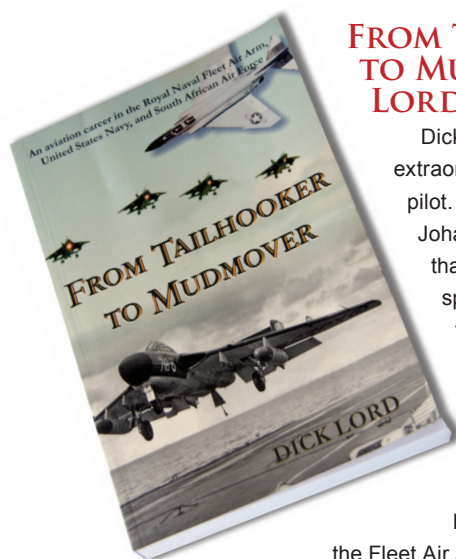


# CHRISTMAS READING

OVER THE PAST YEAR A NUMBER OF NOTEWORTHY BOOKS HAVE COME ACROSS OUR DESKS. HERE ARE THREE WHICH WILL MAKE EXCELLENT READING FOR THE DECEMBER HOLIDAY



## FROM TAILHOOKER TO MUDMOVER; DICK LORD

Dick Lord has had an extraordinary career as a fighter pilot. Although he grew up in Johannesburg, he recognised that his chances as an English speaker of getting into the SAAF soon after the Nationalist Government had got into power were slim, so he applied to the Royal Navy Fleet Air Arm.

He was accepted by the Fleet Air Arm and learned to fly

Venoms and Sea Vixens (Tailhookers) from aircraft carriers. He then received a two year exchange posting to the US Marines at Miramar where he flew F4 Phantoms as an air warfare instructor. Back in England he flew Hunters, and then he returned to South Africa, where his unique skills and experience were recognised by the SAAF.

He joined the SAAF flying the Mirage F1AZ ground attack fighters (the Mudmovers of the title). In the SAAF he rose quickly through the ranks, becoming head of Air Command during the Namibian war and then Senior Staff Officer of Operations at Air Force Headquarters. He retired as a Brigadier General. The book is filled with insights and anecdotes, including how he led the rescue of all the passengers and crew from the sinking Oceanos ocean liner.

It is a fascinating read and much recommended, as are all Dick Lord's books. The book is distributed by 30 Degrees South: [info@30degreesouth.co.za](mailto:info@30degreesouth.co.za)

## THE FIRST JET PILOT: LUTZ WARSITZ

Erich Warsitz pioneered jet flight by piloting the truly frightening very first experimental jet aircraft. He pioneered the paradigm shift in aviation that jet engines brought about. On 27 August 1939, the then Flugkapitan Erich Warsitz became the first man to fly a jet aircraft, the Heinkel 178.

This book is written by Erich Warsitz's son, with material taken from his fathers

copious notes. It vividly captures the halcyon days of German aviation history as it threw off its post WWI shackles and prepared once again for war. Little was known of this period because of the tight security that surrounded Germany's illicit aircraft development. This book includes many previously unpublished photographs and material. As such it is an essential work for anyone interested in the key period of aeronautical growth.

The book is available from; [www.penandword.co.uk](http://www.penandword.co.uk)

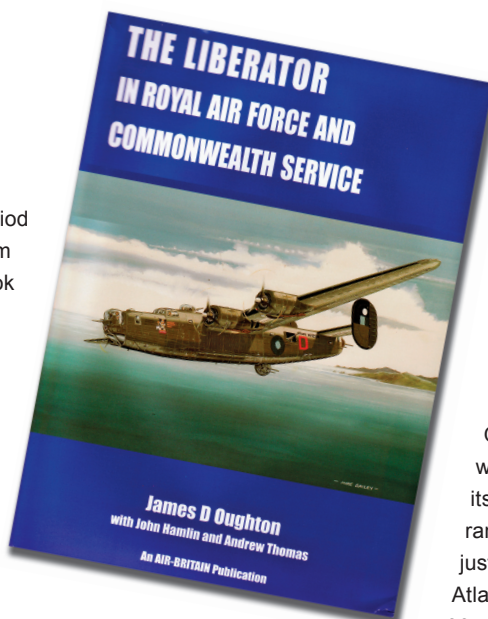


## THE LIBERATOR IN ROYAL AIR FORCE AND COMMONWEALTH SERVICE

Jim Oughton has been researching the Consolidated B-24 Liberator bomber for a period of thirty years, while his co-authors helped him bring his book to fruition. Deliberately, the book focuses just on the RAF and Commonwealth (including South African) use of the type, but includes an interesting chapter on how the aircraft evolved.

The author goes through all the Liberator operators (squadrons, flights, OCU's etc), when they received them, what they did with them, where and when they used them and what the final outcome was.

All civil operators of the Liberator are also given in full detail. Scottish Aviation proposed a four engined, jet-powered version of the Liberator to be named 'Concord'. The author then



goes on to provide with a brief but detailed history of every RAF and Commonwealth Liberator. All this is copiously supported with hundreds of clear and interesting photos as well as colour drawings.

The book shows how far ahead of its time the Liberator was. For example, the type was one of the earliest to be fitted with an APU (Auxiliary Power Unit) and an AFCS (Automatic Flight Control System). It outperformed the B-17, Lancaster and Halifax but was much maligned due to its sensitive C of G. Often flown in formation on raids with the B-17, it was forced to maintain slower speeds way below its optimum performance level. Its enormous range was legendary, flights of up to 4000 miles in just over 24 hours being achieved. BOAC's wartime Atlantic crossings 3000 miles were carried out with 99.5% regularity.

Available from: Air Britain 41, Penshurst Road, Leigh, Tonbridge, Kent, TN 11 8HK. Cost:- £43.50