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The content of this book are based on personal interviews, personal service stories among my mates, members of the Royal Australian Air Force, and with historic records of airmen who were

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mainly trained in the Empire Air Training scheme. The scheme was set up to keep up a supply of trained aircrew to replace the immense numbers who were giving their lives. This book also tells of Australians among the heroic crews of Bomber

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400 Command and of
their amazing
courage and the
record of
achievement that
is recorded forever
in this history of
Australian courage.
It tells in detail the
high price paid by
aircrews to achieve
victory, the loss of
comrades and the
extreme hazards

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400
faced day after
day, which called
for great courage
and effort that in
the end stole their
youth.

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A collection of Laurie Wood's books in one package. 1. Flying into the Mouth of Hell The story of Royal Australian Air Force service culminating in a tour of operations against the enemy, whilst an aircrew member on the

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466 Australian
Lancaster 460
squadron
immediately
following the
invasion of Europe
by the allied forces.
Dedicated to the
aircrew of Bomber
Command, and to
all those who did
not return. 2.
Halfway to Hell The
content of this

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4000 book are based on personal interviews, personal service stories among my mates, members of the Royal Australian Air Force, and with historic records of airmen who were mainly trained in the Empire Air Training scheme.

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400 The scheme was set up to keep up a supply of trained aircrew to replace the immense numbers who were giving their lives. 3. To Hell and Back To Hell and Back is the story of some of the other Australian airmen who flew with Bomber Command.

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460 Laurie Woods
either knew these
men personally or
had heard of them
during the
campaign. These
stories have been
verified by
conversations with
the men or their
relatives and in
some cases
historical records.

4. Back from Hell

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400 The adrenaline that pumps through the veins of men flying Lancaster bombers over Germany while ack-ack explodes around them is only matched by the gut-wrenching nervousness in their stomach. "Will I be the next statistic?" Shortly

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400 after the war the memories keep flooding back through nightmares that are distorted from the reality but even more frightening.

There were no mission limits for a pilot in the Pacific during World War II; unlike in Europe,

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400 flew until it was time to go home. So it was for James [Jug] Curran, all the way from New Guinea to the Philippines with the 348th Fighter Group, the first P-47 Thunderbolt outfit in the Pacific. After the attack on Pearl Harbor, Curran

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400 volunteered to try flying in the blue yonder, and trained as an Army fighter pilot. He got his wish to fly the P-47 in the Pacific, going into combat in August 1943, in New Guinea, and later helping start the "Black Rams" fighter squadron. The heavy U.S.

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460 Thunderbolts were at first curious to encounter the nimble, battle-hardened Japanese in aerial combat, but soon the American pilots gained skill of their own and their planes proved superior. Bombers on both sides could fall to fighters, but

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469 the fighters themselves were eyeball to eyeball, best man win. Check Six! is an aviation chronicle that brings the reader into flight, then into the fight, throughout the Pacific War and back. This work, from someone who was there,

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460 captures the combat experience of our aviators in the Pacific, aided by pertinent excerpts from the official histories of units that "Jug" Curran flew with. It is a tale of perseverance, as Curran flew over 200 combat missions, and with

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469 the men of the 348th Fighter Group proved the Thunderbolt's great capability as they battled their way against a stubborn and deadly foe. This work increases the body of knowledge on the critical role of aviation in the Pacific War, as U.S.

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400 fighter pilots took
the lead in our
counteroffensive
against the short-
lived island Empire.

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