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[Simon and Schuster](#) "[Bibliography found online at tonyrobbins.com/masterthegame](#)"--Page [643].

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FEDERAL REGISTER

FLYING THE BEECH BONANZA

THE X-15 ROCKET PLANE

FLYING THE FIRST WINGS INTO SPACE

U of Nebraska Press With the Soviet Union's launch of the first Sputnik satellite in 1957, the Cold War soared to new heights as Americans feared losing the race into space. The X-15 Rocket Plane tells the enthralling yet little-known story of the hypersonic X-15, the winged rocket ship that met this challenge and opened the way into human-controlled spaceflight. Drawing on interviews with those who were there, Michelle Evans captures the drama and excitement of, yes, rocket science: how to handle the heat generated at speeds up to Mach 7, how to make a rocket propulsion system that could throttle, and how to safely reenter the atmosphere from space and make a precision landing. This book puts a human face on the feats of science and engineering that went into the X-15 program, many of them critical to the development of the Space Shuttle. And, finally, it introduces us to the largely unsung pilots of the X-15. By the time of the Apollo 11 moon landing, thirty-one American astronauts had flown into space--eight of them astronaut-pilots of the X-15. The X-15 Rocket Plane restores these pioneers, and the others who made it happen, to their rightful place in the history of spaceflight. Browse more spaceflight books at upinspace.org. Purchase the audio edition.

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A GUIDE TO SEEING WHALES, DOLPHINS AND PORPOISES IN ALL EUROPEAN WATERS

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Houghton Mifflin Harcourt Explores the homogenization of American culture and the impact of the fast food industry on modern-day health, economy, politics, popular culture, entertainment, and food production.

GLACIER GIRL

THE QUEST—THE PRIZE

iUniverse *Glacier Girl: The Quest—The Prize* is a memoir based on the journals of seven expeditions co-led by Richard Taylor and Pat Epps. Taylor's journals cover eleven years of the search and retrieval of the P-38 Lightning, later called Glacier Girl. On her way to war in 1942, she and seven other planes in their squadron ran out of gas and crash-landed on the Greenland ice cap. After a two-week wait, all of the pilots and crew were rescued—no one left behind. They then went back to war, and the eight planes were abandoned. Eventually, they became known as the Lost Squadron. Thirty-nine years later, in 1981, Pat and Richard heard about this aviation event and formed the Greenland Expedition Society (GES). They teamed up with a couple of other pilots and headed north to find the planes. Their ambitious plan was to put fresh gas in the tanks, attach skis, and fly as many of the fighters as they could back to the States. What greater way to store airplanes than in a giant deep freeze? As it turned out, the planes turned out to be difficult to find. The first four expeditions to the ice cap ended were conspicuous mission failures. In situ lessons in Arctic survival are not offered without startlingly high payments of personal sacrifice. On the upside, some thrilling and harrowing stories of Mother Nature exercising her unlimited fury are shared. The ice cap adage of "shovel or die" takes on new meaning. It was not until the fifth expedition, using ground-penetrating radar of a discrete frequency, that the planes were finally located. At a glacial rate they had moved more than a mile from their original location. But that wasn't the big problem. The bad news was that they were now encased in solid-blue ice, 260 feet deep in the bowels of the glacier. To melt a shaft through the ice and down to the planes, the GES, invented and built a system they called the thermal meltdown generator (TMG). In its first field application, at seventy feet deep in the glacier, the melt head lost directional control (gravity) and started heading horizontally. Henceforth, the future TMGs were affectionately called gophers. In 1990, the team returned to the glacier with a new gopher, melted a four-foot diameter shaft down to the B-17 bomber Big Stoop. They then descended down the ice shaft, melted out a hangar area around the bomber and salvaged an array of historical aviation paraphernalia—machine guns, throttle quadrants, instruments, the upper gun turret, and so on. The near impossible was accomplished. In 1992, now a little more seasoned, and with a few garlands of hard-earned achievement, they returned again with a new super gopher. Their sights were now set on retrieving at least one complete Lockheed, P-38 Lightning fighter plane. The mission started with melting five ice-shafts, closely in a row. The webs between the holes were then melted out to create a four-foot-by-twenty-foot slot in the glacier—260 feet deep. This was the right-sized opening through which they could lift large wings and fuselage sections to the surface. The airplane was then carefully deconstructed, hauled to the surface, and then delivered to the States for reassembly. It took ten years and two million dollars to put the plane back into flying condition. They called her Glacier Girl. The renovation was performed by Roy Shoffner, a GES partner in the seventh expedition. In 2002, Glacier Girl flew again and was featured in the one-hour History Channel presentation *The Hunt for the Lost Squadron*. Glacier Girl now flies and is the feature star attraction in airshows all over the country. *Citius, altius, fortius*.

SHOULDER HARNESS-SAFETY BELT INSTALLATIONS

AVIATION MAINTENANCE ALERTS

FLYING MAGAZINE

INVESTIGATING HUMAN ERROR: INCIDENTS, ACCIDENTS, AND COMPLEX SYSTEMS

Routledge *In this book the author applies contemporary error theory to the needs of investigators and of anyone attempting to understand why someone made a critical error, how that error led to an incident or accident, and how to prevent such errors in the future. Students and investigators of human error will gain an appreciation of the literature on error, with numerous references to both scientific research and investigative reports in a wide variety of applications, from airplane accidents, to bus accidents, to bonfire disasters. Features include: - an easy to follow step by step approach to conducting error investigations that even those new to the field can readily apply. - summaries of recent transportation accidents and human factors literature and relates them to the cause of human error in accidents. - an approach to investigating human error that will be of interest to both human factors psychology and industrial engineering students and instructors, as well as investigators of accidents in aviation, mass transportation, nuclear power, or any industry that is to the adverse effects of error. Based on the author's over 18 years of experience as an accident investigator and instructor of both aircraft accident investigation techniques and human factors psychology, it reviews recent human factors literature, summarizes major transportation accidents, and shows how to investigate the types of errors that typically occur in high risk industries. It presents a model of human error causation influenced largely by James Reason and Neville Moray, and relates it to error investigations with step by step guidelines for data collection and analysis that investigators can readily apply as needed.*