

## Windsock Datafile 93 Albatros B li

*Responsible for destroying 1294 enemy aircraft between June 1917 and November 1918, the Camel was the most successful fighting scout employed by either side in terms of the sheer number of victories that it scored. The Camel was renowned for its sensitivity and need for skill and experience, and casualties amongst pilots undergoing training on the type were very high. More than 5490 examples were constructed, and this book covers its combat use on the Western Front, in Palestine, on the Italian front, in the Home Defence role in the UK and in Russia.*

*Beskriver flytyper fra de engelske flyfabrikker Armstrong Whitworth*

*Environmental issues, vast and varied in their details, unfold at the confluence of people and place. They present complexities in their biophysical details, their scope and scale, and the dynamic character of human action and natural systems. Addressing environmental issues often invokes tensions among battling interests and competing priorities. Air and water pollution, the effects of climate change, ecosystem transformations—these and other environmental issues involve scientific, social, economic, and institutional challenges. This book analyzes why tackling many of these problems is so difficult and why sustainability involves more than adoption of greener, cleaner technologies. Sustainability, as discussed in this book, involves knowledge flows and collaborative decision processes that integrate scientific and technological methods and tools, political and governance structures and regimes, and social and community values. The authors synthesize a holistic and adaptive approach to rethinking the framework for restoring healthy ecosystems that are the foundation for thriving communities and dynamic economies. This approach is that of collective action. Through their research and practical experiences, the authors have learned that much wisdom resides among diverse people in diverse communities. New collaborative decision-making institutions must reflect that diversity and tap into its wisdom while also strengthening linkages among scientists and decision makers. From the pre-publication reviews: "Finally, we have a book that explains how science is irrelevant without people. It's people who decide when and how to use science, not scientists. This book gives us a roadmap for how to really solve complex problems. It involves hard work, and creating new relationships between scientists and the public that don't typically exist in our society." -John M. Hagan, Ph.D.*

*President, Manomet Center for Conservation Sciences*

*Air Pictorial*

*Restoring Lands - Coordinating Science, Politics and Action*

*Nieuport Aircraft of World War One*

*Split by Sun*

*Complexities of Climate and Governance*

*Through direct exploration of the seafloor, U.S.-supported scientific ocean drilling programs have significantly contributed to a broad range of scientific accomplishments in Earth science disciplines, shaping understanding of Earth systems and enabling new fields of inquiry. Scientific Ocean Drilling: Accomplishments and Challenges reviews the scientific accomplishments of U.S.-supported scientific ocean drilling over the past four decades. The book evaluates how the programs (Deep Sea Drilling Project [DSDP], 1968-1983, Ocean Drilling Program [ODP], 1984-2003, and Integrated Ocean Drilling Program [IODP], 2003-2013) have shaped understanding of Earth systems and Earth history and assessed the role of scientific ocean drilling in enabling new fields of inquiry. This book also assesses the potential for transformative discoveries for the next proposed phase of scientific ocean drilling, which is scheduled to run from 2013 to 2023. The programs' technological innovations have played a strong role in these accomplishments. The science plan for the proposed 2013-2023 program presents a strong case for the continuation of scientific ocean drilling. Each of the plan's four themes identifies compelling challenges with potential for transformative science that could only be addressed through scientific ocean drilling, although some challenges appear to have greater potential than others. Prioritizing science plan challenges and integrating multiple objectives into single expeditions would help use resources more effectively, while encouraging technological innovations would continue to increase the potential for groundbreaking science.*

*Inhaltsangabe:Zusammenfassung: Als im November 1918 Österreich-Ungarn sein abruptes Ende fand, ging mit ihm auch die alte Armee zu Grunde. Besonders schwer traf dabei das Schicksal seine jüngste Waffengattung: die k.u.k. Luftfahrtruppe. Erst 1912 war die Fliegertruppe innerhalb der Luftschiffer-Abteilung, die der Verkehrsgruppen-Brigade in Wien unterstand, gegründet worden, aber bereits 1917 war sie zu einem eigenen Wehrmachtsteil innerhalb des Heeres aufgestiegen. Im nun folgenden Friedensvertrag von Saint-Germain-en-Laye wurde Restösterreich eine eigene Luftwaffe verboten und deren erste Ansätze drastisch unterbunden. Erst siebzehn Jahre später, wurde in Österreich wieder mit dem Neuaufbau von Luftstreitkräften begonnen, der aber mit dem deutschen Einmarsch 1938 sein erneutes Ende fand. Mit der Aufstellung des Österreichischen Bundesheeres 1955 wurde der dritte Anlauf für Luftstreitkräfte in Österreich unternommen - er hält bis heute an. Allen drei Luftstreitkräften war und ist eines gemeinsam, sie mußten und müssen mit einem minimalen Budget Maximales leisten! Es ist der heutigen Generation leider größtenteils verborgen, welche große Tradition sich die österreichischen Luftstreitkräfte erworben haben, eine Tradition, die in nur wenigen Jahren kurz vor und während des Ersten Weltkrieges erworben wurde, als österreichische Flugpioniere Weltrekorde erwarben und als Piloten unser Vaterland gegen den Ansturm übermächtiger Gegner verteidigten. In den wenigen Jahren, die die Fliegerwaffe in Österreich-Ungarn bestand, wurde mit großem Weitblick vieles geschaffen, das für die Zukunft sprach - einer Zukunft, die Österreich-Ungarn und der k.u.k. Luftfahrtruppe leider nicht vergönnt war. Diese Arbeit hat den Aufbau, die Organisation und die Planungen für die Nachkriegszeit der österreichisch-ungarischen Fliegertruppe innerhalb des k.u.k. Heeres zum Inhalt. Die Luftstreitkräfte der k.u.k. Kriegsmarine und die Luftschiff- und Ballonverbände der k.u.k. Armee finden in dieser Arbeit nur so weit Erwähnung, als sie mit der Entwicklung der k.u.k. Luftfahrtruppe in Zusammenhang standen.*

*Inhaltsverzeichnis:Inhaltsverzeichnis: Abkürzungsverzeichnis9 Vorwort11 I.Die Entwicklung der militärischen Luftfahrt in Österreich bis zum Jahre 191213 1.Erste Kontakte und Versuche des österreichischen Militärs mit Ballons13 2.Die Gründungen der k.u.k. Militäraeronautischen Anstalt und der k.u.k. Luftschifferabteilung sowie die Entwicklung der Ballonabteilungen bis [...]*

*In 1916 German aerial domination, once held sway by rotary-engined Fokker and Pfalz E-type wing-warping monoplanes, had been lost to the more nimble French Nieuports and British DH 2s which not only out-flew the German fighters but were present in greater numbers. Born-from-experience calls from German fighter pilots requested that, rather than compete with the maneuverability of these adversaries, new single-engine machines should be equipped with higher horsepower engines and armed with two rather than the then-standard single machine gun. The Robert Thelen-led Albatros design bureau set to work on what became the Albatros D.I and D.II and by April 1916, they had developed a sleek yet rugged machine that featured the usual Albatros semi-monocoque wooden*

construction and employed a 160hp Mercedes D.III engine with power enough to equip the aeroplane with two forward-firing machine guns. In all, 500 D.IIIs and 840 D.III(OAW)s were produced and saw heavy service throughout 1917.

Accomplishments and Challenges

Aces of Jagdstaffel 17

The Royal Aircraft Factory

Fantasy, History and Horror

Die k.u.k. Luftfahrtruppe - Die Entstehung, der Aufbau und die Organisation der österreichisch-ungarischen Heeresluftwaffe 1912-1918

*In 1916 German aerial domination had been lost to the French and British fighters. German fighter pilots requested an aircraft that was more powerful and more heavily armed, and the Albatros design bureau set to work on what was to become an iconic aircraft design. By April 1916, they had developed the Albatros D.I, that featured the usual Albatros semi-monocoque wooden construction with a 160hp Mercedes engine and two forward-firing machine guns. Alongside the development of the D.I, Albatros had also designed and built a second machine that was similar to the D.I – the Albatros D.II. Although there were several external differences between the two aircraft, it is important to note that these machines evolved simultaneously and that the D.II was not the result of post-combat feedback from D.I pilots. With the inclusion of these aircraft into their reorganized air force, Germany was able to regain control of the skies by autumn 1916. Along with the later designs they inspired, the Albatros D.I and D.II were instrumental in allowing the Germans to prosecute their domination through 'Bloody April' and well into the summer months that followed.*

*Anagram Solver is the essential guide to cracking all types of quiz and crossword featuring anagrams. Containing over 200,000 words and phrases, Anagram Solver includes plural noun forms, palindromes, idioms, first names and all parts of speech. Anagrams are grouped by the number of letters they contain with the letters set out in alphabetical order so that once the letters of an anagram are arranged alphabetically, finding the solution is as easy as locating the word in a dictionary.*

*Bloody Paralyser: The Giant Handley Page Bombers of the First World War tells the story of the largest British bombers of the First World War and the men who flew them. In 1915, the biggest plane ever seen in Britain took flight for the first time a twin-engine monster with a 100-foot wingspan, designed to be a Bloody Paralyser to the Germans. Operating mainly at night, the Handley Page bombers attacked Germany and Germanoccupied towns and cities, disrupting the enemy's industry and transport and targeting U-boats that were causing heavy losses to merchant shipping. The men that flew in the Bloody Paralysers were the forerunners of the crews of Bomber Command in the Second World War, and now their story is told in their own words.*

International Warbirds

United States Navy Aircraft Since 1911

Building the Wingnut Wings Albatros D.V/D.Va

The Stone Gods

Red Baron: The Life and Death of an Ace

The hottest team in military SF is back in action¾ with Book I of a red-hot sequel to The General series! Planted by interstellar probes on hundreds of human-occupied worlds, the downloaded personalities of Raj Whitehall and the ancient battle computer known as Center work together for planetary unity. Their goal is to prepare those worlds for membership in the Second Federation of Man. But on one planet they do the opposite: on Visager they work to prevent unity. For on Visager a nation-state of vicious militarists is about to start the final war to unite their world-once that is accomplished and their technology has matured they will turn outward, bringing their fatal racist infection to the stars. John Hosten is the son of a high general of the Chosen. Jeffrey Fair is the son of an admiral of the only nation on Visager that might be capable of halting the onslaught. Through a strange twist of fate they have become as brothers united in their hatred of all that the Chosen hope to do. Only they ¾with the aid of the disembodied voices of their mentors from the stars-stand between eternal tyranny for their world and eternal war for the galaxy. At the publisher's request, this title is sold without DRM (Digital Rights Management).

The French firm of Nieuport built some of the most numerous, best-looking and effective fighting planes of World War I -- they type 17 and 29 gaining particular fame. Ray Sanger's authoritative book covers all these aircraft in detail, paying attention to both thetical detail and operational use. Illustrated throughout with rare photographs this will be an indispensable volume for any World War I aviation library.

The 1st Pursuit Group claimed more enemy kills than any other Group in the United States Air Service in World War I, partly thanks to 'ace of aces', Eddie Rickenbacker, and balloon-busting ace, Frank Luke, both of whom also earned the Medal of Honor. Starting operations in March 1918, the Group initially flew Nieuport 28s, now rejected by the French, and quickly showed its quality.

Douglas Campbell was the first American-trained pilot in the USAS to make a kill and soon afterwards became the Service's first

ace. Expanded by the arrival of additional squadrons, the Group went to war in earnest over Chateau Thierry in July, suffering heavy losses against experienced German pilots and better airplanes. Re-equipped with the superior Spad XIII, the now battle-seasoned Group achieved its full potential over St. Mihiel and the Argonne. This is the story of the Group that produced some of America's first fighter aces and its rapid evolution over a few months as a deadly rival to opposing German units with years of combat experience behind them. Its publication marks the 90th anniversary of 1st Pursuit Group's distinguished contribution to Allied victory.

Flug Revue

Over the Front

The Chosen

The Tragic History of the Sustainocene

Sopwith Camel Aces of World War 1

*This popular and highly-acclaimed series includes an abundance of photos, accurate line drawings, fascinating evaluations of aircraft design, and complete histories of aircraft manufacturers.*

*Covering the aircraft of 21 nations, this book offers illustrated portraits of 330 of the best-known and most significant military aircraft in history, from the canvas-covered biplanes of World War I to the technological marvels of today, and includes technical data and aviation lore.*

*The classic bestselling autobiography of the most successful fighter pilot of the First World War. This is the memoir of the undisputed top gun of World War I's aerial war, Captain Manfred von Richthofen, who shot down 80 Allied aircraft. Originally published in German in late 1917 as *Der Rote Kampfflieger (The Red Air Fighter)*, it was a runaway bestseller. The English language edition followed in 1918 without any official deal with the German publishers as it was argued that Richthofen's accounts of combat against the Allied air force aircraft provided valuable intelligence to use against the enemy. Originally a cavalryman, Manfred transferred to the Imperial German Army Air Service in May 1915 and quickly distinguished himself as a fighter pilot. During 1917 he became leader of Jagdgeschwader 1. It was better known as the "Flying Circus" because of its aircraft's bright colors and because the squadron moved like a traveling circus, from place to place as a self-contained unit so that it appeared wherever the fighting was the thickest. It would be operating at Verdun one week only to be north of Arras the next. A few days later, it would be down on the Somme. Richthofen was a brilliant tactician, although his modus operandi was as simple as it was deadly. Typically, he would dive from above to attack with the advantage of the sun behind him (the victim would not see him coming, blinded by glare), with other pilots of his flying circus covering his rear and flanks. By 1918, he was regarded as a national hero in Germany and held the country's highest honor, the "Blue Max." Richthofen was well-known in the Allied countries and a respected advisor of military aviators. Newly illustrated with twenty-one contemporary images. Includes many of the Red Baron's eighty combat reports, contemporary interviews with a selection of his surviving victims, and an extra chapter on the death in combat of von Richthofen.*

*Johannisthal, OAW, and Oeffag variants*

*And Other Non-Pilot Aircrew in the RFC, RNAS and RAF*

*The Storyteller's Thesaurus*

*Albatros D.III*

*French Aircraft Of The First World War*

The story of the Royal Aircraft Factory at Farnborough, forerunner of the World's premier aeronautical research establishment wherein were designed a diversity of aircraft including many of those that equipped the RFC, RNAS and RAF during the First World War. Originally established to build observation balloons for the Victorian British Army, the Factory later expanded to employ over 3500 people by mid-1916, at which time it became the subject of a political controversy that ended in a judicial enquiry. In 1918 its title was changed to the Royal Aircraft Establishment, not only to avoid a clash of initials with the newly formed Royal Air Force but to better define its changing role. Each of the many designs for airships and aeroplanes that were produced by the Factory between 1908 and 1918 is described in detail, illustrated by photographs, and with three-view drawings provided for the more prominent designs.

This title first appeared in 2001 to universal acclaim, quickly went out of print and has remained so since. The author, meantime, has continued his research and the result is this updated edition, over half as long as the first, with stacks of new photographs. Absolutely essential reference for all those interested in military aviation.

We are not alone. Some call them devils or demons. But they are real. They are down there. And they are waiting for us to find them. In a cave in the Himalayas, a guide discovers a self-mutilated body with a warning: Satan exists. In the Kalahari Desert, a nun unearths evidence of a proto-human species and a deity called Older-than-Old. In Bosnia, something has been feeding upon the dead in a mass grave. So begins mankind's most shocking realization: the underworld is a vast geological labyrinth populated by another race of beings. With all of Hell's precious resources and territories to be won, a global race ensues. Nations, armies, religions, and industries rush to colonize and exploit the subterranean frontier. A scientific expedition is launched westward to explore beneath the Pacific Ocean floor, both to catalog the riches there and to learn how life could develop in the sunless abyss. But in the dark underground, as humanity falls away from them, the scientists and mercenaries find themselves prey not only to the savage creatures, but also to their own treachery, mutiny, and greed. One thing is certain: Miles inside the earth, evil is very much alive.

Anagram Solver

Building the Wingnut Wings Gotha G.IV

USAS 1st Pursuit Group

Lfg Roland C. II

In the Footsteps of the Red Baron

Lists more than 80,000 rhyming words, including single, double, and triple rhymes, and offers information on rhyme schemes, meter, and poetic forms.

This is the full story behind some of the most important Allied aircraft of WWI. More than 950 rare photos and 25 pages of color plates document all 400 French planes that were the mainstay of Allied air power. Three-view drawings in standard scales (1/48 and 1/72) are perfect for modelers and artists. Includes operational details and orders of battle.

Beskrivelse af det tyske jagerfly LFG Roland C. II fra 1. verdenskrig.

Japanese Aircraft, 1910-1941

Albatros D.I-D.II

Fokker: the Creative Years

North American Bird Banding Manual

The Giant Handley Page Bombers of the First World War

**Manfred von Richthofen became a fighter pilot on the Western Front in August 1916. By January 1917, Richthofen had shot down fifteen aircraft had been appointed commander of his own unit. He painted the fuselage of his Albatros D-III a bright red and was nicknamed the Red Baron. In June 1917, Richthofen was appointed commander of the German Flying Circus. Made up of Germany's top fighter pilots, this new unit was highly mobile and could be quickly sent to any part of the Western Front where it was most needed. Richthofen and his pilots achieved immediate success during the air war over Ypres during August and September. Manfred von Richthofen was killed on 21st April 1918. Richthofen had destroyed 80 allied aircraft, the highest score of any fighter pilot during the First World War. This book is divided into three sectors of the WWI front line in which von Richthofen operated. Each area is conveniently reached within hours. Airfield sites, memorials and the graves of Manfred's famous victims are described and directions for the battlefield walker are included with information on related museums and historic sites with special association with this most famous of fighter pilots. 'United States Navy Aircraft since 1911' has been completely revised and updated and, like the earlier editions, will become the standard reference work covering all the aircraft of the US Navy, Marine Corps and Coast Guard.**

The latest volume in the Airfields and Airmen series covers the Arras area. It includes a visit to the grave of Albert Ball VC and the graves of Waterfall and Bayly, the first British fliers killed in action. There is a visit to the aerodrome from which Alan McLeod took off from to earn his VC and to the grave of Viscount Glentworth, killed while flying with 32 Squadron. The German side is well covered with visits to their cemeteries and aerodromes. This well researched book relives the deadly thrills of war in the air over the battlefields of the Western Front.

Pfalz D.XII at War

Observers and Navigators

Claiming the Ice

Words to Rhyme with

Rivista aeronautica

***The Stone Gods is one of Jeanette Winterson's most imaginative novels about love. On the airwaves, all the talk is of the new blue planet - pristine and habitable, like our own 65 million years ago, before we took it to the edge of destruction. And off the air, Billie and Spike are falling in love. What will happen when their story combines with the world's story, as they whirl towards Planet Blue, into the future? Will they - and we - ever find a safe landing place? Jeanette Winterson OBE, whose writing has won the Whitbread Award for Best First Novel, the John Llewellyn Rhys Memorial Prize and the E.M. Forster Award, is the author of some of the most purely imaginative and pleasurable novels of recent times, from Oranges Are Not the Only Fruit to her first book for children, Tanglewreck. She is also the author of the essays Art Objects. Visit her website at [www.jeanettewinterson.com](http://www.jeanettewinterson.com)***

***A FUTURE EARTH IN WHICH EVERY ROAD AND BUILDING UTILISES NANOTECHNOLOGY TO MAKE CLEAN FUEL, FOOD AND FERTILISER JUST FROM WATER, SUN AND AIR. When agent Jean Moulin investigates the mysterious connections between a murdered woman in Hampstead and assassination attempts on the President of the Whole Earth Council, he's led back to the origins of the Global Synthetic Photosynthesis Project in Namibia as well as the forces that wish to destroy it and its visionary eco-gendered founder. Split by Sun is a witty and poetic novel that explores whether humanity is meant to globally deploy a solar energy technology to progress enforceable rights of ecosystems, electronic citizen voting on laws, the marriage of corporations to public goods, community-scale industry, the abolition of war and nuclear weapons, the facilitation of universal basic income, healthcare and education and the replacement of religion with widespread experience of unitive consciousness.***

***Writers, game designers, teachers, and students ~this is the book youve been waiting for! Written by storytellers for storytellers, this volume offers an entirely new***

***approach to word finding. Browse the pages within to see what makes this book different:***

***Armstrong Whitworth Aircraft Since 1913***

***A Novel***

***Britain and the Antarctic 1900-1950***

***For Poets and Songwriters : Including a Primer of Prosody, a List of More Than 80,000 Words that Rhyme, a Glossary Defining 9,000 of the More Eccentric Rhyming Words, and a Variety of Exemplary Verses, One of which Does Not Rhyme at All***

***2F.1 Ship's Camel***

Initially formed to assist in the defence of the city of Metz against French bombing raids, Royal Prussian Jagdstaffel 17 would go on to become one of the most distinguish German fighter units of World War 1. Its first victory was scored by the pilot whose story is inextricably interwoven with that of his unit - the 'Blue Max' recipient Julius Buckler. He was largely responsible for inspiring the unit's unique Esprit de Corps, expressed in its famous and unique 'battle-cry' of 'Malaula!' Indeed, in its final days the unit gained the nickname Zirkus Buckler, or the 'Buckler Circus'. Besides Buckler, Jasta 17 boasted such aces as Karl Strasser, Alfred Fleischer and Christian Donhauser. In addition, the roster included colourful characters like the successful Jewish airman Jakob Wolff, who at over 48 years of age was the oldest German fighter pilot of the war. The story of this illustrious unit is told with many first-hand accounts by Buckler, Fleischer and others, as well as dozens of rare archival photos of the unit's beautifully decorated fighter aircraft.

It is over a hundred years in Antarctic history since the British Government formalised its claim to the Falkland Islands Dependencies, and 75 years since continuous occupation began. This book explains why and how, using the voices of the Ministers, and more particularly their officials, who shaped government policy. Until now the unsung heroes of Britain's long involvement in Antarctica, they collectively had a far greater impact than any of the famous Antarctic explorers of the last century. The book draws heavily upon documentation from The National Archives to chart the twists and turns of policy making for the first 50 years of the last century, showing how the priority shifted from a focus on sovereignty to the first glimmerings of internationalisation. It is a story of a great whaling industry, of territorial conflicts and tensions, and how science ultimately came to underpin Britain's policy aims.

***An Illustrated Guide to World Military Aircraft, 1914-2000***

***Bloody Paralyser***

***Airfields & Airmen: Arras***

***Scientific Ocean Drilling***

***The Descent***