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~~1/32 Tornado Gr1 Part1 RAF Tornado GR1 Recruitment Video IX Squadron Training Flight~~

Tornado R\u0026D and History *Happy Hour! | with Mike Napier (Former Tornado GR1 Pilot - PT 1) Interview with Michael Napier on the Tornado GR1 Panavia Tornado GR.1 - Gulf War*

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1991 flying video

Happy Hour! | with Mike Napier (Former Tornado GR1 Pilot - PT 2) *RAF Tornado GR1 Pilot Teaches Wind-Corrected Visual Dead Reckoning Navigation (Vid 1 of 2)* ~~Revell :~~
~~Tornado GR.1 Gulf War : 1/32 Scale Model : In~~
~~Box Review 1/32 Tornado Gr1 Part3 'Jet pipes'~~
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A look inside the box of the new Revell 1/48

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RAF Tornado GR.4 \ "Farewell\ " kit. 03853
~~Panavia Tornado in action Building the~~
~~Italeri 1/72 Panavia Tornado GR1-Part 2:~~
~~Cockpit and Fuselage Assembly Panavia Tornado~~
~~F3 Special | with Roy Macintyre *PART 1*~~
~~Tornado GR4 Role Demo at Waddington 2nd July~~
~~2011 Lightning XR728 Cockpit Tour | with~~
~~Dennis Brooks (Clip)~~

~~???? British Tornado Jets Flying The Mach Loop,~~
~~Wales. Revell 1/32 Tornado GR.1 RAF (04705)~~
~~Model kit In-Box Review 1/32 Tornado Gr1~~
~~Part4 'body work' Interview with Tony \ "Pax\ "~~
~~Paxton on the Tornado GR1 \u0026 F2/F3~~
~~Tornado GR.1 RAF \ "Mig Eater\ " 1/72 Italeri~~

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1384 Model Build | RWO Models RAF Squadron Leader (Ret.) Rodger Barker-Panavia Tornado Walk Around
~~The Gulf War: How Did The RAF Prepare? (1990 Documentary) | Forces TV~~
Revell Tornado GR.1 1/72 | The Inner Nerd
Tornado GR4 \u0026amp; Motivational Speaking | Mandy Hickson (Part 2)
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During the Gulf War, Tornado GR1 crews led Britain's contribution to Coalition operations against Iraq, and in the subsequent years Tornado GR1s were involved almost continuously in operations over Iraq. In 1999 the Tornado GR1 force carried out

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offensive missions over Kosovo as part of NATO operations in the Balkans.

~~Tornado GR1: An Operational History: Napier, Michael John ...~~

During the Gulf War, Tornado GR1 crews led Britains contribution to Coalition operations against Iraq, and in the subsequent years Tornado GR1s were involved almost continuously in operations over Iraq. In 1999 the Tornado GR1 force carried out offensive missions over Kosovo as part of NATO operations in the Balkans. The Tornado GR1s Terrain Following Radar gave the aircraft a

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unique capability: it was the first RAF aircraft to have the ability to operate at low-level at night and in all ...

~~Amazon.com: Tornado GR1: An Operational History eBook ...~~

IX (B) Squadron became the first front-line squadron in the world to operate the Tornado when it reformed on 1 June 1982, having received its first Tornado GR1 ZA586 on 6 January 1982. [192] [193] No. IX (B) Squadron was declared strike combat ready to the Supreme Allied Commander Europe (SACEUR) in January 1983. [194]

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~~Panavia Tornado - Wikipedia~~

TORNADO GR1 - AN OPERATIONAL HISTORY < Aviazione < Milistoria Replacing the Vulcan, Buccaneer and Jaguar in the front line of the Cold War, the remarkable "swing-winged" Tornado GR1 provided Britain's strike capability in the last years of the Cold War in the 1980s, equipping some 10 RAF squadrons.

~~Tornado Gr1 An Operational History~~

Tornado GR1, an Operational History Posted on October 10, 2017 by Review Editor The author

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is a former Tornado pilot who has researched and spoken with former comrades to produce an excellent and unique account of the Tornado GR1 and its part in the 1990-1991 Gulf War.

~~Tornado GR1, an Operational History | FIRE Reviews~~

Replacing the Vulcan, Buccaneer and Jaguar in the front line of the Cold War, the remarkable “swing-winged” Tornado GR1 provided Britain’s strike capability in the last years of the Cold War in the 1980s, equipping some 10 RAF squadrons.

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~~Tornado GR1 — casematepublishers.com~~

During the Gulf War, Tornado GR1 crews led Britain's contribution to Coalition operations against Iraq, and in the subsequent years Tornado GR1s were involved almost continuously in operations over Iraq. In 1999 the Tornado GR1 force carried out offensive missions over Kosovo as part of NATO operations in the Balkans.

~~TORNADO GR1 — AN OPERATIONAL HISTORY <~~

~~Aviazione < Milistoria~~

This remarkable jet has given 40 years' service, from the Cold War to the mountains

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of Afghanistan and the Gulf War to operations against Daesh in Syria and Iraq. As it has returned from operations to RAF Marham for the last time, let us pay tribute to this incredible jet and the crews who have maintained it over the years - including the tanker crews at RAF Brize Norton who have supported the Tornado for so long.

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Tag Archives: Tornado GR1: An Operational History. ... (BAe) Test Pilot Keith Hartley conducting the 'cockpit habitability trial'

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in his open-top Tornado XZ630. The test pilot Keith Hartley flew at 500 knots in a Panavia Tornado aircraft with the canopy off, testing the emergency escape procedures of the jet. This example shows the lengths ...

~~Tornado GR1: An Operational History Archives
+ Fighter ...~~

Produced in the same style format as Javelin: An Operational History (which approaches the subject from the perspective of the RAF squadrons which operated the aircraft), Tornado GR1: An Operational History describes in detail the accomplishments and day-to-day

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workings of the operational RAF Tornado GR1 units in the UK, Germany, the Middle East and across the globe.

~~Tornado Gr1: An Operational History:~~

~~Amazon.co.uk: Michael ...~~

The Strike Attack Operational Evaluation Unit (SAOEU) or Strike Attack OEU, was a unit of the Royal Air Force based at RAF Boscombe Down in Wiltshire between 1988 and 2004. The unit operated the Panavia Tornado GR1 and GR4, BAE Harrier and SEPECAT Jaguar aircraft. The role of the SAOEU was to evaluate new and existing equipment and to develop fast-jet

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ground attack tactics in order to provide ...

~~Strike Attack Operational Evaluation Unit~~
~~Wikipedia~~

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Replacing the Vulcan, Buccaneer and Jaguar in the front line of the Cold War, the

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remarkable “swing-winged” Tornado GR1 provided Britain’s strike capability in the last years of the Cold War in the 1980s, equipping some 10 RAF squadrons.

~~Tornado GR1 — Casemate UK~~

Tornado Weapons Conversion Unit (TWCU) at Honington, flying GR1. Redesignated 45(R) Sqn, operated between 1 August 1980 - January 1984. Tornado Operational Evaluation Unit at Boscombe Down, flying GR1. Redesignated as SAOEU, operated between 1 September 1983 - 5 October 1987. Saudi Arabia

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~~List of Panavia Tornado operators - Wikipedia~~
It's the old Airfix GR1 kit with Modeldecals. The bombs are from the Mbox Phantom. Not the most accurate kit of a Tornado but really looks the part to my eyes. ZA586 was the first Tornado delivered to an operational squadron. She was delivered on 6 January 1982.

~~Panavia Tornado GR1 ZA586/A of IX Squadron, RAF Honington ...~~

In 1999 the Tornado GR1 force carried out offensive missions over Kosovo as part of NATO operations in the Balkans. The Tornado

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GR1s Terrain Following Radar gave the aircraft a unique capability: it was the first RAF aircraft to have the ability to operate at low-level at night and in all- weathers.

~~Tornado GR1: An Operational History eBook:
Napier, Michael ...~~

The first IX (B) Squadron Tornado GR.1 sortie was made from RAF Honington on 6 April. The Squadron was officially reformed on 1 June thus becoming the world's first operational Tornado squadron. No. 9 Squadron was again equipped with WE.177 nuclear laydown bombs,

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handed down from the Vulcan force.

~~No. 9 Squadron RAF — Wikipedia~~

The Panavia Tornado Air Defence Variant (ADV) is a long-range, twin-engine interceptor version of the swing-wing Panavia Tornado. The aircraft's first flight was on 27 October 1979, and it entered service with the Royal Air Force (RAF) in 1986. It was also previously operated by the Italian Air Force (AMI) and the Royal Saudi Air Force (RSAF).. The Tornado ADV was originally designed to ...

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~~Panavia Tornado ADV - Wikipedia~~

On 23 August 1990, a squadron of Tornado GR1 interdictors were dispatched to the region as well, but the Tornado GR1 was difficult to keep operational in the high temperatures. Blackburn Buccaneers were dispatched in January 1991 to act as laser designators for the ground strike aircraft.

Replacing the Vulcan, Buccaneer and Jaguar in the front line of the Cold War, the remarkable swing-winged Tornado GR1 provided

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Britains strike capability in the last years of the Cold War in the 1980s, equipping some 10 RAF squadrons. During the Gulf War, Tornado GR1 crews led Britains contribution to Coalition operations against Iraq, and in the subsequent years Tornado GR1s were involved almost continuously in operations over Iraq. In 1999 the Tornado GR1 force carried out offensive missions over Kosovo as part of NATO operations in the Balkans. The Tornado GR1s Terrain Following Radar gave the aircraft a unique capability: it was the first RAF aircraft to have the ability to operate at low-level at night and in all-

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weathers. The incredible flexibility of both the aircraft and its crews was demonstrated by the successful switch to medium-level operations using laser-guided weapons after the Cold War. Produced in the same style format as *Javelin: An Operational History* (which approaches the subject from the perspective of the RAF squadrons which operated the aircraft), *Tornado GR1: An Operational History* describes in detail the accomplishments and day-to-day workings of the operational RAF Tornado GR1 units in the UK, Germany, the Middle East and across the globe. The book is underpinned by research

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from original official documents, augmented by the personal accounts by Tornado air- and ground-crews. It is richly illustrated throughout with photographs of the aircraft.

The 20th century saw air power transformed from novelists' fantasy into stark reality. From string and canvas to precision weaponry and stealth, air power has progressed to become not only the weapon of first political choice, but often the only conceivable option. This rapid development has given rise

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to considerable debate and controversy with those holding entrenched views rarely slow to shout their case. Many myths have grown over the period, ranging from the once much vaunted ability of air power to win wars alone through to its impact as a coercive tool. This volume examines the theory and practice of air power from its earliest inception. The contributors have been drawn from academia and the military and represent some of the world's leading proponents on the subject. All significant eras on air power employment are examined: some are evidently turning points, while others represent

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continuous development. Perhaps more importantly, the book highlights the areas that could be considered to be significant, and invites the reader to enter the debate as to whether it constitutes a continuum, a turning point, or indeed a revolution.

When the Gulf Crisis of 1990 was triggered by the Iraqi invasion of Kuwait, the RAF responded by sending Tornado F 3 fighters to Saudi Arabia to help defend the country against further aggression. These aircraft were followed by the deployment of Tornado GR 1 strike/attack aircraft to Bahrain.

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Eventually three wings of Tornado GR 1s were established in Bahrain, Tabuk and Dhahran, as well as a detachment of Tornado GR 1A reconnaissance aircraft. At the start of hostilities in January 1991, the Tornado GR 1 wings carried out night-low-level attacks against Iraqi Main Operating Bases using the JP233 runway denial weapon. Meanwhile, Combat Air Patrols from the Tornado F 3 wing ensured the integrity of Saudi airspace. Once air supremacy had been established, the Tornado GR 1 force moved to medium-level operations, initially by night and later by day, to attack the Iraqi oil production and storage

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infrastructure. The arrival in theatre of a laser designation capability with Pave Spike/Buccaneer and TIALD/Tornado enabled precision attacks against the Iraq transport system to cut off the frontline troops from resupply and reinforcement and then to carry out a systematic destruction of the airfield facilities. Tornado GR 1A reconnaissance operations played a major role in the location of Scud missile launchers and in the planning and execution of the land offensive. Throughout the conflict, the Tornado F 3 wing at Dhahran carried out defensive counter-air operations to ensure the safety of the base

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areas. This volume, publishing 30 years after the conflict to free Kuwait, provides detailed first-hand accounts of the missions undertaken by the Tornado crews. It is illustrated by photographs taken by aircrew involved in the operation and includes 30 newly commissioned profile artworks and detailed nose art views of the aircraft ranged against Iraq.

The contributions in this collection deal with three of the most important themes of historical studies: the way history is or ought to be written, the nature of

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dictatorships and the nature of wars. The primary focus is on modern Europe and two defining experiences in the first half of the twentieth century: the two world wars and totalitarian dictatorships. This volume seeks to honour Professor Richard J. Overy, one of the great historians of his generation. Richard Overy has shaped our understanding of the main themes of this volume with the publication of over 20 books - most recently, *The Morbid Age: Britain Between the Wars* (2009), *The Times Complete History of the World* (2007), *The Dictators: Hitler's Germany and Stalin's Russia* (2004). In a substantial

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conversation that serves as an introduction, he reflects on some of the key issues of this book.

Written from the unique perspective of a fast jet cockpit, *Tornado Over the Tigris* captures the essence of what it was really like to fly a Tornado at the front-line of the Cold War in Germany and on operations over Iraq in the aftermath of the Gulf War. After achieving a boyhood ambition to qualify as an RAF pilot, Michael Napier was posted to RAF Bruggen in Germany where he spent five years flying Tornado GR1 strike/attack aircraft at the

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height of the Cold War. Always exhilarating, sometimes amusing and often dangerous, Michael Napier's Tornado flying ranged from 'routine' low-flying in continental Europe and the UK, to air combat manoeuvring in Sardinia and the ultra-realistic Red Flag exercises in the USA. Progressing from struggling first-tourist to respected four-ship leader, he then became an instructor at the Tactical Weapons Unit at RAF Chivenor. This tour, during which he flew the Hawk, provided yet more exciting and challenging flying. He returned to the Tornado at Bruggen as a Flight Commander shortly after the Gulf

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War and subsequently flew a number of operational sorties over Iraq, which included leading air-strikes against Iraqi air defence installations as part of major Coalition operations. This is his story, told with ease and great style. It is sure to inspire a fresh generation of fast jet pilots as they strive to make their own marks in this field.

The world's first independent air force, the Royal Air Force celebrates its centenary in 2018. In the 100 years since the end of World War I, the service has been involved in almost continuous operations around the

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globe, giving the RAF the longest and most wide-ranging history of any air force in the world. But over the years this history has also become entangled with myths. The Royal Air Force: A Centenary of Operations will set the record straight, dispelling these as it uncovers - in both words and photographs - the true exploits and accomplishments of RAF personnel over the last 100 years. From its formation as an independent service in the dying days of World War I, its desperate fight against the Axis air forces in World War II, to its commitments during both the Cold War and modern times, this is the

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complete story of how the RAF has defended Britain for a century.

Through a collection of dramatic and informative photographs, supplemented by cutaway illustrations, this book highlights the agility and flexibility of this dedicated RAF aircraft. Throughout the course of its career, it has formed the backbone of the RAF across its many different theaters of operation. Utilized in a strike, anti-aircraft, air superiority, air defense, reconnaissance, electronic warfare and fighter-bomber capacity, this aircraft type

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has enjoyed an immensely varied career. Each aspect is illustrated in this photographic celebration. The book includes photographs by the author and a select number of other amateur photographers, with the vast majority of photographs _ never previously published _ taken low level around the hills and mountains of England, Scotland and Wales. This impressive new photographic publication will be presented in full colour and is sure to be prized as a collector's piece amongst fans of the genre.

Tornado Boys is the latest in the ever-

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popular 'Boys' series, and differs from earlier titles. With the introduction of female pilots to the RAF in 1994, the Tornado was the first aircraft to be flown by both men and women. This is acknowledged in the book with a chapter written by one female pilot. Another aspect that makes this book different from the rest of the series is that it covers an aircraft which is still in active service, especially as a key player in current Middle East operations. With focus on the GR1/GR4 versions of the Tornado, readers will enjoy fascinating insights on what it is like to operate this bomber/reconnaissance

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aircraft against the backdrop of modern-day scenarios. The book starts in the 1970s with stories from operators and ground crew of the Tornado as a Cold War nuclear deterrent and with tales of later 'hot' wars as seen by operational leaders in both Gulf conflicts and in Kosovo. There are also stories of Scud hunting in Iraq and Red Flag exercises in the US, as well as of a stunning competition victory over the USAF's Strategic Air Command in their own backyard. The short-lived anti-shipping role is not neglected. With the transformation of the Tornado to the GR4 standard, the book continues with chapters

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covering active service in support of Britain's increasingly complex international commitments and the employment of new weaponry and sensors. All in all, through the eyes of men and women who have operated this extraordinary aircraft, the volume presents an entertaining and illuminating series of tales and anecdotes. These light and informative stories come from those who were proud to serve on and loved to operate the impressively versatile Tornado.

The Tornado has been the backbone of the RAF within its many different theaters of

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operation. The aircraft started as a European venture between Germany, Italy and the UK, based on the original swing-wing technology invented by Barnes-Wallis. It has also been successfully exported to several Middle-Eastern air forces. It is likely to remain in service for several years to come. This book contains the world famous color profiles created by Dave Windle of the type in different operational modes, configurations and color schemes. Martin Bowman has written detailed descriptions and photographs to create the perfect enthusiasts reference.

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