

Chapter 1 : Top 10 German Luftwaffe Aces Of WWII

Aces At War: A History Japanese cover, featuring the International Space Elevator. Aces At War: A History is an official Ace Combat artbook. The book features development insights from the most popular Ace Combat games including concept art, fictional aircraft showcases, and interviews.

Visit Website Manfred von Richthofen center poses with young German officers. On September 17, 1917, while on patrol over France, he got the drop on a two-seater British plane and scored his first confirmed kill. Suddenly, I nearly yelled with joy for the propeller of the enemy machine had stopped turning. As his tally grew, Richthofen had a Berlin jeweler make him a collection of small silver cups, one for each of the aircraft he shot down. He would eventually acquire 60 of the trophies before a silver shortage forced the jeweler to decline new orders. Like many pilots, he also had the morbid habit of scrounging souvenirs from the planes he downed. Along with the heads of the animals he killed on hunting trips, his home was decorated with fabric serial numbers, instruments and machine guns looted from Allied wreckage. He even had a chandelier made from the engine of a French plane. In January 1918, after shooting down his 16th airplane, Richthofen was given command of the German squadron Jasta 11. He celebrated the promotion by painting his Albatross biplane an eye-catching shade of red. Richthofen alone chalked up 21 kills, including four in a single day. By then, he had all but perfected his lethal flying style. Rather than engaging in airborne acrobatics or risky dogfights, he preferred to patiently stalk his enemies, swoop down from high altitude and then blast them out of the sky with pinpoint bursts of machine gun fire. He received fan mail by the sack-load, dined with the Kaiser and appeared in countless newspaper articles and propaganda posters. When he wrote a short autobiography, it became an instant bestseller. Manfred von Richthofen in the hospital, c. 1918. On July 6, 1918, as he buzzed through a cloud of fighters in a dogfight over France, he was struck by a bullet from a British biplane. The slug grazed his head and fractured his skull, temporarily blinding and paralyzing him. Richthofen managed to regain his senses and make a rough landing behind German lines, but the wound left him with recurring headaches, nausea and bouts of depression. He soon made the switch to the Fokker Dr. 1. On April 20, 1918, he increased his tally to 80 by shooting down a British Sopwith Camel. As he gave chase to a Sopwith Camel piloted by novice airman Wilfrid May, Richthofen zigzagged over enemy territory and passed a series of Allied infantry emplacements. Australian ground troops immediately spotted his red airplane and unleashed a storm of machine gun fire. One of the bullets—either from Brown or the Australian gunners—struck Richthofen in the torso, seriously wounding him. The year-old crash-landed in a beet field and died moments later, still strapped into his cockpit. On April 22, he was given a full military funeral that included a guard of honor and six Royal Flying Corps pallbearers.

Chapter 2 : Ace Combat 7: Skies Unknown gets new trailer | digitalchumps

Nothing Else Comes Close. Welcome to the Ace Combat subreddit, a community for fans to discuss Ace Combat 7: Skies Unknown and past games in the franchise.. Ace Combat is an arcade flight video game developed by Bandai Namco under the name "Project Aces".

The Korean War of 1953 marked the transition from piston-engined propeller driven aircraft to more modern jet aircraft. Alam shot down five IAF Hunters in a single sortie. The Mig generally did not have sophisticated radars and missiles and relied on dog-fighting and manoeuvrability to score kills on US aircraft [19]. The VPAF had adopted an interesting strategy of "guerrilla warfare in the sky" utilising quick hit-and-run attacks against US targets, continually flying low and forcing faster, more heavily-armed US jets to engage in dog-fighting where the Mig and Mig had superior manoeuvrability [21]. Quite often air-to-air losses of US fighter jets were re-attributed to surface-to-air missile , as it was considered "less embarrassing" [22]. American air-to-air combat during the Vietnam War generally matched intruding United States fighter-bombers against radar-directed integrated North Vietnamese air defense systems. American F-4 Phantom II , F-8 Crusader and F fighter crews usually had to contend with surface-to-air missiles , anti-aircraft artillery , and machine gun fire before opposing fighters attacked them. The most successful F Tomcat pilot ever with eight confirmed [27] [28] [29] and three probable [30] kills during the Iran-Iraq war. List of flying aces in Arab-Israeli wars The series of wars and conflicts between Israel and its neighbors began with Israeli independence in and continued for over three decades. Of the 50 known aces during these battles, one was Egyptian, three Syrian, and the rest Israeli. His record of eight confirmed and three probable victories against Iraqi combat aircraft qualifies him as an ace and the most successful pilot of that conflict and the most successful Grumman F Tomcat pilot worldwide. General Shahram Rostami was another Iranian ace. He was also an F pilot. He had six confirmed kills. Confirmation and overclaiming of aerial victories during World War II Realistic assessment of enemy casualties is important for intelligence purposes, so most air forces expend considerable effort to ensure accuracy in victory claims. In World War II, the aircraft gun camera came into general usage, partly in hope of alleviating inaccurate victory claims. Arguably, few recognized aces actually shot down as many aircraft as credited to them. The primary reason for inaccurate victory claims is the inherent confusion of three-dimensional, high speed combat between large numbers of aircraft, but competitiveness and the desire for recognition not to mention optimistic enthusiasm also figure into inflation, especially when the attainment of a specific total is required for a particular decoration or promotion. On the other hand, losses especially in aircraft as opposed to personnel are sometimes recorded inaccurately, for various reasons. Because pilots often teamed with different air crew members, an observer or gunner might be an ace while his pilot is not, or vice versa. Observer aces constitute a sizable minority in many lists. Michael Arooth th Bomb Group was credited with 17 victories. Barker scored 13 victories while flying as a gunner in a Boulton Paul Defiant turret fighter, piloted by Flight Sergeant E. DeBellevue became not only the first U. A total of 68 U. In the Soviet offensive of in the Karelian Isthmus , Finnish pilot Hans Wind shot down 30 enemy aircraft in 12 days. In doing so, he obtained "ace in a day" status three times. He was awarded the Sitara-e-Jurat "The star of courage" and bar for his actions.

Chapter 3 : Ace Combat 7: Aces at War Bundle Launches Exclusively on Bandai Store | OnRPG

7 of the Greatest Flying Aces Throughout History. Imperial German Army Air Service, had more aerial victories in World War I than any other pilot, making him the ace of aces of the war.

After a stint as a chauffeur on General John J. Army Air Service before getting his wings in early Though alienated from his more genteel squadron-mates by his working class background and advanced ageâ€”at 27, he was two years older than the age limit for pilotsâ€”Rickenbacker proved a natural in the cockpit. He was known for inching perilously close to his quarry before firing his guns, and often took seemingly suicidal risks in combat. He won the Medal of Honor for one September incident in which he singlehandedly engaged a flight of seven German aircraft and managed to bag two before making a miraculous getaway. He continued to cheat death in his later years by surviving a pair of horrific plane crashes in and , the second of which left him adrift in the Pacific for 22 days. Renowned for his quiet demeanorâ€”he supposedly loved gardening and lived alone in a small shack adjacent to his airplane hangarâ€”Ball also had a ferocious fighting spirit. He often fought until his machine was riddled with enemy gunfire, and his do-or-die attitude established him as a wartime celebrity in the United Kingdom. Ball usually took to the skies on solo patrol, stalking German reconnaissance planes and engaging fighter squadrons even when severely outnumbered. One of his favorite maneuvers involved slotting in beneath his enemy and using the tilting machine gun on his French-made Nieuport fighter to fire on them from below. Despite his gallant reputation, Ball was deeply troubled by the violence of combat and often wrestled with depression. William Bishop Canadian pilots racked up an impressive record during World War I, but none was as prolific as William Bishop, who scored an amazing 72 aerial victories. Bishop began the war as a cavalryman, but soon grew tired of the mud and misery of trench warfare and transferred to the Royal Flying Corps. To hone his skills, he often dropped tin cans from his cockpit and used them for target practice as he dove to earth. Bishop preferred flying alone, and gained a reputation for his larger-than-life feats of courage. In one famous June solo attack on a German aerodrome, he supposedly destroyed three enemy planes in the air and several more on the ground. Voss entered the war in at the age of 17, and served as a cavalryman before transferring to the air service and being placed in the same squadron as the Baron. When his defeated enemies were captured alive, Voss would sometimes pay them a visit to drop off some cigars or even an autographed photo of himself. Voss is most famous for his final flight on September 23, In what is often called the greatest dogfight of the war, he singlehandedly engaged seven British pilotsâ€”all of them experienced acesâ€”over Belgium. Though severely outnumbered, Voss spent a full ten minutes flying circles around his opponents and dancing between machine gun tracers, eventually forcing three of the British planes out of the fight before finally being shot down and killed. The cannon was so strong that Guynemer risked crashing his plane simply by firing it, but he managed to use the experimental machine to claim at least two victories. Though known for his uncompromising approach to combat, Guynemer also embodied the myth of the chivalrous pilot. During a famous June episode, he engaged in a lengthy dogfight with Ernst Udet, a top German ace. As each man twisted his machine through the sky in an attempt to gain the upper hand, Udet discovered that the guns on his plane had become hopelessly jammed. The German was certain he would be killed, but to his surprise, Guynemer simply acknowledged his plight with a wave of his hand and flew off. Like Udet, Guynemer also had his fair share of close callsâ€”he survived seven plane crashesâ€”but his luck finally ran out on September 11, , when he was shot down and killed during a mission over Belgium.

Chapter 4 : Ace Combat 7: Skies Unknown Aces at War Edition announced – EGMNOW

DO WANT. Liek, nao. --Koveras Alvane , January 17, (UTC) I checked calendrierdelascience.com, seems no such a product on sale or pre-order. Does anyone have more information?

Facebook Twitter The Ace Fighter cult came to prominence during the First World War, which was the first conflict that utilized the use of aircraft in a larger scale. He was dubbed the ace-of-aces with 80 credited aerial victories. The German air armada produced , airplanes in a period between and The pilots who manned those planes were respected and popular in the Third Reich and the stories of their victories were often part of the Nazi propaganda campaign. The Luftwaffe operated with 3,, personnel throughout the war. German day and night fighter pilots claimed roughly 70, aerial victories during World War II, 25, over British or American and 45, over Russian flown aircraft. The Luftwaffe had pilots who shot down over airplanes. Note that a fighter ace needs to shoot down five or more enemy aircraft to earn his title. He was attached to the heavy fighter squadron Jagdgeschwader 77 in , just after finishing his training. Weissenberger claimed his first victory on the skies over Norway against the RAF on October 24, From that point on he carried out 23 more aerial victories and received the German Cross in Gold. Later, in November , he took additional training to master the Me jet fighter, thus becoming the commander of the first operational jet fighter unit in the world. During this period, he was credited with 8 more victories when he downed seven B bombers and P fighter aircraft. He survived the war as a Me fighter pilot with certified aerial victories and 33 more possible, in total, in his combat missions. He died in a car crash during a racing incident on June 11th, in Nurburgring. Heinrich Ehrler – kills Heinrich Ehrler. Nine more victories were attributed to him on the Western Front, eight of which were achieved flying the Me jet fighter. He joined the Wehrmacht in and served as an anti-aircraft gunner in the Condor Legion during the Spanish Civil War. In , his name was slurred as he was used as a scapegoat after the disastrous sinking of a Bismarck-class battleship, the Tirpitz, during an RAF bombing raid. He was put to house-arrest. At that time he was nominated for the Knights Cross of the Iron Cross with Oak Leaves and Swords, but, because of the incident, was never awarded it. He was court-martialled, stripped of command over his fighter unit and put under house arrest. The High Command later called him to fill in the ranks, for the war was rapidly approaching its end. His fellow pilots reported that Ehrler took the job with apathy as the once glorious triumphs of the Luftwaffe deteriorated to suicide missions by the end of the war. He himself ended his life by ramming into an American bomber. Hemann Graf – kills Hemann Graf. There he claimed victories, becoming the first pilot in history to gain such score. Prior to the war, Graf was a football player and a glider pilot-enthusiast. Just before the war, he was stationed on the Franco-German border where he did patrol duty. He also served as a flight instructor in Romania, where he provided training for Romanian pilots. During the occupation of Crete, he supported the ground forces in the final stages of invasion. Graf flew combat missions and won 10 more aerial victories on the Western Front, which includes six four-engine bombers and one Mosquito. Hermann Graf died in , in his hometown, Engen. He was shot down 18 times and was wounded three times and survived. Initially serving as a mechanic, he gradually managed to pilot a transport aircraft, while informally training for a fighter plane. He achieved his first aerial victory on the French border in a skirmish in September From that moment on, he went to become one of the leading aces of the Luftwaffe. During the Battle of Britain, his score reached He avoided the firing squad, surrendered and survived the war. Erich Rudorffer – kills 6. Major Erich Rudorffer was certainly one of the most dedicated German aces. He served in all theaters of war, since the very start in Poland. He holds the seventh place on an internationally recognized list of best pilots in the history of aerial warfare. More than of his flights included combat. In the Eastern Front, he claimed 58 victories over the feared armored IL-2 Sturmovik ground attack aircraft. On one occasion, in , he claimed that he had sunk a British submarine near the Isle of Portland, but the Royal Navy claimed otherwise. The Luftwaffe gave him credit only for damaging the submarine. More than a half of them were his aerial victories. The vast majority of his victories were achieved on the Eastern Front, where he battled Sturmoviks and four-engine bombers on the regular basis. An interesting fact is that Batz was rejected several times for combat assignments in the early stages of the war, as he served as a flight instructor

at fighter pilot schools in Kaufbeuren and Bad Aibling. In , he was stationed in Hungary. He managed to extract his men back to Germany where they surrendered to the Allies, avoiding Soviet imprisonment, of which many Germans feared. Otto Kittel's kills. Otto Kittel's kills Otto Kittel. In total, he flew combat missions with a score of victories. His tally was fairly modest during his use of the Messerschmitt Bf 109, his count was 39, which is relatively insignificant in comparison to the other aces at that time. When he acquired the Focke-Wulf Fw 190 fighter plane, the number of his aerial victories tripled before the end of the same year. During one of his missions, Kittel was forced to land 80 km behind enemy lines. He managed to avoid detection disguised as a Russian peasant. Kittel was familiar with the Russian language and spoke Czech very well in addition. Three days later, he reached the German lines. After a short leave, he was back in the cockpit. Otto Kittel was the highest-rated German fighter ace that died in combat, after being shot down by a Sturmovik gunner in February . He flew combat missions and earned aerial victories in total. On the Eastern Front alone, he achieved 15 of them and were against other fighter planes. He first saw action during the Battle of France in May , when he successfully defended a reconnaissance plane from three French P-40 Hawk fighter planes. He managed to down one of them. Soon after he was on the Eastern Front where he scored victories on a daily basis. Rall was shot down eight times and wounded three times. After one of his crash-landings, he was hospitalized and the doctors concluded that his back was broken in three places. He was sent to a hospital in Vienna and was told that he could never recover enough to fly again. Gunther Rall proved them wrong and he was back in the saddle, just a year after the accident. He was presented with the award by Adolf Hitler himself. In April , Rall was called back to participate in the Defense of the Reich against the Allied bombers. On one of his flights, he was once again shot down. Rall suffered minor injuries which included his left thumb being shot off. Due to infections, he was forced to step down from combat mission for a while. During this time, Rall studied the American planes that the Germans managed to capture. He was impressed with the luxury and performance by the enemy planes. Rall used his research to improve the tactics of his own pilots. Gerd flew with the famed Jagdgeschwader 52 squadron on the Eastern Front where he scored the majority of his aerial victories and a price was put on his head by the Red Army. After being shot down several times, Barkhorn developed anxiety and combat stress which became especially apparent during his missions in defense of the Reich. In the last year of the war, he was surrounded by inexperienced pilots who were dropping like flies against the battle-hardened Allied crews. His mental instability increased and he was hospitalized. Gerd Barkhorn died together with his wife in , after a fatal car accident. He was the highest scoring pilot fighter ace in the history of aerial warfare. He was only 20 years old, when he engaged in combat, in , immediately becoming one of the best. Hartmann downed Soviet aircraft and 7 American. Of all of his accomplishments, the one that he was most proud of was the fact that he had never lost a wingman. His name was Major Gunther Capito. Other than being a pilot, he was also a great tactician. In his own words, we offer you a glimpse inside the mind of the greatest fighter pilot that ever lived: After scoring crippling or disabling hits, I would clear myself and then repeat the process. I never pursued the enemy once they had eluded me. Better to break off and set up again for a new assault. I always began my attacks from full strength, if possible, my ideal flying height being 22,000 ft because at that altitude I could best utilize the performance of my aircraft. Combat flying is based on the slashing attack and rough maneuvering. In combat flying, fancy precision aerobatic work is really not of much use.

Chapter 5 : 'Ace Combat 7' Gets Special 'Aces At War' Bundle

Only the posts tagged with 'Archive Scans' are scans that I did personally. All others were found online. I cannot fulfill requests unless provided with the material being requested to post.

It is based upon the number of ships they sank and their impact on the war at sea. Georg Lassen Sinking 26 ships, totaling , tons, Georg Lassen caps the list of top German U-boat aces at number He served in the Kriegsmarine from to and averaged 39, tons per patrol. On the night of March , Lassen, commanding U, sunk or damaged 6 ships. Two days later, he received word via radio that he had earned the Knights Cross of the Iron Cross. After his prolific career sinking enemy ships, in April , Lassen began his command of Pretoria, a hospital ship. In less than two years, he spent days at sea. Prien is famous for several reasons. He scored the second U-boat kill of the war, sinking the British ship Bosnia in September In one terrible incident, during the war, he sank the SS Arandora Star, which was carrying some 12, German and Italian citizens. Over people died at sea. Save the crew, if you please. Prior to this, he had received years of intensive training ranging the entire field of naval tactics. Becoming a U-boat commander was another part of his varied naval career. His first patrol on U lacked a single successful engagement. In his second, he rescued survivors from the cruiser Atlantis sunk by the British. On his third patrol, he sunk seven ships. During his fourth patrol, he sunk another seven and earned his first Knight Cross medal. In total, he sank 29 ships , tons. He spent the entirety of the war fighting on U-boats, receiving his first command in December The prime of his career was commanding U After the war, Lehmann-Willenbrock went on to captain several more ships in South America and then Germany again, including the first ever nuclear-powered merchant cargo ship. His official stats are 35 enemy ships sunk for a total of , tons. On one patrol in the summer of , commanding U, Liebe sank six ships West of Ireland and landed a German agent in Ireland. On his ninth and final patrol, again with U, before being promoted to the High Command office, he sank eight ships. His first command was the U on December 4th, He sunk the first U. This caused a bit of a diplomatic dust-up with the U. Despite that history with the U. Navy, after the war, Topp served in Washington, D. In the s, Topp was recognized for rebuilding the German navy and his great efforts in building the transatlantic alliance. He died in at the age of In 15 war patrols and more than days at sea, he sank 46 ships, totaling , tons of displacement. He was mistakenly shot and received the last state funeral ever conducted by the Third Reich and the only one granted to a U-boat commander. Nonetheless, in that short time, he became the uncontested top ace below the waves in terms of tonnage sunk, which totaled 27, tons or an astounding 47 ships. During one patrol in the first two months of , he sank three British armed merchant cruisers, two in one night. He was known for only taking one torpedo to sink his prey, exemplary conduct and helping the survivors of the ships he sank with supplies and given them bearings to the nearest land.

Chapter 6 : Archive Scans: ACES at WAR A History

ACES AT WAR. The American Aces Speak. Eric Hammel. Adding to the first three volumes of his acclaimed series, The American Aces Speak, leading combat historian Eric Hammel comes through with yet another engrossing collection of thirty-eight first-person accounts by American fighter aces serving in World War II, the Israeli War of Independence, the Korean War, and the Vietnam War.

Chapter 7 : Ace Combat - Wikipedia

The Ace Fighter cult came to prominence during the First World War, which was the first conflict that utilized the use of aircraft in a larger scale. The notorious Red Baron, Manfred von Richthofen was one of the first to establish the "ace" tradition within the German Air Force.

Chapter 8 : Here are some of the best U-Boat aces of WWII

Rickenbacker ended the war as America's "ace of aces" with a total of 26 victories to his name—18 of which came in the span of only 48 days.

Chapter 9 : 10 Of The Greatest Air Aces Of The First World War

This is a list of World War II flying aces in World War II had tremendously varying kill scores, affected as they were by many factors: the pilot's skill level, the performance of the airplane he flew and those he flew against, how long he served, his opportunity to meet the enemy in the air (Allied to Axis disproportion), and the standards his air service brought to the awarding.