

High Commanders of the Royal Air Force



Air Commodore Henry Probert

High Commanders Of The Raf

Graham Waterton



High Commanders Of The Raf:

High Commanders of the Royal Air Force Henry Probert, 1991 Some of the most senior commanders of the Royal Air Force are already well known and have received considerable attention from historians and biographers Little however has been written about most of those who have held the highest appointment the Service has to offer The 22 biographies in this book include all 19 past Chiefs of the 3 Air Staff and three other very senior commanders Drawn from a wide cross section of the nation's talent their varied careers reflect the history of the Service itself in war time as well as in peace time **The Lion of the RAF** Paul McElhinney, 2019-09-15 The incredible true story of Air Marshal Sir George Robert Beamish KCB CBE a man who played rugby for Ireland and the British Irish Lions before becoming a leading light of the RAF during the Second World War and a senior commander in the years following the war **The Leadership, Direction and Legitimacy of the RAF Bomber Offensive from Inception to 1945** Peter Gray, 2012-06-07 This book offers a fresh approach to the debate on the RAF's bomber offensive by using modern strategic leadership theory as an analytical tool to examine the campaign In particular it looks at the legality and legitimacy of the offensive and explores the key interfaces between the military leaders the politicians and allies It also looks at the major controversies in the aims and objectives of the campaign and the personalities involved Modern literature from the leadership field is used to consider the challenges facing those charged with the formulation and execution of the offensive Aspects of the senior leadership disputes are also dealt with in the context of the leadership literature and in the wider context of the strategic challenges then facing Churchill Sinclair and Portal A multi disciplinary bent to the book enables the reader to move beyond the narrow confines of military considerations to the thorough investigation of the legality legitimacy and morality of the offensive *A Dictionary of Coastal Command, 1939-1945* Geoff Simpson, 2016-07-31 This illustrated A to Z reference offers comprehensive information on the role of the Royal Air Force Coastal Command in WWII Known as Kipper Fleet within the RAF Coastal Command often lacked sufficient resources compared with other home commands giving it its other nickname of the Cinderella Service Its main role was to protect Britain's vital sea borne supply lines from the English coast to the Mediterranean the Middle East and Africa Coastal Command also went on the offensive particularly in the so called Battle of the Barges in 1940 which helped deter Hitler from invading the UK and in the Mediterranean and the Baltic attacking German shipping But Coastal Command is perhaps best known for the war against the U boats one that was eventually won This fully illustrated volume tells the story of RAF Coastal Command chronicling its gallantry achievements and losses as well as its Victoria Crosses aircraft and much else *The RAF's Cross-Channel Offensive* John Starkey, 2023-01-05 The story of the RAF and in particular Fighter Command during the Battle of Britain has been told many times It is a tale of the gallant pilots of The Few in their Hurricanes and Spitfires with the nation's back to the wall fighting off the Luftwaffe's airborne assault against enormous odds But the story of Fighter Command's operations immediately after the Battle of Britain is less well known Marshal of the Royal Air Force Hugh

Montague Trenchard commanded the Royal Flying Corps in the First World War His policy then had been for his aircraft and men to be continually on the offensive always over the German lines taking the fight to the enemy After being promoted to command the RAF Trenchard retired in 1930 In November 1940 Trenchard showed up again at the Air Ministry and proposed that the RAF should Lean Towards France that it should go on the offensive The RAF would claimed Trenchard win the resulting battle of attrition One of the main outcomes of the RAF s new offensive stance was the introduction of the Circus sorties These were attacks undertaken by a small force of bombers with a powerful fighter escort They were intended to lure enemy fighters into the air so that they could be engaged by RAF fighters the primary objective being the destruction of Luftwaffe fighters followed by the protection of the bombers from attack A further development of the Circus missions were Ramrods Rhubarbs and Rodeos all of which were variations on the same theme A Ramrod was similar to a Circus though in this instance the primary objective was the destruction of the target the main role of the accompanying fighters being to protect the bombers from attack A Rhubarb was a small scale attack by fighters using cloud cover and or surprise the object of which was to destroy German aircraft in the air and or striking at ground targets while a Rodeo consisted of a fighter sweep over enemy territory with no bombers Drawing on official documents and archive material as well as accounts by many of those involved James Starkey reveals just how Trenchard s views won through and the RAF went on the offensive from late 1940 into 1941 Was it a failed strategy If so why was it not halted once the results began to be seen **'SAM'**

Marshal of the Royal Air Force the Lord Elworthy Richard Mead,2018-10-30 Sam Elworthys career was remarkable by any standards Born in New Zealand in 1911 and educated in England he was called to the Bar After learning to fly he joined the RAAF During the Second World War he won the DFC DSO and AFC and after commanding 82 Squadron worked closely with Bomber Harris and General Eisenhower He became an air commodore aged 33 His meteoric rise continued post war Switching to Fighter Command he saw service in India Pakistan and the UK before becoming Commandant of the RAF Staff College By 1960 he was tri service C in C Middle East and his actions prevented the invasion of Kuwait by Iraq As Chief of Air Staff and Chief of defense Staff in the 1960s he fought the Services corner at a difficult political and economic time He secured the long term future of the RAF whose very existence was threatened A hugely respected figure he became a life peer Knight of the Garter and Constable of Windsor Castle He died in 1993 in his native New Zealand This long overdue biography attempts successfully to do justice to a man of great stature integrity and achievement *Churchill's Eagles* Richard Mead,2024-06-30 An in depth overview of the role of the Royal Air Force s leaders during World War II The RAF did not come of age until the Second World War The role of its forerunners in the Great War the Royal Flying Corps and the Royal Naval Air Service although important was peripheral to that of the ground forces The founding father of the RAF Lord Trenchard was determined that it should become a fully fledged third service equal in status to the Royal Navy and British Army and this he succeeded in doing between the wars firstly by setting up the RAF

College at Cranwell and Staff College at Andover and secondly by providing a cost effective policeman of the more rebellious parts of the British Empire By 1939 the RAF had grown substantially but of the three best aircraft of the coming War only the Supermarine Spitfire was in service as neither the Avro Lancaster nor the De Havilland Mosquito would be available until early 1942 Aircraft however were not enough It was the leaders of the RAF the subjects of this book who would take the battle to the enemy and who after six long years would prevail **The RAF and Aircraft Design** Colin S

Sinnott,2014-05-22 This work examines the evolution of the RAF s operational requirements for its home defence air force for bombers to mount a deterrent counter offensive and for fighters to provide direct defence of Britain It discusses the management processes policies and decisions relevant to operational requirements on the basis of a detailed study of Air Ministry papers of the time By tracing the development of operational requirements the author exposes the thinking behind the RAF s quest for effective fighter and bomber aircraft He describes the ideas and concepts of air warfare that were adopted in the 1920s and shows how these evolved into the Air Staff s requirements for the aircraft which the RAF entered and fought in World War II *RAF On the Offensive* Greg Baughen,2018-09-30 Long before the start of the Second World War it had been believed that strategic bombing would be the deciding factor in any future conflict Then Hitler launched the Blitzkrieg upon France and the Low Countries in 1940 and the much vaunted French Army and the British Expeditionary Force were swept away in just six weeks This new form of warfare shook the Air Ministry but the expected invasion never came and the Battle of Britain was fought in the air It seemed that air forces operating independently could determine the course of the war An Army scarcely seemed necessary for the defence of the UK and no British army could ever be powerful enough to mount an invasion of Europe on its own Bombing Germany into defeat seemed Britain s only option In North Africa however Commonwealth armies and air forces were demonstrating that they too could use blitzkrieg tactics to crush opponents Britain was also no longer alone Greece and then the Soviet Union joined the fight RAF on the Offensive describes how British air power developed after the Battle of Britain Attitudes were beginning to change the fighter rather than the bomber was re emerging as the principal means of gaining air superiority As 1941 drew to a close the strategic air offensive appeared to be achieving little and conventional land warfare seemed poised to replace it as the way to defeat the enemy

Which direction then would the war take *The RAF and Aircraft Design, 1923-1939* Colin Sinnott,2001 This work describes the vital role of the Air Ministry in the development of the RAF s fighters and bombers before WWII *A History of the Battle of Britain Fighter Association* Geoff Simpson,2015-01-30 In 1945 it was announced that Allied airmen who had taken part in the Battle of Britain in 1940 would be entitled to the immediate award of the 1939 1945 Star with Battle of Britain Clasp This was the only Clasp awarded with the 1939 1945 Star In the following years holders of the Clasp held informal get togethers In 1958 the Battle of Britain Fighter Association BBFA was formed with full membership only available to holders of the Battle of Britain Clasp Lord Dowding was the first President Her Majesty Queen Elizabeth the Queen Mother became Patron

That post is now held by HRH The Prince of Wales As well as organising reunions and providing some welfare assistance to members and widows the Association has played a key role in researching entitlement to the Clasp and pronouncing on claims for the Clasp A considerable part of the knowledge existing today on these matters came from the work of successive BBFA archivists the late Group Captain Tom Gleave and the late Wing Commander John Young The Association has also become closely associated with the Battle of Britain thanksgiving service held every September in Westminster Abbey The Association's archives are held in part by the Secretary of the BBFA Group Captain Patrick Tootal and in part by the Air Historical Branch RAF AHB at RAF Northolt Geoff Simpson has now been invited by the Association to use these archives as the basis of a book on the history of the organisation

The RAF in the Battle of France and the Battle of Britain Greg Baughen, 2017-09-15 In May 1940 the opposing German and Allied forces seemed reasonably well matched On the ground the four allied nations had more troops artillery and tanks Even in the air the German advantage in numbers was slight Yet two months later the Allied armies had been crushed The Netherlands Belgium and France had all surrendered and Britain stood on her own facing imminent defeat Subsequent accounts of the campaign have tended to see this outcome as predetermined with the seeds of defeat sown long before the fighting began Was it so inevitable Should the RAF have done more to help the Allied armies Why was such a small proportion of the RAF's frontline strength committed to the crucial battle on the ground Could Fighter Command have done more to protect the British and French troops being evacuated from the beaches of Dunkirk This study looks at the operations flown and takes a fresh look at the fatal decisions made behind the scenes decisions that unnecessarily condemned RAF aircrews to an unequal struggle and ultimately ensured Allied defeat What followed became the RAF's finest hour with victory achieved by the narrowest of margins Or was it as some now suggest a victory that was always inevitable If so how was the German military juggernaut that had conquered most of Europe so suddenly halted This study looks at the decisions and mistakes made by both sides It explains how the British obsession with bomber attacks on cities had led to the development of the wrong type of fighter force and how only a fortuitous sequence of events enabled Fighter Command to prevail It also looks at how ready the RAF was to deal with an invasion How much air support could the British Army have expected Why were hundreds of American combat planes and experienced Polish and Czech pilots left on the sidelines And when the Blitz began and Britain finally got the war it was expecting what did this campaign tell us about the theories on air power that had so dominated pre war air policy All these questions and more are answered in Greg Baughen's third book Baughen describes the furious battles between the RAF and the Luftwaffe and the equally bitter struggle between the Air Ministry and the War Office and explains how close Britain really came to defeat in the summer of 1940

The Man Who Took the Rap Peter John Dye, 2018-10-15 This is the first biography of Sir Robert Brooke Popham a key figure in the early development of airpower whose significant and varied achievements have been overlooked because of his subsequent involvement in the fall of Singapore It highlights Brooke

Popham's role in developing the first modern military logistic system the creation of the Royal Air Force Staff College and the organizational arrangements that underpinned Fighter Command's success in the Battle of Britain Peter Dye challenges longstanding views about performance as Commander in Chief Far East and based on new evidence offers a more nuanced narrative that sheds light on British and Allied preparations for the Pacific War inter service relations and the reasons for the disastrous loss of air and naval superiority that followed the Japanese attack *The Man Who Took the Rap* highlights the misguided attempts at deterrence in the absence of a coordinated information campaign and the unprecedented security lapse that betrayed the parlous state of the Allied defenses *The Empire Has An Answer* Tony James Brady, 2019-06-05 If we do not win the battle of training we shall win no other battle in the air In 1943 the Royal Air Force recognised that training a vast amount of aircrew for a high attrition war was essential to an Allied victory and that the key to winning the battle of training was the Empire Air Training Scheme EATS 37 576 Australian aircrew graduated from the EATS Over 300 were killed whilst training for war and 9874 aircrew were killed or listed as missing while on active duty Those who fought under this scheme during World War II amounted to just 6.7 per cent of Australian service personnel serving overseas yet the aircrew losses amounted to almost 25 per cent of all the Australian fatalities during the war This made serving in EATS among the most hazardous duties of the war *The Empire has an Answer* was researched using more than 35 000 articles from 150 metropolitan regional and district newspapers and what materialised was a story of one of if not the greatest training programs the world has seen Follow the journey from the conception and implementation of the scheme through recruitment and basic training flight training and then into combat The individual accounts woven into the narrative provide a first hand experience of the triumphs and trials of typical airmen and airwomen who performed extraordinary feats in a time of great need The significant achievements and success of the Empire Air Training Scheme has for the most part been overlooked in our history until now *We Need to Talk About Defence* Andrew Curtis, 2024-09-19 Based on a distinguished 35 year career in the RAF as an Air Commodore Andrew R Curtis highlights what is wrong with the way defence is managed today and presents evidence based proposals to fix it Defence is failing to deliver From the ability of the Ministry of Defence MoD to develop defence policy to the single service's Royal Navy British Army and Royal Air Force RAF ability to acquire and maintain military capability and undertake military operations This is not a new problem indeed ever since the creation of the MoD in 1964 there have been tensions between the department of state and the armed forces over allocations of responsibility authority and accountability Concerned with political oversight the allocation of responsibility authority and accountability administration of people organisational structures and policies and processes Curtis compellingly demonstrates the critical need to reform the management of Defence for the UK's armed forces to fight and win in the future

High commanders of the Royal Air Force Great Britain. Ministry of Defense Air History Branch, *Mosquito Night Intruder Ace* Danny Burt, 2025-08-05 Bertie Rex O Bryen Hoare was born on 6 June 1912 Having been educated at Harrow

and Wye Agricultural College Sammy as he was often known to friends and family entered the RAF on a short service commission in 1936 In October 1938 while piloting a Fairy Battle Bertie sustained a serious injury from a piece of loose piece of aircraft cowling This incident resulted in him being totally blinded in one eye Though he was initially grounded his determination to return to the air never diminished The outbreak of war in September 1939 saw his wish be granted when Bertie was given permission to return to operational flying duties Bertie was posted to 23 Squadron which was flying Blenheims at the time The squadron then converted to Havocs the crews being tasked with undertaking out nighttime operations over Occupied Europe Despite his restricted night vision and depth perception Bertie went on to become one of the RAF s leading advocates in the art of what was known as intruder operations In the months and years that followed Bertie served in and then commanded a number of RAF squadrons By the time the war in Europe came to an end he was the Station Commander at RAF Little Snoring in Norfolk which at the time was home to de Havilland Mosquitos undertaking intruder operations Bertie opted to remain in the RAF after the war this time being posted to 84 Squadron However his luck finally ran out on 26 March 1947 when the Mosquito he was ferrying to Australia crashed off its northern coast Reported missing at the time Danny Burt reveals the full circumstances of this tragic incident This is the biography of one of the RAF s greatest characters of the Second World War With his epic over sized mustache Bertie Hoare was a pilot who with the end of the fighting had risen to the rank of Group Captain been awarded the Distinguished Service Order and Bar the Distinguished Flying Cross and Bar and been Mentioned in Despatches Bertie ended the war having flown over 100 combat sorties *RAF at the Crossroads* Greg Baughen,2021-05-26 The events of 1942 marked a pivotal year in the history of British air power For more than two decades the theory that long range bombing could win wars had dominated British defense policy The vast majority of warplanes ordered for the RAF were designed either to bomb enemy cities or stop the enemy from bombing British cities Conventional armies and the air forces that supported them were seen as an outmoded way of waging war During 1941 evidence began to mount that British policy was wrong It had become clear the RAF s bomber offensive against Germany had until that point achieved very little Meanwhile the wars raging in Europe Africa and Asia were being decided not by heavy bombers but by armies and their supporting tactical air forces Britain had never had the resources to build a large army as well as a strategic bomber fleet it had always had to make a choice Now it seemed the country might have made the wrong choice For the first time since 1918 Britain began thinking seriously about a different way of fighting wars Was it too late to change Was a strategic bombing campaign the only option open to Britain Could the United Kingdom help its Soviet ally more by invading France as Stalin so vehemently demanded Could this be done in 1942 Looking further ahead was it time to begin the development of an entirely new generation of warplanes to support the Army Should the RAF have specialist ground attack aircraft and air superiority fighters The answers to these questions which are all explored here by aviation historian Greg Baughen would help shape the development of British air power for decades to come The RAF's

Youngest Bomber Pilot of WW2 Graham Waterton, 2024-08-30 Having left his grammar school just before his 16th birthday Brian Slade falsified his age to pursue his dream of becoming a pilot Within a few days of his 17th birthday he was awarded his wings It was the start of this teenager s remarkable wartime career Soon after being awarded his pilot s brevet Brian was posted to his first squadron Flying the venerable Vickers Wellington he found himself experimenting with early target marking techniques It was also there that Brian gained the nickname The Boy Slade Though Brian s journey through the wartime RAF mirrored the experiences of tens of thousands of young men what was different if not unique was the fact before he had turned 18 which was the minimum age to begin aircrew training Brian had already completed thirty four operations more than was needed for a tour This tally included the three 1 000 bomber raids against Cologne Essen and Bremen He was awarded a Distinguished Flying Cross for nursing his badly damaged Wellington which sustained flak and night fighter damage home after a raid on Bremen Undaunted Brian soon after volunteered for his second tour of operations It was at this stage that he joined the Lancaster equipped 83 Squadron in the newly formed 8 Group becoming an experienced Pathfinder skipper It was a role in which he marked targets in the Battle of the Ruhr the bombing of Hamburg Operation Gomorrah and the Peenemunde raid The RAF s Youngest Bomber Pilot of WW2 told by his nephew a former officer in the British Army details all of Brian s fifty nine missions and captures his compelling progress with Bomber Command alongside the technological advances in aircraft pathfinder strategy and tactics Sadly Brian s Lancaster was shot down over Berlin in August 1943 The details of its loss remained shrouded in mystery until the puzzle of his aircraft s demise was eventually solved by tracing the family of the only survivor The relentless dangers not just in operations but also in training and the continuous loss of life are drawn into sharp focus But on account of his age Brian s story is unique There may have never been nor will ever be an RAF pilot of 19 years old with his flying and operational experience Complemented with a collection of previously unpublished photographs The RAF s Youngest Bomber Pilot of WW2 is one of the Second World War s most amazing tales

Dowding & Churchill Jack Dixon, 2009-04-21 A WWII historian shines a light on an unsung hero of the Battle of Britain and reveals the conspiracy that led to his undignified dismissal From 1936 to 1940 Air Chief Marshal Sir Hugh Dowding built Britain s cutting edge defensive force Fighter Command Thanks to his foresight Fighter Command was the only military arm prepared for battle when war was declared against Germany Dowding s leadership of Fighter Command was crucial to achieving victory in the Battle of Britain one of the decisive battles of Western Civilization Though the importance of the Battle of Britain was recognized at the time Dowding was relieved of his command shortly afterward and shuffled into retirement without recognition This book reveals that this was the result of a shabby conspiracy by fellow officers In March 1941 the Air Ministry published a brief account of the battle that made no mention of Dowding Churchill was furiously indignant But in November 1940 he had acquiesced in Dowding s removal Why And what are the factors that led to Dowding s dismissal in the first place In this thought provoking and authoritative book Jack Dixon answers these

questions and explains Dowding s true greatness

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