

Raf Harrier Ground Attack Falklands

Following Argentina's military operation to take possession of the Falkland Islands/Islas Malvinas, British Prime Minister Margaret Thatcher's government launched a major naval operation to return them to British rule. Defending the Royal Navy task force were two small squadrons totalling 20 Sea Harriers (SHARs). Initial clashes between SHARs and Argentine Mirages and Daggers on 1 May 1982 failed to eliminate the Sea Harrier defenders. FAA fighter-bomber pilots relied on daring and courageous ultra-low level attacks, frequently escaping the Sea Harrier's limited capabilities, against Royal Navy warships and auxiliaries, causing considerable damage during Operation Corporate, the large-scale amphibious operation to repossess the islands. Publishing 35 years after the end of the conflict, this fully illustrated volume offers a balanced and objective examination of the SHAR and the Argentine Mirage and Dagger aircraft, highlighting the attributes of both and the skills and courage of the pilots flying them.

A British Naval commander's eyewitness account of the 1982 war in the South Atlantic. Since he was in charge of the amphibious operations in the Falklands War, it goes without saying that there is no one better qualified to tell the story of that aspect of the campaign than Commodore Michael Clapp. Here he describes, with considerable candor, some of the problems met in a Navy racing to war and finding it necessary to recreate a largely abandoned operational technique in a somewhat ad hoc fashion. During the time it took to "go south," some sense of order was imposed and a not very well defined command structure evolved, this was not done without generating a certain amount of friction. He tells of why San Carlos Water was chosen for the assault and the subsequent inshore operations. Michael Clapp and his small staff made their stand and can claim a major role in the defeat of the Argentine Air and Land Forces.

During the Falklands war Jerry Pook, a pilot in No. 1(F) Squadron RAF, flew air interdiction, armed recon, close-air-support and airfield attack as well as pure photo-recon missions. Most weapons were delivered from extreme low-level attacks because of the lack of navigation aids and in the absence of Smart weapons. The only way he could achieve results was to get low down and close-in to the targets and, if necessary, carry out re-attacks to destroy high-value targets. Apart from brief carrier trials carried out many years previously there had been no RAF Harriers deployed at sea. The RAF pilots were treated with ill-disguised contempt by their naval masters, their professional opinions ignored in spite of the fact that the RN knew next to nothing about ground-attack and recon operations. Very soon after starting operations from the aircraft carrier HMS Hermes the squadron realized that they were considered as more or less expendable ordnance. The Harriers lacked the most basic self-protection aids and were up against 10,000 well-armed troops who put up an impressive weight of fire whenever attacked.

The conception of the Pegasus engine in 1957 upset all the conventions of aircraft design. It was previously usual for aircraft designers to seek a suitable engine, but this was an engine that sought an aircraft. The aircraft that resulted was the famous Harrier that is still in front-line service with air forces around the world including the RAF and US Marine Corps. This book takes an in-depth look at the engine's original design concept, initial production and flight testing. It then goes on to explain how the developments and improvements have been made over the ensuing years and includes experiences of operational combat flying, both from land and sea. The book is written in a non technical style that makes comfortable reading for all enthusiasts and historians and is copiously illustrated with many previously unseen photographs and diagrams.

No other technical development since the introduction of gunpowder has had as great an influence on warfare as the aircraft. From its early beginnings as simply a means of aerial reconnaissance to its utter supremacy on the battlefield, the aircraft has evolved into the most versatile and precise killing machine known to man. In this wide-ranging and comprehensive study, David Sloggett, an internationally-respected defence analyst, investigates the changing role and increasing significance of air power over the course of the previous 100 years. This is accomplished by detailing every major conflict during that period including not only the two world wars and the recent conflicts in the Middle East but also the Korean War, the Cuban Missile Crisis, the Falklands War and Russian use of air power in Afghanistan. Air power's role in Malaya, Oman, Kenya and in Northern Ireland is also explained. *A Century of Air Power* is the most important study of the use of military aircraft ever undertaken and as such provides valuable lessons for the future not only for the commanders who have to apply these all-powerful weapons but also for the politicians who have to determine its use.

The Routledge Handbook of Air Power offers a comprehensive overview of the political purposes and military importance of air power. Despite its increasing significance in international relations, statecraft and war, the phenomenon of air power remains controversial and little understood beyond its tactical and technological prominence. This volume provides a comprehensive survey designed to contribute to a deep and sophisticated understanding of air power. Containing contributions from academics and service personnel, the book comprises five sections: - Part I Foundation: the essence of air power - Part II Roles and functions: delivering air power - Part III Cross-domain integration: applying air power - Part IV Political–social–economic environment: air power in its strategic context - Part V Case studies: air power in its national context Examining a series of themes and factors that contribute to an understanding of the utility and applicability of air power, this Handbook focuses on the essence of air power, identifies its roles and functions, and places air power in its wider strategic and national contexts. The Routledge Handbook of Air Power will be of great interest to students of air power, strategic studies, defence studies, security studies and IR, as well as to military professionals and policy-makers.

This is a revelatory account of three un-tabulated special forces operations, PLUM DUFF, MIKADO and KETTLED RUM, that were tasked to destroy Argentina's Exocet missiles during the 1982 Falkland's campaign. In that context alone this book is of international military importance. Using previously unknown material and through interviewing key players who have remained silent for 30 years, Ewen Southby-Tailyour has finally established the truth: that it has taken so long reflects the sensitivities, both military and personal, involved. Interviews with the SAS officer commanding Operation PLUM DUFF, members of the reconnaissance patrol for Operation MIKADO, plus the navigator of the helicopter that flew eight troopers into Tierra del Fuego, has allowed the author to describe the tortuous events that led, instead, to a significant survival story. The RAF pilots ordered to conduct an 'assault-landing' of two Hercules onto Rio Grande air base during Operation MIKADO have spoken of the extraordinary procedures they developed: so have the commander of the SBS and the captain of the British submarine involved in Operation KETTLED RUM. The Super Étendard pilots who sank HMS Sheffield and MV Atlantic Conveyor and then 'attacked' HMS Invincible, plus a key member of the Argentine special forces and the brigadier defending Rio Grande, add credence, depth and gravitas to the saga: as does an equally revealing interview with the SIS (MI6) officer who led the world-wide search for Exocets on the black market. Disturbing over-confidence by commanders at home was finely counter-balanced by stirring accounts of inspiring physical and moral courage across the South Atlantic. Exocet Falklands is a ground-breaking work of investigative military history from which many salutary lessons can be learned. As featured in the Daily Record, Western Morning News, Plymouth Herald and on BBC Radio Wiltshire.

This book explores the era of the 1970s right up to the present day, illustrating how fighter-bombers and tactics have developed and evolved during this time. It covers all the most significant military conflicts that have characterised this era, including the Eleven Day War of Christmas 1972 in Vietnam and the Falklands War of 1982, when Harrier pilots engaged in aerial battles with Skyhawks and when Vulcans, supported by Victor tankers, flew 'Black Buck' raids on Argentine positions. It also explores the era of the Gulf War, which witnessed the Victor and the B-52 fighting alongside Buccaneers, Tornados and F-111s. Then there is the ongoing war against terror, culminating in the opening stages of 'Inherent Resolve' which has seen Tornados, F/A-18 Hornets, Soviet-built Su-24M2 and Su-30CM jet fighters, Su-25 SM armoured subsonic close air support/attack aircraft, Su-34 multi-role fighter/bombers and the Tupolev Tu-160 'Blackjack' heavy strategic bombers employed in the war against Islamic State in Iraq and Syria. The author's well-researched historical narrative sets a range of dramatic first-hand crew-member accounts solidly in context, creating a rounded and authentic sense of events as they played out during five dynamic decades of aviation history.

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During a twenty-five year flying career in the RAF, Jerry Pook has flown Hunter Fighter/Ground Attack aircraft in the Gulf, Harriers in West Germany, the supersonic Starfighter with the Dutch Air Force, the Harrier in Belize, Central America and the Tornado bomber at the Tri-national Tornado Training Establishment where he trained German and Italian pilots and navigators. Jerry had a long relationship with the Harrier Fighter/Ground Attack vertical take-off aircraft. This he flew in West Germany at the height of the Cold War operating from Wildenrath and off-base operations with Field Wing operations based in the fields and woods of the German countryside. Jerry saw action during the Falklands War when based on HMS Hermes and flying one of the few RAF Harriers in the Ground Attack role in support of the troops fighting ashore. He then enjoyed flying the American-built Starfighter RF 104G during a 3 year exchange tour with the Dutch Air Force—he describes the Starfighter as 'beautiful to fly, smooth and sophisticated, supremely fast and powerful—if you took liberties with it you knew it would kill you in an instant.' After 3 years with No 1 (Fighter) Squadron and again flying the

Harrier he moved to the then new Tornado, flying in its bomber role. This he continued to fly operationally and in the instructional role for 13 years until grounded from military flying for medical reasons.

The war fought between the United Kingdom and Argentina in 1982, for the possession of the Falkland Islands was probably the last 'colonial' war that will ever be undertaken by the British. This book shows how the key to British success was the speed with which the British gained and then maintained air superiority over the islands and the waters around them with their small force of Sea Harrier STOVL warplanes, which operated from two aircraft carriers. Though subsonic, the Sea Harrier and its Sidewinder AAM were a combination altogether superior to Argentina's mix of supersonic and subsonic warplanes with older weapons, and this advantage was emphasised by the significantly greater tactical acuity of the British pilots. The Argentine pilots fought with considerable piloting skill and enormous courage, and scored a number of stunning successes against British warships, but ultimately they could not prevent the British landing and the following land campaign that resulted in complete Argentine defeat.

In the second volume of Harrier Boys, as with the first, the history of this remarkable aircraft in service with UK armed forces is illustrated through personal reminiscences of the people who worked with it. The book begins with explanations of the mature concept of operations with the Harrier GR3 in the Cold War. It then progresses through the evolution of Harrier II, starting with the GR5, and updates to the Sea Harrier, while the potential battles to be fought necessitated ever-changing tactics and technology. The new Harriers used digital developments for airframe, engine and weapons control. Conflicts in Iraq, Bosnia, Kosovo, Sierra Leone and Afghanistan saw ground-attack missions move towards the delivery of smart weapons from medium level, rather than the dumb bombs and low level of the Cold War era – meaning that the Harrier had once more to demonstrate its legendary versatility. The introduction of the Sea Harrier FA2, with its beyond visual range air-to-air missiles and improved radar, gave much improved air defense. The UK Harrier story ends with the closer integration of the RN and RAF forces, before the aircraft's all-too-early retirement in 2010, possibly decades before other countries forsake this unique capability.

Having made its debut in the Franco-Prussian War in 1870, anti-aircraft artillery was used extensively in the First World War. It was, however, not until the Second World War that anti-aircraft artillery truly came into prominence, shooting down more aircraft than any other weapon and seriously affecting the conduct of air operations. The development of anti-aircraft artillery continued into the Cold War, resulting in the extensive introduction of surface-to-air missiles, or SAMs. Such weapons are cheaper to manufacture, simpler to maintain, and easier to operate than the vast fleet of aircraft required to defend an airspace. Though the first combat success of such weapons was during the Vietnam War, when a Soviet-designed S-75 Dvina missile shot down a USAF F-4C Phantom on 24 July 1965, it was the Yom Kippur War of

1973 which brought surface-to-air missiles to the center stage. During this short but bitter conflict, Egyptian and Syrian air defenses shot down nearly fifty Israeli aircraft in the first three days alone – almost a fourth of Israel's entire combat aircraft fleet. In all, Israel lost 104 aircraft during the war and, for the first time, more aircraft were lost to SAMs than any other cause. The age of surface-to-air missiles had dawned. In this unique examination, the author details the development of not just surface-to-air missiles, but all anti-aircraft artillery, since 1972. The part that such equipment played in all of the major conflicts since then is explored, including the Soviet Afghan War, the Falklands War, in which Rapier was deployed, the conflict in Lebanon, Kosovo and Bosnia, the Gulf War, Operation Desert Storm in 1991, and Operation Iraqi Freedom in 1993. The investigation is brought right up to date by a study of the weapons, tactics and engagements seen in the conflicts in Syria and Yemen.

This book is based on a conference at Sandhurst Military College held to re-examine the events in the Falklands of spring 1982. It is a mix of those who participated in the event with historians, political scientists and journalists.

This first hand account from the commander of Naval Air Squadron 801 tells the story of how twenty Sea Harriers took on and conquered more than 200 Argentine military aircraft.

Originally intended as a trainer, the Anglo-French Sepecat jet, equipped with the very latest in weapon-aiming and navigational equipment, eventually became the backbone of the RAF's tactical strike-attack and recce forces for a decade from the mid-1970s. In these pages, the Jaguar Boys - pilots, engineer and ground crew - tell of the aircraft's drawbacks and joys, their sadness at losses, and their pleasure at its development into a readily deployable and outstandingly capable fighter-bomber for the post-Cold War era. Then came the Gulf War which signaled the start of a hectic sequence of operational adventures and upgrades for the 'Boys' and seasoned veterans tell of action over Iraq and in the Balkans. One of the best-loved of RAF types, the Jaguar commanded a fierce loyalty and affection which shines through in these accounts of an aircraft that will live forever in the memory.

Alan White served in the RAF from 1953 to 1987 roughly the period of the Cold War. His introduction to flying came in his University Air Squadron. This seduced him into dropping out of University and joining the RAF. He initially had success during the piston-engine stages of his training but damage to a Vampire T11 and a bad start on the Hunter Weaponry Course set his confidence back until he recovered during service with his first Hunter Squadron. The infamous Duncan Sandys' cuts of 1957 caused the closure of his squadron and he found himself towing air-to-air gunnery targets, but luckily he was then moved to instruct on the Hunter Operational Conversion Unit where he developed his solo aerobatic display skills. He was then posted to take Hunters to Singapore and form a Squadron. He became involved with the SEATO response to assist the Thai governments request against communist insurgents from Laos and spent five months at Chiang Mai camping in a paddy field. After attending Staff College he was posted to Aden at a time of growing terrorist activity. He worked with the C-in-C, Admiral Sir Michael Le Fanu. Upon his return to the UK he trained to fly the supersonic Lightning fighter and eventually was promoted to lead a squadron. There followed a period of rapid promotion and he became Station Commander at RAF Leuchars. His later appointments as Air Commodore included Director of Operations (Air Defence), Senior Staff Officer HQ 11 Group, Air Commodore Plans at HQ Strike Command (where he assisted in the Falklands conflict) until he was promoted to his final rank and appointed Deputy Commander RAF

Germany and then finally he became Commandant, RAF Staff College. His account is full of interesting flying detail and the internal workings of the RAF during those dangerous Cold War days.

The gripping personal story of a Falklands Fighter Ace. David Morgan, RAF officer and poet, relives his experiences during the Falklands War in this vivid memoir. On secondment to the Royal Navy when the Argentine invasion of the Falklands began and personally credited with shooting down two Argentine Skyhawks as well as enemy helicopters, Morgan was later awarded the Distinguished Service Cross. Here he recounts his involvement in the first British air-strike against Argentine positions around Port Stanley and describes being first on the scene when enemy jets bombed the landing ships SIR TRISTRAM and SIR GALAHAD. Including the author's heartfelt letters sent back to England to close family and friends, HOSTILE SKIES dramatically recalls what it was really like to fight, live and love during the Falklands War. This book provides new light on the way the Argentine forces were organized for war, the plans and reactions of the commanders, the sufferings of the soldiers and the shame and disillusionment of defeat. Martin Middlebrook has produced a genuine 'first' with this unique work. Martin Middlebrook is the only British historian to have been granted open access to the Argentines who planned and fought the Falklands War. It ranks with Liddel Hart's *The Other side of the Hill* in analyzing and understanding the military thinking and strategies of Britain's sometime enemy, and is essential reading for all who wish to understand the workings of military minds. The book provides new light on the way Argentine forces were organized for war, the plans and reactions of the commanders, the sufferings of the soldiers and the shame and disillusionment of defeat.

In April 1982 Harry Benson was a 21-year-old Royal Navy commando helicopter pilot, fresh out of training and one of the youngest helicopter pilots to serve in the Falklands War. These pilots, nicknamed 'junglies', flew most of the land-based missions in the Falklands in their Sea King and Wessex helicopters. Much of what happened in the war - the politics, task force ships, Sea Harriers, landings, Paras and Marines - is well-known and documented. But almost nothing is known of the young commando helicopter pilots and aircrewmen who made it all happen on land and sea. This is their 'Boys Own' story, told for the very first time. Harry Benson has interviewed forty of his former colleagues for the book creating a tale of skill, initiative, resourcefulness, humour, luck, and adventure. This is a fast-paced, meticulously researched and compelling account written by someone who was there, in the cockpit of a Wessex helicopter. If you liked Apache, Vulcan 607 and Chickenhawk, you'll love Scram! The word "Scram" was used to warn other junglies to go to ground or risk being shot down by their own side as Argentinean jets blasted through 'bomb alley'.

RAF Harrier Ground Attack: FalklandsPen and Sword

In *Harrier Boys, Volume One: Cold War Through the Falklands, 1969-1990*, Robert Marston, who flew Harriers for many years, draws together accounts from others who worked with this unique jet through its history. The excitement, camaraderie and pride of Harrier operators shine through in the personal stories of those whose lives were changed by their experience of this iconic aircraft, both on land and at sea. In this first volume, events of the Cold War years are brought to life by contributors including Graham Williams, who flew the Transatlantic Air Race, Peter Dodworth, a member of the original Harrier Conversion Team, Peter Harris, a participant in the early defense of Belize, Sir Peter Squire, OC 1 (F) Squadron during the Falklands conflict, and Australian Dave Baddams, who commanded the Royal

Navy Sea Harriers of 800 Squadron.

It was to be one of the most ambitious operations since 617 Squadron bounced their revolutionary bombs into the dams of the Ruhr Valley in 1943... When Argentine forces invaded the Falklands in the early hours of 2 April 1982, Britain's military chiefs were faced with a real-life Mission Impossible.

With the sudden Argentine invasion of the remote Falkland Islands on 2 April 1982 the United Kingdom found itself at war. Due to the resolve of a determined Prime Minister and the resourcefulness of the Armed Forces, a Task Force, code named Operation CORPORATE, was quickly dispatched. Remarkably just over two months later, the Islands were liberated and the invaders defeated. By any standards this was a remarkable feat of all arms cooperation made possible by political resolve, sound planning, strong leadership and the courage and determination of the combatants. Martin Middlebrook, one of the most skillful historians of the 20th Century, has weaved the many strands of this extraordinary military achievement into a fascinating, thorough and highly readable account of the Campaign. For a full understanding of what it took to win this war there will be no better account to read than this.

This book provides a timely and comprehensive analysis of how three European powers have retained or mutated their levers of influence in their former African colonies since the latter gained independence in the 1960's. Thirty years of complex political and military relationships involving France, Britain, and Belgium and their former colonies are examined in this thought-provoking study, the lessons of which are increasingly relevant to the understanding of Euro-African affairs.

Nick van der Bijl's account is the first time that a prime witness involved in the Falklands War has told the story of intelligence operations.

Follow the fighters of the strategic nuclear strike force. In this book, the roles of jet fighters and fighter bombers in the Nuclear Age are explored. Bowman consolidates a range of firsthand accounts from the pilots themselves with a well-researched history of military aviation from the 1980s to today. Jet Combat in the Nuclear Age pays tribute to the men and women of the USAF Strategic Air Command (SAC) and their role in maintaining peace by deterring any perceived Soviet threat with a retaliatory nuclear attack. The 1980s also brought a new enemy in air operations in the Middle East when US Navy F-14 Tomcats and other jet aircraft mounted retaliatory operations against Libya. The book spotlights military craft in action across the globe: US Navy A-6E Intruders bombed Benghazi in 1986 in retaliation for the bombing of a West Berlin disco F-111Fs and RAF Jaguars decimated Saddam Hussein's forces in the opening rounds of Desert Storm Carrier-based craft deployed in support of military operations Joint Endeavor, Desert Strike, and Sharp Guard Today the war against terror continues to rely on air power, with small teams of Special Forces troops directing attack

aircraft against enemy positions. Jet Combat in the Nuclear Age outlines an era when victory comes from above. Skyhorse Publishing, as well as our Arcade imprint, are proud to publish a broad range of books for readers interested in history--books about World War II, the Third Reich, Hitler and his henchmen, the JFK assassination, conspiracies, the American Civil War, the American Revolution, gladiators, Vikings, ancient Rome, medieval times, the old West, and much more. While not every title we publish becomes a New York Times bestseller or a national bestseller, we are committed to books on subjects that are sometimes overlooked and to authors whose work might not otherwise find a home. This book explores how military memoirs come to be written and published. Looking at the journeys through which soldiers and other military personnel become writers, the authors draw on over 250 military memoirs published since 1980 about service with the British armed forces, and on interviews with published military memoirists who talk in detail about the writing and production of their books. A range of themes are explored including: the nature of the military memoir; motivations for writing; authors' reflections on their readerships; inclusions and exclusions within the text; the memories and materials that authors draw on; the collaborations that make the production and publication of military memoirs possible; and the issues around the design of military memoirs' distinctive covers. Written by two leading commentators on the sociology of the military, Bringing War to Book offers a new and original argument about the representations of war and the military experience as a process of social production. The book will be of interest to students and scholars across a range of disciplines including sociology, history, and cultural studies.

This essay examines the British use of sea-based aviation in support of two modern amphibious campaigns: the British campaign in Norway in 1940 and in the Falkland Islands War in 1982. The purpose is to determine whether or not aircraft carriers (sea-based aviation) were at the root of the success or failure of British efforts. In April 1940, there were no airfields in central Norway capable of supporting modern, high performance aircraft. As the Norwegian campaign unfolded and the British faced a significant land-based air threat from the Luftwaffe, they failed to appreciate the tactical and operational potential of sea-based aviation. At the same time, British naval aircraft were technically inferior in design and capability compared to their Luftwaffe land-based counterparts in 1940. Nevertheless, despite determined attacks on British naval assets at the tactical level, at the operational level, the German command limited their campaign goals and did not exploit their advantage in the air to the extent possible. Their actions did, however, place great pressure on British sea based lines of communication in central Norway, the operational pivot of the campaign. In 1982, against the Argentines, the British faced another opponent with superior land-based aviation. Although the British fully appreciated the need for air superiority, they employed a tactical scheme not unlike what had occurred in Norway. Nevertheless, the British were able to successfully contest the airspace above the Falklands and ultimately succeeded in defeating Argentine ground forces and ejecting them from the islands.

Examines the political atmosphere and events leading to the Falklands war and concludes that the war was caused by critical misperceptions on both sides. Analyzes British response with emphasis on force selection, strategy, "Jointness," and the role of airpower. Suggests that British victory hinged on a well-coordinated, joint warfighting effort, and highlights the key role played by airpower. Concludes with a caution

concerning the potential for worldwide perceptions of reduced US power projection capabilities in light of budget-induced force reductions. Warns that these perceptions could lead, as they did in the Falklands, to military conflict.

Sharkey Ward commanded 801 Naval Air Squadron, "HMS Invincible", during the Falkland War of April to June 1982, and was senior Sea Harrier adviser to the command on the tactics, direction and progress of the air war. He flew over 60 war missions, achieved three air-to-air kills, and took part in or witnessed a total of ten kills; he was also the leading night pilot, and was decorated with the Distinguished Service Cross for gallantry. But what, after all, could 20 Sea Harriers, operating from a flight-deck bucketing about in the South Atlantic, do against more than 200 Argentine military aircraft flown by pilots who, as the raids against the British shipping proved, displayed enormous skill and almost suicidal gallantry? The world knows the answer - now. What is puzzling, therefore, is this book's truthful depiction of the attitudes of some senior non-flying naval officers, and of the RAF, towards the men (and indeed the machine) that made possible the victory in the Falklands. This first-hand account charts, in detail, the naval pilots' journey to the South Atlantic, and how they took on and triumphantly conquered the challenges they faced. It is a dramatic story, leavened with accounts of the air-to-air fighting and of life in a squadron at sea and on a war footing. But it is also a tale of inter-Service rivalry, bureaucratic interference, and the less-than-generous attitudes of a number of senior commanders who should certainly have known better; indeed, some of them might even have lost the war through a lack of understanding of air warfare. The author attempts to put the record straight.

The Falklands Conflict was remarkable for many reasons: it was a hard fought, bloody and short conflict between a leading NATO power and one of the most capable armed forces in South America; it demonstrated the capabilities of a range of cutting-edge technologies including nuclear-powered attack submarines, Exocet missiles and Sea Harrier VSTOL aircraft; and it was fought many thousands of miles away from the Royal Navy's home bases. In this illustrated study, renowned naval historian Dr Edward Hampshire draws upon the latest available sources to offer a comprehensive examination of the Falklands naval campaign. Blow-by-blow accounts of key engagements, such as the sinking of the General Belgrano, the loss of HMS Sheffield, and the landings at San Carlos Bay, are presented alongside lesser known but equally important naval operations that helped shape the outcome of the conflict.

From the television footage shown in all its stark reality and the daily coverage and subsequent memoirs, the impression delivered from the air battles in the Falklands Conflict was that of heroic Argentine pilots who relentlessly pressed home their attacks against the British. While, by contrast, there is a counter-narrative that portrayed the Sea Harrier force as being utterly dominant over its Argentine enemies. But what was the reality of the air war over the Falkland Islands? While books on the air operations have published since that time, they have, in the main, been personal accounts, re-told by those who were there, fighting at a tactical level, or back in their nation's capital running the strategic implications of the outcome. But a detailed analysis of the operational level of the air war has not been undertaken – until now. At the same time, some analysts have inferred that this Cold War sideshow offers little insight into lessons for the operating environment of future conflicts. As the author demonstrates in this book, there are lessons from 1982 that do have important and continued relevance today. Using recently released primary source material, the author, a serving RAF officer who spent two-and-a-half years in the Falklands as an air defence navigator, has taken an impartial look at the air campaign at the operational level. This has enabled him to develop a considered view of what should have occurred, comparing it with what actually happened. In so doing, John Shields has produced a comprehensive account of the air campaign that has demolished many of the enduring myths. This is the story of not why, but how the air war was fought over the skies of the South Atlantic.

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