In August 1944 the British Pacific Fleet did not exist. Six months later it was strong enough to launch air attacks on Japanese territory, and by the end of the war it constituted the most powerful force in the history of the Royal Navy, fighting as professional equals alongside the US Navy in the thick of the action. How this was achieved by a nation nearing exhaustion after five years of conflict is a story of epic proportions in which ingenuity, diplomacy and dogged persistence all played a part. As much a political as a technical triumph, the BPF was uniquely complex in its make-up: its Commander-in-Chief was responsible to the Admiralty for the general direction of his Fleet; took operational orders from the American Admiral Nimitz; answered to the Government of Australia for the construction and maintenance of a vast base infrastructure, and to other Commonwealth Governments for the ships and men that formed his fully-integrated multi-national fleet. This ground-breaking new work by David Hobbs describes the background, creation and expansion of the British Pacific Fleet from its first tentative strikes, through operations off the coast of Japan to its impact on the immediate post-war period, including the opinions of USN liaison officers attached to the British flagships. The book is the first to demonstrate the real scope and scale of the British Pacific Fleet’s impressive achievement. For the first time, this book tells the story of how naval air operations evolved into a vital element of the Royal Navy’s ability to fight a three-dimensional war against both the Kriegsmarine and Luftwaffe. An integral part of RN, the Fleet Air Arm was not a large organization, with only 406 pilots and 232 front-line aircraft available for operations in September 1939. Nevertheless, its impact outweighs its numbers; it was an RN fighter that shot down the first enemy aircraft of the war, and an RN pilot was the first British fighter ace with 5 or more kills. The Fleet Air Arm’s rollcall of achievements in northern waters went on to include the Norwegian Campaign, the crippling of Bismarck, the gallant sortie against Scharnhorst and Gneisenau as they passed through the Channel, air attacks on enemy E-boats in the narrow seas, air cover for the Russian convoys, air attacks that disabled Tirpitz, and strikes and minelaying operations against German shipping in the Norwegian littoral that continued until May 1945. By the end of the war in Europe the FAA had grown to 3243 pilots and 1336 aircraft. This book sets all these varied actions within their proper naval context and both technical and tactical aspects are explained with ‘thumb-nail’ descriptions of aircraft, their weapons and avionics. Cross reference with the Fleet Air Arm Roll of Honour has been made for the first time to put names to those aviators killed in action wherever possible as a mark of respect for their determination against enemy forces on, above and below the sea surface which often outnumbered them. The Fleet Air Arm and the War in Europe completes David Hobbs’s much-praised six-volume series chronicling the operational history of British naval aviation from the earliest days to the present.

In 1910 the first aircraft was successfully launched from a small wooden platform on a stationary ship. Just four years later, seaplane-carrying warships were being used to launch the first naval air raids, and by 1918 the first aircraft carrier to feature a full-length flight deck was in service. High quality artwork and historical photographs help author Mark Lardas tell the fascinating story of the pioneering years of naval aviation, covering such historic clashes as the Japanese siege of Tsingtao, the British raid against German Zeppelin bases at Cuxhaven and the Battle of Jutland, which saw the first airplane take part in a naval battle. Through detailed analysis he explores their development from hastily-adapted merchant ships to the launch of HMS Argus, the first aircraft carrier to have a full-length flight deck, and shows how they paved the way for the aircraft carriers of the future.

In August 1944 the British Pacific Fleet did not exist. Six months later it was strong enough to launch air attacks on Japanese territory, and by the end of the war it constituted the most powerful force in the history of the Royal Navy, fighting as professional equals alongside the US Navy in the thick of the action. How this was achieved by a nation nearing exhaustion after five years of conflict is a story of epic proportions in which ingenuity, diplomacy and dogged persistence all played a part. As much a political as a technical triumph, the BPF was uniquely complex in its make-up: its Commander-in-Chief was responsible to the Admiralty for the general direction of his Fleet; took operational orders from the American Admiral Nimitz; answered to the Government of Australia for the construction and maintenance of a vast base infrastructure, and to other Commonwealth Governments for the ships and men that formed his fully-integrated multi-national fleet. This ground-breaking new work by David Hobbs describes the background, creation and expansion of the BPF from its first tentative strikes, through operations off the coast of Japan to its impact on the immediate post-war period, including the opinions of USN liaison officers attached to the British flagships. The book is the first to demonstrate the real scope and scale of the BPF’s impressive achievement.
range in order to destroy Zeppelins in their home bases, the Royal Navy developed the first true aircraft carriers. This book is the story of those largely forgotten very early bombing raids. It explains the military and historical background to the first British interest in military and naval aviation, and why it was that the Navy pursued long distance bombing, while the Army concentrated on reconnaissance. Every bomber raid, and every aircraft carrier strike operation since, owes its genesis to those early naval flyers, and there are ghosts from 1914 which haunt us still today.

Naval aviation arrived early in the last century in the form of balloons and airships employed by the British Royal Navy for reconnaissance, and interest was stirring in naval circles in a greater aeronautical capacity for the service. Britain's tradition of projecting a global reach through her sea power would, in the view of many, be greatly enhanced by such a capability. Among the first advocates of military aircraft development was British naval minister, Winston Churchill.??Over the course of the last century since this point of inception, huge leaps have been made in the design, development, and performance of naval aircraft. This comprehensive account, brought to us by eminent aviation historian Phillip Kaplan, details the journey from origin through early development into wartime deployment. This is carried forward through post-war innovations and into modern conflicts such as the Falklands campaign. Attention is paid to the key landmarks of aviation history, such as Taranto, Pearl Harbour, The Doolittle Raid, the Battle of Midway and the Korean campaign. Reference is also paid throughout to the flying aces; the high points in the combat careers of the greatest naval and marine aviators of the past century. ??Kaplan weaves multiple threads in an effort to produce a comprehensive and detailed history. One of these is the part played by women in the history of flight, detailing a journey characterised by ever-closer involvement at the vanguard of aviation development, showing how societal changes have impacted upon this area in tune with others. Bringing the history up to date, there is a section dedicated to the Helicopter, its varying uses, current disposition and status of the various types in the U.S and British navies. ??Complemented by a collection of interesting photographs, this is sure to appeal to aviation enthusiasts as well as social historians of the past one hundred years; this isn't just a history of the various aircraft but of the people who got them off the ground and flew them into a new century.

As a follow-up to the highly regarded British Pacific Fleet, David Hobbs looks at the post-World War II fortunes of the most powerful fleet in the Royal Navy.??Its decline in the face of diminishing resources, its final fall at the hands of ignorant politicians, and its recent resurrection in the form of the Queen Elizabeth class carriers, the largest ships ever built for the Royal Navy. Despite prophecies that nuclear weapons would make conventional forces obsolete, British carrier-borne aircraft were almost continuously employed. The Royal Navy faced new challenges in places like Korea, Egypt, and the Persian Gulf. During these trials the Royal Navy invented techniques and devices crucial to modern carrier operations, pioneering novel forms of warfare tactics for countering insurgency and terrorism. This book combines narratives of poorly understood operations with clear analysis of their strategic and political background. With beautiful illustrations and original research, British Carrier Strike Fleet tells an important but largely untold story of renewed significance as Britain once again embraces carrier operation.

Rare Photographs From Wartime Archives
Fighters Over the Fleet
Raiders
The Story and Diaries of Captain JM McCleery RNAS/RAF
After 1945
The Raid, the Observer, the Aftermath
Design, Development & Service Histories

A 2015 calendar that celebrates the great force of the U.S. Navy. Established during the American Revolution, is the largest navy in the world, with a battle fleet tonnage greater than the next 13 navies combined. There are 318,000 active service members in the U.S. Navy and currently 288 ships in active service. This calendar celebrates and profiles some of the best-known warships that the U.S. Navy has in service today.

Ross Kemp retells the most daring British special operations of World War II, from the world's first aircraft carrier strike on an enemy fleet in November 1940 to the critically important seizure by British paratroopers of Pegasus Bridge, the first engagement of D-Day in June 1945.

The first aircraft carriers made their appearance in the early years of World War I. These first flattops were improvised affairs built on hulls that had been laid down with other purposes in mind, and it was not until the 1920s that the first purpose-built carriers were launched, but no-one was as yet clear about the role of the carriers and they were largely unloved by the ‘battleship admirals’ who still believed that their great dreadnoughts were the ultimate capital ships. World War II changed all that, At Taranto, Pearl Harbour, and in the North Atlantic, the carrier, the ugly duckling of the world's navies, proved itself to be the dreadnought nemesis. As the tide of war turned, the fast attack carriers of the U.S. Navy spearheaded the counter-attack in the Pacific while the makeshift escort carriers helped to seal the fate of the German U-boats in the Atlantic. The carrier, and naval aviation, thus emerged into the post-war world as the primary symbol and instrument of seapower; it would play a crucial role in the strategic encirclement of the Soviet Union and enabled western airpower to be rapidly and effectively deployed in areas of conflict as remote as Korea, Vietnam, the Falklands and the Gulf. Kaplan describes the adventure of the young American, British, and Japanese naval aviators in the Second World War. It is an account of their experiences based on archives, diaries, published and unpublished memoirs, and personal interviews with veteran naval airmen of WWII, providing a vivid and often hair-raising picture of the dangers they encountered in combat and of everyday life aboard an aircraft carrier. It considers some of the key aspects of the WWII naval aviator's combat career, such as why it was that only a tiny minority of these pilots those in whom the desire for aerial combat overrode everything accounted for such a large proportion of the victories. In the major carrier actions of that conflict, from the Royal Navy's attack on Taranto which crippled the Italian fleet in 1940, to the Japanese carrier-launched surprise attack on U.S. Navy battleships and facilities at Pearl Harbour in 1941, to the carrier battle of Midway in 1942, and the Great Marianas Turkey Shoot of 1944, through the Japanese Kamikaze campaign against the U.S. Carriers in the final stages of the Pacific war, this book takes the reader back to one of the most exciting and significant times in modern history.

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Between 1939 and 1945 the Royal Navy’s Fleet Air Arm grew from a small force into a powerful strategic weapon. British carrier-based aircraft fought throughout the world and David Brown here describes their activities in the Home, Mediterranean, Eastern and British Pacific Fleets, together with Forces created for specific operations, listing aircraft and units embarked during the various phases. He goes on to describe carrier operations in the Pacific between 1941 and 1945, the greatest maritime war in history. Both the United States and Imperial Japanese Navies watched the Royal Navy’s early carrier operations in the European Theatre and benefited from the lessons. American aircrews and sailors learnt quickly in action until, by March 1945, the United States Fifth Fleet with its associated Marine Corps formations was probably the most efficient and effective instrument of war deployed in the pre-nuclear age. This new work contains material from two volumes, first published in 1968 and 1974, merged with notes for a third which David Brown prepared but never published before his death. They appear for the first time together, providing the most detailed single-volume account currently available of the operation of British, American and Japanese aircraft carriers in World War II.

A Survey of British Naval Air Operations, 1900-69
Summary of John Winton’s The Forgotten Fleet
Naval Air Defence from Biplanes to the Cold War
British Aircraft Carriers 1939-45
The History of British Naval Aviation
Taranto
The British Carrier Strike Fleet

"The thesis engages the problem of how the UK’s Joint Expeditionary Force will project power with the arrival of HMS Queen Elizabeth and the restoration of a Carrier Strike capability in 2018. It identifies lessons from the US experience of crisis management and coercive diplomacy in the Mediterranean by analyzing interventions in Jordan (1970), Lebanon (1983) and Libya (1981-89), placing these within a broader discussion on the employment and effectiveness of precision strike. The concept of 'carrier strike diplomacy' is introduced, building on the gunboat antecedent, to explain the utility of maritime air power in littoral crisis response. Britain’s own interests in the Mediterranean and the security implications of the region’s recent instability following the twin shock of the Arab Spring and the spread of militant Islamist extremism to the Maghreb and Sahel are also explored. The crux of the argument presented is that strategic political direction is required to underwrite the choices open in three areas fundamental to the utility of Carrier Strike: forward presence and apportionment between Allied operating nations, embarked critical mass and precision strike acquisition. With the withdrawal of a permanent US Sixth Fleet carrier, the thesis argues for the forward deployment of a British carrier to the Mediterranean, using a basing and readiness profile coherent with the priority risks identified by the National Security Strategy. Furthermore, the air group announced in the 2010 Strategic Defence and Security Review lacks critical mass and responsiveness. The thesis argues finally that if the UK wishes a unilateral capacity for crisis response, then future acquisition must compensate for niche US theatre - entry capabilities to minimize the otherwise certain operational and political risks attending aerial coercion." - Abstract

65,000 tons. 280 metres long. A flight deck the size of sixty tennis courts. HMS Queen Elizabeth is the biggest ship in the Royal Navy’s history. But it’s her ship's company of 700, alongside an air group of 900 air and ground crew that are Big Lizzie’s beating heart. From before the first steel of her hull was cut, Chris Terrill has enjoyed unprecedented access to Queen Elizabeth and the men and women who have brought her to life. How to Build an Aircraft Carrier tells the story of Britain at her best: innovative, confident, outward-looking and world beating.

Among all the celebrations of the RAF’s centenary, it was largely forgotten that the establishment of an independent air force came at a cost – and it was the Royal Navy that paid the price. In 1918 it had been pre-eminent in the technology and tactics of employing aircraft at sea, but once it lost control of its own air power, it struggled to make the RAF prioritize naval interests, in the process losing ground to the rival naval air forces of Japan and the United States. This book documents that struggle through the cash-strapped 1920s and ’30s, culminating in the Navy regaining control of its aviation in 1937, but too late to properly prepare for the impending war. However, despite the lack of resources, British naval flying had made progress, especially in the advancement of carrier strike doctrine. These developments are neatly illustrated by the experiences of Lieutenant William Lucy, who was to become Britain’s first accredited air ‘ace’ of the war and to lead the world’s first successful dive-bombing of a major warship. Making extensive use of the family archive, this book also reproduces many previously unseen photographs from Lucy’s album, showing many aspects of life in the Fleet Air Arm up to the end of the Norway campaign. Although it is beyond the scope of this book, in November 1940 the inter-war concentration on carrier strike was to be spectacularly vindicated by the air attack on the Italian fleet at Taranto – it inspired the Japanese to a far larger effort at Pearl Harbor the following year, but the Royal Navy had shown the way. Please note: This is a companion version & not the original book. Sample Book Insights: #1 The attack on Force Z, which was the British battleship Prince of Wales, the battlecruiser Repulse, and four destroyers, was the end result of a train of unfortunate circumstances. By November 1944, when the British Pacific Fleet was formally in being, the United States Navy and Marine Corps had already won for the Allies nearly complete control of sea and air over most of the Pacific. #2 The British Pacific and East Indies Fleets were a magnificent contribution by a nation 10,000 miles from the action who had already fought a war at sea for five years and over five oceans. But the American 3rd/5th and 7th Fleets were far larger and more powerful than both British fleets combined. #3 The fall of Singapore was a dark and terrible episode for the Navy, but there were two gallant naval actions fought by Allied ships in the Java Sea on 27 and 28 February. Four cruisers and three destroyers were sunk in these actions. #4 The Japanese raiders were Vice Admiral Nagumo’s formidable Striking Force, which included five of the six carriers that attacked Pearl Harbour. They attacked Colombo on Easter Sunday, 5 April, and sank the cruisers Cornwall and Dorsetshire.

World War I Seaplane and Aircraft Carriers
16-Month Calendar Including September 2014 Through December 2015
The First 100 Years
World War One Aircraft Carrier Pioneer
A Study Into the Preparation for and Use of the Queen Elizabeth-class Carriers
The Fleet Air Arm and the War in Europe, 1939-1945
Fleet Air Arm Carrier War

In March 1941, the Royal Navy scored one of the greatest one-sided victories against the Italian Fleet the Regia Marina at Matapan. It brought to an end six months of remarkable success for the Royal Navy in the Mediterranean. When France fell and Italy declared war on Britain, Admiral Dudley Pound had wanted to evacuate the Mediterranean altogether and concentrate on home
defence. Churchill overruled him, regarding such a move as the death knell of the British Empire. His decision made the Mediterranean theatre the focus of British land operations for four years, reliant on the Navy. In Admiral Andrew Cunningham, Churchill had a fleet commander in the Mediterranean who would miss no chance of hounding the enemy. Affectionately known as A.B.C. by his men, Cunningham was salty in his language, intolerant of fools and a master of tactics. In "The Battle of Matapan 1941: The Trafalgar of the Mediterranean", Mark Simmons explores the remarkable victories of Taranto and Matapan, as seen through the eyes of the men who manned the ships and flew the aircraft of the Mediterranean Fleet. More than a year before the attack on Pearl Harbor, aircraft of the Royal Navy's Fleet Air Arm executed a surprise attack on ships of the Italian Fleet anchored in the harbor of Taranto. The raid on Taranto anticipated the attack on Pearl Harbor, and historians have seen it as a precursor to the larger and more devastating strike by the Imperial Japanese Navy. The Taranto raid takes on added significance with the little-known fact that an officer in the US Navy was aboard the British aircraft carrier, and reported extensively on the attack to the Office of Naval Intelligence in Washington. For the first time, this book tells the entire story of Taranto and its relevance to Pearl Harbor. The book describes the attack in detail, and clears up mistakes and misconceptions that appeared in previous publications. The damage was done by 21 planes flown off the deck of HMS Illustrious, without any participation of the Royal Air Force. Illustrious took to sea the radar and aircraft control procedures that helped win the Battle of Britain. From British sources, the book describes the techniques used to allow successful use of aerial torpedoes in the shallow waters of Taranto harbor. Christopher O'Connor earned a BA from Union College and an MBA from Northwestern University. For fifteen years he worked as a Hospital Administrator. In 1993 he began a new career as a full-time father to five children. His wife, Susan, is a Dentist in private practice since 1987. The development of this book began with a footnote in Prange's At Dawn We Slept. This is his first book, but he has previously published articles in hospital management journals and Op-Ed pieces in newspapers. The book is based on original research in the National Archives in Washington, DC. Born in Springfield, MA, Mr. O'Connor now lives in the Blue Ridge Mountains of Southwest Virginia. The Queen Elizabeth-class carriers offer the UK the opportunity to re-define both what carriers are used for and how they are used, a task which it is essential to complete before they become operational in 2020. With the two Queen Elizabeth-class aircraft carriers under construction, the immediate questions facing the current government include whether ultimately to operate both carriers or one and what mix of carrier-strike and expeditionary assets should be included. However, the ongoing discussion around what type of aircraft should be procured in order to fulfill the strike role is obscuring the need for a much broader, and more fundamental, debate about how the new class of carriers might be used. At 65,000 tons, the Queen Elizabeth class is larger than the UK's outgoing Invincible-class carriers and also has no equivalent in the US fleet. As such, the UK now has an opportunity to re-define the strategic role of aircraft carriers to meet the direction that will prevail both in 2020, when the first carrier is to become operational, and in five decades' time, at the end of the carriers' expected service. In this paper, Tobias Ellwood MP argues that while it is impossible to predict the future, it is possible to ensure that the hardware, software and human resources incorporated into these ships have the built-in agility to adapt to evolving techniques, technology and likely tasks. As such, the UK must use the period before the Queen Elizabeth-class carriers become operational to develop their strategic role beyond carrier strike and littoral maneuver. A tactical and technical history of the development of British, American, and Japanese naval air defense from the 1920s to the 1980s. This is an account of the evolution of naval fighters for fleet air defense and the parallel evolution of the ships operating and controlling them, concentrating on the three main exponents of carrier warfare: the British Royal Navy, the U.S. Navy, and the Imperial Japanese Navy. It describes the earliest efforts from the 1920s, but it was not until radar allowed the direction of fighters that organized air defense became possible. Thus, major naval-air battles of the Second World War like Midway, the Pedestal convoy, the Philippine Sea, and Okinawa are portrayed as tests of the new technology. This was ultimately found wanting by the Kamikaze campaigns, leading to postwar moves towards computer control and new kinds of fighters. After 1945 the threats of nuclear weapons and standoff missiles compounded the difficulties of naval air defense. The second half of the book covers R.N. and U.S.N. attempts to solve these problems, looking at the American experience in Vietnam and British operations in the Falklands War. It concludes with the ultimate U.S. development of techniques and technology to fight the Outer Air Battle in the 1980s, which in turn point to the current state of carrier fighters and the supporting technology. Based largely on documentary sources, some previously unused, this book will appeal to both the naval and aviation communities. “Fighters Over the Fleet provides more information about fleet air defense than any other work currently available. It is recommended for specialist as well aviation-minded readers.” -Naval Historical Foundation Celebrating a Century of Naval Flying Lessons in Littoral Crisis Response for the United Kingdom's Joint Expeditionary Force British Carrier Aviation The Illustrated History of the World's Most Important Warships
The new breed of American fast aircraft carriers could make thirty-three knots, and each carried almost 100 strike aircraft. Brought together as Task Force 58, also known as the Fast Carrier Task Force, this awesome armada at times comprised more than 100 ships carrying more than 100,000 men afloat. By 1945, more than 1,000 combat aircraft, fighters, dive- and torpedo-bombers could be launched in under an hour. The fast carriers were a revolution in naval warfare - it was a time when naval power moved away from the big guns of the battleship to air power projected at sea. Battleships were eventually subordinated to supporting and protecting the fast carriers, of which, at its peak, Task Force 58 had a total of seventeen. This book covers the birth of naval aviation, the appearance of the first modern carriers in the 1920s, through to the famous surprise six-carrier _Kid? Butai_ Japanese raid against Pearl Harbor on 8 December 1941 and then the early US successes of 1942 at the Battles of the Coral Sea and Midway. The fast carriers allowed America, in late 1942 and early 1943, to finally move from bitter defence against the Japanese expansionist onslaught, to mounting her own offensive to retake the Pacific. Task Force 58 swept west and north from the Solomon Islands to the Gilbert and Marshall Islands, neutralising Truk in Micronesia, and Palau in the Caroline islands, before the vital Mariana Islands operations, the Battle of Saipan, the first battle of the Philippine Sea and the Great Marianas Turkey Shoot. The strikes by Task Force 58 took Allied forces across the Pacific, to the controversial Battle of Leyte Gulf and to Iwo Jima and Okinawa. Task Force 58 had opened the door to the Japanese home islands themselves - allowing US bombers to finally get close enough to launch the devastating nuclear bombing raids on Hiroshima and Nagasaki. Task Force 58 participated in virtually all the US Navy's major battles in the Pacific theatre during the last two years of the war. Having spent many years investigating naval shipwrecks across the Pacific, many the result of the devastating effectiveness of Task Force 58, diver and shipwreck author Rod Macdonald has created the most detailed account to date of the fast carrier strike force, the force that brought Japan to its knees and brought the Second World War to its crashing conclusion.

In 1909 the British Admiralty placed an order for a rigid airship, marking the beginning of the Royal Navy's involvement with airpower. This collection charts the Navy's involvement with aviation over the following century, and the ways in which its rapid expansion and evolution radically altered the nature of maritime power and naval strategy. Drawing on much new historical research, the collection takes a broadly chronological approach which allows a scholarly examination of key themes from across the history of British naval aviation. The subjects tackled include long-standing controversies over the control of naval air power, crucial turning points within British defence policy and strategy, the role of naval aviation in limited war, and discussion of campaigns - such the contribution of the Fleet Air Arm in the Mediterranean and Pacific theatres of the Second World War - that have hitherto received relatively little attention. The collection concludes with a discussion of recent debates surrounding the Royal Navy's acquisition of a new generation of carriers, setting the arguments within an historical context. Taken as a whole the volume offers fascinating insights into the development of a key aspect of naval power as well as shedding new light on one of the most important aspects of Britain's defence policy and military history. By simultaneous addressing historical and current political debates, it is sure to find a ready audience and stimulate further discussion.

This is the story of British naval flying from aircraft carriers, from its conception in World War One to the present day. It includes the types of aircraft and the men who flew them, the carriers and the evolution of their designs, the theatres of war in which they served and their notable achievements and tragedies. It traces navy flying from the early days of the biplane, through the rapid developments during World War Two to the post-war introduction of jet-powered flight. The British inventions of the angled flight deck and later vertical landing jets revolutionised sea warfare and allowed the carrier to play a vital part in many recent land wars when naval aircraft flew in support of Allied land forces. Although the British carriers have always been smaller than their American counterparts, the Royal Navy and its aircraft have always been in the van of the development of ships and aircraft. This is the proud history of British Naval flying and ships such as HMS Eagle, HMS Hermes, HMS Glorious, HMS Ark Royal and many more.

A complete record of the history of British carrier and their aircraft. An abundance of photos and drawings make this work an interesting and valuable reference tool. The text by Friedman, a well known naval expert, is exciting reading. Annotation copyrighted by Book News, Inc., Portland, OR

The Royal Navy and the Zeppelin Menace
Aircraft Carriers in World War II
Carrier War
British Naval Aviation
The Flatpack Bombers
Task Force 58
The Evolution of the Ships and Their Aircraft

In a widely noted speech to the Navy League Sea-Air-Space Expo in May 2010, Secretary of Defense Robert M. Gates warned that “the Navy and Marine Corps must be willing to reexamine and question basic assumptions in light of evolving technologies, new threats, and budget realities. We simply cannot afford to perpetuate a status quo that heaps more and more expensive technologies onto fewer and fewer platforms—thereby risking a situation where some of our greatest capital expenditures go toward weapons and ships that could potentially become wasting assets.” Secretary Gates specifically questioned whether the Navy’s commitment to a force of eleven carrier strike groups through 2040 makes sense, given the extent of the anticipated superiority of the United States over potential adversaries at sea as well as the growing threat of antiship missiles. Though later disclaiming any immediate intention to seek a reduction in the current carrier force, Gates nevertheless laid down a clear marker that all who are concerned over the future of the U.S. Navy would be well advised to take with the utmost seriousness. We may stand, then, at an important watershed in the evolution of carrier aviation, one reflecting not only the nation’s current financial crisis but the changing nature of the threats to, or constraints on, American sea power, as well as—something the secretary did not mention—the advent of a new era of unmanned air and sea platforms of all types. Taken together, these developments argue for resolutely innovative thinking about the future of the nation’s carrier fleet and our surface navy more generally. In Innovation in Carrier Aviation, number thirty-seven in our Newport Papers monograph series, Thomas C. Hone, Norman Friedman, and Mark D. Mandeles examine the watershed period in carrier development that occurred immediately following World War II, when design advances were made that would be crucial to the centrality in national-security policy making that carriers and naval aviation have today. In those years several major technological breakthroughs—notably the jet engine and nuclear weapons—raised large questions about the future and led to an array of innovations in the design and operational utilization of aircraft carriers. Central to this story is the collaboration between the aviation communities in the navies of the United States and Great Britain during these years, building on the intimate relationship they had developed during the war itself. Strikingly, the most important of these innovations, notably the angled flight deck and steam catapult, originated with the British, not the Americans. This study thereby also provides interesting lessons for the U.S. Navy today with respect to its commitment to maritime security cooperation in the context of its new “maritime strategy.” It is a welcome and important addition to the historiography of the Navy in the seminal years of the Cold War.

The Royal Naval Air Service (RNAS) revolutionized warfare at sea, on land, and in the air. This little-known naval aviation organization introduced and operationalized aircraft carrier strike, aerial anti-submarine warfare, strategic bombing, and the air defence of the British Isles more than 20 years before the outbreak of the Second World War. Traditionally marginalized in a literature dominated by the Royal Flying Corps and the Royal Air Force, the RNAS and its innovative practitioners, nevertheless, shaped the fundamentals of air power and contributed significantly to the Allied victory in the First World War. The Development of British Naval Aviation utilizes archival documents and newly published research to resurrect the legacy of the RNAS and demonstrate its central role in Britain’s war effort. Between 1919 and 1941, the U.S. Navy transformed itself from a powerful if unsophisticated force into the fleet that would win a two-ocean war, from a fleet in which the battleship dominated to one based on carrier strike groups. The great puzzle of U.S. naval history is how this was accomplished. Norman Friedman trenchantly argues that war gaming at the U.S. Naval War College made an enormous, and perhaps decisive, contribution. For much of the inter-war period, the Naval War College was the Navy’s primary think tank. War gaming was the means the college used to test alternative strategies, tactics, evolving naval aviation, and warship types in a way that the Navy’s full-scale exercises could not. The think tank perspective taken by this book is a new way of looking at the inter-war Naval War College and the war games that formed the core of its curriculum. Although the influence of both the Naval War College’s gaming and of the college itself declined after 1933, most of the key decisions shaping the wartime U.S. Navy had already been taken. In this historical book, you will find the two most important ones were on the role of naval aviation and the form the U.S. war plan against Japan ultimately assumed. As shown here, U.S. naval commanders successfully applied the lessons learned from war gaming to victorious operations in World War II. This compilation includes a reproduction of the 2019 Worldwide Threat Assessment of the U.S. Intelligence Community. 1. Naval Transformation * Exercises: Full-Scale Fleet Problems and Games at Newport * Naval Aviation as a Driver Toward Transformation * The Inter-War Navy and Its World * The Strategic Problem * Naval Arms Control * Ships * 2. The Naval War College and Gaming * 3. War Gaming and War Planning * The “Aplocatory System” * 6. Downfall * 7. Conclusion: Games Versus Reality in the Pacific * Appendixes * A: Playing the Games * B: War Game Rules—Aircraft * The Airplanes *
Carrier Air Operation * Bombing * Bombs Versus Carriers * Torpedo Bombing * Air-to-Air Combat * Anti-Aircraft Firepower * Aircraft Navigation and Reliability * NotesTo win the Pacific War, the Navy had to transform itself technically, tactically, and strategically. It had to create a fleet capable of the unprecedented feat of fighting and winning far from home, without existing bases, in the face of an enemy with numerous bases fighting in his own waters. Much of the credit for the transformation should go to the war gaming conducted at the Naval War College. Conversely, as we face further demands for transformation, the inter-war experience at the War College offers valuable guidance as to what works, and why, and how. The fruits of this transformation are so commonplace now that we may easily forget how radical it was. The Navy emerged from WWI as a battleship fleet similar to other navies. The British had demonstrated that naval aircraft could be a vital auxiliary to the battleships, but anything more was a distant prospect. The war had demonstrated that an amphibious operation could be mounted in the face of resistance, but not that it would be particularly effective. In 1943-45, carriers were the accepted core of the U.S fleet, and amphibious operations against enemy shore defenses were routinely conducted. Indeed, without them it would have been impossible to fight WWII.

Jack McCleery was born in Belfast in 1898, the son of a mill owning family. He joined the RNAS in 1916 as a Probationary Flight Officer. During the next ten months he completed his training at Crystal Palace, Eastchurch, Cranwell, Frieston, Calshot and Isle of Grain, flying more than a dozen landplanes, seaplanes and flying boats, gaining his wings as a Flight Sub-Lieutenant. In July 1917 he was posted to the newly commissioning aircraft carrier HMS Furious, which would be based at Scapa Flow and Rosyth. He served in this ship until February 1919, flying Short 184 seaplanes and then Sopwith 1 Strutters off the deck. He also flew a large number of other types during this time from shore stations at Turnhouse, East Fortune and Donibristle. He served with important and well-known naval airmen including Dunning, Rutland (of Jutland) and Bell Davies VC. He witnessed Dunning's first successful landing on a carrier flying a Sopwith Pup in 1917 and his tragic death a few days later. He also witnessed the Tonendr raid in 1918, the worlds first carrier strike mission. He took part in more than a dozen sweeps into the North Sea by elements of the Grand Fleet and Battle Cruiser Fleet. He carried out reconnaissance missions off the coast of Denmark, landing in the sea to be picked up by waiting destroyers. He witnessed the surrender of the High Seas Fleet. Promoted to Captain, he acted as temporary CO of F Squadron for a time postwar.

U. S. Navy Warships 2015
Naval Aviation in the Second World War
The Royal Navy's Most Powerful Strike Force
The British Pacific Fleet Experience and Legacy, 1944–50
Military Units and Formations of the Royal Navy in World War II
British Aircraft Carriers
Leveraging UK Carrier Capability

David Hobbs looks at the post-World War II fortunes of the most powerful fleet in the Royal Navy--its decline in the face of diminishing resources, its final fall at the hands of ignorant politicians, and its recent resurrection in the face of the Queen Elizabeth class carriers, the largest ships ever built for the Royal Navy. Despite prophecies that nuclear weapons would make conventional forces obsolete, British carrier-borne aircraft were almost continuously employed. This book combines narratives of poorly understood operations with clear analysis of their strategic and political background. With beautiful illustrations and original research, British Carrier Strike Fleet tells an important but largely untold story of the Royal Navy and the way it adapts as Britain once again embraces carrier operation.

This book is a meticulously detailed history of British aircraft-carrying ships from the earliest experimental vessels to the Queen Elizabeth class, currently under construction and the largest ships ever built for the Royal Navy. Individual chapters cover the design and construction of each class, with full technical details, and there are extensive summaries of every ship's career. Apart from the obvious large-deck carriers, the book also includes seaplane carriers, escort carriers and MAC ships, the maintenance ships built on carrier hulls, unbuilt projects, and the modern LPH. It concludes with a look at the future of naval aviation, while numerous appendices summarise related subjects like naval aircraft, recognition markings and the circumstances surrounding the loss of every British carrier. As befits such an important reference work, it is heavily illustrated with a magnificent gallery of photos and plans, including the first publication of original plans in full colour, one on a magnificent gatefold. Written by the leading historian of British carrier aviation, himself a retired Fleet Air Arm pilot, it displays the authority of a lifetime's research combined with a practical understanding of the issues surrounding the design and operation of aircraft carriers. As such British Aircraft Carriers is certain to become the standard work on the subject.
American & British Aircraft Carrier Development, 1919-1941
US Carrier Strike and the Mediterranean, 1970-89
How to Build an Aircraft Carrier
Winning a Future War: War Gaming and Victory in the Pacific War - Naval War College Decisive Contribution to World War II Victory, Tests of
US Naval Warfare in the Pacific
The Trafalgar of the Mediterranean
The US Navy's Fast Carrier Strike Force that Won the War in the Pacific

Offers a history of aircraft carrier-based warfare, describing battles, planes, and weapons that helped the Allies win the war and practically rendered battleships obsolete.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 28.

Chapter 1: British Pacific Fleet, List of Eastern Fleet ships, Mediterranean Fleet, 835 Naval Air Squadron, Force H, 2nd Escort Group, Home Fleet, Allied Technical Air Intelligence Unit, 750 Naval Air Squadron, 3rd Battle Squadron, B-6 Escort Group, B-7 Escort Group, 700 Naval Air Squadron, B-2 Escort Group, 36th Escort Group, 2nd Battle Squadron, Battlecruiser Squadron, 5th Escort Group, Force K, 14th/17th Minesweeper Flotilla, 792 Naval Air Squadron, Force Z, 1st Aircraft Carrier Squadron. Excerpt: The British Pacific Fleet (BPF) was a British Commonwealth naval force which saw action against Japan during World War II. The fleet was composed of British Commonwealth naval vessels. The BPF formally came into being on 22 November 1944. Its main base was at Sydney, Australia, with a forward base at Manus Island. The British Pacific Fleet was formed, and remains, the most powerful conventional war fleet assembled by the Royal Navy. By VJ Day it included four battleships, eighteen aircraft carriers, eleven cruisers and many smaller warships and support vessels. Despite this, it was dwarfed by the forces that the United States had in action against Japan. While the British fleet was not critical to the war in the Pacific, it did participate in and protect the flank of the final Allied drive against Japan in 1945. Following their retreat to the western side of the Indian Ocean in 1942, British naval forces did not return to the South West Pacific theatre until 17 May 1944, when an Anglo-American carrier task force implemented Operation Transom, a joint raid on Surabaya, Java. The U.S. was liberating British territories in the Pacific and extending its influence. It was therefore seen as a political and military imperative to restore a British presence in the region and to deploy British military assets directly against Japan. The British...

By the end of the day on December 6, 1941, the American Pacific fleet at Pearl Harbor lay shattered. In a single devastating surprise attack the Imperial Japanese Navy had demonstrated the awesome striking power of a combined carrier fleet - before proceeding to rampage across the Pacific, seizing territory from the Aleutians to Singapore. With the highly maneuverable Zero fighter and 'Val' dive-bomber, flown by experienced crews, the Japanese were able to overwhelm even the best Allied resistance. But within a year of Pearl Harbor, the tide had turned. The US Navy's successful Guadalcanal campaign marked the beginning of a remarkable fight-back. Fast new fleet carriers such as the Essex and Independence class warships were introduced and the ruggedly powerful Grumman F6F Hellcat fighter gave the US a clear advantage in the air. In a series of epic naval battles and running skirmishes, the US Navy's Fast Carrier Task Force inflicted massive damage on the Japanese fleet before a new threat began to appear - the kamikaze. Unable to score hits by conventional means, the Japanese took to crashing bomb-laden aircraft directly into American vessels. Yet despite such fanatical tactics, the US Navy's carrier fleet fought its way across the Pacific to launch attacks on the Japanese homeland in 1945. In Carrier Strike: US Naval Air Warfare in the Pacific, historian Donald Nijboer tells the full story of the American carrier fleet during the Second World War - the vessels, the crew, the aircraft and the pilots as well as their British Royal Navy allies and the deadly Imperial Japanese Navy forces they faced in combat "Focusing on the critical years between the two world wars, the authors trace the personal, organizational, and institutional elements that moved the U.S. and British navies along different paths of aircraft carrier development and operations. In a direct, almost conversational tone they draw on years of research to explain why and how the Royal Navy lost its once considerable lead in carrier doctrine and carrier aircraft development to the Americans." (ed.).

Naval War College Newport Papers 37
The British Pacific Fleet
The Incredible Story of the Men and Women Who Brought Britain's Biggest Warship to Life
The Dawn of Carrier Strike
The World's First Carrier Air Strike
The Battle of Matapan 1941

In August 1917, at the height of the First World War, a small biplane landed on the makeshift flight deck of HMS Furious - the first ever carrier landing in aviation history. This small act ushered in a new era. Two decades later, when Britain stood on the brink of another World War, the Royal Navy had a small fleet of aircraft carriers, with several more nearing completion. When war came the newly-formed Fleet Air Arm would demonstrate that what it lacked in modern equipment, it made up for in skill and daring. The first of these carriers were converted from existing ships. Then in 1938 HMS Ark Royal was launched - Britain's first purpose built carrier. Its design set the standard for what was to come. The "Ark" was followed by the highly successful Illustrious Class, and then by others whose design was modified in the light of wartime experience. British fleet carriers had steel flight decks, and although smaller and able to carry less aircraft that the carriers seen in the Pacific, they were better suited to conditions in European waters. It also meant they were more resilient, and could shrug off damage that would cripple their American counterparts. Over the next six years these British aircraft carriers would launch attacks against a major Italian naval base, attack the Italian battle fleet on the high seas, and cripple the Bismarck, so that the battleships of the Home Fleet could overtake her. They would also see service in every theatre of war, including the Pacific. Inevitably, their success came at a price. Courageous, Eagle and Ark Royal were torpedoed by U-Boats, Glorious was sunk by the guns of a German battlecruiser, and Hermes was lost to Japanese bombs. Most of the rest of the carrier fleet were damaged to some extent during their service lives, but they survived and kept on fighting. This New Vanguard title tells the story of these remarkable warships, and reveals the secrets of their design, how they operated, and above all, what they achieved.

The British Pacific Fleet was formed in October 1944 and dispatched alongside the USN in the Central Pacific under Admiral Nimitz. Deploying previously unpublished documents, this book reveals how relations between the UK and US forces developed from a starting point of barely repressed suspicion, to one where both navies came to understand each other and eventually find a remarkable bond. Born out of a shared experience of Kamikaze
attacks, extended operations against bitterly hostile shores, the pooling of knowledge and experience, the two navies underpinned the diplomatic moves in both Washington and London. The book carries the legacy of this experience through to the next Anglo-American participation in war, Korea. It illustrates and explains how and why certain lessons were incorporated into the composition, behaviour and structure of the post-war Navy. It demonstrates the significance of what was learned from the USN by the RN and by USN from the RN. As well as examining the background to the largest fleet the Royal Navy ever put to sea, the book also charts its effects on Anglo-American relations, multinational operations, alliance building, and the ways naval forces are shaped by and in turn shape politics. It addresses a period of rapid technological development that witnessed profound changes in the international system, and which raised fundamental questions of what navies were for and how should they operate and organize themselves. In so doing the study illustrates how the experience of a few long months at the end of the war in the Pacific would cast a long shadow over these issues in the very different circumstances of the post-war world.