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Anthony Heywood

Gurps WWII Iron Cross ,2002-07 Fantasirollespil.

The First Jet Pilot Lutz Warsitz,Geoffrey Brooks,2009-04-21 The pilot's son delivers "a fascinating read and an invaluable insight in to the workings of pre- and wartime test flying under the Third Reich" (Military Aircraft Monthly). On 27 August 1939, Flugkapitan Erich Warsitz became the first man to fly a jet aircraft, the Heinkel He 178, and in June of the same year he flew the first liquid-fuel rocket aircraft, the Heinkel He 176. His legendary flying skills enabled him to assist the pioneering German aircraft and engine design teams that included Wernher von Braun and Ernst Heinkel. He repeatedly risked his life extending the frontiers of aviation in speed, altitude and technology and survived many life-threatening incidents. This book is written by Erich's son who has used his father's copious notes and log books that explain vividly the then halcyon days of German aviation history. Warsitz was feted by the Reich's senior military figures such as Milch, Udet and Lucht and even Hitler keenly followed his experimental flying. Little is known of this pioneer period because of the strict secrecy which shrouded the whole project—it is a fascinating story that tells of the birth of the jet age and flight as we know it today. The book includes many unseen photographs and diagrams. "This book is nothing short of a gem for anyone interested in real aviation history . . . through Lutz Warsitz's words, readers share the emotions— apprehension, loyalty, fear, frustration and elation—of being part of some of aviation's most significant advances." —Pacific Wing Magazine "More than just a good read. An historical document of inestimable value in the aviation pioneering field." —Airnews

Rockets and People Volume I (NASA History Series. NASA Sp-2005-4110) Boris Chertok,2005-01-01 Much has been written in the West on the history of the Soviet space program, but few Westerners have read direct first-hand accounts of the men and women who were behind the many Russian accomplishments in exploring space. The memoir of academician Boris Chertok, translated from the original Russian, fills that gap. Chertok began his career as an electrician in 1930 at an aviation factory near Moscow. Thirty years later, he was deputy to the founding figure of the Soviet space program, the mysterious Chief Designer Sergey Korolev. Chertok's 60-year-long career and the many successes and failures of the Soviet space program constitute the core of his memoirs, *Rockets and People*. In these writings, spread over four volumes (volumes two through four are forthcoming), academician Chertok not only describes and remembers, but also elicits and extracts profound insights from an epic story about a society's quest to explore the cosmos. This book was edited by Asif Siddiqi, a historian of Russian space exploration, and General Tom Stafford contributed a foreword touching upon his significant work with the Russians on the Apollo-Soyuz Test Project. Overall, this book is an engaging read while also contributing much new material to the literature about the Soviet space program.

The Vought F4U Corsair Martin W. Bowman,2019-12-27 This fully illustrated history of the iconic American fighter plane examines its development and combat experience through WWII and beyond. First flown in 1940, the Vought F4U Corsair was the fastest fighter in the world and the fastest US aircraft of any description. Powered by a huge 18-cylinder Pratt and Whitney Double Wasp engine, the first Corsairs were capable of speeds up to 417 miles per hour. This figure would rise to nearly 450mph in later versions. The F4U entered service with the US Navy in September 1942 and over time was extensively used by the US Marines, Royal Navy and Royal New Zealand Air Force. Famous squadrons that flew these planes—like VMF-214 'The Black Sheep' and VF-17 'Jolly Rogers'—maintained their superiority over the Japanese for the rest of the war. After the Second World War the Corsair was used with distinction by the French in Indo-China and again by the US Navy in Korea. Since then, Corsairs have remained a favorite among warbird enthusiasts the world over. This comprehensive book examines the engineering of the Corsairs alongside a detailed history of their development and usage in combat. Illustrated with scores of rare and previously unpublished photographs, Vought F4U Corsair is the perfect book for any fan of the 'bent wing bird'.

The United States Air Force Museum United States Air Force Department,1958

Whistling Death Boone T. Guyton,1994 Whistling Death is the true story, by the test pilot, of the rush to produce the F4U Corsair, the Navy fighter that brought America air superiority over the Japanese Zero in World War II. Here is the crash program - complete with crash landings - powered by the dedicated men and women of the home front who designed and built this revolutionary, tide-turning airplane. Boone T. Guyton, an experimental test pilot at Chance Vought during and after World War II, flew 105 types of aircraft in 45 years as a pilot.

Modernising Lenin's Russia Anthony Heywood,1999-08-19 In this book Anthony Heywood reassesses Bolshevik attitudes towards economic modernization and foreign economic relations during the early Soviet period. Based on hitherto unused Russian and Western archives, he examines an extraordinary decision made in March 1920 to import vast quantities of railway equipment. The book argues that under War Communism and the NEP railway modernization was vital to a strategy of rapid economic modernization, and provides the first detailed case study of the government's import policy. Following the histories of the principal contracts, it analyses Soviet foreign trade as a means to tackle domestic economic challenges. This book provides readers with a new perspective on Soviet economic development, and reveals the scale of Bolshevik business dealings with the capitalist West immediately after the Revolution.

The First Space Race Matt Bille,Erika Lishock,2004 Offers an account of the competitive technological and political race between the United States and the Soviet Union and their leaders to launch satellites.

Unconventional, Contrary, and Ugly National Aeronautics and Space Administration,Gene J. Matranga,C. Wayne Ottinger,Calvin R. Jarvis,2013-11 When the United States began considering a piloted voyage to the moon, an enormous number of unknowns about strategies, techniques, and equipment existed. Some people began wondering how a landing maneuver might be performed on the lunar surface. From the beginning of the age of flight, landing has been among the most challenging of flight maneuvers. Touching down smoothly has been the aim of pilots throughout the first century of flight. Designers have sought the optimum aircraft configuration for landing. Engineers have sought the optimum sensors and instruments for best providing the pilot with the information needed to perform the maneuver efficiently and safely. Pilots also have sought the optimum trajectory and control techniques to complete the approach and touchdown reliably and repeatably. Landing a craft on the moon was, in a number of ways, quite different from landing on Earth. The lunar gravitational field is much weaker than Earth's. There were no runways, lights, radio beacons, or navigational aids of any kind. The moon had no atmosphere. Airplane wings or helicopter rotors would not support the craft. The type of controls used conventionally on Earth-based aircraft could not be used. The lack of an atmosphere also meant that conventional flying instrumentation reflecting airspeed and altitude, and rate of climb and descent, would be useless because it relied on static and dynamic air pressure to

measure changes, something lacking on the moon's surface. Lift could be provided by a rocket engine, and small rocket engines could be arranged to control the attitude of the craft. But what trajectories should be selected? What type of steering, speed, and rate-of-descent controls should be provided? What kind of sensors could be used? What kind of instruments would provide helpful information to the pilot? Should the landing be performed horizontally on wheels or skids, or vertically? How accurately would the craft need to be positioned for landing? What visibility would the pilot need, and how could it be provided? Some flight-test engineers at NASA's Flight Research Center were convinced that the best way to gain insight regarding these unknowns would be the use of a free-flying test vehicle. Aircraft designers at the Bell Aircraft (Aerosystems) Company believed they could build a craft that would duplicate lunar flying conditions. The two groups collaborated to build the machine. It was unlike any flying machine ever built before or since. The Lunar Landing Research Vehicle (LLRV) was unconventional, sometimes contrary, and always ugly. Many who have seen video clips of the LLRV in flight believe it was designed and built to permit astronauts to practice landing the Apollo Lunar Module (LM). Actually, the LLRV project was begun before NASA had selected the strategy that would use the Lunar Module! Fortunately, when the Lunar Module was designed somewhat later, its characteristics were sufficiently similar to the LLRV that the LLRV could be used for LM simulation. A later version of the LLRV, the Lunar Landing Training Vehicle (LLTV), provided an even more accurate simulation following considerable modification to better represent the final descent stage. *Unconventional, Contrary, & Ugly: The Lunar Landing Research Vehicle* tells the complete story of this remarkable machine, the Lunar Landing Research Vehicle, including its difficulties, its successes, and its substantial contribution to the Apollo program. The authors are engineers who were at the heart of the effort. They tell the tale that they alone know and can describe.

Rocket Fighter William Green, 1970-01-01

Gloster Meteor Phil Butler, Tony Buttler, 2006 This is the first ever in-depth history of one of the most successful British aircraft of all time, the British Gloster Meteor, whose strong popularity is evidenced by the recent release of several brand new model kits of the type. The Gloster Meteor first flew during World War II, and a few hardy survivors are still airworthy into the 21st century. It served with 16 overseas air forces as well as with the Royal Air Force. This book thoroughly covers the craft's design, development, and initial flight testing, as well as night fighter variants, construction information, service both in the United Kingdom and abroad, test beds and trials aircraft. The authors have had access to a wealth of material in the United Kingdom's Public Record Office which was not previously available to researchers on the aircraft. As a result, the book contains a great deal of previously unpublished information, many detailed photos in both color and black & white, and data tables and information on the serials carried by the aircraft.

Dyna-Soar Robert Godwin, 2003 It was a Space Shuttle with a mission - to drop a weapon payload anywhere on Earth and to do so while approaching its target at hypersonic velocity - 18,000 miles per hour. Between 1957 and 1963 the Dyna-Soar program consumed \$430 million of the US taxpayer's money. However, it never flew. Cancelled less than two weeks after President

Landmarks of Russian Architecture Brumfield, 2013-12-02 A comprehensive guide to Russian architecture, this volume is designed for students and other readers wishing to gain an understanding of the subject.

Spitfire MK 1-V Peter Caygill, 2005-04-09 In the furious skies of the Battle of Britain, one aircraft captured the imagination of the British people - it was the Supermarine Spitfire. This diminutive and elegant fighter represented the last hope against invasion by Hitler's unstoppable Blitzkrieg. Reginald Mitchell's innovative design was born of racing seaplanes built to win the Schneider Trophy - the most famous air races of the Twenties and Thirties. The Mk I first flew in 1936 and the type entered RAF service in 1938. Wartime development was rapid. Part of the success story was the Rolls-Royce Merlin engine. As this improved, so did the Spit. The Mk V was built in greater numbers than any other model and provided Fighter Command's backbone during 1941-42. This is the perfect introductory book for the general reader, enthusiast and modeler alike wishing to find a succinct yet detailed introduction to the design and history of the Spitfire. Why was the aircraft conceived? What was it like to fly on a mission? Who were the people who designed it and became famous for flying it? What were its virtues and vices? These and many more questions are answered here, plus a host of illustrations that show variations of color schemes used in different operational theatres and rare photographs taken when the heat was on.

Rocketing Into the Future Michel van Pelt, 2012-05-30 This book describes the technology, history, and future of rocket planes. Michel van Pelt journeys into this exciting world, examining the exotic concepts and actual flying vehicles that have been devised over the last hundred years. He recounts the history of rocket airplanes, from the early pioneers who attached simple rockets onto their wooden glider airplanes to the modern world of high-tech research vehicles. The author visits museums where rare examples of early rocket planes are kept and modern laboratories where future spaceplanes are being developed. He explains the technology in an easily understandable way, describing the various types of rocket airplanes and looking at the possibilities for the future. Michel van Pelt considers future spaceplanes, presenting various modern concepts and developments. He describes the development from cutting edge research via demonstrator vehicles to operational use. He also evaluates the replacement of the Space Shuttle with a seemingly old-fashioned capsule system, the parallel developments in suborbital spaceplanes such as SpaceShipOne and SpaceShipTwo, piloted versus automatic flight, and related developments in airliners and military aircraft.

Food Culture in Russia and Central Asia Glenn R. McNamara, Asele Surina, 2005-06-30 Russia and the newly independent states of Central Asia are struggling to reassert or create national identities and are receiving fresh attention from the West. After decades of oblivion, the vast Eurasian continent is once again divulging its intense cultural heritage and foodways to the international community. The diversity of food cultures within the former Soviet Union, with more than 100 distinct nationalities, is overwhelming, but this book brilliantly distills the main elements of contemporary cuisine and food-related customs for students and foodies. Vibrant descriptions of the legacy of the Silk Road; the classic foods such as kasha, pirogi, non (flatbread), pickles, and shashlyk (shish kebab); the over-the-top Moscow theme restaurants; and meals at the dacha and tea time are just some of the highlights. Russia and the newly independent states of Central Asia are struggling to reassert or create national identities and are receiving fresh attention from the West. After decades of oblivion, the vast Eurasian continent is once again divulging its intense cultural heritage and foodways to the international community. The diversity of food cultures within the former Soviet Union, with more than 100 distinct nationalities, is overwhelming, but *Food Culture in Russia and Central Asia* brilliantly distills the main elements of contemporary cuisine and food-related customs for students and foodies. Vibrant descriptions of the legacy of

the Silk Road; the classic foods such as kasha, pirogi, non (flatbread), pickles, and shashlyk (shish kebab); the over-the-top Moscow theme restaurants; and meals at the dacha and tea time are just some of the highlights. After centuries of contact and conflict among peoples of Eurasia, Russian and Central Asian cuisines and culinary cultures have much in common. To understand one, the other must be considered as well. Russia and Central Asia cuisines share many ingredients, dishes, and customs. This volume strives to emphasize the evolving and multifaceted nature of the food cultures. Readers will be able to appreciate the ingredients, cooking methods, and traditions that make up the Eurasian foodways.

Bachem Ba 349 Natter Robert Forsyth,2018-06-28 The Bachem Ba 349 Natter was a secretive, vertical take-off, single-seat rocket interceptor intended to offer high-speed defence of key targets. This radical aircraft offered Luftwaffe an inexpensive means with which to intercept and attack Allied heavy bombers using a vertically-launched, semi-expendable machine built of wood and armed with a nose-mounted 'honeycomb' battery of spin-stabilised air-to-air rockets as well as cannon armament. Launched vertically at 36,000ft per minute, the pilot was expected to fly within range of the enemy bombers, fire his rockets at them, ram another bomber, eject and parachute to the ground. Illustrated with contemporary photographs and stunning commissioned artwork, this study examines this inventive yet ultimately unsuccessful attempt by the Luftwaffe to defend against the tide of Allied aircraft that was bombing German cities into the ground.

Spitfire Eric B. Morgan,Edward Shacklady,2000 A revised and expanded detailed reference of the Spitfire. The book documents information on more than 22,500 aircraft and offering over 2000 illustrations, including scale plans, action photographs and camouflage and markings artwork. -- Blackwells.

Foundations of Modern EPR Gareth R. Eaton,Sandra S. Eaton,1998 Since its inception 50 years ago, electron paramagnetic resonance (EPR, also called ESR or EMR) has become a major tool in diverse fields ranging from biology and chemistry to solid state physics and materials science. This important book includes personal descriptions of early experiments by pioneers who laid the foundations for the field, perspectives on the state of the art, and glimpses of future opportunities. It presents a broad view of the foundations of EPR and its applications, and will therefore appeal to scientists in many fields. Even the expert will find here history not previously recorded and provocative views of future directions.

The Russian Rockefellers Robert W. Tolf,2020-03-24 The name of Nobel usually calls to mind Alfred Nobel, inventor of dynamite, and the internationally prestigious prizes that bear his name. But Alfred was only one member of a creative and innovative family who built an industrial empire in prerevolutionary Russia. The saga begins with an emigr  from Sweden, Immanuel Nobel, who was an architect, a pioneer producer of steam engines, and a maker of armaments, including the underwater mines that were widely used in the Crimean War. Immanuel's sons included Alfred; Robert, who directed the family's activities in the Caspian oil fields; and Ludwig, an engineering genius and manufacturing magnate whose boundless energy and fierce determination created the Russian petroleum industry. Ludwig's son Emanuel showed similar mettle, shrewdly bargaining with the Rothschilds for control of the Russian markets and competing head-on with Standard Oil, Royal Dutch, and Shell for lucrative world markets. Emanuel not only expanded the Russian oil industry but also helped to modernize the Russian navy and commanded a fleet of three hundred ships. Perhaps no family in history has played so decisive a role in building an industrial empire in an underdeveloped but resource-rich nation. Yet the achievements of the Nobel family have been largely forgotten. When the Bolsheviks came to power, the empire, which had taken eighty years to design and build, was nearly destroyed, bringing a sudden and bitter end to one of the most remarkable industrial odysseys in world history.

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