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***The Secret Horsepower Race: Western Front Fighter Engine Development - Special Edition DB 601 The Battleship Tirpitz Bf-109 E-4 Aeronautical Research in Germany Bibliography of Scientific and Industrial Reports The Messerschmitt Bf 109 E In Furious Skies Messerschmitt Bf 109 E Daimler-Benz in the Third Reich Kites, Birds & Stuff - Aircraft of GERMANY - HEINKEL Aircraft Messerschmitt Bf 109 Ki-61 and Ki-100 Aces Kites, Birds & Stuff - Aircraft of GERMANY - MESSERSCHMITT Aircraft Messerschmitt Bf 109 E–F series Kites, Birds & Stuff - Aircraft of GERMANY - A to D Man and Machine Powering the Luftwaffe Heinkel He 177 Confidential Documents World War 2 In Review No. 21: Messerschmitt Bf 109 The Messerschmitt 210/410 Story Bf 109D/E Rudolf Hess Aircraft of the Luftwaffe, 1935Ð1945 Handbook on German Military Forces Technical Manual German Aircraft Industry and Production, 1933-1945 Modern Engine Technology Heinkel He 177 Units of World War 2 Unflinching Zeal Messerschmitt Bf 109 A–D series Hitler's Air War in Spain World War 2 In Review No. 33: German Airpower Development of Aircraft Engines Preliminary Classified Index of Technical Oil Mission Reels 1-259 and 273-279 Preliminary Classified Index of Technical Oil Mission Reels 1-259 and 273-279 Aircraft Engines of the World Enemy at the Gates The Battle of Britain Spitfire V vs C.202 Folgore***

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*Includes free decals and masking foil Complete with detailed technical drawings The Messerschmitt Bf 109 is a German World War II fighter aircraft designed by Willy Messerschmitt in the early 1930s. It was one of the first true modern fighters of the era, including such features as an all-metal monocoque construction, a closed canopy, and retractable landing gear. The first major redesign of the Bf109 came with the E series, including the navalised variant of the Bf 109E, and the Bf 109T (T standing for Trager, or aircraft carrier). The Bf 109E, or 'Emil ' introduced a number of structural changes in order to accommodate the heavier, but significantly more powerful 1,100 PS Daimler-Benz DB 601 engine, the heavier armament and increased fuel capacity. The 109E first saw service with the "Condor Legion" during the last phase of the Spanish Civil War and was the mainstay variant at the start of World War II through until mid-1941. This is a detailed technical guide to this formidable variant of an infamous aircraft, and provides exceptional reference for any modeler or enthusiast. About the Series This series of highly illustrated books presents detailed scale drawings of aircraft and vehicles, with supporting color profile artwork. With detailed captions on the history, combat action and development of each machine, each volume is an exceptional reference tool for modelers, with extras such as free decals, masking foil and photo-etched brass. The Messerschmitt Bf 109 was one of the truly world class piston-engined fighters of World War II. This reputation rests largely with the E and F variants, which bore the brunt of the Luftwaffe's most important operations in World War II and shot down tens of thousands of Allied aircraft in the Battle of Britain, the Blitzkriegs across Europe and on the Eastern Front. This volume looks at the design and development history of these formidable warplanes, with a meticulous technical focus to reveal why the types were so*

***effective. It explores the long process of tweaks to the E variant, and solutions to the many initial technical problems with the F, and how this development helped Willy Messerschmitt's promising Bf 109 design mature and fulfil its potential. A detailed history of Messerschmitt aircraft. From their very early years, through the war years and beyond. Specifications on performance, dimensions, weights, engines, armaments, prototypes, first flights, plus other relevant details. "They sit on a spur of test track outside General Electric's locomotive factory in Erie, Pennsylvania, panting and grumbling like two old lions half asleep. The ominous, muttering rumble is the idle of 8,800 horsepower--24 cylinders with pistons big as buckets, turbochargers the size of washing machines, two V12 engines driving alternators five feet in diameter. For here are two units of the most advanced diesel-electric locomotives in the world: a pair of GE Evolutions."--Excerpt from "Do the Locomotion" in Man and Machine Stephan Wilkinson--a longtime expert on the ways men entertain themselves when no one is telling them what to do--takes readers into the high-speed, high-risk world of restored jets, fast boats, and Formula 1 cars. Wilkinson visits a factory where Amish men build custom ambulances, flies an airliner from the glory days of air travel, meets a bird that is a killing machine, and has a hot date with a handgun. In another chapter, Wilkinson relates the hazards of flying purely on instruments, and why being able to do so can make the difference between life and death. He draws from his own misadventures in flight and explains exactly why the high-end Beech Bonanza is known as “the doctor killer.” And dissecting the finely tuned instrument that is the Formula 1 car, Wilkinson relates how the engine's connecting rods actually stretch at 19,000 rpm, even though they're made of titanium, and what can happen when a racecar brakes at 6Gs. Always entertaining, Wilkinson takes men, and maybe even a few women, where they love to go--under the hood, over the mechanic's shoulder, and behind the wheel. Aviation technology progressed by leaps and bounds during the late 1930s and early 1940s. Although much of this was due to advances in airframe design, much less appreciated is the role of***

*aero engine development. This book focuses on this aspect, particularly German piston aero engine design and development, which has been generally under researched and under published compared to Allied piston aero engines. It covers key piston aero engines such as those produced by Daimler-Benz, BMW, and Junkers, as well as less well appreciated engines such as those produced by Siemens, Argus, and Hirth. It also covers turbojets and rockets, particularly the Junkers Jumo 004 and Walter 109-509 that powered the infamous Messerschmitt Me 262 and Me 163 jet and rocket fighters. Finally, the book concludes with tables comparing Allied and German piston engines, a glossary of key terms, and a bibliography.... When the Bf 109 was first designed in 1934, its primary role was that of a high-speed, short range bomber interceptor. The 109 was also designed to take advantage of the most advanced aerodynamics of the time and embodied structural techniques which were an advance on its contemporaries. The first major redesign came with the E series; the Bf 109E, or "Emil", introduced a number of structural changes in order to accommodate the heavier but significantly more powerful 1,100 PS Daimler-Benz DB 601 engine, the heavier armament and increased fuel capacity. Later variants of the Es introduced a fuselage bomb rack or provision for a long-range drop-tank, and used the DB 601N engine of higher power output. This is a Monograph on this iconic World War II fighter, containing color photos with English/Polish photo captions, featuring external and internal views, and 2 color profiles. Includes a free decal sheet. About the Series: This is a classic series of highly illustrated books on the best machines of war, with several hundred photographs of each aircraft or vehicle. With close-up views of the key features of each machine, including its variations, markings and modifications, customizing and creating a model has never been easier. Includes extra features such as decals and masking foil. One of the most significant innovations in modern warfare has been the appearance and development of air power, a technology which demanded technical and financial investment on a whole new scale and which ultimately changed the fundamental nature of*

***war itself. This book covers the history and development of the German air force from 1935 to 1945, with descriptions and illustrations of almost all of the Luftwaffe's airplanes, including fighters, jet fighters, dive-bombers, ground attackers, medium and heavy bombers, jet bombers, seaplanes, flying boats and carrier planes, transport and gliders, reconnaissance and training aircrafts, helicopters, and many futuristic projects and other rarities. In the autumn of 1938 the design team of the Bayerische Flugzeugwerke in Augsburg began work on a development version of the Messerschmitt Bf 109 E, which at that time was entering service as the primary fighter of the German Luftwaffe. Prof. Willy Messerschmitt, the company's founder, and Robert Lusser, chief of project planning, sought to develop an improved version of the aircraft which could outperform earlier variants by means of an aerodynamically refined airframe and a more powerful engine. The new fighter, designated Bf 109 F, was to be powered by the Daimler-Benz DB 601 E engine, a development version of its successful predecessor, the DB 601 A, used on the Bf 109 E. The new DB 601 E was an inline engine with direct fuel injection to the cylinders. Displacement was 3390 cm3 and maximum output at 17,750 ft (4,800 m) was 1,350 horsepower. This was a remarkable 23% increase in power. The new engine was longer by 17.2 inches (452 mm), which necessitated a major redesign of the engine bearers and cowling. The 'Friedrich' (German phonetic name for the letter 'F') also incorporated a propeller spinner similar to that designed for the Me 209 This consequential work by a pioneer aviation historian fills a significant lacuna in the story of the defeat of France in May-June 1940 and more fully explains the Battle of Britain of July–October of that year and the influence it had on the Luftwaffe in the 1941 invasion of the USSR. Robin Higham approaches the subject by sketching the story and status of the three air forces--the Armée de l'Air, the Luftwaffe, and the Royal Air Force--their organization and preparation for their battles. He then dissects the the campaigns, their losses and replacement policies and abilities. He paints the struggles of France and Britain from both the background provided by his recent Two Roads to War: From***

*Versailles to Dunkirk (NIP, 2012) and from the details of losses tabulated by After the Battle's The Battle of Britain (1982, 2nd ed.) and Peter Cornwell's The Battle of France Then and Now (2007), as well as in Paul Martin's Invisible Vainqueurs (1990) and from the Luftwaffe summaries in the British National Archives Cabinet papers. One important finding is that the consumption and wastage was not nearly as high as claimed. The three air forces actually shot down only 19 percent of the number claimed. In the RAF case, in the summer of 1940, 44 percent of those shot down were readily repairable thanks to the salvage and repair organizations. This contrasted with the much lower 8 percent for the Germans and zero for the French. Brave as the aircrews may have been, the inescapable conclusion is that awareness of consumption, wastage, and sustainability were intimately connected to survival. When a proud Adolf Hitler revealed his new Luftwaffe to the world in March 1935, it was the largest, most modern military air arm the world had seen. Equipped with the latest monoplane fighter and bomber aircraft manned by well-trained and motivated crews, it soon became evident that the Luftwaffe also possessed a high degree of technical superiority over Germany's future enemies. Yet within just nine years the once-mightiest air force in the world had reached total collapse, destroyed in part by the very people responsible for creating it. By 1944, the Luftwaffe, wearied by aerial battles on multiple fronts combined with tactical mismanagement from the highest levels of command, were unable to match their enemies in both production and manpower. By this time the Luftwaffe was fighting for its survival, and for the survival of Germany itself, above the burning cities of the Third Reich, facing odds sometimes as high as ten-to-one in the air. Told through the eyes of the fighter and bomber crews themselves, this book explores previously unpublished first-hand accounts of the rise and fall of one of the most formidable air forces in twentieth-century military history. It paints a haunting picture of the excitement, fear, romance intertwined with the brutality, futility and wastefulness that is war. From the pioneering glider flights of Otto Lilienthal (1891) to the advanced*

***avionics of today's Airbus passenger jets, aeronautical research in Germany has been at the forefront of the birth and advancement of aeronautics. On the occasion of the centennial commemoration of the Wright Brother's first powered flight (December 1903), this English-language edition of Aeronautical Research in Germany recounts and celebrates the considerable contributions made in Germany to the invention and ongoing development of aircraft. Featuring hundreds of historic photos and non-technical language, this comprehensive and scholarly account will interest historians, engineers, and, also, all serious airplane devotees. Through individual contributions by 35 aeronautical experts, it covers in fascinating detail the milestones of the first 100 years of aeronautical research in Germany, within the broader context of the scientific, political, and industrial milieus. This richly illustrated and authoritative volume constitutes a most timely and substantial overview of the crucial contributions to the foundation and advancement of aeronautics made by German scientists and engineers. The Heinkel He 177 "Greif" (Griffin in German) was a heavy bomber force in the Luftwaffe during World War II. The Greif was the only heavy bomber built in appreciable quantities from Germany. The motors mounted in pairs were difficult to cool, and this reduced the reliability of the machine for a long time. The real solution was found in the He 277, with 4 separate engine nacelles, as well as in the He 274, for stratospheric bombing; as often happened, however, it was too late for the outcome of the war. Designed to meet a requirement of 1936, known as Bomber A, the aircraft was originally intended to be a purely strategic bomber with the task of supporting a bombing campaign in the long run against the Soviet industry in the Urals. The Greif had four engines mounted in pairs in tandem so as to appear outside a twin-engine; this arrangement that the Heinkel and its designer had created, had its explanation in the grounds to oppose lower air resistance than traditional 4 engines installed on the leading edge of the wing. The problem, which materialized immediately was overheating of the engines as the plane was flying. This is because the arrangement in tandem did not favor a good cooling***

***of the engine mounted behind than in front despite the installation of radiators on the leading edge. Merriam Press World War 2 In Review Series 2023 eBook Edition This issue covers the Messerschmitt Bf 109 fighter (interchangeably called the Me 109), the Luftwaffe's main fighter aircraft during World War II. (1) Messerschmitt Bf 109 (2) Messerschmitt Bf 109 in Color (3) Messerschmitt Bf 109 in View (4) Ace of Aces: Erich Hartmann (5) Hermann Graf: Ninth-Ranking Experten (6) 75 Victories! Hans Pichler – Luftwaffe Experten (7) Jagdgeschwader 27 "Afrika" 401 B&W and color photos and illustrations In 1938, the Reichsluftfahrtsministerium (German Air Ministry, RLM), issued a requirement for a new twin-engine heavy fighter to replace the Me 110. This type of combat aeroplane was known as Zerstörer (Destroyer). The first prototype flew in September 1939. The Me 210 proved very difficult to fly, having numerous deficiencies. It was said to be deadlier to its crews than the enemy. Nevertheless, the Luftwaffe ordered the Me 210 into production. Operational trials began in late 1941, but it was eventually acknowledged that the aircraft had to be redesigned in order to be accepted into Luftwaffe service. The whole Me 210 debacle proved a huge scandal. A redesigned variant, the Me 410 began to reach Luftwaffe units in mid-1943. Even if the Me 210 and Me 410 were similar in appearance, the latter had to be redesigned to avoid the extremely poor reputation of the Me 210. The Me 410 proved a quite successful aeroplane, being used as a heavy fighter and for reconnaissance duties. Its closest Allied equivalent was the British DH 98 Mosquito. More than 1,500 Me 210/410s were built in Germany and Hungary, with only two Me 410s surviving today. In many ways, the Heinkel He 177 'Greif' (Griffon) was Nazi Germany's 'lost' strategic bomber. With some fundamental creases ironed out, and built in large numbers, the He 177 would have offered the Luftwaffe the means with which to carry out long-range, mass bombing attacks against targets of a strategic nature. Although competing interests and personalities served to prevent this from happening, from mid-1943 the aircraft nevertheless saw service over England, the Atlantic, the Mediterranean and in Russia. The He 177 flew to the***

*end of the war, with some machines undertaking extremely hazardous low-level missions against Soviet armour in Poland in late 1944-45. This fascinating book, filled with detailed artwork and contemporary photographs, tells the story of this aircraft, including the political infighting at the top of the Luftwaffe's hierarchy that stymied its development, its radical technical design and its state-of-the-art weaponry. Merriam Press World War 2 In Review Series. This issue contains the following articles on German aircraft of the Luftwaffe in the Second World War: (1) Messerschmitt Me 163 "Komet" rocket fighter (2) "Mistel" Bomb Drone composite aircraft (one of the first "drones") (3) Focke-Wulf (Tank) Ta 154 "Moskito" night fighter (4) Messerschmitt Me 262 jet fighter (5) Junkers Ju 87 "Stuka" dive bomber (6) Focke-Wulf Triebflügel VTOL interceptor concept (7) Messerschmitt Me 261 long-range maritime reconnaissance aircraft project. 442 B&W/color photos/illustrations. Part dictionary, part encyclopedia, Modern Engine Technology from A to Z will serve as your comprehensive reference guide for many years to come. Keywords throughout the text are in alphabetical order and highlighted in blue to make them easier to find, followed, where relevant, by subentries extending to as many as four sublevels. Full-color illustrations provide additional visual explanation to the reader. This book features: approximately 4,500 keywords, with detailed cross-references more than 1,700 illustrations, some in full color in-depth contributions from nearly 100 experts from industry and science engine development, both theory and practice This is the story of the elite Japanese Army Air force (JAAF) aces that flew the Kawasaki Ki-61 Hien (Swallow), and the Ki-100 Goshikisen in the Pacific Theatre of World War 2. The former, codenamed 'Tony' by the allies, was a technically excellent aircraft, possessing power, stability and a good rate of climb - differing radically from the usual Japanese philosophy of building light, ultra-manoeuvrable fighters. Its pilots soon realised, however, that the type was plagued by a number of dangerous mechanical issues. Then as the war moved relentlessly closer to Japan's doorstep, a desperate, expedient innovation to the Ki-61 airframe by fitting it with a radial instead*

***of inline engine resulted in one of the finest fighters of World War 2 - the Ki-100. This book uses the latest findings to provide a gripping account of some of the most remarkable and hard-pressed fighter pilots of the war. It reveals how these men, unlike so many of their unfortunate late-war colleagues, could surprise Allied aircraft in high-performance fighters and claim successes in the face of enormous odds. Almost since the advent of warfare, civilians have suffered 'collateral damage', but the concept of Total War – a war without limits – only surfaced in the early part of the twentieth century. The idea of huge numbers of aircraft raining death upon defenceless cities was seen by many as not only barbaric but, in practical terms, quite unrealistic given the logistical challenges that would have to be overcome in order to put them into practice. Any complacency over the threat, however, was rudely shattered on 26 February 1935, when Adolf Hitler officially signed a decree authorizing the formation of the Luftwaffe. The third branch of Germany's armed forces erupted on to the European military landscape. Its blustering claims of irrepressible air power sent waves of panic rippling through ministries of war throughout the world. Framing a realistic response to Hitler's propaganda offensive proved to be problematic given the lack of detailed knowledge of not only the numbers, but also the true performance capabilities of his new generation of aircraft and the ways in which they had expanded the boundaries of war. It was, therefore, of huge interest to all modern military establishments when these machines were deployed during the Spanish Civil War which broke out in July 1936. Notwithstanding the limited scope of this conflict, it offered, for the participating nations, a testing ground for new machines and, for the interested observers, a window into the future of aerial warfare. When the Spanish Civil War was less than a year old it had already seen air power employed in most of the ways that it would be used in the Second World War. This not only included airlifting troops, reconnaissance, interdiction, close support and strategic bombing, but also the deliberate targeting of civilians as a means of achieving military objectives. This book looks at all the significant aerial engagements of the war and***

*examines them against the background of the wider global context. In this way, the Spanish Civil War's part in the evolution of air power is confirmed, as is the way in which its lessons were learned, or ignored, in the context of the much greater conflagration that was to come. Using first-hand accounts and brand-new artwork, this book brings to life the realities of flying the Bf 109 in combat during the very first battles of World War II. The Bf 109 was one of the principal fighter aircraft types in the Luftwaffe's inventory during the opening months of World War II and it was central to many of Germany's early victories, before coming up against the unbeatable RAF during the Battle of Britain. This book presents first-hand experiences of the pilots who flew the Bf 109E, the aircraft which first featured a Daimler-Benz DB 601 powerplant, and which was in the front line in the skies over Poland, the Low Countries and France, and the older Bf 109D, still in use in the Polish campaign. The early variants of the Messerschmitt fighter, the Bf 109E-1, Bf 109E-2 and Bf 109E-3, swept all before them during the opening wartime campaigns, their successes only fading at the Battle of France, when the Bf 109's seasoned pilots encountered modern and well-flown RAF and Armée de l'Air fighters. In a rigorous and engaging new analysis, Luftwaffe aviation expert Malcolm V. Lowe examines and assesses the Bf 109 as a fighting machine from the perspective of the Luftwaffe at the forefront of the German blitzkrieg. Contemporary photographs and specially commissioned artwork, including a dramatic battlescene, armament views, technical diagrams and ribbon diagrams illustrating step-by-step each battle tactic of the main dogfights explored in the book, bring the experiences of the Bf 109 pilots vividly to life. The piston engines that powered Second World War fighters, the men who designed them, and the secret intelligence work carried out by both Britain and Germany would determine the outcome of the first global air war. Advanced jet engines may have been in development but every militarily significant air battle was fought by piston-engined fighters. Whoever designed the most powerful piston engines would win air superiority and with it the ability to dictate the course of the*

***war as a whole. This is the never before told story of a high-tech race, hidden behind the closed doors of design offices and intelligence agencies, to create the war's best fighter engine. Using the fruits of extensive research in archives around the world together with the previously unpublished memoirs of fighter engine designers, author Calum E. Douglas tells the story of a desperate contest between the world's best engineers - the Secret Horsepower Race. By the summer of 1940, the overwhelming might of the German air force had triumphed over Poland, Norway, France, Holland and Belgium. As the fighters and bombers of the Luftwaffe amassed on the north west coast of Europe, they had no reason to believe that the heavily outnumbered squadrons of the Royal Air Force (RAF) would prove any more difficult to overcome than their earlier opponents. However, these illusions of invulnerability were soon to be shattered in whirling combats over southern England in the conflict that would be known as the Battle of Britain. This is a study of the experience of one of Germany's most important armaments manufacturers - and automotive companies - during the period of the Third Reich. The book examines how the opportunities offered by the Nazi rearmament in the 1930s led to rapid expansion and a surge in profits. When the Nazis started to threaten the world with their efficient machine of propaganda, the main concern of European governments was the overwhelming reaction of panic that the expected bombing of the Luftwaffe might cause within the civil population. During the Munich Agreement in 1938, the democracies were defended by old biplanes and a bunch of modern fighters: 50 Hurricanes, 20 Morane-405 and 5 Fokker D.XXI. France and Great Britain took up the production of USA airplanes and cancelled exports to small countries, which were forced to design and build their own PANIC FIGHTERS with the intelligence and skill that desperation provides. When nothing seemed able to contain the German advance, France, Great Britain and the USSR developed several programs of emergency fighters, as did Australia, to face the Japanese expansion. At the time the course of events switched, it was the Axis powers that had to create their own PANIC***

*FIGHTERS, some of them suicidal. The present book includes several last resource designs of fighters that are practically unknown and that were developed in times of tribulation by Australia, Belgium, Bulgaria, Canada, Czechoslovakia, Denmark, Estonia, Finland, France, Germany, Great Britain, Hungary, Japan, Yugoslavia, Latvia, Netherland, Poland, Romania, Sweden and Switzerland. From the nascent days of the Spanish Civil War to the desperate, final defence of the stricken Reich, the Messerchmitt Bf 109 was the Luftwaffe's signature fighter. From the very beginning of its combat career it came to symbolize what could be achieved with a modern monoplane fighter aircraft, instilling fear and respect into Allied pilots wherever it was encountered. 35,000 of the ubiquitous Messerschmitts were eventually built, making it the most-produced fighter in history. This is the first Air Vanguard volume to cover the Bf 109, detailing models A–D. Featuring stunning aerial photos the title explores in depth the technical characteristics and combat performance of the early Bf 109s, including their combat debut in the Spanish Civil War, their employment in the invasion of Poland and showing how the type became one of the most famous names in aviation history. Beskriver den tyske flyindustri i perioden 1933-45, herunder de særlige forhold under 2. verdenskrig. The Bf 109 E "Emil" entered service in 1938. The aircraft's DB 601 engine transformed its performance, making the Messerschmitt fighter one of the most capable anywhere in the world at the time. After seeing action late in the Spanish Civil War, the Emil was Germany's premier fighter aircraft during the early years of World War II, seeing action over Poland, France and the Low Countries, Great Britain, the Balkans, and North Africa. By the time of "Operation Barbarossa" in June 1941, the Emil had been largely replaced as the Luftwaffe's main fighter aircraft by the new Bf 109 F; however, it continued in service in the fighter-bomber, reconnaissance, and fighter-training roles. The Bf 109 E was flown by all of Germany's famed early-war fighter aces, men such as Adolf Galland, Werner MÖlders, Helmut Wick, Wilhelm Balthasar, Walther Oesau, and countless others. The Aviation history of German aircraft from the very early days*

*to the present. Details on around 1,438 aircraft. From the 1st.World war types and the 2nd. World war aircraft. Fighters, bombers, reconnaissance, trainers and civil types, plus numerous other types. Landplanes, seaplanes, airships, rockets, bombs - lots of stuff. An archive of information. The series of books comes in four volumes. In this volume some of the larger companies include: - AEG - AGO - Airbus - Albatros - Arado - Aviatik - BFW - Blohm und Voss - Brandenburg - Dornier + many others. There are around - 575 pictures & 143 plan diagrams. Enjoy The inability of the Italians and Germans to invade Malta proved decisive for Allied victory in the Mediterranean during World War II, as the islands provided the Allies with a base from which to project air power. Early Italian efforts to pound the islands into submission were supplemented by major German forces from January 1942 and in a few weeks the situation for the defenders reached a critical stage; in response, in March 1942 the first Spitfires were delivered to Malta. Throughout the summer C.202s fought over Malta, escorting tiny formations of Cant Z.1007s, SM.79s and Ju 88s. The fighting subsided in August and September, but grew in strength with the arrival of more C.202s. In October the Regia Aeronautica could muster three Gruppi with a total of 74 C.202s. For ten days the Italians pressed a relentless attack before attrition brought the offensive to a halt. Throughout the bombing campaign the British were able to supply Malta with ever increasing numbers of Spitfires. The detailed history of the Heinkel aircraft manufacturers from their early years, through the war years and beyond. Specifications, performance, dimensions, weights, armament, engines and other relevant details. Details on around seven hundred aircraft, plus just over three hundred and fifty pictures and ninety five plan diagrams. On 10 May 1941, on a whim, Hitler's deputy Rudolf Hess flew a Messerschmitt Bf 110 to Scotland in a bizarre effort to make peace with Britain; Göring sent fighters to stop him but he was long gone. Imprisoned and tried at Nuremberg, he would die by his own hand in 1987, aged 93. That's the accepted explanation. Ever since, conspiracy theories have swirled around the famous mission. How strong were Hess's connections with*

***the British establishment, including royalty? Was the death of the king's brother, the Duke of Kent, associated with the Hess overture for peace? In the many books written about Hess, one obvious line of enquiry has been overlooked, until now: an analysis of the flight itself – the flight plan, equipment, data sheets, navigation system. Through their long investigation, authors John Harris and Richard Wilbourn have come to a startling conclusion: whilst the flight itself has been well recorded, the target destination has remained hidden. The implications are far reaching and lend credence to the theory that the British establishment has hidden the truth of the full extent of British/Nazi communications, in part to spare the reputations of senior members of the Royal Family. Using original photography, documentation and diagrams, Rudolf Hess sheds light on one of the most intriguing stories of the Second World War.***