

Macchi M 5

Gaetano V. Cavallaro

Macchi M.5 Gregory Alegi,2001 Beskrivelse af det italienske fly Macchi M.5 som startede prøveflyvningerne den 12 februar 1917.

International Warbirds John C. Fredriksen,2001-08-01 In depth descriptions and photographs of the aircraft of 21 nations presented with a unique human dimension that goes behind the machines to the people involved. Invaluable for specialists, accessible to enthusiasts, International Warbirds: An Illustrated Guide to World Military Aircraft, 1914–2000 puts the most legendary fighter aircraft of the 20th century developed outside the United States on vivid display. It offers 336 illustrated biographies of the most significant warplanes used in squadron service from World War I to the Balkan conflict, including numerous models from Great Britain, France, Russia, and Japan, as well as notable machines from Israel, Canada, China, India, Brazil, and other nations. Entries span the history and scope of military aircraft from bombers and fighters to transports, trainers, reconnaissance craft, sea planes, and helicopters, with each capsule history combining nuts-and-bolts technical data with the story of that model's evolution and use. Together, these portraits offer an exciting, well-researched tribute to visionary designers and builders as well as courageous pilots and crews across the globe, and tell a vivid tale of how air power became such a decisive factor in modern warfare.

Military Aircraft, Origins to 1918 Justin D. Murphy,2005-04-27 An expert examination of the evolution of military aviation and its profound impact on warfare—from the employment of balloons during the French Revolutionary wars to the use of aircraft in World War I. *Military Aircraft, Origins to 1918: An Illustrated History of Their Impact* is a detailed, authoritative exploration of the role and development of military aviation, from its beginnings to the conclusion of World War I. Military history scholar Justin Murphy carefully illustrates the impact of aircraft on military warfare, examines the different types of aircraft, and includes a wealth of photographs and descriptions. Organized thematically, the work covers everything from the origins of military aviation and the impact of aircraft on World War I to the role of reconnaissance missions, auxiliary aircraft, fighters, and bombers. Each chapter highlights key individuals, advancements in aviation technology, industrial organization and aircraft production, and the influence of aircraft on military tactics and strategy. Murphy also demonstrates how aircraft contributed to the development of total war and blurred the lines that had traditionally separated combatants and noncombatants.

Automotive Engineering ,1920

Journal of the Society of Automotive Engineers ,1919 Vols. 30-54 (1932-46) issued in 2 separately paged sections: General editorial section and a Transactions section. Beginning in 1947, the Transactions section is continued as SAE quarterly transactions.

The Journal of the Society of Automotive Engineers Society of Automotive Engineers,1920

Catapult Aircraft Leo Marriott,2006-09-21 During World War I, the navies of the opposing forces discovered the value of aerial reconnaissance and many experiments were made to allow larger warships to carry one or sometimes two aircraft aboard. In the early days these were float planes that were lowered by crane into the sea and then lifted back aboard upon their return. This was a lengthy affair and when a speedy departure was necessary, time was of the essence. A new system was devised so that a powerful catapult system and a short ramp could, with the added speed of the ship, get an aircraft airborne in a fraction of the time previously required. Thus was born a highly specialised type of aircraft. This book includes all the major designs that went to war in the First and Second World Wars and includes aircraft used by all the combatants. It looks at how the aircraft evolved and how the warships were modified to accommodate the aircraft and the catapult system. The use of these fixed-wing aircraft was abandoned when the invention of the helicopter was made in the early post WW II years.

The Aeronautical Journal ,1920

Journal of the Royal Aeronautical Society ,1919

War Wings Phillip W. Stewart,2008 Ever wish you could see a World War I Curtiss Jenny do a triple loop? How about a squadron of American-made DH-4 Liberty bombers taking off on a mission over the front? You can, in glorious black-and-white--shot on location by the military's own movie makers, using state of the art (1918-style) wooden boxes with crude brass-encased glass lenses, metal hand cranks, and cumbersome tripods. Thousands of WWI-related motion picture reels sit in the vaults at the National Archives and Records Administration facility in College Park, Maryland--but only 71 titles contain aviation footage. This amazing real-time visual history of the first ever air war could have been lost to time. Luckily, with the publication of WAR WINGS: Films of the First Air War, you can locate those needles in the giant haystack of the Archives, and know precisely what moving images are on each reel. Absolutely indispensable to a student of World War I aviation. I wish I had it when co-founding Wingspan, the Air & Space Channel...Phil Stewart's succinct reel by reel, scene by scene, analysis is complemented by a wonderful index. --Walter J. Boyne, Author and National Aviation Hall of Fame Enshrinee. Allows the reader to almost watch the films themselves unroll...the next best thing to seeing the films themselves. --Leonard E. Opdycke, Author, Editor, and Publisher. WAR WINGS chronicles over 2,550 individual scenes of filmed action--while hundreds more are summarized. Scenes of pilot training, airplane manufacturing, fighting in the skies over France, and the post-Armistice testing of enemy airplanes, were all captured on film during 1917-1919. This superbly-researched landmark work is a boon to scholars, librarians, museum curators, historians, students of film, and those interested in genealogy. The detailed information contained within the pages of this invaluable research tool provides an accurate and timeless word-picture record of the aviation-related moving images of the War to End All Wars.

Flying Boats & Seaplanes Stéphane Nicolaou,1998 Beginning with races that were staged at elegant French resorts in the early part of the century, flying boats and seaplanes have played an integral part in aviation history. World War I spurred the development of these machines, and by the 1930s, flying boats and seaplanes had become pioneers in transcontinental flight. This photo-filled history recalls the role of flying boats and seaplanes in civil and military aviation history, and the enthusiasm of the engineers and pilots who are associated with their development. In addition to the golden years of hydraviation prior to World War II, author Nicolaou examines the decline of the seaplane, and its subsequent renaissance in nations that are today considered seaplane paradises. The saga is illustrated by more than 200 rare photographs uncovered in archives around the globe.

Technical Memorandums United States. National Advisory Committee for Aeronautics,1933 Chiefly translations from foreign aeronautical journals.

Naval Aviation News ,1995-03

Austro-Hungarian Albatros Aces of World War 1 Paolo Varriale,2012-12-20 Austro-Hungarian industry produced a

series of poor fighter types such as the Phönix D I and Hansa-Brandenburg D I during the early stages of the war, and it was not until licence-built examples of the battle-proven Albatros and D II and D III began to reach Fliegerkompagnien, or Fliks, in May 1917 that the fortunes of pilots began to look up. Unlike the German-built Albatrosen, the Oeffag aircraft were far more robust than German D IIs and D IIIs. They also displayed superior speed, climb, manoeuvrability and infinitely safer flight characteristics. The careful cross-checking of Allied sources with Austrian and German records form the basis for a detailed reconstruction of the dogfights fought by the leading aces. It will also chart the careers of the Austro-Hungarian aces that flew the D II and D III, their successes and their defeats, with additional information about their personal background and their post-war lives in the nations born from the collapse of the Hapsburg Empire.

United States Naval Aviation 1910-2010: Navy and Marine Corps Air Stations and Fields Named for Aviators Mark Llewellyn Evans, Roy A. Grossnick, 2015

Automotive Industries, the Automobile, 1922

Gesture, Segment, Prosody Gerard J. Docherty, D. Robert Ladd, 1992-05-14 Laboratory Phonology uses speech data to research questions about the abstract categorical structures of phonology. This collection of papers broadly addresses three such questions: what structures underlie the temporal coordination of articulatory gestures? What is the proper role of segments and features in phonological description? And what structures - hierarchical or otherwise - relate morphosyntax to prosody? In order to encourage the interdisciplinary understanding required for progress in this field, each of the three groups of papers is preceded by a tutorial paper (commissioned for this volume) on theories and findings presupposed by some or all of the papers in the group. In addition, most of the papers are followed by commentaries, written by noted researchers in phonetics and phonology, which serve to bring important theoretical and methodological issues into perspective. Most of the material collected here is based on papers presented at the Second Conference on Laboratory Phonology in Edinburgh, 1989. The volume is therefore a sequel to Kingston and Beckman's *Papers in Laboratory Phonology I*, also published by Cambridge University Press.

Strike from the Air Terry C. Treadwell, 2020-11-23 "Follows the development of US aviation from the captive balloons of the Civil War, through WWI and into the post war years . . . Highly Recommended." -Firetrench *Strike from the Air* looks at the early development of the U.S. military aviation branches, starting with the Civil War and moving to the first use of military aircraft during General Pershing's pursuit of the revolutionary Pancho Villa. Before the country was drawn into the First World War, a number of Americans traveled to Europe to volunteer for the Lafayette Escadrille in France, as well as the Royal Flying Corps and the Royal Naval Air Service. Many of these men eventually joined the newly created United States Air Service, taking their valuable experience and knowledge with them. Among the notable early US aviators were individuals such as Eugene Bullard, the first African-American military pilot, and eccentric loners like Frank Luke. The part played by the US Navy and USMC is not neglected. At the end of the First World War, a group of American pilots joined together to form the Kosciuszko Squadron that fought against the Russians in the Polish/Russian War. The final part of the book contains escape reports by USAS pilots and observers, which gives a real insight into the conditions they were subjected to in German prison camps during the First World War. To complete this fascinating look at those exciting and challenging early days, *Strike from the Air* includes approximately 250 photographs, many of which have never been seen before. "A remarkable book that shows just how difficult a start American military aviation endured." -New York Journal of Books

Joint Base Langley-Eustis Mark A. Chambers, 2017-06-05 Joint Base Langley-Eustis (JBLE) has served for over 100 years as a cornerstone of American military aviation. The base has served as a flight test center for US Navy seaplanes and observation/spotter aircraft, as well as the ill-fated Roma airship. Additionally, JBLE was one of the first US Air Force (USAF) bases to operate the advanced Lockheed F-22 Raptor. In 1921, Langley Field served as the launching point for Gen. William "Billy" Mitchell's US Army Air Service efforts in historic battleship bombing flight experiments. Prior to World War II, Langley Field became the first US Army Air Corps base to operate the Boeing YB-17, prototype of the famous B-17 Flying Fortress. During the latter half of the 20th century, Langley Air Force Base served as the headquarters for the Tactical Air Command (TAC) and the Air Combat Command (ACC). JBLE still serves as ACC headquarters.

Futility Ending in Disaster Gaetano V. Cavallaro, 2009-12-22 As noted in Volume I (The Beginning of Futility) after the Allies had induced Italy to join them against the Central Powers, the Italian Army used the lives of its illiterate peasant fanti as coin advancing to finally endanger Austro-Hungarian defenses. By August, 1917, Viennas generals were convinced that with German help they had to counterattack while Gen. Eric Ludendorff was wary of giving assistance. Finally he was won over after hearing a bold and daring plan later known as blitzkrieg. Italian Intelligence warnings of an enemy offensive were discarded as it was too late in the year. On October 24, 1917, Austro-German forces unleashed the first blitzkrieg battle of the century which the Italian Army as the Anglo-French in France in May 1940 could not handle. Using the four commandments of blitzkrieg (deception, infiltration, isolation, annihilation), they quickly advanced 100 miles through the confused Italian defenses halting at the Piave River and adjacent mountains. Unable to handle the assault, many disheartened troops had fled, but later, with heroic deeds, halted the enemy advance. Notwithstanding the great victory, Vienna was negotiating a separate peace with Lloyd George and President Woodrow Wilson both of whom who did not believe the Allies could win.

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