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Born in India in 1918 and brought up in England, Guy Gibson joined the RAF in November 1936. Thereafter his career can be seen as a battle between, on the one hand, his uncertain temperament and less than ideal private life, and, on the other, his undoubted skills as an airman and as a leader of men.

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Synopsis. Few men have a better claim to be called a legend in his own lifetime than Guy Gibson. Leader of the famous Dambuster Raid of May, 1943 which became part of the popular folklore of the Second World War after the film in which Richard Todd took the part of the hero, he himself was tragically in an air

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crash in 1944.

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Officer Commanding 617 Squadron Bomber Command Royal Air Force later known as the Dambusters, who carried out the daring and successful bombing raid on the German dams of the Ruhr in 1943. Guy's mother was a member of an old Porthleven family of Master Mariners and Porthleven was Guy's English home.
1918 – 1944

Guy Gibson - Wikipedia

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Lancaster Bomber Ww2 Aircraft Royal Air Force Aviation Art D Day World War Ii First World Wwii Old Things The operation, on 17 May, saw RAF bombers break two large dams in Nazi Germany using 'bouncing bombs'. In total, 133 men flew on the mission in 19 planes. Eight aircraft were lost, 53 men died and three were captured.

48 Best Dambusters Raid images | Lancaster bomber, Raid ...

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Few men have a better claim to be called a legend in his own lifetime than Guy Gibson. Leader of the famous Dambuster Raid of May, 1943 which became part of the popular folklore of the Second World War after the film

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in which Richard Todd took the part of the hero, he himself was tragically in an air crash in 1944. Born in India in 1918 and brought up in England in comfortable if somewhat disjointed circumstances, Guy Gibson joined the Royal Air Force in November, 1936.

Thereafter his career can be seen as a battle between, on the one hand, his uncertain temperament and less than ideal private life, and, on the other, his undoubted skills as an airman and as a leader of men. The war was to bring him adventure and, later, fame. He took part in the first aerial attack of the war, on the Kiel Canal; he served in Fighter Command and then, in 1943, came the famous raid on the Mohne and Eder dams for which he was awarded the VC. By now a hero of international fame, he was sent on a Public Relations tour of North America, but basically he was a flyer and, refusing to remain grounded, he died an airmen's death. Susan Ottaway, who has had full co-operation of the Gibson's family in writing this book, gives a sympathetic but by no means whitewashed picture of an unsettled character suddenly rocketed to fame and by no means sure how to handle it. Author Details After leaving Sir William Perkins' Grammar School in Chertsey, Surrey, Susan Ottaway embarked upon a career in civil aviation. She has always had an interest in modern history and, in particular, Second World War aviation history. After working for a time in both Germany and Australia, she has settled back in England, working in book publishing.

FEW MEN HAVE A BETTER CLAIM TO BE CALLED A LEGEND IN THEIR OWN LIFETIME THAN GUY GIBSON. Leader of the famous Dambuster Raid of May 1943, which became part of the popular folklore of the Second World War after the film in which Richard Todd

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took the part of the hero, Gibson himself was tragically in an air crash in 1944. Born in India in 1918 and brought up in England, Guy Gibson joined the RAF in November 1936. Thereafter his career can be seen as a battle between, on the one hand, his uncertain temperament and less than ideal private life, and, on the other, his undoubted skills as an airman and as a leader of men. The war was to bring him adventure and, later, fame. He took part in the first aerial attack of the war, on the Kiel Canal; he served in Fighter Command and then, in 1943, came the famous raid on the Mohne and Eder dams for which he was awarded the Victoria Cross. By now a hero of international fame, he was sent on a Public Relations tour of North America, but he was above all a flyer and, refusing to remain grounded, he died an airman's death. This new edition, which draws on conversations with members of Gibson's family and on notes made by his widow, expands upon his early life in a severely dysfunctional family, his unhappy marriage and the possible reason for his untimely death in September 1944.

Most famous for the dambusting raid in the darkest days of the Second World War, the No 617 Sqn were a vastly experienced crew. It was the first, and only, squadron to use certain equipment and weapons in combat. This study covers the history of the No 617 Squadron. It explains the men, aircraft, weapons and operations of this squadron.

On September 25, 1939 Melvin Young reported to No. 1 Initial Training Unit. He was selected as a bomber pilot

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and promoted to Flying Officer. Having undertaken a Lancaster conversion course Melvin and his new crew were posted to 57 Squadron at Scampton soon to become 617 Squadron. On 15 May the Order for Operation Chastise was issued—the raid to be flown the next night, 16/17 May. The plan for the operation was that three waves of aircraft would be employed. The first wave of nine aircraft, led by Gibson, would first attack the Mohne Dam, then the Eder followed by other targets as directed by wireless from 5 Group HQ if any weapons were still available. This wave would fly in three sections of three aircraft about ten minutes apart led by Guy Gibson, Melvin Young and Henry Maudslay. At 00.43 Melvin and his crew made their attempt on the Mohne dam. Gibson recorded that Young's weapon made three good bounces and contact. Once the dam had been breached Gibson with Melvin as his deputy led the three remaining armed aircraft towards the Eder Dam. On the return trip Melvin Young and his crew fell victim to enemy guns. At 02.58 gunners at Castricum-an-Zee reported shooting down an aircraft and several batteries also reported firing at it. A.J.-A crashed into the sea. Over the North Sea, Guy Gibson called Melvin on the radio there was no reply.

Martin Bowman tells the story of the Dam Busters using period images, some rarely published, as well as contemporary views.

Johnny Johnson has been awarded an MBE for his remarkable services in World War II 'I was anxious to fight. Hitler was the bastard who had started all this and he needed sorting out. We were under threat. Everything we stood for: our country, our families and

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our way of life was being attacked by this maniac. He could not be allowed to win. So for me and many, many others like me, there was no alternative. We were in a pickle and something had to be done. ' Johnny Johnson is 95 years old and one of very few men who can recall first-hand the most daring and ingenious air raid of all time. He can also vividly remember his childhood spent working on a farm with his controlling father, the series of events that led him to the RAF and the rigorous training that followed. But it was his decision to join 617 Squadron, and the consequences, that have truly stayed etched in his mind. On 16 May 1943, Johnny, alongside 132 specially selected comrades, took off from Scampton airbase in Lincolnshire. For six weeks they had been trained to fulfil one mission that was near impossible: to destroy three dams deep within Germany ' s Ruhr Valley. It was a daring task but, against the odds, Johnny and his crew survived. Sadly, 53 comrades did not. For the first time, Johnny relives every moment of that fatal night – and the devastating aftermath. He recalls with unique wit and insight the difficult training conducted in secrecy, the race against time to release the bombs, and the sheer strength and bravery shown by a small unit faced with great adversity and uncertainty. Embodying a whole squadron, and leaving a lasting legacy for generations to come, Johnny ' s story is like no other.

In May 1943 a specially established RAF squadron made its permanent imprint on military aviation history by flying a high-risk, low level, nighttime attack against German hydro-electric dams vital to the Nazi armaments industry in the Ruhr Valley. A comparatively tiny part of Air Chief Marshal Sir Arthur

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Harris' four-month-long "Battle of the Ruhr" this one raid had an impact totally out of proportion to the small number of aircraft involved. It highlights the synergy of science and technology, weapons development and production, mission planning and practice, and the unflinching courage in the execution of a highly dangerous bombing raid. Furthermore, it established a legend that still resonates today.

Wing Commander Guy Gibson writes affectionately about his beloved aircrews.

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