

## 1: Men of the Luftwaffe | Open Library

*Men of the Luftwaffe [Samuel W. Mitcham] on www.enganchecubano.com \*FREE\* shipping on qualifying offers. Looks at the men who shaped the Luftwaffe and its strategies and traces the history of Hitler's air force.*

After the defeat of Germany, the service was dissolved on 8 May under the conditions of the Treaty of Versailles, which also mandated the destruction of all German military aircraft. Since the Treaty of Versailles forbade Germany to have an air force, German pilots trained in secret. To train its pilots on the latest combat aircraft, Germany solicited the help of the Soviet Union, which was also isolated in Europe. A secret training airfield was established at Lipetsk and operated for approximately nine years using mostly Dutch and Soviet, but also some German, training aircraft before being closed. This base was officially known as 4th squadron of the 40th wing of the Red Army. Hundreds of Luftwaffe pilots and technical personnel visited, studied and were trained at Soviet air force schools in several locations in Central Russia. The RLM was in charge of development and production of aircraft. The Commander-in-Chief left the organisation and building of the Luftwaffe, after, to Erhard Milch. Wilberg later played a large role in the development of German air doctrine. Having headed the Reichswehr air staff for eight years in the 1930s, Wilberg had considerable experience and was ideal for a senior staff position. However, it was revealed Wilberg had a Jewish mother. The German officer Corps was keen to develop strategic bombing capabilities against its enemies. However, economic and geopolitical considerations had to take priority. The German air power theorists continued to develop strategic theories, but emphasis was given to army support, as Germany was a continental power and expected to face ground operations following any declaration of hostilities. The Bomber" Dienstvorschrift *Das Kampfflugzeug*, published in 1935, advocated air superiority and approaches to ground attack tactics without dealing with operational matters. Until 1935, the manual "Directives for the Conduct of the Operational Air War" continued to act as the main guide for German air operations. The manual directed OKL to focus on limited operations not strategic operations: Knauss promoted the Giulio Douhet theory that air power could win wars alone by destroying enemy industry and breaking enemy morale by "terrorizing the population" of major cities. This advocated attacks on civilians. At this time, Wever conducted war games simulated against France in a bid to establish his theory of a strategic bombing force that would, he thought, prove decisive by winning the war through the destruction of enemy industry, even though these exercises also included tactical strikes against enemy ground forces and communications. In 1935, "Luftwaffe Regulation *The Conduct of the Air War*" was drawn up. In the proposal, it concluded, "The mission of the Luftwaffe is to serve these goals. In newly introduced doctrine, *The Conduct of the Aerial Air War* in 1935, Wever rejected the theory of Douhet [30] and outlined five key points to air strategy: To prevent the movement of large enemy ground forces to the decisive areas by destroying railways and roads, particularly bridges and tunnels, which are indispensable for the movement and supply of forces To support the operations of the army formations, independent of railways, i. Wever began planning for a strategic bomber force and sought to incorporate strategic bombing into a war strategy. He believed that tactical aircraft should only be used as a step to developing a strategic air force. In May 1935, Wever initiated a seven-year project to develop the so-called "Ural bomber", which could strike as far as into the heart of the Soviet Union. In 1935, this design competition led to the Dornier Do 19 and Junkers Ju 89 prototypes, although both were underpowered. Following the untimely death of Walther Wever in early June 1936 in an aviation-related accident, by the late 1930s the Luftwaffe had no clear purpose. The air force was not subordinated to the army support role, and it was not given any particular strategic mission. German doctrine fell between the two concepts. The Luftwaffe was to be an organization capable of carrying out broad and general support tasks rather than any specific mission. Mainly, this path was chosen to encourage a more flexible use of air power and offer the ground forces the right conditions for a decisive victory. Along with Albert Kesselring, Udet was responsible for establishing the design trend of German aircraft. General der Flieger Hellmuth Felmy, commander of Luftflotte 2 in 1935, was charged with devising a plan for an air war over the British Isles. Felmy was convinced that Britain could be defeated through morale bombing. Felmy noted the alleged panic that had broken out in London during the Munich crisis, evidence he believed of British

weakness. A second reason was technical. In addition, OKL had not foreseen the industrial and military effort strategic bombing would require. By the Luftwaffe was not much better prepared than its enemies to conduct a strategic bombing campaign, [39] with fatal results during the Battle of Britain. Germany imported most of its essential materials for rebuilding the Luftwaffe, in particular rubber and aluminium. Petroleum imports were particularly vulnerable to blockade. Germany pushed for synthetic fuel plants, but still failed to meet demands. In Germany imported more fuel than it had at the start of the decade. The figures for reduction were substantial: German industry could build two medium bombers for one heavy bomber and the RLM would not gamble on developing a heavy bomber which would also take time. The Sudeten Crisis highlighted German unpreparedness to conduct a strategic air war although the British and French were in a much weaker position, and Hitler ordered the Luftwaffe be expanded to five times its earlier size. Felmy concluded it was not possible until bases in Belgium and the Netherlands were obtained and the Luftwaffe had heavy bombers. It mattered little, as war was avoided by the Munich Agreement, and the need for long-range aircraft did not arise. All first saw active service in the Condor Legion against Soviet-supplied aircraft. The Luftwaffe also quickly realized the days of the biplane fighter were finished, the Heinkel He 51 being switched to service as a trainer. Despite the participation of these aircraft mainly from onward, it was the venerable Junkers Ju 52 which soon became the backbone of the Transportgruppen that made the main contribution. It is the aircraft which the Spanish revolution has to thank for its victory. The latter could achieve far better accuracy against tactical ground targets than heavier conventional bombers. Range was not a key criterion for this mission. It was not always feasible for the Army to move heavy artillery over recently captured territory to bombard fortifications or support ground forces, and dive bombers could do the job more quickly. Dive bombers, often single-engine two-man machines, could achieve better results than larger six or seven-man aircraft, at a tenth of the cost and four times the accuracy. This led to Udet championing the dive bomber, particularly the Junkers Ju The tactical strike aircraft programs were meant to serve as interim solutions until the next generation of aircraft arrived. In the Junkers Ju 52 was the backbone of the German bomber fleet. The Ju 86 was poor while the He showed most promise. The Spanish Civil War convinced Udet along with limited output from the German munitions industry that wastage was not acceptable in munition terms. Udet sought to build dive bombing into the Junkers Ju 88 and conveyed the same idea, initiated specifically by OKL for the Heinkel He, approved in early November. In the case of the Ju 88, 50, modifications had to be made. The weight was increased from seven to twelve tons. Aircraft strength was 4, operational aircraft: Despite deficiencies it was an impressive force. Despite the shortage of raw-materials, Generalluftzeugmeister Ernst Udet had increased production through introducing a hour working day for aviation industries and rationalizing production. During this period 30 Kampfstaffeln and 16 Jagdstaffeln were raised and equipped. These facilities were moved to eastern Germany, away from possible Allied threats. However, the rush to complete this rapid expansion scheme resulted in the deaths of personnel and another wounded.

## 2: Luftwaffe – the German Air Force of the Second World War.

*Luftwaffe reached its largest personnel strength during the period November to June , with almost three million men and women in uniform; million of these were male soldiers, 1 million male Wehrmachtsbeamte and civilian employees, and almost , female and male auxiliaries (Luftwaffenhelfer).*

Men of the Luftwaffe. Includes bibliographical references and index. World War, – Aerial operations, German. The Last Field Marshal vi vii 1 14 31 51 80 95 Appendix 1: Table of Equivalent Ranks Appendix 2: Strength of Luftwaffe Units Appendix 4: Glossary of Luftwaffe Terms Appendix 5: Other Leading Luftwaffe Personalities Appendix 6: The Principal German Aircraft, Notes Bibliography Index Introduction A re wars fought by men and machines, or are they fought by men with machines? Since history is truly argument without end, this question is somewhat moot, but for purposes of this book I adopt the second premise, since the machines themselves were and are the products of men. In other words, I believe that the Luftwaffe lost the war because of human failure, rather than because of technological failure. This is not to say that the technological failure did not occur – quite the opposite. I in no way intend to minimize the contributions of those who study the technological aspects of the air war in Europe; I very much respect and admire them. However, it is my opinion that the human factor was and is primary in war – just as war itself, in the larger sense, must be regarded as a human failure. For example, the technical reasons why the British Spitfires and Hurricanes were superior to the Heinkel s and Messerschmitt s during the Battle of Britain are significant questions, but perhaps a more significant question might be: The war has now been over for more than sixty years. One only has to listen to a debate in the American Congress to understand that. If those who do not study the past are indeed condemned to relive it, then this book should serve as a warning to the leaders, strategists, and technicians of today. Acknowledgments First and foremost, I wish to thank Mr. Fletcher and the staff of the Albert F. Claude Sumerlin of H. Appreciation is also extended to Drs. Dunn and Joe T. Clark for their support, and to Dr. Gene Mueller for assisting in the acquisition of material on the Condor Legion. Gratitude is also extended to the staff of Huie Library, H. Barbara Roberts, who has for years been plagued by my insatiable demands for interlibrary loans. Actually Goering was minister of aviation and commander-in-chief of the secret German air force. In many ways his personality dominated the Luftwaffe throughout its existence. He was as much the stuff of which heroes are made as are villains. He was a remarkable combination of contradictions. He was both energetic and lazy; realistic and romantic; brutal and kind; brave and cowardly; refined and coarse; intelligent, vain, humourous and ruthless. Hermann grew up in Bavaria. A head-strong and rebellious youth, he was educated at various boarding schools: He soon fell ill, however, and was recovering in the military hospital at Freiburg when a visit from Lt. Bruno Loerzer changed his entire life. Young Loerzer, who had formerly served in the th Infantry, had left the Muelhausen regiment to become a pilot trainee at Freiburg and was now scheduled to join an air force unit at Ostend, Belgium. When the transfer was refused and he was ordered to rejoin his regiment, Goering headed for Ostend anyway – in direct disobedience of orders. Naturally the commander of the Muelhausen regiment demanded his immediate court-martial. Fortunately for Goering, he had friends in high places. The court-martial proceedings were quietly dropped, and he was soon officially transferred to the air service. From the beginning, Hermann Goering proved himself to be an incredibly brave airman. He was, quite literally, insensitive to physical danger. In June, Lieutenant Goering returned to Freiburg as a pilot-trainee and in October was posted to the 5th Jagdstaffel Fighter Squadron as a fighter pilot. Three weeks later, he was shot down by a British Sop-with. Had he not been fortunate enough to crash-land next to a German field hospital, he would have bled to death. Observers later counted sixty bullet holes in his airplane. It took months for his shattered thigh to heal. Herr Mauser looked upon Goering as a man without any prospects except an early death, and it appeared he was right: Hermann returned to the western front in late His new unit was the 26th Fighter Squadron, which was commanded by Bruno Loerzer and was headquartered at their old regimental station of Muelhausen. Here Goering came into his own. By mid he had shot down seventeen enemy airplanes and had been named commander of the 27th Fighter Squadron at Yseghem, in the Flanders sector. In recognition of his

leadership, Kaiser Wilhelm decorated him with the Pour le Merite after only fifteen victories, instead of the normal twenty-five. Wilhelm Reinhardt, who was killed in a flying accident on July 3. Everyone was surprised when Hermann Goering was given the prestigious command. Although at first resented by some of the pilots, he soon gained their confidence and made lifelong contacts. Among his subordinates were four of his future generals: All except Doering played significant roles in the future Luftwaffe. Goering ran his victory total to twenty-two before the armistice was signed. In December, Goering rejoined his mother in Munich. Like many ex-officers, Goering was embittered by the Treaty of Versailles, which the victorious Allies forced Germany to sign. The former commander of the Richthofen wing briefly joined the Freikorps in , before leaving war-torn and revolutionary Germany in disgust. He began a career as a barnstormer in Denmark and Sweden. It was here he met and fell in love with Karin von Kantzow nee von Fock , the beautiful wife of a Swedish army captain. She soon left her husband for Goering, and they lived together for several months before her divorce was secured. They were finally married in Munich on February 3, Hermann Goering returned to Germany in and enrolled in the University of Munich as a history and political science student. Here he met the second and last hero of his life. One incident is germane, however: The bullet struck him in the upper right thigh, just inches from the groin. He fell to the pavement and got dirt in the wound, causing further medical problems. He was also never able to control his weight after this. When Goering took office in early , the Treaty of Versailles was still in effect. It had never been scrupulously observed, however. Hans von Seeckt, the creator of the Reichsheer as the ,man army was called , had insisted that of the 4,man officer corps be chosen from the former air service. Under his tutelage Germany made a covert agreement with the Soviet Union and set up a secret air training base at Lipetsk, Russia. He also set up secret air organizations and an air training office in the Truppen -amt troop office , as the clandestine General Staff was called, and placed Maj. Helmut Wilberg in charge of it. By the time Adolf Hitler and Hermann Goering rose to power, there were a number of undercover aviation squad -rons in Germany. They did not amount to much and would not have lasted a week in a war with a major power, such as France, but they could be used to form the nucleus of an air force and provided a reservoir of trained personnel from which the Luftwaffe could draw. Hitler was planning to call an election for March 5. Therefore, prior to that, Goering had to purge the Berlin and Prussian police forces of their anti-Nazi elements and replace them with people he could depend on. He had neither the time nor inclination to concern himself with the day-to-day building of the Luftwaffe. This he left to his deputy, the state secretary for aviation. The best-qualified man for this post was Helmut Wilberg, at that time a major general. A highly capable and technically proficient General Staff officer, Wilberg had been a military pilot since From to he was chief of the Air Organization and Training Office in the Truppenamt, before doing troop duty as commander of the Prussian 18th Infantry Regiment. Now he was inspector of ordnance arms in the Defense Ministry. He continued to protect Wilberg, however, and even promoted him to general of flyers General der Flieger , but appointing him state secretary was out of the question. Perhaps the most enigmatic character to come out of the Third Reich was Erhard Milch, who was deputy commander-in-chief of the Luftwaffe in its earlier days and who, even more than Goering, deserves credit for its initial construction. Milch was in many ways difficult to categorize: Looked down on by his peers as a civilian, he nevertheless became a field marshal and was the second-ranking man in the Luftwaffe for much of his career. The Nazi racial investigators later produced photographs of tombstones in Jewish cemeteries, complete with the Star of David, bearing the name Milch. His wife left him in the s and returned to her native Berlin, taking her children with her. Erhard graduated from the Joachimsthal public school in Berlin in January , and promptly volunteered for active duty with the Imperial Navy. His application for that branch was turned down because of his Jewish ancestry,<sup>16</sup> so he joined the 1st Foot Artillery Regiment at Koenigsberg instead. He graduated first out of cadets and received his commission as a second lieutenant on August 18, He took a course probably in gunnery at the famous Jueterbog Artillery School in and was engaged in gunnery practice with his unit in West Prussia when World War I broke out.

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General der Flieger Karl-Heinrich Bodenschatz. Eckhard was captured by British troops on 8 May and held in custody until 7 May. From left to right: Marshal Ion Antonescu, Dr. Front row, from left to right: Mikosch Kommandeur Pionier-Bataillon 51, Generalleutnant z. Siegfried Haenicke Kommandeur Infanterie-Division, Reichenau Oberbefehlshaber 6. A flying ace or fighter ace is a military aviator credited with shooting down five or more enemy aircraft during aerial combat. He flew combat missions, and fought on the Western and the Defence of the Reich fronts. On four occasions he survived being shot down, and he was credited with aerial victories, all of them against the Western Allies. Galland, who was born in Westerholt, Westphalia, became a glider pilot in before he joined Lufthansa. In February he was transferred to the Luftwaffe. In , during the Spanish Civil War, he volunteered for the Condor Legion and flew ground attack missions in support of the Nationalists under Francisco Franco. After finishing his tour in Galland was employed in the Air Ministry writing doctrinal and technical manuals about his experiences as a ground-attack pilot. During this period Galland served as an instructor for ground-attack units. During the German invasion of Poland in September , he again flew ground attack missions. In early Galland managed to persuade his superiors to allow him to become a fighter pilot. By the end of his tally of victories had reached. As General der Jagdflieger, Galland was forbidden to fly combat missions. The relationship collapsed altogether in early January , when Galland was relieved of his command because of his constant criticism of the Luftwaffe leadership. In March , Galland returned to operational flying and was permitted to form a jet fighter unit which Galland called Jagdverband. He flew missions over Germany until the end of the war in May. Later he returned to Germany and managed his own business. Adolf Galland died in February. Right to left, front row: Albert Kesselring and Gen. Johannes Blaskowitz view the victory parade in Warsaw after the German invasion of Poland, He joined the newly formed Luftwaffe in September , reaching the rank of General der Flieger in July. He retired in October and died in June in Freiburg im Breisgau. Geisler awarded many men of his flying associations for brave achievements. Hans Geisler here on the way out of the front , the commanding general of the X. Flieger Corps deployed in Italy, visited the flying association of a Sicilian airfield at the end of May.

### 4: [Stackpole] Eagles of the Third Reich - Men of the Luftwaffe in World War II - PDF Free Download

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While they are waiting, a momentary danger is encountered and dealt with: Later, while the crew are gathered on deck, two Luftwaffe aircraft fly overhead. As the attack intensifies, and the aircraft begin to drop bombs, the entire crew manage to escape the vessel on a lifeboat. The efforts of the German bombers eventually result in the lightship sinking. The escaped crew row during the night in an attempt to reach the shore. Before they can land the boat, the lifeboat capsizes and overcome by tiredness, the men drown. A new lightship is then stationed in place of the sunken vessel. Screenshot of the lightship Cast[ edit ] The filmmakers cast real lightship men rather than professional actors. The only identified actor is Bill Blewitt , a fisherman who appeared, as himself, in four documentary films, notably, The Saving of Bill Blewitt , as well as appearing as an actor in four other productions between and John Sanders of Great Yarmouth was the sole survivor. Production[ edit ] Men of the Lightship was based on a real incident that happened to the East Dudgeon lightship on 29 January The Ministry of Information decided to use this event for propaganda purposes, to portray Germany as a barbaric enemy and thus encourage support of the war effort against them. The film ends with the narrator concluding: We must, we can, we will stop them. This idea was rejected by the filmmakers, [2] although the RAF still assisted with the reconstruction of the attack, lending two Bristol Blenheim bombers. A reviewer in the Daily Express stated that it was "the best British documentary film I have yet seen". In The Sydney Morning Herald , it was described as a "tensely thrilling and moving document". It was released in an edited version under the title Men of Lightship Alfred Hitchcock was subsequently approached to explore the possibility of adapting the narration, using an American narrator. Robert Emmet Sherwood , who co-wrote the screenplay for the Hitchcock film Rebecca , was chosen to edit the script for the narration, which was spoken by actor Robert Montgomery. On both occasions, he was uncredited. The collection of 18 films cover the period â€”

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*The men who made up the Luftwaffe were brilliant, ambitious, ruthless, deceitful, weak and powerful. The author here presents the gallery in its glory and its infamy, from the start when Goering was commander of a largely-secret German air force. and Erhard Milch was first state secretary for aviation.*

### 8: Hitler organizes Luftwaffe - HISTORY

*The General Staff was to be in charge of the High Command of the Luftwaffe (Oberkommando der Luftwaffe, or OKL), but Milch retained control of the General Air Office, the Central Branch, and the inspectorates, and would simultaneously be inspector general of the Luftwaffe.*

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*CinC Luftwaffe Hermann Goering, then with the rank of Generalfeldmarschall, congratulating men of I/StG77 at Radom, Poland, in September , on the succesfull conclusion of the first pahse of the invasion of that country.*

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