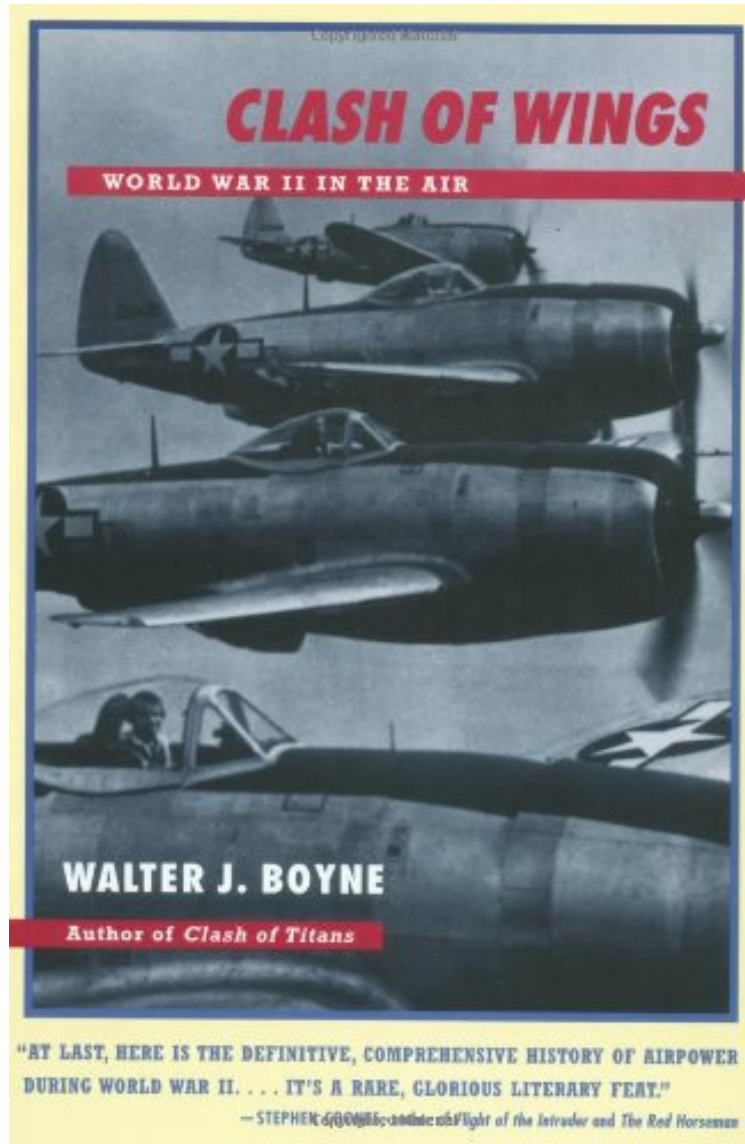


(Download ebook) Clash of Wings: World War II in the Air

## Clash of Wings: World War II in the Air

Walter J. Boyne

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book it was based on!1 of 1 people found the following review helpful. An enjoyable and dryly humorous take on World War II in the airBy UlfilasWalter Boyne, at one time the curator of the famous Air and Space Museum in Washington DC, spins an engrossing tale of the evolution of air power over the course of World War II. From the Japanese overreach and over reliance on a small cadre of irreplaceable carrier pilots--who demise spelled certain doom for their overextended empire--to the fulfilling of FDR's prescient claim of America's intent to build 100,00 aircraft, Boyne lays out a vast canvass that touches on many aspects of the aerial WWII. Russian aircraft are also given proper attention, including their redoubtable ground support aircraft the Sturmovik--a sort of armored flying bathtub that gained the enemy's respect as evidenced by its German nickname "Schwarz Tod" (i.e. Black Death).Other surprising revelations include the fact that the B-29 Superfortresses, which dropped the atomic bombs that annihilated Hiroshima and Nagasaki, were actually more expensive to develop than the atomic bombs themselves. Also interesting was the strategic decision of General Curtis LeMay (the model for George C. Scott's character in "Dr. Strangelove") to use the B-29 in the incendiary bombing of Japanese cities because conventional bombing required low-level flying that resulted in the downing of too many American aircraft.German aircraft like the Stuka and the Me 109 are seen to have given Germany an early advantage, but were soon to be matched and then overtaken by American and British efforts that resulted in the Spitfire, P-51, and P-47--with allied long range bombers making their German counterparts seem like mere toys by comparison. Later German efforts such as the Focke-Wulf 190 fighter and the Me 262 jet aircraft are shown to be too little to late. German complacency early in the war idled German aircraft production while the British, American, and Russian factories were working 24-7 to churn out the fighters and bombers that blackened the skies of the Axis with their ever-increasing numbers. Likewise, the all-too-flammable Japanese Zero (later dubbed "The Flying Cigarette Lighter" by its own beleaguered pilots) was eventually undone by the American carrier-borne Hellcat and Corsair. Nor were the Russians shown to slackers--as their fielding of excellent fighter aircraft drove the Germans from their skies--despite that fact that much of the superstructure of such aircraft relied on plywood construction.0 of 0 people found the following review helpful. Very good over view of air power use in WW IIBy TERRELLVery good over view of air power use in WW II. Gives insight into how each countries perception molded their approach to design and implementation of aircraft into their war plans. You also get to see how failures were addressed and corrections made. The incredible amount of effort, raw materials, and construction time used to build and man these machines is laid out in good detail. Another great book by Mr. Boyne.

Boyne resurrects the war of the skies in all its heroic and tragic drama, while supplying insightful, expert conclusions about previously overlooked aspects of the war, including the essential role of American bombers in Europe; Germany's miscalculation of the number of planes required for victory; the Allies' slow start in deploying maximum air power--and why they eventually triumphed. of photos.

From Publishers WeeklyBoyne, novelist ( *The Wild Blue* ) and aviation historian ( *Silver Wings* ), here offers a stimulating overview of air power in WW II. While intended primarily for general readers, the account will attract specialists as well. Boyne argues that air power succeeded only when applied on a large scale, and that quality was as important as quantity. The Allies' air forces eventually numbered in the tens of thousands, with aircraft better than almost anything in the Axis arsenals. By 1944, air superiority became the necessary condition for victory in Europe and, by 1945, the decisive element in the Pacific. The author provides some surprising conclusions, among them that the Germans almost won the Battle of Britain. Photos not seen by PW. Copyright 1994 Reed Business Information, Inc.From Library JournalLong-time aviation author Boyne scores with this highly readable history of air power in World War II. Emphasizing the influence of all the involved countries' leaders in the uses and development of aircraft and associated weapons, this most recent of numerous histories of the subject has an impressive scope, clarity, and insight. For example, the confused and hectic action as Japanese and American fleets maneuvered and pummeled each other at Midway in 1942 has never been described better; in a dozen pages, the vast sweep of the conflict, interspersed with significant individual air actions, finally becomes clear to the reader. With the renewed interest in our largest war revived by its 50th anniversary, this excellent history ought to get plenty of exposure.--Mel D. Lane, Sacramento, Cal.Copyright 1994 Reed Business Information, Inc.From BooklistAerospace historian and novelist Boyne attempts a one-volume overview of the leaders, aircraft, technology, tactics, and strategy as well as the events of the aerial side of World War II. Knowledgeable and literate, Boyne is more successful than most at covering so large a topic in only some 400 pages. Among other things, he emphasizes the narrow margin by which the British won the Battle of Britain, the superficiality of the excellence of the Japanese air forces, and the extremely slow start of the Allies on the road to the complete air superiority they eventually achieved through a combination of greater industrial capacity and more innovative strategy and tactics. Roland Green