HISTORICAL CORNER



JULY 2015

WAR THUNDER

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Wallpaper 1280x1024 | 1920x1080

[ACE OF THE MONTH] Captain Alexandru Şerbănescu

1 July – Author: Mark Barber

Born on May 17th 1912 in Coloneşti, Olt county in eastern Romania, Alexandru Şerbănescu was the third of six children. His father, Alexandru, worked as a notary. A dedicated student, Şerbănescu marked himself out from his peers during education with his enthusiasm and positive attitude, and a love of sport. Upon finishing secondary education in Iasi, he enrolled at the 'Nicolae Filipescu' Military High School at the age of 15 before progressing on to the Prince Charles Infantry School in Sibiu four years later. In 1933, at the age of 21, Şerbănescu was commissioned as a 2nd Lieutenant and posted to the 3rd Battalion Mountain Troops at Braşov in central Romania.

Şerbănescu excelled as an infantry officer. Quickly demonstrating a natural ability for the core skills of leadership, marksmanship and physical endurance he also showed great aptitude for the more

specialized skills required of a mountain platoon leader. However, as military aviation continued to expand within the Romanian military throughout the 1930s, Şerbănescu thirsted for a new challenge. In February 1939 he commenced observer training with the Romanian Air Force. Greatly enthused with aviation, Şerbănescu's entire career trajectory was altered and he moved on to complete his required aviation technical and principles of flight courses in early 1940 before commencing pilot training.



Alexandru Șerbănescu

Romania's political situation during this period was complex, to say the least. The 1930s saw Romania allied to Britain and France but, after territorial disputes ended poorly for Romania, fascist elements within the country saw a rise in support, as did the popularity of Nazi Germany. By the time Şerbănescu had qualified as a pilot and been selected for fighters, Romania had all but severed its ties with Britain and France and was increasingly turning to Germany for support. As a result, Şerbănescu trained on a motley assortment of aircraft with Hurricanes from the previous ties between Romania and Britain, Bf109s supplied by Germany and Romania's own excellent IAR 80 fighter. It was on the IAR 80 which he qualified as a fighter pilot in October 1940.

Whilst not one of the most experienced aviators within his Group, Şerbănescu's seniority as an officer and his experience in the infantry were recognised and acknowledged and he was made second in command of his squadron when orders came through to deploy to the Russian front. The 7th Fighter Group were sent to Stalingrad to work alongside the experienced Luftwaffe units already in theatre, equipped with a mix of German supplied Bf109Es and IAR 80s. Şerbănescu shot down his first enemy aircraft on September 17th; seven days later he shot down a second Soviet aircraft, probably a Po-2.



Bf.109G-6, Cpt. Alexandru Serbanescu, Grupul 9 Vanatoare in the Spring/Summer of 1944. camouflage created by NoRemorses | Download here

The bitter fighting continued throughout the autumn of 1942, with all efforts to repel the Soviet advance across the region seemingly to no avail. On November 22nd, the 7th Fighter Group's airfield at Karpovka was surrounded by Soviet forces and an evacuation was ordered. In the snow of the intense Russian winter, Şerbănescu's mountain leader experience was pivotal; the ex-infantry officer took command of the airfield's defenses during the evacuation. He augmented the two AA batteries at his disposal with the 20mm guns of his Bf109s by propping the fighter's tails up on barrels to bring the static aircrafts' weapons to bear. Under heavy fire, eleven Bf109s took to the skies with two or three people crammed into each tiny cockpit. Eight escaped the Soviet onslaught; three were shot down and destroyed as they tried to lift. Şerbănescu was amongst the survivors.

The 7th Fighter Group continued to fly operational sorties throughout January and February 1943, but by the end of February had only three serviceable fighters remaining. After an exceptionally hard fought winter, the Group was sent home to reequip and rearm. With six confirmed victories to his credit, Şerbănescu was promoted to Captain. After only a brief respite he returned to the Russian front in command of Squadron 57, equipped with Bf109Gs.

Fighting continued throughout spring, with No.57 Squadron achieved notable successes under Şerbănescu's leadership. He was awarded the Order of the Aeronautical Virtue Golden Cross class by Marshall Antonescu – the ranking officer of the entire Romanian military - in June, in recognition of his skill and courage. Less than two weeks later he was awarded the German Iron Cross First Class in recognition of his 23 confirmed victories, making him the highest scoring Romanian fighter pilot.

The Group continued front line operations throughout summer; in August Şerbănescu's 109 was hit and he was injured, leaving him with a permanent facial scar. By the end of the month he was decorated with the Order of Michael the Brave Third Class, along with several of his other most successful pilots. The next month a formation of Romanian Bf109s was bounced by Soviet fighters whilst attacking a group of Il-2s. Caught by surprise and at a height disadvantage, the Romanians suffered heavy casualties at the hands of the Soviet fighters. Şerbănescu himself was hit but refused to take to his parachute, nursing his damaged fighter back over friendly lines to carry out a forced landing at his airfield. A story is told of how in the next few days, Soviet newspapers claimed the complete destruction of the Romanian 7th Fighter Group; Şerbănescu flew to a Soviet airfield and dropped off a message, inviting them to come and fly over his own airfield where he promised his pilots would not attack, but stand back and give them the opportunity to look down and see how alive, well and still in the fight they all were.



Tomb of Alexandru Şerbănescu in Ghencea cemetery, Bucharest

The fighting continued throughout late 1943 and into the New Year, with no sign of a break for the Romanians. In February 1944 Şerbănescu was given command of the 13th Fighter Group, made up of Squadrons 47, 48 and 56. With the Romanian homeland now being ravaged by the bombs of the United States Army Air Force, Şerbănescu and his men were brought home to form part of the

nation's air defence. On June 11th 1944, Şerbănescu shot down his first American aircraft – a B-17 – which was his 45th kill. Regularly flying against the massed American bombing raids, he also managed to shoot down two P-51s over the next few weeks.

With a tidal wave of fascist opposition growing in Romania, the end was in site. Tragically, it would not quite be quick enough for Şerbănescu. On August 18th he was scrambled to lead twelve of his pilots against in incoming US raid. The Romanian Bf109s smashed into the ranks of the American escort fighters, breaking into individual dogfights against P-51s and P-38s. Two of Şerbănescu's pilots saw an American fighter latch onto his tail but were unable to help him in time. His 109 keeled over and dived towards the ground. Şerbănescu was able to transmit on the radio but could not take to his parachute, possibily indicative of being mortally wounded. His final words were 'my boys, I'm going down.' Five days later a coup d'etat saw Romania join the allies.

Captain Alexandru Şerbănescu was a leader first and a fighter pilot second, securing the admiration and respect not only of his own men, but perhaps more demandingly that of the Luftwaffe command. He received his own nation's highest awards for valour and was credited with 47 confirmed kills. Today, both a boulevard in Bucureşti and a Romanian Air Force base are named after him, and the anniversary of his death is commemorated by the air force every year.



In one of the following Updates, we will include Emblem from the Grupul 9 Vânãtoare to War Thunder, made by Jej 'CharlieFoxtrot' Ortiz



'Danish Spitfire F. Mk IX', camouflage created by balthe_onFire | download here

[NATIONAL FORCES] Royal Danish Airforce

2 July - Author: Adam "Bonkers" Lisiewicz

The history of the Danish Air Force began in 1911. It was then that the aerial arm of the Danish Navy – the Marinens Flyvevćsen – was brought into life. Just a year later the Danish Army also created its own air formation – the Hćrens Flyvertropper. At first, the main equipment of both forces were French recon biplanes, such as the Farman HF.20 and the Caudron G.3. Thanks to the fact that Denmark was neutral during World War I, the country escaped the damages caused by the war and it's air forces were left unscathed. The conflict highlighted the potential of aviation in combat, and the Danish quickly started ordering fighters, such as the German Hansa-Brandenburg W.29s, French Breuget XIVs and the British Avro 504's. The Danes did not stop there – they started their own aircraft production in the Orlogsvćrftet shipyard. Some of the aircraft ordered abroad were also modified to Danish specifications, and as such received new names – such was the fate of the modified Hawker Woodcock, which was then known as the Danecock.



The 25 years anniversary of Hærens Flyvertropper (Danish Army Air Corps) at Kløvermarken in Copenhagen in 1937

Just before the Second World War, the Danish planned to modernise

both Air Force Wings with new aircraft. The first step to that was the acquisition of 12 Fokker D.XXI monoplanes in 1938. Further plans called for the acquisition of the Fokker G.I heavy fighter along with the production license, as well as the Fairey Battle light bomber. The latter two procurements did not come in time – on the 9th of April 1940, Denmark was invaded by the Wehrmacht, following the Weserübung operation plan. Just after 2 hours from the beginning of the invasion, Denmark surrendered – the government quickly realised, that resistance was futile and that the Danish Forces were severely outnumbered. Denmark quickly found itself occupied by German forces. The capture of Denmark had been important for strategic reasons, as it made the later invasion of Norway easier for the Wehrmacht.

Denmark found itself under occupation. One of the first rulings of the occupiers was to prohibit the existence of any military air force. At the time, the Luftwaffe began building air bases in Denmark, also using the earlier built Danish infrastructure. While some former Danish Air Force pilots stayed in Denmark, others fled to the British Isles. One of them was Kaj Birksted, who, with 11 kills, became the best scoring Danish ace of the war. Another ace, Peter Horn, served in the Luftwaffe on the Eastern Front as part of the Free Corps Denmark – a military unit formed by Danish collaborators to fight against the Soviet Union. Denmark itself was liberated by the Allies in May 1945.

After the war, Denmark quickly found itself in the Western sphere of influence. In 1950, a unified Danish Air Force (FlyvevÍbnet) was created, and was quickly supplied with 39 Mk.IX Spitfire fighters. Throughout the Cold War, the force underwent a series of modernisations, which included acquisitions of aircraft such as the North American F-86 Sabre, the Republic F-84 Thunderjet and the Lockheed F-104 Starfighter. Currently the Danish Air Force uses the Lockheed-Martin F-16 multirole aircraft as their main combat aircraft – these are to be replaced in the future by the F-35 Lightning II.



In one of the following Updates, we will include the Roundel of the 'Royal Danish Air Force' to War Thunder, made by Colin 'Fenris' Muir



Wallpaper

[EVENT] The Battle of Kursk

3 July - Author : War Thunder Team

The Battle of Kursk was one of the largest armoured battles, and quite possibly the largest single air battle, in history. This event is identified as a true decisive battle, taking place after both the Germans and Soviets had awaited a major confrontation when stalemate had eventuated in previous conflicts. The battle would occur near Kursk, a town on the Moscow-Rostov railway located in Southern Russia. The Germans referred to the battle as “Operation Citadel”, while the Soviets used two names: “Operation Kutuzov” to refer to the defensive side of the conflict, and “Operation Polkovodets Rumjantsev” for the offence.

The battle began on the 4th of July, with Junkers Ju87 Stukas leading the attack by strafing the tops of lightly armoured Soviet tanks. This was followed by barrages of artillery. The 2nd SS Panzer Corps, 3rd Panzer Corps, and the 11th Panzer Division, stormed Soviet positions. Throughout this day, they continued to make advances, however, Soviet forces put up considerable resistance and were able to slow the advance of the German forces. Casualties mounted for both sides, and surprisingly, Hitler withdrew part of the German forces to reinforce operations in Italy in response to the Allies’ successful landing in Sicily. With German

strength weakened, Soviets were able to counter the German forces, liberating Oryol, Belgorod, and Kharkov after the Battle of Kursk.

Despite lacking a 'clear-cut' victory for the Soviet side, the Germans suffered a clear defeat. Following The Battle of Kursk, their plans for 1943 were in serious disarray, aggravated further by the opening of a new front in Italy. Both sides experienced heavy losses, but only the Soviets had the manpower and industrial capacity to fully recover.



A Soviet machine gun in action during the Battle of Kursk



German Tiger and soldiers during the Battle of Kursk, June 1943



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[SPECIAL] Independence Day

4 July - Author: War Thunder Team

The Fourth of July marks a significant and widely celebrated date in the history of the United States of America. Around the world, this is the day that is commonly known and referred to as “Independence Day”.

Commemorating the signing, adoption, and publication of the Declaration of Independence, which ultimately marked their separation from The Kingdom of Great Britain, Independence Day is a federal holiday in the US, however, it was on the 2nd of July in 1776 that the Thirteen Colonies legally separated, after the Second Continental Congress voted in favour of this decision. The Declaration had been in preparation and writing by Thomas Jefferson and the Committee of Five since June 11th that same year, and was published two days later. It is famously known to specifically outline that all men are born equal, and that they have the right to choose their own government. It is on these ideals that American democracy was instituted.

The first documented celebration of Independence Day was the Bristol Fourth of July Parade, in Bristol, Rhode Island. It started in 1785, and continues as ongoing even today. Floats of various themes, and of course, fireworks, are well known to accompany modern celebrations. Macy's in New York hosts the biggest fireworks display of all, with over 75,000 lbs lighting up the sky for around half an hour.

As it is a federal holiday, all non-crucial federal institutions, like schools and post offices, are closed. Generally, the event is celebrated by the population at large, much of the time in an outdoor setting with family and friends over a barbeque or picnic. Community events are also held in towns and suburbs, each celebrating with various games and activities. 4th of July celebrations are classically known to host eating contests, tugs-of-war, swimming, and sport activities like baseball and football. In larger towns and cities, politicians publicly appear to give patriotic speeches, commemorating the first generations of Americans who fought for the future of their country. Following the war, it was a tradition to call out the British and playfully encourage them to fight. This "twisting the lion's tail', as it came to be known, was greeted with great zeal by the American people.

As one of the most important days of the year for the American people, Independence Day signifies a crucial part of American history that was instrumental in forming the USA as it is today.





The M6A1 in War Thunder. You can also read more about it in our official War Thunder Wiki!

[VEHICLE PROFILE] Heavy Tank M6A1

6 July - Author: Jan "RayPal" Kozák

In War Thunder, the M6A1 is an American rank III heavy tank with a BR currently of 5.0, the first heavy tank. It weighs 62.6 tons (56.8 tonnes), and it has top speed of 22 mph (35 kph), which it can reach in 8.4 seconds. With all modifications, the turret can complete a full 360° circle in 20 seconds, giving it a traverse of 18° per second. With a fully trained loader, reload time for the 3" (76 mm) gun is 6.2 seconds (giving it rate of fire of 9.7 rounds per minute), while the 3" gun is reloaded in 3 seconds (20 rounds per minute). The ammunition capacity is 75 rounds for the main gun, and 202 rounds for the coaxial gun.

Regarding armour protection, the thickest part of it in the frontal armour is the lower glacis with 101.6 mm thickness. Upper frontal glacis is 82.5 mm thick, and the intersection between the upper and lower glacis is 69.8 mm thick. Combined thickness of the turret's front is 101.6 mm of armour, and the thickest part of the turret is the mantlet's edge, being 250 mm thick. Turret's side and rear armour is 82.5 mm thick. Upper side armour has 44.4 mm of armour, while lower side armour, behind the tracks, is 69.8 mm thick and augmented by additional 25.4 mm plate covering the suspension. Rear armour is up to 44.4 mm on the rear of side sponsons.

The main 3" M7 gun can utilize two types of ammunition - M79 AP basic round, and M62 APCBC unlockable round. At point blank range and depending on angle of attack (AOA), the M79 round can penetrate 155 mm (0° AOA), 139 mm (30° AOA) or

56 mm (60° AOA) of armour respectively, while at the range of 2000 meters, these values drop to 72/64/26 mm. Improved M62 APCBC round with explosive filler can then penetrate 127/115/56 mm of armour at the point blank, while at the range of 2000 meters, the shell can penetrate 89/80/39 mm- For the 37 mm M3 gun, basic M74B1 AP round penetration values are 90/80/32 at point blank range, and 27/24/9 at the range of 2000 meters. Improved M51B1/B2 APC round values are 79/71/35 at the point blank range, and 43/38/19 at the range of 2000 meters.

The M6A1 is designated as a heavy tank, but don't let this fool you. The armour protection is actually quite ineffective, as an absolute, most of guns on a given BR range will have no trouble penetrating your frontal armour. The main 3" gun has adequate firepower at the given BR, but the secondary 37mm gun is useful only as a weapon of last resort when your main gun is disabled, or as a distraction. Acceleration is good, but hull traverse is poor, and the tank itself is a large and tall target. Compared to the M4A2(76)W Sherman medium tank at the same BR, which offers the same main gun and only slightly weaker armour protection with a much better mobility, the only advantages of the M6A1 are thicker turret armour, and rear-mounted transmission much less prone to damage. That said, the tank requires cautious play style and it is recommended to play it as a second line support vehicle, as it does not have the armour to lead the charge, firepower to act as a long range sniper, or mobility to act as a flanker.

To sum things up, the M6A1 is rather odd vehicle, with many players considering it sort of a white elephant. But in hands of a skilled player, brave enough to overcome all disadvantages, it can achieve great results nevertheless.



An X-Ray View of the M6A1

During the interwar years, tank development was largely neglected in United States. This changed after an outbreak of Second World War. Under impression made by effective use of tanks by Germans during 1940 , US Army Ordnance Corps ordered a development of a new heavy tank in 1940. Initially, the design was planned as a multi-turreted tank with four turrets, designated as Heavy Tank M1. However, its concept was proven as obsolete, and the tank was redesigned to have only a one turret, housing two guns - main 3-inch (76.2

mm) high-velocity gun, derived from T9 anti-aircraft gun (later standardized as M7), and coaxial 37 mm M5E1 gun. Armour thickness then varied between 25.4 mm and 101.6 mm.



Historical illustration of the M6A1

Due to tank's weight, a suitable powerplant was needed. It was then decided to use Wright G-200 9-cylinder air-cooled radial engine, which produced 950 horsepower at 2300 RPM. However, there was no automotive transmission available for engine of this power. Various systems were proposed - gas-electric transmission, conventional synchromesh transmission and Hydramatic automatic transmission. The latter was chosen, with electric and torque converter transmissions being recommended for further study. Hydra Matic transmission was however very problematic, and prototype featuring it was never finished. Instead, three prototypes were completed between 1941-1942, one equipped with electric transmission and cast hull (designated as T1E1), and two with torque converter transmission (T1E2 with cast hull and T1E3 with welded hull). After a series of tests, the tank was accepted into production in December 1942 under designation of M6 (based on the T1E2), and M6A1 (based on the T1E3).

However, by the time first M6's were completed, the US Army lost interest. This was caused not only by the disadvantages of the design (such as large silhouette, logistics problems, impractical internal layout and reliability issues), but also by a fact, that M4 Sherman medium tank suited the needs of US Army while being much lighter, cheaper, more reliable and easier to transport. M6, on the other hand, was simply too heavy and slow to be a viable tactical asset. Subsequent operational trials in Fort Knox in early 1943 discovered even more flaws of M6 - 37 mm coaxial gun was deemed useless, and main 76.2 mm gun lacked the firepower needed for a heavy tank. Several attempts were made to improve the design (such as T1E1 prototype with 90 mm gun, or M6A2E1 with thicker armour, 105 mm gun and a new turret), but despite these efforts, M6 was declared obsolete in 1944. Only forty M6 and M6A1 tanks were ever produced, including prototypes, and none of them were ever used operationally. All units were then scrapped except a single T1E1 prototype, which is now on display at the US Army Ordnance Museum in Aberdeen.



In one of the following Updates, we will include the Emblem of the 70th Armor Regiment to War Thunder created by Branislav "InkaL" Mirkov



F-86F-30 Argentina Air Force C-108 No. 251-06,
camouflage created by Guillermo241 | download here

[NATIONAL FORCES] Argentine Air Force

9 July - Author: Adam "BONKERS" Lisiewicz

The history of the Argentinian Air Force started on August 10th 1912. It was then that the Military Aviation School (Escuela Militar de Aviación) was set up in the town of El Palomar. Even before that, flying was already becoming popular - four years earlier the first Argentinian aeroclub was created, which sparked more enthusiasm amongst the population. The establishment of the school and the construction of the first Argentinian aerodrome in Villa Lugano accelerated the training of future pilots. Many of those aviators later became pioneers in the field of aviation - one of them was Pablo Teodoro Feis who, in a flight from Buenos Aires to Montevideo, beat the record for the longest flight over water, clocking in at 2 hours and 20 minutes: this was due to the fact he was constantly flying over the Río de La Plata. In 1916 the Naval Air Arm (Comando de Aviación Naval Argentina) was also established by the opening of the Naval Air Station School Fuerte Barragan near La Plata. During the interwar years both air wings was being constantly modernised and strengthened by the acquisition of aircraft such as North American T6 Texan trainers, Curtiss P-36 Hawk fighters or Supermarine Walrus flying boats. In 1927 an indigenous aircraft manufacturing factory was established in Córdoba under the name of Fábrica Militar de Aviones.

In World War II Argentina managed to stay neutral. Many skilled Germans

moved to Argentina after the end of World War II. One of them was Dr. Kurt Tank, the creator of the Focke-Wulf Fw 190. His expertise was sought after by the Argentinian government, keen to modernise the air component of their military. Utilising the earlier experience with the Ta 183 prototype, Tank was able to create the I.Ae 33 Pulqui II. This aircraft never left the prototype stage, however it showed that Argentina was capable of producing sophisticated indigenous aircraft. At the same time, new weapon imports followed - among the new aircraft acquired were Gloster Meteor jet fighters, as well as Avro Lancaster heavy bombers.



FMA Curtiss Hawk 75O

With the Cold War in full swing, the political situation in Argentina began to change dramatically. In 1955, a military coup overthrew the government of Juan Domingo Perón, forcing him into exile. The Argentinian Air Force and Navy jets were then used in action against rebels loyal to Perón. Another coup in 1970 marked the beginning of the "Dirty War" - a conflict in which the military junta seeked to eradicate any opposition to the regime, with the focus on destroying the leftist and communist groups - many of those operations were supported by the CIA. During the junta dictatorship, both the naval air component and the Air Force recieved new aircraft, such as the Douglas A-4 Skyhawk, Dassault Super Étendard and the Dassault Mirage III. The new jets were also supplemented by locally designed and produced prop-driven FMA IA-58 "Pucara" counter-insurgency attack aircraft.

In April 1982, Argentina attempted to reclaim the Falkland Islands (Malvinas). The British response was very quick - a Royal Navy task force was sent to reclaim the islands. Soon, both countries found themselves at war. Both the Argentinian Air Force and the Naval Air Arm took part in the conflict. The Argentines fought hard and managed to sink some British ships using both normal bombs and Exocet anti-shipping missiles - including two destroyers (HMS Sheffield, HMS Coventry) and two frigates (HMS Ardent, HMS Antelope). The price for that was, however, high - over 60 aircraft and 25 helicopters were shot down by the British; the Fleet Air Arm's Sea Harrier jet remained undefeated in air-to-air combat. Such high losses enabled the British to deploy ground units onto the islands and recapture them in June 1982. The defeat in the Falklands sped up the fall of the military junta.

However, the skill and bravery of the Argentine opposition is still held in very high regard amongst British military aviators to this day.

Today, both the Air Force and the Naval Air Arm continue their existence. The main aircraft of the Air Force is the Douglas A4AR Skyhawk, while the Naval Arm continues to use the upgraded Dassault Super Étendard. Due to a variety of political reasons, the modernization process of the Air Forces has been delayed. Argentina is currently seeking to cooperate with China and Russia with the hopes of procuring aircraft such as the Sukhoi Su-24 or the Chengdu J-10.



Gloster Meteor F.4 C-041 of the Argentine Air Force preserved at BsAs Aeroparque in 1975

In one of the following Updates, we will include the Argentinian Air Force Roundel & Argentinian Naval Air Force Roundel to War Thunder, made by Colin 'Fenris' Muir:







Wallpaper 1280x1024 | 1920x1080

[EVENT] Battle of Britain

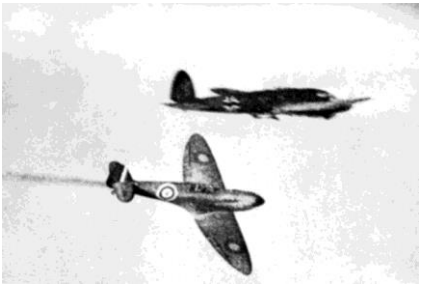
10 July - Author: The War Thunder Team

By the summer of 1940, the situation for the allies looked grim. German forces had advanced steadily through Poland, Holland and Belgium to then defeat France, and the Norwegian Campaign had seen a further major victory for the Third Reich. With Russia and the United States yet to become fully involved in the war against Germany, Britain stood alone to oppose the might of Hitler's advancing forces.

Whilst the Royal Navy held a significant advantage over the German Kriegsmarine after notable victories in Norway, the British army and Royal Air Force had suffered significant losses in both Norway and France. With German forces now poised on the coast of Northern France, Britain steeled itself for the invasion it felt was sure to follow.

Hitler was well aware that a channel crossing would be nearly impossible to achieve, given the clear advantage held by the Royal Navy. Historians still debate whether Hitler ever truly planned to invade Britain or whether

his actions were meant to beat Britain into submission; either way, the Luftwaffe was ordered to achieve air supremacy by eliminating RAF Fighter Command. The desperate battles which took place in the skies over Britain and the English Channel were proactively dubbed 'The Battle of Britain" in an address by Winston Churchill on June 18th, 1940; the battle itself is now acknowledged to have taken place between July 10th and October 31st.







Wallpaper 1280x1024 | 1920x1080

[HISTORICAL] Flying Boats of WW2

20 July - Author: Joe "Pony51" Kudrna

As the name suggests, Flying Boats take a boat's hull and attach wings and empennage to it, opposed to Float Planes which add strut mounted pontoons (aka "floats") - both types categorized as Seaplanes. With 3/4 of the earth covered in rivers, lakes, and oceans useable by seaplanes, it was an obvious "runway" where few land areas were suitable for flying machines without major expense to prepare. While some experimental flying boats existed even before the Wright Brothers first flight, it was not until the early 1910's that practical flying boats came into being, the term coined by the rival of the Wrights, Glenn Curtiss.

New engines powerful enough to lift the bulky hulls of flying boats accelerated development, and so did seaplane competitions. Spacious hulls not encumbered by draggy landing gear and its heavy support structure allowed more space for fuel giving Flying Boats longer ranges than most land based aircraft. Coupled with plentiful "runways", it made them the darling of both military and commercial enterprises.

While the interwar years saw an explosion of commercial models, by far the most successful was the Dornier Do-J Wal (Whale), but the military was not far behind with both

conversions and custom designs. The gigantic and supremely luxurious 12-engined Do-X (Airbus 380 of its time) shattered aircraft size records and stimulated ever larger flying boats worldwide, heralding the wondrous and rich “Age of the Flying Boat”.

In war, Flying Boats became pivotal in the Pacific, where long range reconnaissance was critical for control of the seas, but also played a vital role in Europe for both sides not just over open water, but inland rivers and lakes, too, where logistical needs was too urgent to wait for a new land base. Logistics also drove bigger boat designs cumulating in the Blohm & Voss Bv-238, Martin Mars, and the famous Hughes H-4 Hercules "Spruce Goose" flying boat, still the record holder for longest wingspan even 70 years later.

Kawanishi H6K

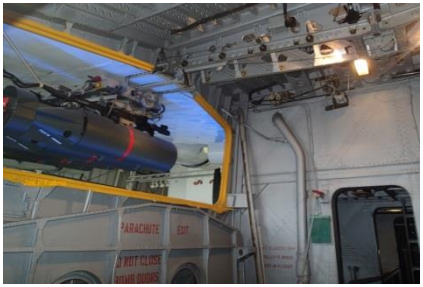
Japan’s first indigenously designed large and long range flying boat, the “Mavis” (Allied code name) was a solid craft with an astounding 6500 km (4000 mi) range! While somewhat obsolete by 1941, it was still an important aircraft for the Japanese military to track Allied movements and on occasion make nuisance bombing raids at distant Allied positions like Australia. Although mainly armed with 5 count Type 92 (Lewis copy) 7.7mm (.30”) machine guns, it did have a 20mm Type 99 Mark 1 tail gun (a near copy of the Oerlikon FF, common origin as German MG-FF). A notable known event was when a single Mavis successfully fought off attacks by one, maybe two, B-17’s that found it south of Guadalcanal.



Kawanishi H6K in flight. Note bomb rack with bombs on wing-brace

Short Sunderland

A militarized version of the famed “Empire” flying boat, flagship of Imperial Airways, the Sunderland is a legend amongst flying boats both in war and peace. Of note were the two reloadable bomb racks on rails that rolled out the fuselage under the wing. Later improved depth charges and addition of early surface radar cleared vast areas of U-boat’s. Equipped with nose, tail, waist, and later a dorsal turrets, up to 16 count Browning .303 (7.62mm) MG’s, it gained the nickname “the flying porcupine”, a well earned nickname when a single Sunderland shot down no less than 6 out of 8 Ju-88C heavy fighters that attacked it!



Sunderland's bomb rack deployed under wing, view from magazine inside aircraft

PBY Catalina

It was not the best performing flying boat during the war, but it became the most recognizable and legendary one of all. The PBY was a triumph of simple yet functional design with exceedling long range thanks in part to unique retracting tip floats. The huge waist blisters provided easy scanning for enemy activity; significant contributions were spotting the KMS Bismarck, the Japanese fleet approaching Midway and another trying to surprise the Indian fleet. Besides patrols they did long range night time harassment bombing of Japanese bases and SAR (search and rescue), the latter's most famous was the rescue of 56 survivors of USS Indianapolis, acting as a lifeboat until a ship could pick them all up, as there were too many to fly out. In military use decades after the war its economical design was profitable for commercial ventures as well and is one of the most numerous flying WW2 aircraft today.



PBY waist gunner mounting port side gun blister

In one of the following Updates, we will include the Emblem Viking Longship of 333 Sqn. RAF and the Emblem of United States Coast Guard to War Thunder created by Colin 'Fenris' Muir and Jej 'CharlieFoxtrot' Ortiz:







Wallpaper 1280x1024 | 1920x1080

[EVENT] Battle of Stalingrad

20 July - Author: The War Thunder Team

The Battle of Stalingrad was a major World War Two battle between Nazi Germany and the Soviet union. German soldiers fought for control of Stalingrad in a battle marked by close quarter combat and direct assaults through air raids. Stalingrad as a city was considered to be of high strategic importance, not only as an industrial center of the USSR, but also as a symbol of Stalin's regime.

To this day, it is often considered to be the single largest and bloodiest battle in the history of warfare, and the heavy losses inflicted against the German Wehrmacht also brings it into consideration as the most strategically decisive battle of World War Two. Following the Battle of Stalingrad, the German forces were unable to regain initiative in the Eastern theater of war, and hence, were forced to draw vast amounts of military forces from the West, in order to replace their losses.



'Otto Carius' Early Tiger 213 of sPzAbt 502, Estonia, 1944' skin by Tiger_VI | download here

[ACE PROFILE] Ace Tanker Otto Carius

21 July - Author: Sergej 'NuclearFoot' Hrustic



Otto Carius in 1944. Picture by Bundesarchiv

Otto Carius was born on the 27th of May, 1922, in Zweibrucken, Germany. Soon after graduating from high school, World War 2 broke out, and Carius volunteered for the infantry. After about a year of experience as a loader in a Panzer 38(t) on the Eastern Front, Carius underwent an Officer Training Course, which he successfully completed, being assigned as the commander of the 2nd Company in the 502nd Tank Battalion immediately after, in April 1943.

Equipped with the new Tiger tanks, the 2nd Company participated in various operations on the Eastern Front. One of the more notable of these was at the village of Malinava, near Dunaburg, on the 22nd of July 1944. Keeping his eight Tigers held

back in reserve, Carius and his First Lieutenant, Albert Kerscher, took a Kubelwagen to scout the village for enemies.

Seeing as it was already occupied by only a handful of Russian tanks, Carius and Kerscher sent their Tigers in and destroyed four T-34 that were guarding the village. The six remaining tanks then joined them, and all eight of the Tigers successfully defended the village from the Russian reinforcements which totaled 17 tanks, one of them being the new IS-1.

Only two days later, Carius was scouting the terrain with a few of his men, hidden in a Panzer trench, with the rest of his company waiting a little distance behind. Suddenly, they were ambushed by both Russian infantry and tanks. Carius was shot in the leg by machine gun fire, and was unable to move. He sent one of his men back to inform the rest of the company, while Carius stayed in the trench, presumably waiting to be killed.

Carius took one more bullet in the leg, another in his arm, and two in the back before seeing a Russian officer standing over him. Realising that Carius was a decorated officer, his first instinct was to capture him. However, since there weren't enough resources to do that, the Russian officer shot him in the neck, expecting it to be a killing blow. However, after Carius's company managed to beat the ambushers back, Carius was examined by a field medic, when it was discovered that he was miraculously still alive.



Carius' Tiger 213 in War Thunder

During his recovery, Carius was transferred to the 512 Heavy Antitank Battalion, which was under training for the new Jagdtigers, equipped with powerful 128mm guns. On the 8th of March, 1945, Carius's company, which still hadn't completed its training, was sent to the front line, near Siegburg.

Carius noted that everybody knew that the war was lost, and that at this point he was given orders to only keep the Allies as far away from the German border as possible. On the 15th of April, facing untenable pressure from the Allies, Carius's company surrendered to the United States Army.

After the war, Carius studied pharmacy at the University of Heidelberg. After getting his degree, he opened a pharmacy shop called the Tiger Apotheke, in honor of the Tiger tank, which he ran until 2011. Otto Carius died on the 24th of January, 2015, aged 92.

With one of the upcoming Updates, we will include "217" Tank Number & Emblem of the 512th Heavy Panzerjäger Battalion to War Thunder by Branislav 'InkaL' Mirkov:





The Douglas A-26C all metal camouflage created by Pacifica | Download here

[VEHICLE PROFILE] Douglas A-26C

23 July - Author: Joe "Pony51" Kudrna

With up to 4000 lb of bomb load (1814 kg; 20x 100lb, 8x 500lb, 4x 1000lb, or 2x 2000lb) the A-26 will make quick work of any ground target, and its 6 wing mounted .50 caliber (12.7mm) machine guns and two hemispherical coverage defensive turrets give it the teeth to fully deserve its designation as “Attacker”!

Its reputation as a hot plane is almost true with a good level speed around 354 mph (569 km/h), but in a slight dive it can rapidly speed up to its rip-the-wings-off max (Vx) of 441 mph (710 km/h). Its maneuverability is surprising for its size, a careless enemy aircraft can become easy prey. Likely for those reasons the high BR of AB 5.7 and RB/SB 6.0 puts it in range of early jets, thus losing its speed advantage; however a sitting duck it is not!

Given the rare chance of attacking one, you cannot avoid its gunners so strike hard and fast; its weak point is tail damage. An A-26 in AB with in-air reloads has a very good chance of winning the match via base destruction, but in other modes the bomb load is not as decisive.

Knowing its glaring shortcoming, is it worth pursuing it next time this exclusive attacker prize is offered (only 3 times so far)? Absolutely! It is a very potent aircraft, a joy to fly, and has tricks up its sleeve, and the prestige of having the most exclusive aircraft in game itself is worth the effort!



Taking the succesful but rapidly obsolete DB-7 / A-20 Douglas and putting it on a bodybuilding program, Master engineer Edward (Ed) Heinemann with Ted R. Smith from the A-20 program, plus Robert Donovan and A.M.O. Smith (aerodynamicist) chose an innovative NACA 65-215 laminar flow airfoil that promised better top speed, coupled with two powerful 2,000 hp (1,500 kW) Pratt & Whitney R-2800-27 "Double Wasp" engines.



A-26 gunner's station with periscopes (triangular objects top and bottom). Photo by David D. Jackson

While much wider than earlier DB-7s it was still a single pilot aircraft more typical of European bombers than American ones. Just like in its older sibling, the nose could be quickly swapped from a weapon packed solid nose to a high altitude bomber, offering even more weapon combinations than the B-25 could, including the 75mm cannon. The bomb bay was now longer and wider allowing a larger selection of bigger drop ordnance.

The wings' laminar aerofoil allowed the heavy aircraft to fly very fast at a maximum of 355 mph (570 km/h), but the penalty was a very high stall speed compared to current aerofoil profiles. Innovative double-slotted Fowler flaps were incorporated to reduce the landing speed, unusual for the time but common on airliners today.

A radically new defensive turret system was devised by placing the gunner in a control station allowing very low profile, with low drag turrets with top and bottom hemispherical

coverage in a system that offered nearly full spherical command by a single gunner, although the view out the angled windows and periscope was constrained.

On 10 July 1942 the new bomber made its maiden flight and the test pilots praised its performance. By August 1943 the Douglas company started delivering “solid nose“ A-26Bs to a lukewarm reception in the Pacific, but after its first missions in Europe that September it was enthusiastically accepted and in high demand.

The post war reorganization had the A-26 redesignated as B-26 (causing confusion with the B-26 Marauder). The Korean conflict saw the A/B-26 facing a new challenge, where it performed admirably in the jet age. It found itself involved in Vietnam with the French, eventually being used by many different forces. Halfway around the world in Cuba it was used in the Bay of Pigs insurgency; ironically, the Cuban forces also operated A-26Cs against them! Meanwhile the American company “On Mark” created heavily customized, fast executive transport versions.

Finally retired after 33 plus years of military use, it was still employed by American government for different kind of “bombing” role, dropping retardant on forest fires, a mission where the A-26 became a star, immortalized in the movie “Always”.



A-26 “Fire Eater” N4818E used in movie “Always”. Photo by Joe Kudrna
An X-Ray wiev of the A-26C



In one of the following Updates, we will include The Wench and The Reaper used by 13th Bomb Squadron created by Jej 'CharlieFoxtrot' Ortiz:







[EVENT] Battles of Caucasus & Ruhr

24 July - Author: The War Thunder Team

Schweinfurt was a location which played host to a very large amount of production for Nazi Germany at the onset of World War II, a location which allied forces acknowledged as significant. Because of this, a series of Allies strategic bombing raids took place, aimed at the destruction of the factories located in the city, which would cripple the production of new tanks and aircraft, and hence, reduce the efficiency of German forces to the Allies' advantage.

Multiple raids took place with these intentions, but two of these raids: the Schweinfurt-Regensburg mission and the Second Raid on Schweinfurt, proved particularly costly for the United States Army Air Forces. On the 17th of August 1943, 230 B-17's of the USAAF 8th Air Force, which were intended to be a second wave of bombers following another force attacking Regensburg, took part in an intense anti-aircraft barrage, along with over 300 defending fighter aircraft. As a result, only 184 of the B-17's were able to bomb their target, and 36 failed to return to their bases in England. However, this raid resulted in a drop in production equalling a 34% cutback, and all, except the largest of these plants, were devastated by fire.



B-17 F destroyed by a Me 262

Despite this, the bulk of existing industrial infrastructure had not been conducive to destruction by a single raid. Efforts to disperse the remaining machinery began immediately, and in response to this, the Luftwaffe began deploying large numbers of interceptors along the corridor to Schweinfurt.

After regaining strength, the 8th Air Force mounted a second attack on the 14th of October 1943. This time, it proved even more costly than the first, and hence, adopted the name "Black Thursday". During this raid, in which 291 B-17's took part, only 229 were able to bomb their target, and a total of 60 were lost. which was considered to have been a heavy amount of losses. Consequently, it was established that heavy losses such as those experienced by the 8th Air Force could not be sustained, and hence, unescorted bomber raids deep into Germany were suspended until 1944. In the February of that year, raids into Schweinfurt resumed, during what came to be known as "Big Week".



The Battle of the Caucasus refers to a series of operations which took place in the Caucasus area between Axis and Soviet forces, on the Eastern

Front of World War II. From the German side, Operation 'Edelweiss' was planned in order to gain control of oil fields in Baku. This operation was authorised by Hitler on the 23rd of July 1942, and a large amount of preparation was made in order to carry out their plans. In fact, several German oil firms, which has been issued with leases to exploit the Caucasian oil fields, delivered large amounts of piping which would allow for oil transportation.

Bombing the oil fields had been forbidden, and so, this event was marked by considerable amounts of tank forces leading the battle. The main forces included Army Group A, the 1st Panzer Army, the 4th Panzer Army, the 17th Army, part of the Luftflotte 4, and the 3rd Romanian Army. About 1,000 aircraft from the 4th Air Fleet were also involved.

From the Soviet point of view, the Caucasus area had become a new established hub of industry. As the German Army launched operation Edelweiss, the rate at which their forces advanced slowed, as they entered the mountains of the Southern Caucasus area. Although German forces had been able to neutralize a Soviet counter-attack, they were placed on the defensive after Soviet breakthroughs occurred in the region around Stalingrad.

The Germans began to withdraw in 1943, due to setbacks in other regions. Now on the defensive, they hoped through consolidation and regrouping, they would be able to re-establish their positions to launch new operations in the Caucasus. No considerable gains were made though, and in September 1943, the fighting effectively ended when fresh withdrawals were made by the Germans.



Gebirgsjäger during the Battle of Caucasus



Supermarine Attacker FB.1 WA530, camouflage created by qqq12378 | Download here

[VEHICLE PROFILE] Supermarine Attacker

28 July - Author: Scott "Smin1080p" Maynard

Following on from the Sea Fury in the Fleet Air Arm branch is the first operational carrier based jet within the Royal Navy's arsenal, the Supermarine Attacker. The Attacker is Britain's first Naval jet and offers good all round performance for a first generation jet design as well as ground attack and fighter bomber payload capabilities for a variety of situations. Available to research after the Sea Fury, the Attacker is a different approach to jet fighter aircraft by comparison to the Meteors, Vampire or Venom.

The most unique and unusual trait of the Attacker is its tail dragger configuration and wing mounted armament. As the wing and undercarriage was shared with another of Supermarine's aircraft, the Spiteful, the Attacker is the only British jet of the period to have a wing mounted cannon armament. Unlike the other British jet fighters which adopt nose mounted configurations, the 4 x 20mm Hispano Mk V cannons on the Attacker do require careful use of convergence much like the Sea Fury and Seafires before it as a result of their positioning.



Supermarine Type 398



An X-Ray View of the Attacker FB.Mk 1

Mounted in pairs with two in each wing, 624 rounds of Hispano ammunition is available to the cannons providing a greater capacity than the piston fighters before it. The Attacker can also amount 2 x 500lb or 1000lb bombs as well as 12 x 76mm RP-3 rockets with the GLBC Mk 3 and GRC Mk 8 Modifications respectively. This combined with the “Universal” or “Ground Targets” belts allows the Attacker to live up to its namesake, should pilots choose to use it in the fast ground attack fighter-bomber role.

Utilizing the “Air Targets” belt and adopting the pure fighter role in the Attacker is equally as effective thanks to the aircraft's good all round performance, a “Bubble” canopy that offers good all round visibility for simulator pilots as well as a set of airbrakes situated in the wings to aid in slowing the aircraft and energy management.

The unusual undercarriage is also very forgiving upon landing, both on land bases and aircraft carriers due to the wide track. However, this can also prove to be a hinderance for fans of the Simulator Battles game mode and pilots who prefer cockpit view, as the aircraft is indeed a “taildragger”. This causes extremely restricted view on the ground and when landing, especially on a carrier.



The Attacker was part of the first generation of jet aircraft to enter service with the Royal Navy and had the distinction of being the first operational combat jet on a British carrier. Whilst the Royal Air Force was

already equipped with Meteors and Vampires, the Fleet Air Arm fell behind due to the difficulty of operating such a radical new technology from the Navy's existing carriers. This was partially the reasoning the FAA showed interest in the Sea Fury and the later Griffon Seafires as a "make-do" solution.



Attackers on HMS Eagle

After trials with the De Havilland Sea Vampire, the Navy wanted a jet aircraft that could be operated from its current ships. Supermarine's failed Spitfire replacement, the Spiteful, was rejected by both the FAA and RAF due to already sufficient stocks of operational piston engined aircraft. However, this led to a jet engined design incorporating the same wing and undercarriage from the Spiteful, along with a tail wheel configuration as a result, and utilized a Rolls Royce Nene jet engine.

This rather primitive and rushed design was operational from 1951; however it had an extremely short career - being taken out of frontline service by 1954. This was primarily due to the aircraft's limitations being a "tail-dragger" that made operating on anything other than the deck of an aircraft carrier problematic because of the jet exhaust. The rear tail wheel only made the already hazardous task of operating a jet on a carrier even more problematic for pilots.

The Attacker quickly became superseded by the Hawker Sea Hawk and De Havilland Sea Venom, both of which were much more modern and refined designs featuring more powerful engines, tricycle undercarriages, and possessing superior performance. The Attacker did however serve as the base of Supermarine's first swept wing jet for the RAF, the Swift, as can be seen by the similarity of the nose and fuselage. It would also lead to the more successful Supermarine Scimitar naval jet fighter in the later part of the 1950s.



Supermarine 510

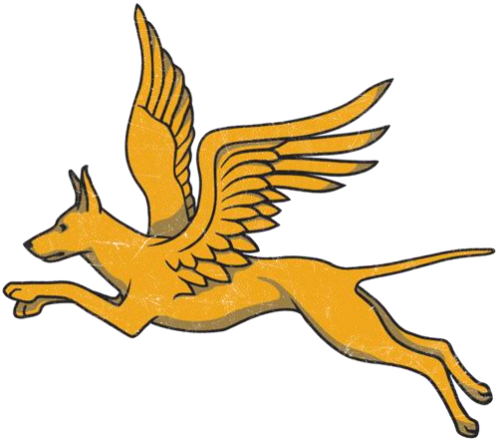
Whilst the Attacker saw no major service and was relatively short lived

from an operational standpoint, it nonetheless holds the distinction of being the very first of a very new breed of carrier borne aircraft and the first chapter in a rapidly advancing era of aviation evolution.

With one of the upcoming Updates, we will include the following decals to War Thunder by Jej 'CharlieFoxtrot' Ortiz and Colin 'Fenris' Muir:



Emblem of the No 800 NAS



Emblem of the No 1831 NAS



The T-34-57, with the winter camouflage available by using it to defeat 190 other players or for 200 GE

[VEHICLE PROFILE] T-34 57

29 July - Author: Jan "RayPall" Kozák

The T-34-57 is a rank III Soviet medium tank with a BR of 4.7. Its top speed is 43 km/h (26.7 mph), which it can reach in 21 seconds on a flat surface. Its turret can complete a full 360° circle in 14.6 seconds, giving it traverse of 4.1° per second. Hull traverse is then 3.2° per second.

The hull armour is 45 mm (1.77'') thick all around, with frontal armour being sloped under angle of 60° and upper side armour under angle of 50°. Lower frontal glacis is then sloped under 53°, and rear upper armour is sloped under 48°. Turret has the same armour thickness all around as the hull, with the oblique front reaching maximum armour angle of 64° and side and rear turret armour slope varying between 34-31°. Turret's top is 15 mm (0.59'') thick, while hull's top's thickness is 16mm (0.63'').



An X-Ray View of the T-34-57

The tank is armed with a long-barrelled ZiS-4 57mm (2.24'') gun. With a fully trained loader, the gun's reload speed is 6 seconds, giving it a rate of fire of 10 rounds per minute. At point blank range and depending on the angle of attack (AOA), the default APHEBC BR-471 armour

piercing round can penetrate up to 121 mm or 4,76'' (0° AOA), 109 mm or 4.29'' (30° AOA), or 49 mm/1.93'' (60° AOA) respectively. At the range of 2000 meters (6562 feet), these values then drop down to 68/61/28 mm (2.67/2.4/1.1''). Improved APHE BR-217K round is able to penetrate up to 135/121/48 mm (5.3/4.76/1.86'') of armour at point blank range, and 54/48/19 mm (2.13/1.89/0.75'') at a range of 2000 meters (6562 feet).

Regarding gameplay, the gun on the T-34-57 has superior penetration compared to 76.2 mm (3'') F-34 gun of the older T-34 models, but it has much lower after penetration effect due to smaller caliber. High muzzle velocity makes the long range aiming easier, but 57mm (2.24'') round loses its penetration over distance quickly, rendering it useless against heavily armoured targets at the long range. There is also a premium version of the T-34-57 available in game for purchase! If you would like to find out more about the T-34-57 in War Thunder, you can view the full Vehicle Profile 'here'.



The T-34 medium tank, a mainstay of the Soviet armoured forces during the whole Second World War, was introduced in September 1940. Initial armament consisted of 76.2 (3'') L-11 gun. This weapon was however already perceived as unsatisfactory, and decision was made to improve the armament. At the same time, a new 57 mm (2.24'') anti-tank gun, designated ZiS-2, was developed in factory No.92 in Gorky. This gun was able to pierce up to 112 mm (4.41'') of armour at the range of 100 meters, making it a far superior to L-11. It was then decided to develop a tank version, which was named ZiS-4.



In April 1941, the gun was mounted into a T-34 turret, and underwent extensive gunnery trials. Armour penetration capabilities were great, but aside from extremely short barrel lifespan and high production costs, the main disadvantage was the high explosive round. It was simply too small to be effective, and the 76.2 (3'') F-34 gun had a lower penetration than ZiS-4, but its HE round was much more effective. The F-34 gun was then chosen as a standard armament of T-34 and KV-1 tanks, but due to demand for high performance anti tank guns, a small batch of T-34 tanks armed with ZiS-4 guns (designated T-34/57) was ordered to be used as tank hunters. The precise number of T-34/57 tanks manufactured is not known, but it is believed to be very low, as only 21 ZiS-4 guns were delivered before the No.92 factory was evacuated. If you would like to find out more about the T-34-57 in history, you can view the full Vehicle Profile 'here'.

Would you like to find out more about the T-34-57? Be sure to view the War Thunder Wiki article, which can be found by clicking this link!



T-34-57 at the Sofrinsky range,



Wallpaper 1280x1024 | 1920x1080

[EVENT] Black Thursday

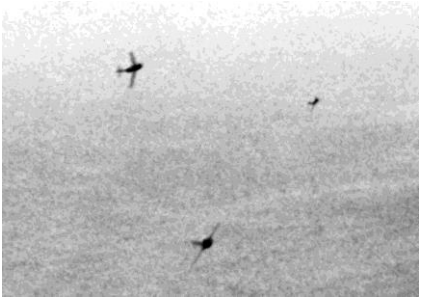
31 July - Author: The War Thunder Team

Black Thursday is the nickname given by USAF pilots to a a Korean War event which took place in the famous 'MiG Valley', in which Soviet MiG-15 jets attacked B-29 Superfortress aircraft during a bombing mission over Korea.

MiG Alley, as the region is referred to by United Nations pilots, is a portion of North Korea which was the site of numerous dogfights between UN and North Korean forces. Nations allied with North Korea also took part in the air battles of this region, including airmen from the People's Republic of China and the Soviet Union. The term "MiG" in this region's nickname is a reference to the Soviet built Mikoyan-Gurevich MiG-15 aircraft which were predominantly used during most of the conflict. This site is known to have been host to the world's first large scale jet-vs-jet air battles, as MiG-15's clashed with jets such as the North American F-86 Sabre.

On the 12th of April, 1951, three MiG-15 squadrons, with a total of 30 aircraft, attacked a group of B-29

Superfortress bombers of the USAF, and following the events which took place during this attack, pilots from the USAF began referring to this date as “Black Thursday”. The B-29 aircraft were under the protection of about 100 F-80 Shooting Star’s and F-84 Thunderjet’s. Despite being clearly outnumbered, the pilots of the MiG-15’s were able to fly past their non-swept wing foes, and engage the B-29s. In total, three were shot down, and 7 were damaged, and the Soviet side had been able to accomplish this without any casualties. Following this event, US sorties in the region were halted for a period of about 3 months. Night missions, using small groups of bomber aircraft, continued after this, as daylight attacks on Korea were discontinued.



MiG-15s curving in to attack USAF B-29s



F-86A-5-NA 48-257 of the 334th FIS / 4th FIW flown by Capt. James Jabara. Camouflage created by Enzofer | Download here!

With one of the upcoming Updates, we will include the 12th FBS 'Foxy Few' and the 8th Kings Royal Irish Hussarsin in War Thunder. Decals by Jej "CharlieFoxtrot" Ortiz and Branislav "InkaL" Mirkov:


12TH FBS
FOXY
FEW


8TH KINGS
HUSSARS
ROYAL IRISH