

F 5 Freedom Fighter Manual By Tenyuu Satou

A selection of the Military Book Club. This third edition of the The Partisan's Companion is the last-and-best Red Army manual used to train partisans to fight the Nazi invader. Its usefulness outlived World War II. It was later used to train 0 third-world guerrillas in their wars of national liberation in the 1950s-D 70s and even the Fedayeen guerrillas who fought U.S. and coalition forces in Iraq. Once upon a time, the Boy Scout Manual concentrated almost exclusively on camping, field craft and first aid. The Partisan's Companion adds guns, demolitions, hand-to-hand combat, assorted mayhem and multiple forms of Nazi-bashing. It is like the old Boy Scout Manual on steroids. When Germany invaded the Soviet Union, the Red Army was hard pressed to cope with the 0invincible Wehrmacht. The initial partisan resistance efforts also had problems. No locals were welcome, and the only guerrillas recognized by Moscow were surrounded Red Army units and units of loyal party members who were sent into unfamiliar territory to battle the Nazis. The initial training manual was a reprint from the Russian Civil War, and most of these units were wiped out. Finally the Soviets began recruiting partisans from the local community but with Red Army officers and secret police agents. The partisan effort improved. By the end of 1942, it was obvious that Germany was losing the war. The partisan ranks grew as did the training requirements for the partisan commanders. The 1942 edition of the Partisan's Companion helped quickly train new guerrillas to a common standard. Besides field craft, it covers partisan tactics, German counter-guerrilla tactics, demolitions, German and Soviet weapons, scouting, camouflage, anti-tank warfare and anti-aircraft defense for squad and platoon-level instruction. It contains the Soviet lessons of two bitter years of war and provides a good look at the tactics and training of a mature partisan force. The partisans moved and lived clandestinely, harassed the enemy, and supported the Red Army through reconnaissance and attacks on the German supply lines. They were also the agents of Soviet power and vengeance in the occupied regions. Soviet historians credit the partisans with tying down ten percent of the German army and with killing almost a million enemy soldiers. They clearly frustrated German logistics and forced the Germans to periodically sideline divisions to hunt the partisans. The partisans, and this third edition, were clearly part of the eventual Soviet victory over Germany. Les Grau is a retired US Army officer who fought guerrillas in South Vietnam and left on a stretcher. Consequently, his appreciation for guerrilla tactics came early in his career. The Army later taught him Russian, and his tours of duty included frequent trips to the Soviet Union and elsewhere. He has is the author of three books on the Soviet-Afghan War, including The Other Side of the Mountain: Mujahideen Tactics in the Soviet-Afghan War (with Ali Jalali), Mike (Misha) Gress grew up in the wilds of Siberia where everyone's dad, including his own, was a veteran of the fight against the Nazis. He joined the Soviet Army and served in the infantry (motorized rifle) forces, and afterward produced The Soviet-Afghan War: How a Superpower Fought and Lost with Les Grau.

I scanned the original manual at 600 dpi.

A world list of books in the English language.

Bibliographic Guide to Latin American Studies

Air Defense Artillery

G-Force: Flying the World's Greatest Aircraft

First Hand Accounts from the Pilots who Flew Them in Action

Adventures of a Cold War Fast-Jet Navigator

India A "Spy" Guide - Strategic Information and Developments

Annotation. "Tactical bombing", Gen. Jimmy Doolittle reportedly observed, "is breaking the milk bottle. Strategic bombing is killing the cow". Most nations have historically chosen between building tactical and strategic air forces; rarely has a state given equal weight to both. The advantages of tactical air power are obvious today as small wars and petty tyrants bedevil us, but in a Cold War world split between continental superpowers, strategic bombing took precedence, with calamitous consequences. In the 1960s, the U.S. Air Force lacked the equipment and properly trained pilots to assure air superiority because the Tactical Air Command (TAC) had become little more than a handmaiden to the Strategic Air Command (SAC). TAC focused primarily on the interdiction of enemy bombers and virtually ignored its other responsibilities. Its aircraft were designed to shoot at large, lumbering bombers and not to engage in dog fights with highly maneuverable MiGs. Hannah shows how a tactical air force that won a victory in World War II deteriorated into a second-rate force flying aging aircraft during the early years of the Cold War, recovered briefly over Korea, then slid into obsolescence during the 1950s. His explanation of why America's fighter aircraft did not work in Vietnam is instructive and unsettling. Hannah explains how TAC struggled through the war in Vietnam to emerge in the 1970s as the best tactical air force in the world. He side-steps politics and inter-service rivalries to focus on the nuts and bolts of tactical air power. The result is a factual, informative account of how an air force first loses its way then finds its mission again.

"A fascinating, timely, and often disturbing history of how underground do-it-yourself weapons manuals have influenced violent radicalism, and how the state has responded"--

West's Federal Practice Digest

The Partizan's Handbook, Updated and Revised Edition 1942

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Flying Wings & Radical Things

How the CIA and NSA Hoodwink Congress and the People

The Tactical Air Command in Vietnam

This manual is the text for your training as a P-38 pilot. The Air Forces' most experienced training and supervisory personnel have collaborated to make it a complete exposition of what your duties as a pilot are, how each duty will be performed, and why it must be performed in the manner prescribed. The techniques and procedures described in this book are standard and mandatory. In this respect the manual serves the dual purpose of a training checklist and a working handbook. Use it to make sure that you learn everything described herein. Use it to study and review the essential facts concerning everything taught. Such additional self-study and review will not only advance your training, but will alleviate the burden of your already overburdened instructors. This training manual does not replace the Technical Orders for the airplane, which will always be your primary source of information concerning the P-38 so long as you fly it. This is essentially the textbook of the P-38. Used properly, it will enable you to utilize the pertinent Technical Orders to even greater advantage.

The Other Kind of Funnies refutes the mainstream American cultural assumption that comics have little to do with technical communication-that the former are entertaining (in a low-brow sense) and juvenile, whereas the latter is practical and serious (to the point of stuffiness). The first of its kind, this book demonstrates the exciting possibilities of using comics in technical communication. It defines comics as a medium and art form that includes cartoons, comic strips, comic books, and graphic novels; provides conceptual and historical backgrounds on comics; and discusses the appeals and challenges of using comics-style technical communication. More specifically, it examines comics-style instructions, educational materials, health/risk communication, and political/propaganda communication. The author argues that comics-style technical communication encourages reader participation, produces covert persuasion, facilitates intercultural communication, benefits underprivileged audiences such as children and readers of lower literacy, and challenges the positivist view of technical communication. An abundance of comics-style technical communication examples, carefully selected from across cultures and times, demonstrates the argument. While the book proposes that comics can create user-friendly, visually oriented, engaging, and socially responsible technical communication, it is also quick to acknowledge the limitations and challenges of comics-style technical communication and provides heuristics on how to cope with them. The Other Kind of Funnies is unique in its interdisciplinary approach. It focuses on technical communication but speaks to design, cultural and intercultural studies, historical studies, and to some extent, education, politics, and art.

From the mid-1960s until the end of the Cold War, the United States Air Force acquired and flew Russian-made MiG jets, eventually creating a secret squadron dedicated to exposing American fighter pilots to enemy MiGs. In this program, MiGs were secretly acquired and made air-worthy, before selected ace pilots were trained to fly the assets as they were flown by America's enemies. This book tells the fascinating story of the Red Eagles, using recently declassified information and firsthand accounts from the pilots who took part in the program.

FM 44-30 VISUAL AIRCRAFT RECOGNITION

Visual Aircraft Recognition

Aerospace Historian

Coded Messages

Comics in Technical Communication

Popular Weapons Manuals and Their Historic Challenges to a Democratic Society

In Contrails over the Mojave George Marrett takes off where Tom Wolfe's The Right Stuff ended in 1963. Marrett started the Air Force Test Pilot School at Edwards AFB only two weeks after the school's commander, Col. Chuck Yeager, ejected from a Lockheed NF-104 trying to set a world altitude record. He describes life as a space cadet experiencing 15 Gs in a human centrifuge, zero-G maneuvers in a KC-135 "Vomit Comet," and a flight to 80,000 feet in the F-104A Starfighter. After graduating from Yeager's "Charm School," he was assigned to the Fighter Branch of Flight Test Operations, where he flew the latest fighter aircraft and chased other test aircraft as they set world speed and altitude records. Marrett takes readers into the cockpit as he "goes vertical" in a T-38 Talon, completes high-G maneuvers in an F-4C Phantom, and conducts wet-runway landing tests in the accident-prone F-111A Aardvark. He writes about Col. "Silver Fox" Stephens setting a world speed record in the YF-12 Blackbird and Bub Gilliland testing speed stalls in the SR-71 spy plane, but he also relives stories of crashes that killed test pilot friends. He recounts dead-sticking a F-38 to a landing on Rogers Dry Lake after a twin-engine failure and conducting dangerous tail hook barrier testing in a fighter jet without a canopy. A mysterious UFO sighting in the night sky above the Mojave Desert, known as "The Edwards Encounter," also receives Marrett's attention. Whether the author is assessing a new aircraft's performance or describing the experiences of test pilots as they routinely faced the possibility of death, this look at the golden age of flight testing both thrills and informs.

Read what military pilots have to say about flying some of the most incredible fighting aircraft ever built. "It's like a \$20 million strap on carnival ride," - AH-64 Apache Pilot "I had high expectations, and it's beat eery one of those. The whole jet is awesome." - F/A-18F Super Hornet pilot. The role of the pilot has changed hugely in the last sixty years of military aviation. Jet pilots in the 1960s, flying types such as the Harrier and F-102, would have spent a huge portion of their concentration just keeping the aircraft under control. That left little spare mental capacity to locate and engage the enemy. Today, the opposite is true. Computers have made flying so simple that it is now considered very easy to fly the SAAB Gripen or Lockheed Martin F-35 Lightning II, allowing the pilot to focus fully on his or her mission. G-Force Flying the World's Greatest Aircraft is a celebration of the experience of flying some of aviation's most spectacular, powerful, and dangerous machines, from early jet fighters such as the F-86 Sabre and MiG-15 to today's F-22 Raptor and Eurofighter Typhoon. Packed with first-hand interviews with test and combat pilots from the world's air forces, and illustrated with extensively researched and striking imagery, G-Force Flying the World's Greatest Aircraft is thrilling ride alongside the pilots who fly the aircraft every day. Features first-hand accounts of combats over the MiG-15, endurace missions in the B-2, and bombing frag targets in the Tornado, this book puts the reader directly in the pilot's seat, and will appeal to aviation enthusiasts of all ages.

To build a firm foundation [for the readers'] aerospace education and start [them on their] trek through space, [the authors] have developed this textbook.... It contains the basic information [the readers] need to start on [their] journey. -Intro.

The Cumulative Book Index

Defense Integrated Data System

Airframe and Powerplant Mechanics Powerplant Handbook

War Department Technical Manual

The Buccaneer Years

Canadian Mig Flights

This book is a collection of "there I was" stories highlighting the experiences of Canadian Forces pilots who have had the opportunity of a lifetime to fly in the combat aircraft operated by former adversaries. Technical descriptions of key Soviet-built fighter jets such as the MiG-15, MiG-21, MiG-23, MiG-25, MiG-29, Sukhoi Su-22 and Su-27 are included for general reference. The Canadian Fighter pilots mentioned in the story have generously provided their observations and comments on their specific experiences of flight in aircraft such as the MiG-29 (NATO codenamed Fulcrum), Sukhoi Su-22 (codenamed Fitter) and Su-27 (codenamed Flanker), both in Canada and overseas. The stories as told first hand by the pilots who contributed them should provide interesting reading for aviation enthusiasts of all ages. An Annex listing aircraft known to have been brought to the West by defecting pilots since 1949 is also included. The Annex briefly describes pilots and aircraft and the circumstances that brought the various defectors to the west, including the MiG-15 flown to South Korea by Lieutenant No Kum-Sok and the MiG-25 flown to Japan by Lieutenant Viktor Belenko. Brief details of Soviet-built aircraft later flown in NATO opposition force flight test programs are also included.

2011 Updated Reprint. Updated Annually. Global National Intelligence and Security Agencies Handbook

This manual is primarily a ready reference to assist the ground observer in aircraft recognition and identification. It provides information on current operational aircraft of the United States and foreign countries, which may be observed worldwide in the combat area. It can be used as source material for personnel conducting unit training in visual aircraft recognition. The procedures in this publication apply throughout the US Army. The data is based on the best information available at the time of publication; however, it is not all-inclusive because of some classification guidelines. This publication, by nature, has a built-in time lag, and some aircraft may still be under development or classified at the time of writing, but may be fielded or unclassified at, or after, publication.

Northrop's Secret Aerospace Projects & Concepts 1939-1994

Psychological Operations in Guerrilla Warfare

Short Range Air Defense Artillery Missile Crewman

A Manual Stand-By Control System For Tactical Fighter Aircraft Through the Use of An Asymmetric Thrust Reverser

Reflections on USAF Strategic Attack Theory and Doctrine : the Post-World War II Experience

The Golden Age of Jet Flight Testing at Edwards Air Force Base

Come to think of it, we all know the CIA is the organization responsible for hands-on international subterfuge, assassinations, and regime change. But if covert activities are their brief, who is in charge of data collection? What is the real intelligence agency of the United States? Brilliant inventions and breakthroughs in the science and the art of intelligence gathering and data encryption/decryption are presented and explained, with illustrations from the US Civil War to World War II and beyond, including the early achievements of Ms. Aggie Meyer Driscoll and other talented professionals. The author shows when, and why, the NSA was formed, in full realization that it was in breach of the US Constitution; and then he shows why this obsession with secrecy is no longer valid but endangers personal liberties in the Internet age. Phil Zimmermann's PGP-1 and its source code were distributed freely on the Internet in 1991. This led to the development of session keys and other modern encryption devices that enable eCommerce and other essentials of 21st-century life; and the old systems of encryption were rendered obsolete. McAvoy shows that all the codebooks, clever teams of linguists and mathematicians, and computer banks in the world will never be able to crack today's encrypted messages. (Let's hope he's right.) Now the NSA's most valuable role, says McAvoy, has shifted from communications intelligence to HUMINT. They are well equipped for their new emphasis in human intelligence by having been out of the limelight since their inception. This analysis is entwined with memoirs of an eccentric and engaging West Virginia boy who knows how to tell a good story. A near flunk-out who went from amateur radio operator to co-inventor of new communications technologies, he quickly became a valued contributor to US defense efforts as life whisked him from Monterey to MIT to Berlin. To our knowledge, no NSA employee or former employee has written a book or so much as given an interview exploring the role of the National Security Agency, whose budget, twice that of the CIA and FBI combined, is hidden somewhere in the Department of Defense numbers and whose activities are not discussed, despite Constitutional provisions. The author also emphasizes the lack of awareness of the limitations provided by the Fourth Amendment on the part of those responsible for abiding by its provisions, and lists some of the CIA's most aggressive international interventions that belie Americans' cherished view of their peace-loving, law-abiding nation.

Presents a comprehensive look at the evolution of strategic air attack theory and doctrine over the years.

Department of Defense Provisioning and Other Preprocurement Screening ManualAviator's Recognition ManualTri-option Controller Reference Aircraft ManualA Manual Stand-By Control System For Tactical Fighter Aircraft Through the Use of An Asymmetric Thrust Reverser

Soldier's Commander's Manual

Contrails Over the Mojave

America's Secret MiGs

Air & Space Smithsonian

The Wrong Hands

Violencia política y respuestas desde la sociedad y desde el estado

David Herriot served almost 40 years in the Royal Air Force as a navigator, first on the Buccaneer S2 and subsequently on the Tornado GR1. This volume recounts his early career operating the Buccaneer on three operational flying tours plus a tour as an instructor on the Operational Conversion Unit. With almost 2500 hours on an aircraft that was operated at high-speed, in all weathers and at ultra low-level, his task in the rear seat was a demanding one. But Herriot was more than just the guy in the back of a Buccaneer; he was, quite routinely, and often to the exasperation of his seniors, the life and soul of any party that was taking place either at home base or when overseas defending the flanks of NATO.This is an epic adventure for the aviation enthusiast, particularly those with affection for the Blackburn Buccaneer, and is one that provides a great deal more than the usual introduction to a specific aircraft type and the people who flew it. Here the reader will find an absolute insight into life on a fast jet squadron, at work and mischievous play during the Cold War and they will be introduced to some of the modern Royal Air Forces greatest characters.

A companion to the ten-part documentary series outlines provocative arguments against official American historical records to reveal the origins of conservatism and the obstacles to progressive change.

An asymmetric thrust reverser is evaluated for use as a manual stand-by control system for a tactical fighter aircraft which has lost hydraulic pressure. The aircraft evaluated is an F-5 with its stabilizer locked in the vicinity of the trim position. The thrust reverser, located in the ejector section of the engine, is then used as the primary pitch control device. Part of the engine thrust is deflected by one of the thrust reverser doors, which in turn generates a pitching moment on the aircraft. A three degree of freedom longitudinal analog simulation of this F-5 is flown to determine the effect of the thrust reverser as a control. Two cases are covered: (1) Flight near Mach 0.88 and 20,000 ft. altitude; (2) Approach and landing. (Author).

Subject Guide to Children's Books In Print, 1989-1990

Striving for Air Superiority

Subject Guide to Children's Books in Print

Aviator's Recognition Manual

Tri-option Controller Reference Aircraft Manual

Department of Defense Provisioning and Other Preprocurement Screening Manual

John K. "Jack" Northrop and the company he founded in 1939, Northrop Aircraft, Inc., will be forever linked with the giant futuristic Flying Wings of the 1940s. But those iconic designs were not the only ideas to spring from the mind of this pioneering visionary and the innovative engineers who followed him. Many piston-powered and turbojet concepts, both conventional and radical in shape and purpose, were proposed and developed over the company's proud fifty-five year history. This book unveils Northrop's once-secret radical designs, many to the first time, with never-before-published drawings, models, and photos of such novel concepts as a ship-based vertical take-off and landing fighter, a supersonic intercontinental cruise missile, a rocket boosted jet spaceplane trainer, and a radical combination truck/aircraft cargo vehicle. Much of this material has only recently been declassified. Here for the first time is the untold story of Northrop's rare, unique, and formerly super-secret aircraft and spacecraft of the future. Featuring stunning original factory artwork, technical drawings, and never-before-seen photographs, this book shows an amazing array of radical high-performance aircraft concepts from Jack Northrop and his team of brilliant and innovative engineers.

"Psychological Operations in Guerrilla Warfare" by Tayaacn (translated by Joanne Orangi). Published by Good Press. Good Press publishes a wide range of titles that encompasses every genre. From well-known classics & literary fiction and non-fiction to forgotten - or yet undiscovered gems - of world literature, we issue the books that need to be read. Each Good Press edition has been meticulously edited and formatted to boost readability for all e-readers and devices. Our goal is to produce eBooks that are user-friendly and accessible to everyone in a high-quality digital format.

Plotting a True Course

Black Americans in Aviation

Pilot Training Manual for the Lightning P-38

India A "Spy" Guide Volume 1 Strategic Information, Intelligence, National Security

DIDS Procedures Manual

The Untold History of the United States