

Chapter 1 : I Dream Of Jeannie: Then, Now, and Fun Facts About the Show - Page 2 of 71

First Flight is available in 4 levels to correspond to reading development. Level 1 - Preschool-Grade 1 Large type, repetition of simple concepts that are perfect for reading aloud, easy vocabulary and endearing characters in short simple stories for the earliest reader.

Bosak, has inspired many great classroom lesson plans, including the one paraphrased below. You might preface this lesson by sharing the book *Something to Remember Me By*. The Lesson Idea Much has changed in recent decades. The lives that our students lead are far different from the life that the older adults, including grandparents, in their lives led. Invite your students to keep track of and write down some of the things they do on a "typical day. When do you have breakfast? What do you do after breakfast? When do you go to school? When is recess and lunch? When does school end? When do you eat dinner? When do you go to bed? Make a list of the typical things you do in school, the activities or sports you participate in, the things you do for fun, and the chores you have to do at home. Then have students think and write about the similarities and differences in the daily schedules. Students might use a Venn diagram to organize their thoughts. They should label one circle with their own name and the other with the name of the grandparent or older adult. Things that are the same for both the student and the adult will appear in the central overlapped part of the diagram. About *Something to Remember Me By* This story about love and legacies across generations begins as a little girl and her grandmother spend special times together filled with "big warm smiles, and warm snuggly hugs. As the years pass, grandmother and granddaughter share many gifts as the keepsakes fill a cedar chest with memories. It becomes clear that one gift is most precious of all -- the gift of love. This heartwarming story is beautifully complemented by the richly-detailed, golden watercolor illustrations of award-winning artist Laurie McGaw. As a gift or a resource, *Something to Remember Me By* is a book that leaves a lump in your throat and a smile on your face. For ideas for integrating the book into your classroom lessons, you might take a look at the [Start With the Story Web page](#). Assessment Each student might write a paragraph or brief essay in which they compare a typical day in their own life to a typical childhood day in the life of the grandparent or senior adult with whom they talked.

Chapter 2 : North American P Mustang - Wikipedia

From to , The CW's "The Vampire Diaries" was a fan-favorite show. The series led Nina Dobrev, Paul Wesley, and Ian Somerhalder to become well-known actors during a time when vampire-based.

On the production Mustang Mk Is, the frameless windscreen was replaced with a three-piece unit that incorporated a bullet-resistant windscreen. At the time, the choice was very limited, as no U. The Curtiss-Wright plant was running at capacity, so Ps were in short supply. Kindelberger said NAA could have a better aircraft with the same Allison V engine in the air sooner than establishing a production line for the P. The Commission stipulated armament of four. These airfoils generated very low drag at high speeds. Later [21] they discovered that, after much development, the cooling assembly could take advantage of the "Meredith effect", in which heated air exited the radiator with a slight amount of jet thrust. It was armed with four. During the amphibious Dieppe Raid on the French coast 19 August, four British and Canadian Mustang squadrons, including 26 Squadron, saw action covering the assault on the ground. By "â€", British Mustangs were used extensively to seek out V-1 flying bomb sites. The last RAF Mustangs were retired from service in . Another school of thought favored a heavily up-armed "gunship" conversion of a strategic bomber. At first, because of the limited scale of operations, no conclusive evidence showed American doctrine was failing. German daytime fighter efforts were, at that time, focused on the Eastern Front and several other distant locations. Initial efforts by the 8th met limited and unorganized resistance, but with every mission, the Luftwaffe moved more aircraft to the west and quickly improved their battle direction. Losses were so severe that long-range missions were called off for a time until an effective escort could be found. It used a common, reliable engine and had internal space for a large fuel load. With external fuel tanks, it could accompany the bombers from England to Germany and back. PD on the Inglewood assembly line At the same time, the possibility of combining the P airframe with the US license-built Packard version of the Merlin engine was being explored on the other side of the Atlantic. Bomber escort defences were initially layered, using the shorter-range Ps and Ps to escort the bombers during the initial stages of the raid before handing over to the Ps when they were forced to turn for home. This provided continuous coverage during the raid. The Mustang was so clearly superior to earlier US designs that the 8th Air Force began to steadily switch its fighter groups to the Mustang, first swapping arriving P groups to the 9th Air Force in exchange for those that were using Ps, then gradually converting its Thunderbolt and Lightning groups. By the end of , 14 of its 15 groups flew the Mustang. The Messerschmitt Bf had comparable performance at high altitudes, but its lightweight airframe was even more greatly affected by increases in armament. Lester At the start of , Major General James Doolittle , the new commander of the 8th Air Force, ordered many fighter pilots to stop flying in formation with the bombers and instead attack the Luftwaffe wherever it could be found. The aim was to achieve air supremacy. Mustang groups were sent far ahead of the bombers in a "fighter sweep" in order to intercept attacking German fighters. The Luftwaffe answered with the Gefechtsverband "battle formation". This consisted of a Sturmgruppe of heavily armed and armored Fw As escorted by two Begleitgruppen of Messerschmitt Bf s , whose task was to keep the Mustangs away from the Fw As attacking the bombers. This strategy proved to be problematic, as the large German formation took a long time to assemble and was difficult to maneuver. It was often intercepted by the P "fighter sweeps" before it could attack the bombers. Air Force checks ammunition belts of the. Beginning in late February , 8th Air Force fighter units began systematic strafing attacks on German airfields with increasing frequency and intensity throughout the spring, with the objective of gaining air supremacy over the Normandy battlefield. In general these were conducted by units returning from escort missions but, beginning in March, many groups also were assigned airfield attacks instead of bomber support. As a result, the fighter threat to US, and later British, bombers was greatly diminished by July The RAF, long proponents of night bombing for protection, were able to reopen daylight bombing in as a result of the crippling of the Luftwaffe fighter arm. As the efficacy of these missions increased, the number of fighters at the German airbases fell to the point where they were no longer considered worthwhile targets. On 21 May, targets were expanded to include railways, locomotives , and

rolling stock used by the Germans to transport materiel and troops, in missions dubbed "Chattanooga". Drew flew this aircraft in the autumn and shot down six German aircraft, including two jet-powered Me 262s in a single mission. Given the overwhelming Allied air superiority, the Luftwaffe put its effort into the development of aircraft of such high performance that they could operate with impunity, but which also made bomber attack much more difficult, merely from the flight velocities they achieved. Foremost among these were the Messerschmitt Me 163 point-defense rocket interceptors, which started their operations with JG 7 near the end of July, and the longer-endurance Messerschmitt Me 262 jet fighter, first flying with the Gruppe 1-strength Kommando Nowotny unit by the end of September. In action, the Me 262 proved to be more dangerous to the Luftwaffe than to the Allies, and was never a serious threat. The Me 262 was a serious threat, but attacks on their airfields neutralized them. The pioneering Junkers Jumo axial-flow jet engines of the Me 262s needed careful nursing by their pilots, and these aircraft were particularly vulnerable during takeoff and landing. Chuck Yeager of the 48th Fighter Group was one of the first American pilots to shoot down an Me 262, which he caught during its landing approach. On 7 October, Lt. Drew of the 48th Fighter Group shot down two Me 262s that were taking off, while on the same day Lt. Hubert Zemke, who had transferred to the Mustang-equipped 48th Fighter Group, shot down what he thought was a Bf 109, only to have his gun camera film reveal that it may have been an Me 262. Losses were about 2, aircraft. This included 1 claimed in aerial combat and on the ground. Freddy was shot down and killed by friendly fire on Christmas Day during the Battle of the Bulge. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. These Mustangs were provided to the 3rd, 4th, and 5th Fighter Groups and used to attack Japanese targets in occupied areas of China. The first P-51s were deployed in the Far East later in 1945, operating in close-support and escort missions, as well as tactical photo reconnaissance. As the war in Europe wound down, the P-51 became more common; eventually, with the capture of Iwo Jima, it was able to be used as a bomber escort during Boeing B-29 Superfortress missions against the Japanese homeland. Captured Enemy Aircraft Flight Capt. It was also the best American dogfighter. But the laminar-flow wing fitted to the Mustang could be a little tricky. It could not by any means out-turn a Spitfire. It had a good rate-of-roll, better than the Spitfire, so I would say the plusses to the Spitfire and the Mustang just about equate. The airplane is very maneuverable with good controllability at indicated speeds up to 400 MPH [sic]. The stability about all axes is good and the rate of roll is excellent; however, the radius of turn is fairly large for a fighter. The cockpit layout is excellent, but visibility is poor on the ground and only fair in level flight. Their turn rate was about the same. The P-51 was faster than us, but our munitions and cannon were better. It was fast, maneuverable, hard to see, and difficult to identify because it resembled the Me 262. In the aftermath of World War II, the USAAF consolidated much of its wartime combat force and selected the P-51 as a "standard" piston-engined fighter, while other types, such as the P-47 and P-40, were withdrawn or given substantially reduced roles. As the more advanced P-51 and P-51 jet fighters were introduced, the P-51 was also relegated to secondary duties. In 1948, the designation P-51 for pursuit was changed to F-51 for fighter and the existing F-51 designator for photographic reconnaissance aircraft was dropped because of a new designation scheme throughout the USAF. They remained in service from 1945 through 1958. An F-51 Mustang, laden with bombs and rockets, taxis through a puddle at an airbase in Korea. From the start of the Korean War, the Mustang once again proved useful. The F-51 was used for ground attack, fitted with rockets and bombs, and photo reconnaissance, rather than being as interceptors or "pure" fighters. After the first North Korean invasion, USAF units were forced to fly from bases in Japan and the FDs, with their long range and endurance, could attack targets in Korea that short-ranged F-51 jets could not. Because of the vulnerable liquid cooling system, however, the F-51s sustained heavy losses to ground fire. The Mustangs were replaced by Gloster Meteor F8s in 1953. The rights to the Mustang design were purchased from North American by the Cavalier Aircraft Corporation, which attempted to market the surplus Mustang aircraft in the U.S. These aircraft were remanufactured from existing original FD airframes fitted with new V-8 engines, a new radio, tall FH-type vertical tails, and a stronger wing that could carry six 50-cal. They all had an original FD-type canopy, but carried a second seat for an observer behind the pilot. One additional Mustang was a two-seat, dual-control TFD with an enlarged canopy and only four wing guns. This aircraft was so successful that the Army ordered two FDs from Cavalier in for use at Fort Rucker as chase planes. They were assigned the serials 44-1000 and 44-1001. These F-

had wingtip fuel tanks and were unarmed. Following the end of the Cheyenne program, these two chase aircraft were used for other projects. The F was adopted by many foreign air forces and continued to be an effective fighter into the mids with smaller air arms. The last Mustang ever downed in battle occurred during Operation Power Pack in the Dominican Republic in , with the last aircraft finally being retired by the Dominican Air Force in . Several other Australian or Pacific-based squadrons converted to either CAC-built Mustangs or to imported PKs from July , having been equipped with Ps or Boomerangs for wartime service; these units were: The last Mustangs were retired from these units in when CAF units adopted a nonflying role. The Mustangs were declared obsolete in , but a number of special-duty versions served on into the early s. The Nationalists retreated to Taiwan in

Chapter 3 : First look: Watch the V Valor reach 80 knots in flight tests

Subscribe: www.nxgvision.com Henry Danger Then and Now: www.nxgvision.com Big Time Rush Then and Now: www.nxgvision.com Nicky.

The blurb barely hints at football being a Big Thing and the cover It says arty soliloquies and midnight cupcake snacks. Because lists are awesome. They were so dimensional and This is about football. They were so dimensional and complex! And there are an enormous host of them. But somehow, in just a few words, the author wrote them all exquisitely and interestingly!? So GO for having zero character cliches in this book. Kind of in need of protection? Kind of more capable than everyone gave him credit for?! Most books I read seem to head for the whimsical or hilarious zone -- this was neither. So huzzah for refreshing. Do you know how awkward it is to read several pages before working this out? Did I mention that?!?! The actual story line just She had no goals. She has no hobbies. I am an emphatic hobby-person, clearly. She just needed a boyfriend? Although there was a particular description of french onion dip and chips that had me pausing and considering if I could fold myself into teh book and partake to wake me up. It was a sweet story and I enjoyed it!

Chapter 4 : The Cast of The Waltons: Then and Now | DailyDisclosure

NBC's publicity department staged a fake wedding for Eden and Hagman exactly one week before the wedding episode was set to air. They invited TV writers from around the country to attend the wedding at the Officers' Club at Patrick Air Force Base.

On 19 October, the Montgolfiers launched the first manned flight, a tethered balloon with humans on board, at the Folie Tiron in Paris. On 21 November, the Montgolfiers launched the first free flight with human passengers. On 1 December, Jacques Charles and the Nicolas-Louis Robert launched their manned hydrogen balloon from the Jardin des Tuileries in Paris, as a crowd of , witnessed. After Robert alighted Charles decided to ascend alone. Ballooning became a major "rage" in Europe in the late 18th century, providing the first detailed understanding of the relationship between altitude and the atmosphere. The young Ferdinand von Zeppelin first flew as a balloon passenger with the Union Army of the Potomac in . In the early s ballooning was a popular sport in Britain. These privately owned balloons usually used coal gas as the lifting gas. This has half the lifting power of hydrogen so the balloons had to be larger, however coal gas was far more readily available and the local gas works sometimes provided a special lightweight formula for ballooning events. Airships were originally called "dirigible balloons" and are still sometimes called dirigibles today. Work on developing a steerable or dirigible balloon continued sporadically throughout the 19th century. Another advance was made in , when the first fully controllable free-flight was made in a French Army electric-powered airship, La France , by Charles Renard and Arthur Krebs. However, these aircraft were generally short-lived and extremely frail. Routine, controlled flights would not occur until the advent of the internal combustion engine see below. The first aircraft to make routine controlled flights were non-rigid airships sometimes called "blimps". The most successful early pioneering pilot of this type of aircraft was the Brazilian Alberto Santos-Dumont who effectively combined a balloon with an internal combustion engine. Santos-Dumont went on to design and build several aircraft. At the same time that non-rigid airships were starting to have some success, the first successful rigid airships were also being developed. These would be far more capable than fixed-wing aircraft in terms of pure cargo carrying capacity for decades. Rigid airship design and advancement was pioneered by the German count Ferdinand von Zeppelin. Construction of the first Zeppelin airship began in in a floating assembly hall on Lake Constance in the Bay of Manzell, Friedrichshafen. This was intended to ease the starting procedure, as the hall could easily be aligned with the wind. Its first flight, on July 2, , lasted for only 18 minutes, as LZ 1 was forced to land on the lake after the winding mechanism for the balancing weight had broken. It would be several years before the Count was able to raise enough funds for another try. Although airships were used in both World War I and II, and continue on a limited basis to this day, their development has been largely overshadowed by heavier-than-air craft. Heavier than air[edit] Main article: This flying machine consisted of a light frame covered with strong canvas and provided with two large oars or wings moving on a horizontal axis, arranged so that the upstroke met with no resistance while the downstroke provided lifting power. Swedenborg knew that the machine would not fly, but suggested it as a start and was confident that the problem would be solved. The science of mechanics might perhaps suggest a means, namely, a strong spiral spring. If these advantages and requisites are observed, perhaps in time to come some one might know how better to utilize our sketch and cause some addition to be made so as to accomplish that which we can only suggest. Yet there are sufficient proofs and examples from nature that such flights can take place without danger, although when the first trials are made you may have to pay for the experience, and not mind an arm or leg. The 19th century[edit] Throughout the 19th century, tower jumping was replaced by the equally fatal but equally popular balloon jumping as a way to demonstrate the continued uselessness of man-power and flapping wings. Meanwhile, the scientific study of heavier-than-air flight began in earnest. Sir George Cayley and the first modern aircraft[edit] Sir George Cayley was first called the "father of the aeroplane" in . Among his many achievements, his most important contributions to aeronautics include: Clarifying our ideas and laying down the principles of heavier-than-air flight. Reaching a scientific understanding of the principles of bird flight. Conducting scientific aerodynamic

experiments demonstrating drag and streamlining, movement of the centre of pressure, and the increase in lift from curving the wing surface. Defining the modern aeroplane configuration comprising a fixed wing, fuselage and tail assembly. Demonstrations of manned, gliding flight. Setting out the principles of power-to-weight ratio in sustaining flight. In he set down the concept of the modern aeroplane as a fixed-wing flying machine with separate systems for lift, propulsion, and control. He also identified and described the importance of the cambered aerofoil, dihedral, diagonal bracing and drag reduction, and contributed to the understanding and design of ornithopters and parachutes. In he had progressed far enough to construct a glider in the form of a triplane large and safe enough to carry a child. A local boy was chosen but his name is not known. Minor inventions included the rubber-powered motor, [citation needed] which provided a reliable power source for research models. By he had even re-invented the wheel, devising the tension-spoked wheel in which all compression loads are carried by the rim, allowing a lightweight undercarriage. Although only a design, it was the first in history for a propeller-driven fixed-wing aircraft. Employing two contra-rotating propellers on the first attempt, made indoors, the machine flew ten feet before becoming destabilised, damaging the craft. The second attempt was more successful, the machine leaving a guide wire to fly freely, achieving some thirty yards of straight and level powered flight. To test his ideas, from he had constructed several gliders, both manned and unmanned, and with up to five stacked wings. He realised that long, thin wings are better than bat-like ones because they have more leading edge for their area. Today this relationship is known as the aspect ratio of a wing. The latter part of the 19th century became a period of intense study, characterized by the "gentleman scientists" who represented most research efforts until the 20th century. Among them was the British scientist-philosopher and inventor Matthew Piers Watt Boulton, who studied lateral flight control and was the first to patent an aileron control system in . Meanwhile, the British advances had galvanised French researchers. Developing his ideas with a model powered first by clockwork and later by steam, he eventually achieved a short hop with a full-size manned craft in . It achieved lift-off under its own power after launching from a ramp, glided for a short time and returned safely to the ground, making it the first successful powered glide in history. He reportedly achieved a height of meters, over a distance of meters. The planophore also had longitudinal stability, being trimmed such that the tailplane was set at a smaller angle of incidence than the wings, an original and important contribution to the theory of aeronautics. A tailless monoplane with a single vertical fin and twin tractor propellers, it also featured hinged rear elevator and rudder surfaces, retractable undercarriage and a fully enclosed, instrumented cockpit. The Aeroplane of Victor Tatin, . It was powered by compressed air. Flown tethered to a pole, this was the first model to take off under its own power. It was intended as a test rig to investigate aerodynamic lift: Completed in , on its third run it broke from the rail, became airborne for about yards at two to three feet of altitude [50] and was badly damaged upon falling back to the ground. It was subsequently repaired, but Maxim abandoned his experiments shortly afterwards. In the last decade or so of the 19th century, a number of key figures were refining and defining the modern aeroplane. Lacking a suitable engine, aircraft work focused on stability and control in gliding flight. In Biot constructed a bird-like glider with the help of Massia and flew in it briefly. The Englishman Horatio Phillips made key contributions to aerodynamics. He conducted extensive wind tunnel research on aerofoil sections, proving the principles of aerodynamic lift foreseen by Cayley and Wenham. His findings underpin all modern aerofoil design. Otto Lilienthal, May 29, . He also produced a series of hang gliders, including bat-wing, monoplane and biplane forms, such as the Derwitzer Glider and Normal soaring apparatus. Starting in he became the first person to make controlled untethered glides routinely, and the first to be photographed flying a heavier-than-air machine, stimulating interest around the world. He rigorously documented his work, including photographs, and for this reason is one of the best known of the early pioneers. Lilienthal made over 2, glides until his death in from injuries sustained in a glider crash. Picking up where Lilienthal left off, Octave Chanute took up aircraft design after an early retirement, and funded the development of several gliders. In the summer of his team flew several of their designs eventually deciding that the best was a biplane design. Like Lilienthal, he documented and photographed his work. In Britain Percy Pilcher, who had worked for Maxim, built and successfully flew several gliders during the mid to late s. The invention of the box kite during this period by the Australian Lawrence Hargrave would

lead to the development of the practical biplane. In Hargrave linked four of his kites together, added a sling seat, and flew 16 feet 4. In he published Experiments in Aerodynamics detailing his research, and then turned to building his designs. He hoped to achieve automatic aerodynamic stability, so he gave little consideration to in-flight control. It was launched from a spring-actuated catapult mounted on top of a houseboat on the Potomac River near Quantico, Virginia. On both occasions the Aerodrome No. On November 28, , another successful flight was made with the Aerodrome No. So little remained of the original aircraft that it was given a new designation. With the successes of the Aerodrome No. Spurred by the Spanishâ€™American War , the U. With the basic design apparently successfully tested, he then turned to the problem of a suitable engine. Now with both power and a design, Langley put the two together with great hopes. To his dismay, the resulting aircraft proved to be too fragile. Simply scaling up the original small models resulted in a design that was too weak to hold itself together. Two launches in late both ended with the Aerodrome immediately crashing into the water. The pilot, Manly, was rescued each time. Nine days after his second abortive launch on December 8, the Wright brothers successfully flew their Flyer.

Chapter 5 : Home - Above and Beyond

The book Something to Remember Me By, by Susan V. Bosak, has inspired many great classroom lesson plans, including the one paraphrased below. Dozens of additional lesson ideas can be found in the Grandparents Day Activity Kit on the Legacy Project Web site.

Chapter 6 : A "Typical Day" Then and Now | Education World

And then, one summer day a mere 66 years later, men would fly to the moon and walk around on it. Orville's first flight was wobbly and brief. The flyer darted up and down as he tried to figure out.

Chapter 7 : Fifth Grade Reading Comprehensions and 5th Grade Reading Lessons

In March, Australian aviation historian John Brown revealed what he considers to be photographic proof of this "first" flight, in the form of a blown-up image of a long-missing photograph of.

Chapter 8 : Celebrities and Their Wives â€™ Then and Now | Smartied

Sequel to the searing Once (), this tale of young people trying to survive in Poland during World War II is equally powerful. This title picks up where the first book ended, with narrator Felix and companion Zelda, 10 and six respectively, fleeing from a death-camp-bound boxcar.

Chapter 9 : First & Then by Emma Mills

Pilots and former safety regulators said that Lion Air flight and maintenance crews regularly filled out two log books, one real and one fake, to hide malfeasance.