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KENT AVIATION

A CENTURY OF FLIGHT

History PressLtd Using more than 300 photographs, Roy Humphreys tells the story of civil and military aviation in Kent. From the excitement and glamour of early pioneers on the Isle of Sheppey, to the RFC and RNAS (the fledgling RAF) in World War I, from the "golden age" of flying in the 1920s and 1930s (when flying for pleasure became a reality) to the airfields of World War II, and to date--all these facets of aviation history are captured. Carefully selected pictures and detailed informative captions should interest anyone who knows and loves the county of Kent, as well as aviation enthusiasts.

A CENTURY OF FLIGHT AT PATON FIELD

THE STORY OF KENT STATE UNIVERSITY'S AIRPORT AND FLIGHT EDUCATION

Kent State University "This detailed and well-illustrated study explores the hundred-year history of the longest-surviving public-use airport in Ohio. Intertwining the story of the airport's development with the history of flight-education programs at the University, the book highlights a vast cast of characters and an examination of aviation's development on the local level throughout the last century. What was once Stow Field, a small airport in a rural community, stands at the center of this story. Kent State's participation in the federal government's Civilian Pilot Training Program in the years leading up to World War II led to state funding for purchase of the airport and prepared the way for the creation of collegiate aviation. This brought in Andrew Paton, who created the first flight-training curriculum and established a vision for the role the airport could play in a university-run program. In the period between the two World Wars, Stow Field was also the site of aviation exhibits that drew as many as 80,000 people, including the christening of Goodyear's first helium blimp. As Kent State's airport is now enjoying both a new vitality and long-awaited investment, William D. Schloman and Barbara F. Schloman place this in context with the at-times-uncertain survival of Kent State's aviation program. This comprehensive history will appeal to graduates of that program and all aviation history enthusiasts, as well as those interested in the history of the region more generally."--

PIONEERING PLACES OF BRITISH AVIATION

THE EARLY YEARS OF POWERED FLIGHT IN THE UK

Air World A high-flying tour of British aviation history—and the sites where trials and triumphs took place. From the beginning of the nineteenth century, Britain was at the forefront of powered flight. Across the country, many places became centers of innovation and experimentation, as increasing numbers of daring men took to the skies. In 1799, at Brompton Hall, Sir George Cayley Bart put forward ideas that formed the basis of powered flight. There were balloon flights at Hendon from 1862, though attempts at powered flights from the area, later used as the famous airfield, don't seem to have been particularly successful. Despite this, Louis Bleriot established a flying school there in 1910. It was gliders that Percy Pilcher flew from the grounds of Stamford Hall, Leicestershire, during the 1890s. He was killed in a crash there in 1899, but Pilcher had plans for a powered aircraft which experts believe may well have enabled him to beat the Wright Brothers in becoming the first to make a fixed-wing powered flight. At Brooklands, unsuccessful attempts were made to build

and fly a powered aircraft in 1906—but on June 8, 1908, A.V. Roe made what is considered the first powered flight in Britain from there—in reality a short hop—in a machine of his own design and construction, enabling Brooklands to call itself the birthplace of British aviation. These are just a few of the places investigated in this intriguing look at the early days of British aviation, which includes the first ever aircraft factory in Britain in the railway arches at Battersea; Larkhill on Salisbury Plain, which became the British Army's first airfield; and Barking Creek, where Frederick Handley Page established his first factory.

PIONEERING PLACES OF BRITISH AVIATION

THE EARLY ADVENTURES OF POWERED FLIGHT IN THE UK

Air World From as early as the beginning of the nineteenth century, Britain was at the forefront of powered flight. Across the country many places became centres of innovation and experimentation, as increasing numbers of daring men took to the skies. It was in 1799, at Brompton Hall, that Sir George Cayley Bart put forward ideas which formed the basis of powered flight. Cayley is widely regarded as the father of aviation and his ancestral home the 'cradle' of British aviation. There were balloon flights at Hendon from 1862, although attempts at powered flights from the area later used as the famous airfield, do not seem to have been particularly successful. Despite this, Louis Bleriot established a flying school there in 1910. It was gliders that Percy Pilcher flew from the grounds of Stamford Hall, Leicestershire during the 1890s. He was killed in a crash there in 1899, but Pilcher had plans for a powered aircraft which experts believe may well have enabled him to beat the Wright Brothers in becoming the first to make a fixed-wing powered flight. At Brooklands attempts were made to build and fly a powered aircraft in 1906 even before the banked racetrack was completed but these were unsuccessful. But on 8 June 1908, A.V. Roe made what is considered to be the first powered flight in Britain from there - in reality a short hop - in a machine of his own design and construction, enabling Brooklands to claim to be the birthplace of British aviation. These are just a few of the many places investigated by Bruce Hales-Dutton in this intriguing look at the early days of British aviation, which includes the first ever aircraft factory in Britain in the railway arches at Battersea; Larkhill on Salisbury Plain which became the British Army's first airfield, and Barking Creek where Frederick Handley Page established his first factory.

A SPITFIRE GIRL

ONE OF THE WORLD'S GREATEST FEMALE ATA FERRY PILOTS TELLS HER STORY

Pen and Sword This WWII biography recounts the heroic contributions of a female pilot who flew Spitfires, Hurricanes and Wellington Bombers for the RAF. A farmer's daughter from Oxfordshire, Mary Ellis fell in love with flying at the age of eleven, when she rode in a biplane at a flying circus. Already a licensed pilot by the time the Second World War broke out, Mary joined the Air Transit Auxiliary in 1941. As a ferry pilot, she transported aircraft for the Royal Air Force, including more than four hundred Spitfires and seventy-six different kinds of aircraft. After the war, Mary accepted a secondment to the RAF as one of the first pilots to fly the new Gloster Meteor, Britain's first fighter jet. By 1950, she became Europe's first female air commandant. In this authorized biography, Mary and biographer Melody Foreman vividly recount her action-packed career spanning almost a century of aviation. Mary says: I am passionate for anything fast and furious. I always have been since the age of three and I always knew I would fly. The day I stepped into a Spitfire was a complete joy and it was the most natural thing in the world for me.

MISSING: BELIEVED KILLED

AMELIA EARHART, AMY JOHNSON, GLENN MILLER AND THE DUKE OF KENT

Pen and Sword The uncertain fates of Amelia Earhart, Amy Johnson and Glenn Miller have fascinated readers and aviation historians ever since they disappeared. Even today, more than half a century after their final flights, what happened to them is still the subject of speculation, conspiracy theory and controversy. This has prompted Roy Conyers Nesbit to reinvestigate their stories and to write this perceptive, level-headed and gripping study. Using testimony from new witnesses and hitherto undisclosed public records, he seeks to explain why they were reported missing: believed killed. He describes why American aviatrix Amelia Earhart vanished in the Pacific on her round-the-world flight in 1937, what caused the death of Britain's aviation heroine Amy Johnson over the Thames estuary in 1941, and what really killed band-leader Glenn Miller on his doomed flight to Paris in 1944. And he applies the same expert forensic eye to other tragic aerial mysteries of the period including the flying-boat crash that claimed the life of the Duke of Kent in Scotland in 1942. This classic study, issued here for the first time in paperback, will be fascinating reading for students of aviation history and for anyone who is intrigued by tales of flights into

the unknown.

20TH CENTURY PASSENGER FLYING BOATS

FLIGHTS OF INSPIRATION

"Never in the field of human conflict has so much been owed by so many to so few". Sir Winston Churchill's homage to the pilots of the Battle of Britain could just have easily applied to "the other few" : aviation pioneers like Brabazon, Rolls, Sopwith, Grace, and McClean, who inspired Britain to take to the skies by their exploits on and from Kent's Isle of Sheppey a century ago. It all began at Muswell Manor near Leysdown in May 1909, then subsequently at Eastchurch, where Churchill himself took flying lessons. This is the story of those intrepid flying men coupled with personal memories of life in the birthplace of British aviation in the first half of the 20th Century.

TEST PILOTS OF THE JET AGE

MEN WHO HERALDED A NEW ERA IN AVIATION

Air World Today, as we board our flights to Adelaide, Zurich, and all points in between, we give little thought to the jet power that will take us there. But, this is only possible because just over 70 years ago a select band of British test pilots was prepared to risk all in the quest to fly further, faster, and higher than ever before. Their quest was fraught with danger; disaster and death were never far away. This book captures eleven of those stories as told by the pilots themselves - their words as to how they took British aviation to the forefront of a new era, the 'Jet Age'. Britain's aircraft industry was booming in the years immediately after the end of the Second World War and the demand for test pilots seemingly limitless as new aircraft types rolled off the drawing boards. Meteors, Vampires, Hunters, Comets, Victors, Vulcans and Harriers were some of the aircraft that became world-beaters. Today, these names and the role played by the test pilots in bringing these projects to fruition are all but forgotten. The stories were filmed over a number of years and it is the edited transcripts of those interviews that form a unique and rare perspective on such a pivotal era in aviation. Most were veterans of the Second World War with illustrious service records. Now they faced new battles as they flew new airframes and engines to the limit and sometimes beyond. First, they had to conquer the 'sound barrier' which to many, scientists and the public alike, had assumed almost mythic status. Having done that, they were soon flying at twice the speed of sound, such was the rate of progress. It took discipline, technical know-how, an above average level of flying skill and according to some, a lack of imagination to make a good test pilot. Their stories are often insightful, always modest and often tinged with humor.

RECONSIDERING A CENTURY OF FLIGHT

UNC Press Books Contains twelve essays in which leading aerospace historians consider the role of aviation in the twentieth century, exploring topics related to innovation and the technology of flight, civil aeronautics and government policy, aerial warfare, and aviation in the American imagination.

PROGRAMS AND SCHOOLS

DREAMS OF FLIGHT

GENERAL AVIATION IN THE UNITED STATES

Texas A&M University Press General aviation encompasses all the ways aircraft are used beyond commercial and military flying: private flights, barnstormers, cropdusters, and so on. Authors Janet and Michael Bednarek have taken on the formidable task of discussing the hundred-year history of this broad and diverse field by focusing on the most important figures and organizations in general aviation and the major producers of general aviation aircraft and engines. This history examines the many airplanes used in general aviation, from early Wright and Curtiss aircraft to the Piper Cub and the Lear Jet. The authors trace the careers of birdmen, birdwomen, barnstormers, and others who shaped general aviation—from Clyde Cessna and the Stinson family of San Antonio to Olive Ann Beech and Paul Poberezny of Milwaukee. They explain how the development of engines influenced the development of aircraft, from the E-107 that powered the 1929 Aeronca C-2, the first affordable personal aircraft, to the Continental A-40 that powered the Piper Cub, and the Pratt and Whitney PT-6 turboprop used on many aircraft after World War II. In addition, the authors chart the boom and bust cycle of general aviation manufacturers, the rising

costs and increased regulations that have accompanied a decline in pilots, the creation of an influential general aviation lobby in Washington, and the growing popularity of “type” clubs, created to maintain aircraft whose average age is twenty-eight years. This book provides readers with a sense of the scope and richness of the history of general aviation in the United States. An epilogue examining the consequences of the terrorist attacks on September 11, 2001, provides a cautionary note.

CROSS-CHANNEL AVIATION PIONEERS

BLANCHARD AND BLERIOT, VIKINGS AND VISCOUNTS

Air World On 25 July 1909, a dapper, mustachioed Frenchman flying a flimsy, diaphanous airplane changed the status of a great nation. "England is no longer an island," declared the Daily Mail. Lord Northcliffe, the newspaper's proprietor, had put up the £1,000 prize for the first flight of the English Channel by the pilot of an airplane. In securing the prize for one of aviation's most celebrated firsts, Louis Blériot had beaten his Anglo-French rival Hubert Latham. Six days earlier, Latham had become the first airman to make a forced landing on water when the engine of his elegant Antoinette monoplane failed while he was attempted the crossing. In this book, the author explores the many and varied milestones in cross-channel flight, beginning back in July 1785 when John-Pierre Blanchard and John Jeffries made the first crossing, by balloon. Other flyers quickly followed Blériot so that Pierre Prier made the first non-stop London-Paris flight in April 1911 and Harriet Quimby became the first woman to fly the Channel a year later. The book will chart other significant events in cross-Channel aviation such as the first mid-air collision between airliners flying between the UK and France, which led to a rudimentary system of air traffic control, the popularity of car ferry services in the 1950s and 1960s, and the coming of the jets. Other big changes were on the way. In 1994 Eurostar rail passenger services from London using the Channel Tunnel were launched. In October 2001, following chronic air traffic delays during the late 1980s, the European Commission adopted proposals for a Single European Sky but it comes as no surprise to learn that during the second decade of the 21st century this has become bogged down in intra-European politics.

FLYING MAGAZINE

RAF WEST MALLING

THE RAF'S FIRST NIGHT FIGHTER AIRFIELD, WWII TO THE COLD WAR

Pen and Sword "Inspiring history of the first designated night fighter base . . . an important piece of social and military history . . . a must-read!" —Books Monthly Anthony J. Moor's exhaustively researched and highly illustrated book is the first to tell the full story of the part West Malling played in the defense of the United Kingdom, and how it served the RAF for twenty-eight action-packed years. Opened as a private landing ground after the First World War, the airfield at West Malling became home to the Maidstone School of Flying in 1930. The airfield's RAF role came to the fore in June 1940; by then the station had been fitted with a concrete runway. The first aircraft arrived on 8 June 1940. As the UK's first designated night fighter base, over the years that followed, RAF West Malling was home to many famous pilots—men such as John Cunningham, Peter Townsend, Bob Braham and even Guy Gibson, later of Dambusters fame. During the summer of 1944, Mosquitoes, Spitfires and Mustang Mk.3s successfully destroyed many V-1s, as well as played their part in the D-Day landings. West Malling's strategic night fighter role continued into the Cold War, when No.500 (Kent's Own) Squadron adopted it as its home in this period. A US Navy Facility Flight was also based at the airfield in the 1960s. After closure as an operational air station in 1969, West Malling re-acquired its civilian guise, hosting a Gliding School, Short Brothers and several major Great Warbirds Air Displays during the 1970s and 1980s, until eventually closing completely as an airfield, for re-development.

DIRECTORY OF POSTSECONDARY SCHOOLS WITH OCCUPATIONAL PROGRAMS

ATMOSPHERIC FLIGHT IN THE TWENTIETH CENTURY

Springer Science & Business Media All technologies differ from one another. They are as varied as humanity's interaction with the physical world. Even people attempting to do the same thing produce multiple technologies. For example, John H. White discovered more than 1 000 patents in the 19th century for locomotive smokestacks. Yet all technologies are processes by which humans seek to control their physical environment and bend nature to their purposes. All technologies are alike. The tension between likeness and difference runs through this collection of papers. All focus on atmospheric flight, a twentieth-century phenomenon. But they approach the topic from different disciplinary perspectives. They ask disparate questions. And they work from distinct agendas. Collectively they help to explain what is different about aviation - how it differs from other technologies and how

flight itself has varied from one time and place to another. The importance of this topic is manifest. Flight is one of the defining technologies of the twentieth century. Jay David Bolter argues in Turing's Man that certain technologies in certain ages have had the power not only to transform society but also to shape the way in which people understand their relationship with the physical world. "A defining technology," says Bolter, "resembles a magnifying glass, which collects and focuses seemingly disparate ideas in a culture into one bright, sometimes piercing ray." 2 Flight has done that for the twentieth century.

PROGRAMS AND SCHOOLS

FLYING MAGAZINE

THE STORY OF 609 SQUADRON

UNDER THE WHITE ROSE

Little Brown and Company (UK)

FLIGHT VIBRATION SURVEY OF F-106A AIRCRAFT

An F-106A aircraft was surveyed to determine the vibration environment existing throughout the vehicle under all flight conditions expected in service. Approximately 18,890 data points were obtained from 25 separate locations on the vehicle during 23 test flights. The data obtained were evaluated to determine the adequacy of vibration test requirements for aircraft equipment as contained in Specification No. Mil-E-5272C. The data indicated that the vibration testing requirements of the specification are more than adequate, a finding substantiated by all previous (vibration) surveys performed on Century Series aircraft.

LIST OF CERTIFICATED PILOT FLIGHT AND GROUND SCHOOLS

CELEBRATION OF FLIGHT

THE ART OF ROY CROSS

Crowood Press UK Roy Cross' genius in portraying aircraft in a wide range of illustrative styles has been admired by every generation since World War II. He created many of the distinctive paintings which adorned the famous Airfix model kits that every keen aviation enthusiast will remember with affection. This book is a collection of some of Roy's best sketches, paintings and technical drawings. They are gathered together in a logical chronological sequence that will offer the reader a visual history of aviation from World War II to the latter part of the last century.

PIONEERS OF AERIAL COMBAT

AIR BATTLES OF THE FIRST WORLD WAR

Pen and Sword When the Wright Brothers made their first flight in the early years of the twentieth century it sparked the imagination of those who wanted to fly, both in their country and around the world. In Britain, however, the spark wasn't strong enough to light a fire and it was in other parts of Europe, notably France, where flight began to develop seriously.??Early pioneers of flight faced a high level of danger and many died in pursuit of fulfilling their dream. Although aircraft design had made incredible progress by the time of the outbreak of war, accidents still occurred on a regular basis. For some time, as many pilots died in accidents as they did in combat. ??This publication consolidates a range of stories, insights, and facts that, when combined, offer a vivid impression of events as they unfolded. The chaos stirred up during the First World War and the scramble to develop aircraft in response to the threat to homeland security is eloquently relayed, as are the battles that characterized this conflicted era. The reality of conflict gave aviation engineers and designers the opportunity to test their craft in the harshest of environments, pushing the benchmark ever higher in terms of what could be achieved. Sure to appeal to aviation enthusiasts and historians alike, this work offers the reader a full account of the developmental early days of flight.

A CENTURY OF TRIUMPH

THE HISTORY OF AVIATION

Simon and Schuster An illustrated history of aviation retraces humankind's fascination with flight, from the Wright Brother's famous 1903 flight through the triumphs of technology manifest in the Stealth Bomber and beyond.

FLYING, AN INTRODUCTION TO FLIGHT, AIRPLANES, AND AVIATION CAREERS

Prentice Hall Direct Discusses flying from various viewpoints, including the job opportunities, the great financial rewards, and the risks, while at the same time conveying the raw excitement of flying with a collection of classic aviation photographs

THE TRANS-ATLANTIC PIONEERS

Air World Every day up to 3,000 aircraft fly across the Atlantic Ocean. If each one carries 250 passengers, that could mean as many as 750,000 people on the move between Europe and North America. The main concern for most is the choice of in-flight movie or whether to have beef or chicken for dinner. A century ago it was very different. Before John Alcock and Arthur Whitten Brown's epic flight of June 1919 no such journey had been attempted and they could not know what to expect. Of course, it took all the guts and determination the two men could muster but there was something else. Alcock and Brown were true professionals. Both had thought very deeply about the challenges facing them and both were determined to leave nothing to chance. In the background was the £10,000 prize offered by Lord Northcliffe, whose generosity represented a potent incentive for pioneer aviators. Inevitably, the names of Alcock and Brown have become synonymous with that first trans-Atlantic flight. They were the first but by no means the last of the trans-Atlantic pioneers. There were many others, some of whom are just as celebrated, while others have sunk into obscurity. His Majesty's airship *R-34*, for example, made the first flight from east to west and followed that up with the first return crossing. Charles Lindbergh made the first flight from the North American mainland to that of Europe. Amelia Earhart was the first woman to make a solo crossing. In the 1930s the German Zeppelins, which only a few years earlier had been terrifying London with their bombs, were offering the first regular commercial flights. They proved popular despite their high cost and the ever-present threat of immolation - eventually realized - caused by the inflammable hydrogen used as a lifting agent. It took the demands of war to prove that the Atlantic could be crossed regularly by heavier-than-air craft and pave the way for the post-war commercial operations that followed. In the 1950s came the first jets, followed by the first supersonic airliners. Still the pioneering went on: the first cut-price operations and the first by the twin-engine jets that brought undreamed-of flexibility to long-distance travel and now dominate the trans-Atlantic airways. And the pioneering on what is still the world's busiest and most prestigious intercontinental air route will continue. Who, the book concludes by asking, will operate the first airliner featuring hybrid power, the first fully autonomous machine, the first to use other than fossil fuel? Will the next hundred years be exciting as those truly pioneering days of the past?

AIRLINE MAPS

A CENTURY OF ART AND DESIGN

Penguin UK In this gorgeously illustrated collection of airline route maps, Mark Ovenden and Maxwell Roberts look to the skies and transport readers to another time. Hundreds of images span a century of passenger flight, from the rudimentary trajectory of routes to the most intricately detailed birds-eye views of the land to be flown over. Advertisements for the first scheduled commercial passenger flights featured only a few destinations, with stunning views of the countryside and graphics of biplanes. As aviation took off, speed and mileage were trumpeted on bold posters featuring busy routes. Major airlines produced highly stylized illustrations of their global presence, establishing now-classic brands. With trendy and forward-looking designs, cartographers celebrated the coming together of different cultures and made the earth look ever smaller. Eventually, fleets got bigger and routes multiplied, and graphic designers have found creative new ways to display huge amounts of information. Airline hubs bring their own cultural mark and advertise their plentiful destination options. Innovative maps depict our busy world with webs of overlapping routes and networks of low-cost city-to-city hopping. But though flying has become more commonplace, Ovenden and Roberts remind us that early air travel was a glamorous affair for good reason. Airline Maps is a celebration of graphic design, cartographic skills and clever marketing, and a visual feast that reminds us to enjoy the journey as much as the destination.

TAKEOFF AT MID-CENTURY

FEDERAL CIVIL AVIATION POLICY IN THE EISENHOWER YEARS, 1953-1961

FLYING MAGAZINE

FLYING MAGAZINE

THE BAND THAT WENT TO WAR

THE ROYAL MARINE BAND IN THE FALKLANDS WAR

Pen and Sword Military The Royal Marines are renowned for their military skill and also for having one of the finest military bands in the world. These highly trained and talented musicians are equally at home parading at Buckingham Palace, playing at the Royal Albert Hall, or on the flight deck of an aircraft carrier in a foreign port. Why then when the Argentines invaded the Falklands in April 1982 did these superb musicians get involved in what became a serious and deadly military campaign? The answer is that, in addition to their musical expertise, the RM Band Service members are trained for military service and fully qualified in a multitude of military and medical skills, providing support to their comrades, the fighting commandos. The Band That Went to War is a graphic first-hand account of the Falklands War as it has never been told before. It describes the roles played by Royal Marine musicians in the conflict; unloading the wounded from helicopters, moving tons of stores and ammunition, burying their dead at sea and guarding and repatriating Argentine prisoners of war. These and other unseen tasks were achieved while still ready to provide morale boosting music to their commando brethren and other frontline troops. These men are not just musicians; they are Royal Marines.

FEDERAL REGISTER

AIR UNIVERSITY LIBRARY INDEX TO MILITARY PERIODICALS

AVIATION NEWS

UNITED STATES CIVIL AIRCRAFT REGISTER

U.S. GOVERNMENT RESEARCH REPORTS

THE THIRD MAN

A HISTORY OF THE AIRLINE CREW COMPLEMENT CONTROVERSY, 1947-1981

This book examines the airline crew complement controversy, which is the idea of whether a plane needs a third cockpit crew member to operate safely.

CHICAGO AVIATION

AN ILLUSTRATED HISTORY

From the dawn of flight, Chicago has played a vital role in the development of aviation. Favored by geography and a superb network of railroads, the Windy City rapidly became the nation's crossroad. Young's richly illustrated history portrays the inventors, entrepreneurs, and aviators who conquered the skies and made Chicago the nation's premier hub for air travel and transport. Aviation's colorful figures come to life as Young recounts tales of the pilots, patrons, and passengers who sparked public interest in the early days of flight. Beginning with Chicago's first aviation event--a balloon ascension on July 4, 1855--Young traces the local personalities and technologies that helped make the dream of flight a

reality. He offers the most complete account to date of pioneer Chicago aviator Octave Chanute, whose series of daring glider experiments led to international attention and a friendship with the Wright brothers, who sought his advice before their landmark flight at Kitty Hawk. The Windy City's golden age of aviation began in 1910, when a group of wealthy flying enthusiasts formed the Aero Club of Illinois. Fascinated audiences flocked to see the club's spectacular aviation shows and to visit Cicero Field, the place where many of America's first aviators learned to fly. Prominent public figures of the day included Harold McCormick, the millionaire patron of early aviation; Charles "Pop" Dickinson, who gained fame as the nation's oldest pilot; and Katherine Stinson, who at Cicero Field became the first woman to perform the loop-the-loop maneuver. Dozens of devastating air crashes over the years fueled America's early fear of flying. Chicago witnessed its share of air tragedies, from the Wingfoot blimp disaster of 1919 that caused the city to consider a ban on flying over its borders to the 1979 crash of a DC-10 jumbo jet at O'Hare that helped doom the career of that airplane. As Young investigates these crashes--as well as the mysterious legend of the "Great Lakes Triangle"--he sheds light on the evolution of airline safety. Aviation progress in a major city inevitably involves the continuous, often contentious, campaign for bigger and better airports. Young analyzes Midway's birth, death, and rebirth as well as the city's decision in the late 1960s to build a new runway at O'Hare, which caused a political furor over noise in the suburbs. At the end of the twentieth century, statewide controversy erupted again over the decision to reconfigure O'Hare, renewing the debate over airport expansion. Engagingly written and strikingly illustrated, Chicago Aviation is the only comprehensive history of the city's crucial contributions to the first century of powered flight.

FLIGHT TO THE TOP OF THE WORLD

THE ADVENTURES OF WALTER WELLMAN

U of Nebraska Press In his day Walter Wellman (1858-1934) was one of America's most famous men. To his contemporaries, he seemed like a character from a Jules Verne novel. He led five expeditions in search of the North Pole, two by dogsled and three by dirigible airship, and in 1910 made the first attempt to cross the Atlantic Ocean by air—which the self-styled expert on aerial warfare saw as a mission of world peace. He endured hardships, cheated death on more than one occasion, and surrounded himself with a team of assistants as eccentric and audacious as he was. In addition to his daring adventures, Wellman became a nationally known political reporter and unofficial spokesman for the McKinley and Roosevelt administrations. He was not the first newspaper-sponsored adventurer, but more than any of his predecessors he turned exploration into a real-time media event, and his reputation both flourished and suffered because of it. Wellman lived during a time of rapid social and technological change, when explorers were racing to fill in the last remaining blank spots on the map and when aviation promised to fulfill humanity's greatest hopes and darkest fears. Flight to the Top of the World is a window into Wellman's time and illuminates many of its dreams and contradictions.