

удк 930

AVIATION OF COUNTRIES OF AXIS IN THE SECOND WORLD WAR: HISTORICAL ASPECT

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АВІАЦІЯ КРАЇН ОСІ У ДРУГІЙ СВІТОВІЙ ВІЙНІ: ІСТОРИЧНИЙ АСПЕКТ

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The aim - to conduct a retrospective analysis of the evolution of military aviation Axis Powers during the Second World War and to identify the main factors that led to the development as well as defeat in the study aeronautical engineering historical period.

During 1939 - 1945 years of German aviation industry has built more than 120 thousand combat aircraft of high combat characteristics. In 1944-45. The situation was rapidly deteriorating. The Germans bore the greatest losses. Allies defeated the Luftwaffe and destroyed the entire infrastructure. By 1939 the Air Force in Italy were armed with approximately 2800 military aircraft. Italian Air Corps operated under the control of the second fleet in Germany. In June 1944, Air Corps bombers inflicted blow to Gibraltar from the southern regions of France. However, in August, the personnel of the corps refused to Hitler oath and wear a German uniform, after the National Aviation Corps was disbanded. Only in November 1944 the second fighter group returned to fighting, to her in February 1945 joined the first fighter group. Despite heavy losses, the two units fought until mid-April 1945.

At the time of joining Japan in World War II Japanese fleet had before 3000 combat aircraft, of which 1,400 were in the first line. Since Japan is basically waged war with the United States, the foundation of the Air Force became a naval aviation. Japanese aviation industry has been dependent on foreign sources located on raw materials and are therefore vulnerable Bella. For these reasons, Japan could not participate in a protracted war.

Axis aviation industry was fully capable to achieve high levels of production, but during the Second World War, this has not happened.

Further study of the problem is possible, in the opinion of the authors, in the following areas: identifying factors in historical terms aces reduce the role of Axis aircraft in the fighting on the fronts of World War II; depth analysis of the rapid drop in production airplanes due not only to the military successes of the coalition, but also internal factors, including the special place occupied a growing anti-war movement.

Keywords: Wehrmacht, Luftwaffe, Italian air force, Japan air force.

Swift increase of achievements of scientific and technical progress in the whole world in XX century stimulated the process of development and perfection of air force. It resulted in a volume, that in the years of Second world war she occupied one of leading places in the structure of the armed forces Germany and her allies. A near-term value, mastering of air space began to acquire for realization of air scope. The role of aviation is many-sided and, clear, not latchable on the personal participating in battle actions, although exactly she deservedly presented the achievement of countries of Axis efforts of aces, demonstrated the front-rank types of aerotechnics. It maybe to trace on the example of air forces, as industrial, scientific and technical and economic bases of countries developed. Thus, actuality of theme is predefined by her orientation on further research of tendencies of growing role of air force in modern terms on the basis of generalization of study of questions of aviation in Germany and her basic allies, and some contiguous problems.

For today in historical science there was a not simple and contradictory enough situation on a theme Second world war. Victory over nazi Germany and her allies assisted appearance of many researches, first of all, «euphoric» character. It sanctified to as fundamental labours of American, English, Russian and others like that historians, so many scientific revisions of the Ukrainian scientists - researchers of history of Second world war. Among fundamental revisions it follows to specify on fundamental research of Mykhailo Kozyriov and Viacheslav Kozyriov, that published a book «Aviation of countries of axis in Second world war», that shows by itself the encyclopaedia of the aircrafts, applied by air forces of Germany, Italy, Japan and their allies in the Second world war-time against the countries of Anti-Hitler coalition. Authors point short information about history of development of air forces of countries of axis in pre-war time and in the war-time, about firms-developers of aerotechnics, descriptions over of aircrafts

and information about battle operations, in that they were used, are brought. Plenty of charts, drafts and photos helps a reader to get more complete idea about sanguinary to war in history of humanity [5, 6]. The brought many-sided material over testifies that labour has more technological character, than historical.

At the same time, it should be noted, presence large фактографічного and normative aspects in materials that are today in a scientific appeal, in that this theme found a that or other reflection. Good few of not known appeared earlier documents, облегшився access to the archives, access was opened to the acquaintance with modern works of home and world researchers. Among them a main place is occupied by remembrances and memoirs of foreign pilots and war-lords that participated in Second world war. Among them a main place is fixed to labour of Gunter Blomertz, that analyses remembrances of pilots-destroyers of German Luftwaffe, that militated in years north-west France and Belgium. An author, eyewitness and participant of events, narrates about the most interesting episodes in history of the squadron and fates of the comrades forced to kill and be killed [4, 8]. This labour was anathematized in soviet time, as антирадянщина and falsification of history of Great Patriotic war. Suspect, and not without grounds, that up to the middle of 1980th for storage of similar literature and her popularization, to the history lover a road was assured in community-service establishments or in corresponding curative establishment. And book on the «best pilot of Luftwaffe is Eric Hartmann», that was written him and it is now possible to read and analyse [5, 3]. A rich enough in content book of Keise Bekker is the «Soldiery diaries of Luftwaffe», that sanctified to history of German to air forces. An author laid down the exact and detailed picture of basic events that was opened out on the main seats of wars of Second world war. Bekker used the enormous amount of materials: official records from the archives of Germany and other countries, personal remembrances of higher officers of Luftwaffe, reports on operational flights, diaries and letters of pilots. A scale, masterly composed book gives a complete idea about the air combats of Second world war [1, 5]

Aim of authors - to conduct the retrospective analysis of evolution of increase of air force of countries of Axis in the years of Second world war and define basic factors that stipulated development of aerotechics in an investigated historical period.

With ascension to power of nazis, Germany began the active searches of new political partners on a world arena. By the result of these actions became celled in October, 1936 union with Italy, that got the name «Axis Berlin — Rome». Uniting politically, the armed forces among that the special place was occupied by an aviation developed countries rapid rates. After First world war and signing of the Versailles peaceful agreement, it was forbidden Germany mother own air force. But already soon due to Herman Goering aviation of Germany gets the second life. The rapid increase of aviation industry, that was supported by the selection of favourable

credits to the already existent aviation firms, began under his guidance. Before the production of airplanes the enterprises of heavy industry were connected. An aviation became a that kernel round that new soldiery forces of Germany were formed. Through this country clubs, plenty of people that wished to master an art to fly studied in that, began to be created [4, 65].

For example of Germans the top management of Italy in 1938 accepted «Program P», the aim of that was a quantitative increase and quality updating of the Italian aviation. In a period from 1932 there is substantial modernisation of the Japanese aviation to 1937. However a government held in secrets a list about development of aircraft construction in a country and limited its press in the questions of productive activity of aviation firms [10, 58].

Therefore in 1940 between Germany, Italy and Japan a military agreement according to that a leading role was taken Germany and Italy in creation of «new order» in Europe was envisaged, and to Japan - in Asia. So bore Axis «Berlin — Rome — Tokyo».

In four clock thirty four minutes morning the on September, 1 1939 three German diving bomber violated the air border of Poland. They had to bomb out cable communications, that conduced to the mined bridge that Poland prepared to bring down in case of encroachment of the German troops. So Second world war began. Poland became the first country that ran into the nazi prosecution of war under the name «Blitzkrieg». Basis of Blitzkrieg was mass application of aviation and бронетехніки, during that an aviation quickly instituted control above air space of opponent with simultaneous bomb inflicting blows on cities and strategically to the important aims. For strengthening of psychological influence German diving bombers was equipped by sirens, so-called «jericho pipes», that at an attack gave out a furious howl that gave demoralizing influence on the troops of opponent and public population [9, 39].

By basic airs of German air forces there were speed destroyers of «Messerschmitt» Bf - 109, middle speed bombers «Junkers» Ju - 88, dive-bombers of Ju - 87, two-engined destroyers of Bf - 110, secret service agents of «Fokke-Wulf» FW - 189, bombers of «Hainkel» Not-11, «Doroniet» Do - 17 and some other. To September, 1939 Germany had on the armament of 4333 airplanes, from them there were 1235 bombers, 340 dive-bombers and 790 destroyers. For 1939 - 1945 German aviation industry built more than 120 thousand that differed in high battle descriptions battle airplanes. Already 1941 became critical not only for Luftwaffe but also for all Germany. In summer Hitler began war against Soviet Union, and in December the United States of America entered into war. The German production, that survived after the conquest of Poland, France and hardly carried an emergency expense battle for England, is not capable were now to resist to not Soviet Union of the not USA, not to mention about an association these two countries in AntiHitler coalition [5, 27]. Without regard to it, Hitler in June, 1941 begins the operation of Barbarossa - plan of blitzkrieg against So-

viet Union. After his calculations, the German troops for a few weeks will conquer and will prang Soviet Union and will pass to implementation of other tasks. Luftwaffe appeared pulled in expensive war, and soon it was them to run into the association of technical and industrial forces of allies. A next year was for Luftwaffe the year of battles, and in 1943 a situation began to change. German air forces was filled up by the new types of destroyers, including the renewed version of Bf 109 (G 6). The tests of new jet planes, that appeared successful, passed in the same year. However, without regard to that aviation industry of Germany produced 25 500 airplanes among that there were many novelties, 1943 appeared for Luftwaffe by a failure. They tested on itself all power of opponents [2, 45].

In 1944 a situation began headily to get worse. Germans carried most losses. Young pilots were given up in hell by battles after insignificant twenty sentinel training. 40 000 airplanes were made in the same year, but many from them stood in plants and air fields in expectant of pilots. on January, 1, 1945 Luftwaffe begin the operation of «Bodneplette» - hotshot attempt to raid the aircrafts of opponent. But also she made off a failure. Luftwaffe were broken [3, 34]. For these years to Luftwaffe lost more than 10 000 airplanes. Eventually they had not more than 6000 airplanes of all types able to participate in fights, and only 1600 from them were destroyers. To the moment of death of aircraft building industry, 5 months prior to completion of war 7 500 airplanes of all types produced only. Luftwaffe completed звої operations in May, but were broken yet long before it. Allies raided Luftwaffe and destroyed all infrastructure. In the end wars in Luftwaffe yet remained airplanes, but neither a fuel nor pilots was. Air forces of Germany died finally [6, 56].

1939 to air forces of Italy had approximately 2800 service airplanes on an armament. Mostly these machines were created at the beginning of 1930th and had time to become antiquated. Besides a large problem for Italians was always remained by aero-engines. The best aero-engines producing of that was mastered by industry of Italy were engines of the air cooling, that already could not compete with the motors of the liquid cooling, created in other countries. Another weak mestome was an armament of the Italian airplanes. To beginning of 1940th the machine gun of «Safat» of firm «Breda» already could not inflict serious harm to the solid-metal airplanes of opponent [8, 46]. The basic airplane building firms of Italy were «Fiat», «Regiani», «Mackey» and «Edging». 1940th to they put right producing of a few models of destroyers : Cr.42 «Falco», Cr.50 «Frecce», Cr.55 «Centaur» and bomber of Br.20 «Cikonia». A firm «Mackey» produced the destroyers of MC.200, MC.202 and MC.205. A firm «Regiani» produced the airplanes of Re.2001, Re.2002 «Arieti» and Re.2005 «Sagittario». A firm «Ciai» produced bombers «Savoia-market» of SM.79 and SM.81.

The aviation corps of Italy operated under control the second air force of Germany. In June, 1944 the bombers of aviation corps inflicted blow on Gibraltar

from the south districts of France. However in August the personnel of this corps refused to bring to Hitler an oath and to carry the German form, after it an aviation national corps was disembodied. Only in November, 1944 the second destructive group went back to battle actions, to her the first destructive group joined in February, 1945. Without regard to heavy casualties, these two subdivisions fought to the middle of April, 1945. After the delight of Italy an aviation national corps was finally disembodied, and on April, 29 commander of the first group a major Adriano Visconti was executed by the Italian partisans. All personnel of aviation national corps was exempt from the Italian armed forces [13, 78].

In the moment of entering of Japan into Second world war the Japanese fleet had 3000 battle airplanes in the order, from what 1400 were on the first line [11, 87]. A legendary airplane of A6M, that got a nickname for Americans «Zero», was the best deck destroyer of Japan and 1943 to - the best in the world. «Zero» was by easy manoeuvre air for infighting, that is why the greater and heavy airplanes of the USA long time could not compete with him.

So as Japan mainly waged war from the USA, by basis of her aircrafts a marine aviation became. Basic deck dive-bombers of Japan there was «Aiti» D3A. Also he became by first Japanese air that whipped off bombs on the American military marine base of Pearl-Harbor. Also the Japanese aviation was marked that to October, 20, 1944 the first «special storm-troop» was formed in composition of 24 pilots - condemned to death. This detachment a lieutenant Ju Seki the commander of that got the name «Kamikaze» («Divine wind»). Detachment consisted of four squadrons for six airplanes in each. Squadrons were adopted is a «Siki-Sima» («Japan»), «Jamato» («Japanese spirit»), «Asachi» (A «sun that mounts») and «Jamasakura» («Cherry that speaks»)[14, 270]. Principal reason of defeat of Japan in Second world war became outspent of resources of this island state. Japanese aviation industry was dependency upon the sources of raw materials located abroad and already that is why бeла vulnerable. On these reasons Japan could not take participating in the protracted war, here and it was to the Japanese pilots on the final stage of war to do the main weapon the samurai daring and selflessness, trying to stop with an enemy the cost of the life [6, 9].

Thus, aviation industry of Axis was fully able to attain the high levels of production, but it so not happened during Second world war of it. Internal economic and foreign-policy factors unfavorably affected development of aviation of countries-forwards, that is why an aviation did not become the decision factor of victories.

The further study of problem is possible, on the view of authors, for to next directions: a 1) exposure historically factors of reduction to the role of aces of aviation of countries of Axis in battle actions on fronts of Second world war; 2) to the deep analysis of the swift falling of production of airplanes due to not only soldiery successes countries AntiHitler coalition but also

internal reasons among that the special place was occupied by growing anti-war motion.

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Михайлюк В.П., Галай К.Б., Золотар С.А. Авіація країн осі у другій світовій війні: історичний аспект

На сьогоднішній день в історичній науці склалася непроста та достатньо суперечлива ситуація на тему Другої світової війни.

Мета авторів – провести ретроспективний аналіз еволюції зростання військової авіації країн Осі в роки Другої світової війни та визначити основні чинники, що обумовили як розвиток, так і поразки авіаційної техніки у досліджуваній історичний період.

Основними літаками германських військово-повітряних сил були швидкісні винищувачі «Месершміт» Bf-109, середні швидкісні бомбардувальники «Юнкерс» Ju-88, пікіруючі бомбардувальники Ju-87, двомоторні винищувачі Bf-110, розвідники «Фокке-Вульф» FW-189, бомбардувальники «Хайнкель» He-11, «Дороньє» Do-17 та деякі інші. За 1939 – 1945 роки німецька авіаційна промисловість побудувала більше 120 тисяч бойових літаків, які відрізнялися високими бойовими характеристиками. У 1944-45 рр. ситуація стала стрімко погіршуватися. Німці несли найбільші втрати. Союзники розгромили Люфтваффе і знищили всю інфраструктуру.

До 1939 року військово-повітряні сили Італії мали на озброєнні приблизно 2800 військових літаків. Авіаційний корпус Італії діяв під контролем другого повітряного флоту Німеччини. В червні 1944 року бомбардувальники авіаційного корпусу нанесли удар по Гібралтару з південних районів Франції. Однак в серпні особовий склад цього корпусу відмовився скласти Гітлеру присягу та носити німецьку форму, після цього авіаційний національний корпус був розформований. Тільки в листопаді 1944 року друга винищувальна група повернулася до бойових дій, до неї в лютому 1945 року приєдналася перша винищувальна група. Незважаючи на тяжкі втрати, ці два підрозділи білися до середини квітня 1945 року.

На момент вступу Японії у Другу світову війну японський повітряний флот мав у своєму розпорядженні 3000 бойових літаків, з яких 1400 знаходилися на першій лінії. Так як Японія в основному вела війну з США, основою її повітряних сил стала морська авіація. Японська авіаційна промисловість була залежна від розташованих за кордоном джерел сировини і вже тому вела уразливу. З цих причин Японія не могла брати участі у затяжній війні.

Авіаційна промисловість Осі була цілком здатна досягти високих рівнів виробництва, але в ході Другої світової війни цього так і не сталося.

Подальше вивчення проблеми можливе, на погляд авторів, по наступним напрямкам: 1) виявлення в істо-

ричному плані факторів зменшення ролі осів авіації країн Осі у бойових діях на фронтах Другої світової війни; 2) поглибленому аналізу стрімкого падіння виробництва літаків за рахунок не тільки військових успіхів країн антигітлерівської коаліції, а й внутрішніх причин, серед яких особливе місце займає зростаючий антивоєнний рух.

Ключові слова: Вермахт, Люфтваффе, ВПС Італії, ВПС Японії.

Михайлюк В.П., Галай К.Б., Золотарь С.А. Авіація стран Осі во Второй мировой войне: исторический аспект.

Статья посвящена проблеме Второй мировой войны с точки зрения наличия и освоения военной авиации в ходе основных боевых действий и их техническим обеспечением со стороны стран, напавших на государства антигитлеровской коалиции.

Ключевые слова: Вермахт, Люфтваффе, ВВС Италии, ВВС Японии.

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