came down over the dams—the rest were shot down on the flight to, or back from, the mission. And while the 617 Squadron's valor is indisputable, the ultimate industrial damage caused by the dam raid was actually rather modest. In 1943, these brave men caught the imagination of the world and uplifted the weary spirits of the British people. Their achievement unnerved the Nazi high command, and caused them to expend large resources on dam defenses—making the mission a success. An example of Churchill's "military theatre" at its best, what 617 Squadron did was an extraordinary and heroic achievement, and a triumph of British ingenuity and technology—a story to be told for generations to come. Operation Chastise includes three 8-page black-and-white photo inserts and 6 maps.

Black Thursday: The Story of the Schweinfurt Raid Martin Caidin.2018-03-25 On Thursday, October 14, 1943, two hundred and ninety one B-17 Flying Fortresses set out for a strategic bombing raid on the factories in Schweinfurt.Sixty of those planes never returned and six hundred and fifty men were lost during the course of that mission.It was the greatest failure that the United States Air Force had ever suffered and became known as Black Thursday.Martin Caidin's Black Thursday: The Story of the Schweinfurt Raid is a brilliant account of that day that should never be forgotten.This book uncovers in thrilling detail the build-up to that fateful raid as the ground crew prepare the aircraft and the aviators are briefed on their mission ahead.By consulting with first-hand accounts and interviewing survivors Caidin's book takes the reader to the heart of the action as the planes burst into battle in the skies above Western Europe.It is documented in the same careful kind of research which makes the whole book so successful. Excellent! Kirkus ReviewsMartin Caidin was an American author and an authority on aeronautics and aviation. Caidin was an airplane pilot as well, and bought and restored a 1936 Junkers Ju 52 airplane. His book Black Thursday was first published in 1960. He passed away in 1997.

Ploesti 1943 Steven J. Zaloga.2019-10-31 Operation Tidal Wave was one of the boldest and most controversial air raids by the United States Army Air Forces (USAAF). At the time, the Romanian Ploesti oil fields produced about a third of all Axis oil, and was Germany's single most important fuel source. In the summer of 1943, the USAAF decided to stage a major raid on Ploesti from air bases in Libya. The resulting Operation Tidal Wave raid on 1 August 1943 was one of the costliest to date, losing 53 aircraft, about a third of the starting force. Of the more than 150 bombers that took part in the raid, only 88 B-24s returned to Libya, 55 of which were damaged. On the other hand, of the 17 Medals of Honor awarded to US soldiers and airmen from Pearl Harbor in 1941 to D-Day in 1944, 5 were awarded to pilots of the Tidal Wave mission in recognition of their extraordinary performance. Although undoubtedly bold and heroic, the mission had questionable results. Initial assessments argued that the mission caused 40% of the refinery capacity at Ploesti to be lost but subsequent studies concluded that the damage was quickly repaired and that output had exceeded August levels within a month. This new study examines the raid in detail, exploring the reasons why its dubious success came at such a high price. Supported by maps, diagrams, and full-colour artwork including battlescenes and bird's-eye views, this is the full story of the audacious Ploesti raid of 1943.

The Schweinfurt-Regensburg Mission Martin Middlebrook.2000

Mission 85 Ivo De Jong.2013-03-01 Minute-by-minute chronicle of the U.S. Eighth Air Force's bombing mission against German airfields in Holland.

Enjoying the Track of Term: An Emotional Symphony within **Schweinfurt Regensburg Mission The American Raids**

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