

### Martin P6m Seamaster

Submarines had a vital, if often unheralded, role in the superpower navies during the Cold War. Their crews carried out intelligence-collection operations, sought out and stood ready to destroy opposing submarines, and, from the early 1960s, threatened missile attacks on their adversary's homeland, providing in many respects the most survivable nuclear deterrent of the Cold War. For both East and West, the modern submarine originated in German U-boat designs obtained at the end of World War II. Although enjoying a similar technology base, by the 1990s the superpowers had created submarine fleets of radically different designs and capabilities. Written in collaboration with the former Soviet submarine design bureaus, Norman Polmar and K. J. Moore authoritatively demonstrate in this landmark study how differing submarine missions, antisubmarine priorities, levels of technical competence, and approaches to submarine design organizations and management caused the divergence.

Rudolf Laban was one of the great theorists and practitioners of movement. In *Laban for All*, expert teachers of Laban's techniques offer simplified version of his system that can be used by anyone, from beginners to pros. Extensively illustrated with John Dalby's line drawings and diagrams, *Laban for All* lays out the basic vocabulary of the Laban system and goes on to offer specific exercises. The result is a thorough - and thoroughly practical - grounding in the most important movement system in use today.

This book is a long-awaited biography of one of the Navy's last surviving World War II aces, and one of the Navy's most respected officers of any period. Following a typical American mid-western boyhood, Whitey Feightner, like so many of his generation, was in the van of the huge group of young men thrust into World War II. Like some of his generation, Whitey had logged flight time in civilian aircraft before signing up to fly for the Navy. Upon receiving his commission and his wings of gold, he was signed to a fighter squadron and soon found himself in combat with the likes of Jimmy Flatley and Butch O'Hare, two leaders who imparted their own brand of flying skill and leadership on the young ensign. Whitey flew through many of the war's most hectic and dangerous campaigns, such as Guadalcanal and the Marianas, gaining nine official kills. There were times he should not have returned, but his own skill and positive outlook helped him make it through all the dangers. After the war, and now a member of the regular Navy, Whitey was assigned to several of the Navy's most secret and action-filled projects down at Patuxent River, Maryland. He flew planes like the F7U Cutlass, AD Skyraider, F9F Banshee and Cougar, helping to develop these legendary fighters as they joined the fleet. Whitey also was assigned to the early teams of the Blue Angels demonstration unit. He is one of only two men who flew the radical F7U Cutlass in Blue Angels colors. Returning to the fleet in command of a squadron, and later of an air group, Feightner continued to develop fighter tactics while patrolling the oceans in defense of America and its allies. In between tours at sea, Feightner served in the Pentagon dealing with all the personalities and political turmoil of the time while trying to bring Naval Aviation into the future. It wasn't easy. Working with such luminaries as Hyman Rickover and Elmo Zumwalt was not for the faint-hearted, and even Whitey did not come away unscathed. Yet, through it all, he kept the smile and affable demeanor that characterized this rare and highly skilled naval aviator. His life story could serve as a model for any young

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aviator to follow.

This book covers a large variety of subjects, ranging from personal stories, to anecdotes of eight American presidents, to the investigation of the death of four NASA astronauts, to an encounter with a Russian Prime Minister, to inspirational subjects, to exploring why we are on this planet. There are inspiring discussions of God's existence, dreams that forecast the future, stories of a haunted house, prayers that are answered, how we fit in the universe, a chapter on addictions, and much, much more.

This work is a comprehensive, heavily illustrated history of the many flying boats and amphibious aircraft designed and built in the United States. It is divided into three chronological sections: the early era (1912–1928), the golden era (1928–1945), and the post-war era (1945–present), with historical overviews of each period. Within each section, individual aircraft types are listed in alphabetical order by manufacturer or builder, with historical background, technical specifications, drawings, and one or more photographs. Appendices cover lesser known flying boat and amphibian types as well as various design concepts that never achieved the flying stage.

In this book, aviation historian David Oliver covers the little-known flying-boat legacy of the Second World War.

This provides access to a NASA History Office publication, NASA SP-468, by Laurence K. Loftin, Jr, NASA Scientific and Technical Information Branch, Washington, D.C. 1985. It traces the technical development of the airplane since World War I. It describes significant aircraft that incorporated important technical innovations and served to shape the future course of aeronautical development, as well as aircraft that represented the state of the art of aeronautical technology in a particular time frame or that were very popular and produced in great numbers. Primary emphasis has been placed on aircraft originating in the United States. The discussion is related primarily to aircraft configuration evolution and associated aerodynamic characteristics and, to a lesser extent, to developments in aircraft construction and propulsion. The material is presented in a manner designed to appeal to the nontechnical reader who is interested in the evolution of the airplane, as well as to students of aeronautical engineering or others with an aeronautical background.

Designed for readers from grade 6 and up, this lavishly illustrated set provides comprehensive coverage of the history of aviation, including space flight, as well as the science and technology on which it depends. Detailed A-Z entries trace the development of human flight from ancient myths and legends through today's space exploration, highlighting scientific discoveries and innovations that made aviation possible. "IFlight and Motion" also celebrates the contributions and achievements of the pioneers and visionaries of air and space flight, from inventors and innovators to pilots, astronauts, and cosmonauts. Detailed illustrated diagrams give readers a general understanding of the mechanics of flight and of the physics and technology involved. The set also highlights key air and spacecrafts that have made a unique mark in the history of flight. It features more than 500 full-color and black-and-white photos and illustrations, and also includes a timeline, a listing of museums and exhibits, further reading lists, a comprehensive glossary, and general and subject

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indexes.

This study is about innovations in carrier aviation and the spread of those innovations from one navy to the navy of a close ally. The innovations are the angled flight deck ; the steam catapult ; and the mirror and lighted landing aid that enabled pilots to land jet aircraft on a carrier's short and narrow flight deck.

All of aviation's dangerous, exciting, and most courageous moments are featured within this stunning compendium on flight. Packed with stories of heroic and innovative pioneers, fascinating profiles of remarkable planes from Spitfires to space shuttles, and how-to instructions for making everything from origami helicopters to bottle rockets—all accompanied by sensational photographs, illustrations, and diagrams—Cleared for Takeoff promises to astonish, entertain, and fire the imaginations of everyone with their head in the clouds.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 71. Chapters: Aichi E10A, Aichi E11A, Aichi H9A, Akaflieg Munchen Mu1 Vogel Roch, Beriev Be-12, Blohm & Voss BV 222, Boeing 314, Bombardier 415, Breguet 521, Canadair CL-215, Consolidated PB2Y Coronado, Consolidated PBY Catalina, Curtiss Model H, Dornier Do X, Dornier S-Ray 007, Dornier Seastar, Felixstowe F.5, Flying boat, Grumman G-44 Widgeon, Grumman G-73 Mallard, Grumman HU-16 Albatross, Hansa-Brandenburg CC, Harbin SH-5, Hiro H4H, Kawanishi H3K, Kawanishi H6K, Kawanishi H8K, Loire 130, Macchi M.3, Martin M-130, Martin P5M Marlin, Martin P6M SeaMaster, Pemberton-Billing P.B.1, Rohrbach Ro II, Saunders-Roe Princess, Savoia-Marchetti SM.62, ShinMaywa US-2, Shin Meiwa US-1A, Sikorsky S-36, Sikorsky S-38, Sikorsky S-39, Sikorsky S-40, Sikorsky S-42, Sikorsky S-43, Sikorsky VS-44, Singular SA03, Vickers Viking, Yokosuka H5Y. Excerpt: The Consolidated PBY Catalina was an American flying boat, and later an amphibious aircraft of the 1930s and 1940s produced by Consolidated Aircraft. It was one of the most widely used multi-role aircraft of World War II. Catalinas served with every branch of the United States Armed Forces and in the air forces and navies of many other nations. During World War II, PBYs were used in anti-submarine warfare, patrol bombing, convoy escorts, search and rescue missions (especially air-sea rescue), and cargo transport. The PBY was the most numerous aircraft of its kind and the last active military PBYs were not retired from service until the 1980s. Even today, over 70 years after its first flight, the aircraft continues to fly as a waterbomber (or airtanker) in aerial firefighting operations all over the world. The designation "PBY" was determined in accordance with the U.S. Navy aircraft designation system of 1922; PB representing "Patrol Bomber" and Y being the code assigned to Consolidated Aircraft as...

A fascinating insight into the largely untouched world of Japanese secret projects, many of which actually took to the skies in amidst the chaos of World War II.

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This book signals a radical departure from Ginter Books Naval Fighter Series. Previously, Army/Air Force planes were only covered when the aircraft was also in service with the Navy (Naval Fighters #5 North American T-28 Trojan, NF# 8 Lockheed C-121 Constellation, NF #11 Grumman HU-16 Albatross, and NF #14 Convair T-29/C-131 series). Although hookless, there were many unusual post-war/early fifties Air Force developmental airplanes.

Martin P6M SeaMasterPoseidon's giantThe history of the Martin P6M SeaMasterAttack from the SeaA History of the U.S. Navy's Seaplane Striking ForceNaval Inst Press

A life-long model builder, collector, and connoisseur, Craig Koderer examines the hobby of plastic model building to give you a book on collecting vintage model airplane kits. The book features more than 400 detailed, high-quality, full-color photos of vintage aircraft model kits and their components, and is written in an engaging and entertaining style to examine what gives specific models their current collectible value. Box wraps, direction sheets, and decals are also covered in detail. This book highlights exactly what collectors should look for (and be aware of) in building their collections. For proper historical perspective, the author covers model kit development in the heyday of the 1950s and 1960s. Comprehensive value and pricing information for vintage kits is shown as well.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 45. Chapters: Martin B-26 Marauder, Martin B-57 Canberra, Martin B-10, Martin PBM Mariner, Martin JRM Mars, Martin Baltimore, Martin 2-0-2, Martin P6M SeaMaster, Martin P5M Marlin, Martin T4M, Martin AM Mauler, Martin XB-51, Martin 4-0-4, Martin T3M, Martin NBS-1, Martin Maryland, Martin P4M Mercator, Martin XB-48, Martin M-130, Martin S, Martin MB-1, Martin Model 316, Martin X-23 PRIME, Martin XB-33 Super Marauder, Martin 156, Martin Model 146, Martin XB-16, Martin XB-27. Excerpt: The Martin B-26 Marauder was a World War II twin-engine medium bomber built by the Glenn L. Martin Company. First used in the Pacific Theater in early 1942, it was also used in the Mediterranean Theater and in Western Europe. After entering service with the U.S. Army, the aircraft received the reputation of a "Widowmaker" due to the early models' high rate of accidents during takeoff and landings. The Marauder had to be flown by exact airspeeds, particularly on final approach and when one engine was out. The 150 mph (241 km/h) speed on short final was intimidating to pilots who were used to much slower speeds, and whenever they slowed down below what the manual stated, the aircraft would stall and crash. The B-26 became a safer aircraft once crews were re-trained and after aerodynamics modifications (increase of wing span and incidence, to give better take off performance, and a larger fin and rudder). After aerodynamic and design changes, the aircraft distinguished itself as "the chief bombardment weapon on the Western Front" according to a United States Army Air Forces dispatch from 1946. The Marauder ended World War II with the lowest loss rate of any USAAF bomber. A total of 5,288 were produced between February 1941 and March 1945; 522 of these were flown by the Royal Air Force and the South African Air Force. By the time the United States Air...

The airplane ranks as one of history's most ingenious and phenomenal inventions—and surely one of the most world-shaking. How ideas about its aerodynamics first came together and how the science and technology evolved to forge the airplane into the

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revolutionary machine it became is the epic story James R. Hansen tells in *The Bird Is on the Wing*. Just as the airplane is a defining technology of the twentieth century, aerodynamics has been the defining element of the airplane. Hansen provides an engaging, easily understandable introduction to the role of aerodynamics in the design of such historic American aircraft as the DC-3, X-1, and 747. Recognizing the impact individuals have had on the development of the field, he conveys not only a history of aircraft technology, but also a collective biography of the scientists, engineers, and designers who created the airplanes. From da Vinci, whose understanding of what it took to fly was three centuries too early for practical use, to the invention of the airplane by the Wright brothers, Hansen explores the technological matrix from which aeronautical engineering emerged. He skillfully guides the reader through the development of such critical aerodynamic concepts as streamlining, flutter, laminar-flow airfoils, the mythical "sound barrier," variable-sweep wing, supersonic cruise, blended body, and much more. Hansen's explanation of how vocabulary and specifications were developed to fill the gap between the perceptions of pilots and the system of engineers will fascinate all those interested in how human beings have used aerodynamics to move among, and even beyond, birds on the wing. In this book, Dr. Andras Sobester reviews the science behind high altitude flight. He takes the reader on a journey that begins with the complex physiological questions involved in taking humans into the "death zone." How does the body react to falling ambient pressure? Why is hypoxia (oxygen deficiency associated with low air pressure) so dangerous and why is it so difficult to 'design out' of aircraft, why does it still cause fatalities in the 21st century? What cabin pressures are air passengers and military pilots exposed to and why is the choice of an appropriate range of values such a difficult problem? How do high altitude life support systems work and what happens if they fail? What happens if cabin pressure is lost suddenly or, even worse, slowly and unnoticed? The second part of the book tackles the aeronautical problems of flying in the upper atmosphere. What loads does stratospheric flight place on pressurized cabins at high altitude and why are these difficult to predict? What determines the maximum altitude an aircraft can climb to? What is the 'coffin corner' and how can it be avoided? The history of aviation has seen a handful of airplanes reach altitudes in excess of 70,000 feet - what are the extreme engineering challenges of climbing into the upper stratosphere? Flying high makes very high speeds possible -- what are the practical limits? The key advantage of stratospheric flight is that the aircraft will be 'above the weather' - but is this always the case? Part three of the book investigates the extreme atmospheric conditions that may be encountered in the upper atmosphere. How high can a storm cell reach and what is it like to fly into one? How frequent is high altitude 'clear air' turbulence, what causes it and what are its effects on aircraft? The stratosphere can be extremely cold - how cold does it have to be before flight becomes unsafe? What happens when an aircraft encounters volcanic ash at high altitude? Very high winds can be encountered at the lower boundary of the stratosphere - what effect do they have on aviation? Finally, part four looks at the extreme limits of stratospheric flight. How high will a winged aircraft will ever be able to fly? What are the ultimate altitude limits of ballooning? What is the greatest altitude that you could still bail out from? And finally, what are the challenges of exploring the stratospheres of other planets and moons? The author discusses these and many other questions, the known knowns, the known unknowns and the potential unknown unknowns of stratospheric flight

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through a series of notable moments of the recent history of mankind's forays into the upper atmospheres, each of these incidents, accidents or great triumphs illustrating a key aspect of what makes stratospheric flight aviation at the limit.

The author was smitten by aviation early in World War II when buzzed by two AAC P-40 Warhawks, changing his career goal from tugboat captain to pilot in one fleeting moment. He soon could detail all of the front-line aircraft and even identify them by the sound of their passing overhead. Growing up in Connecticut, he had the opportunity to watch the development of the Sikorsky helicopters and the Chance-Vought aircraft, albeit from a distance. Long bicycle rides to airports in the area merely whetted his appetite further. Shortly after graduation from the U. S. Coast Guard Academy, he was selected to attend U. S. Navy Flight Training at Pensacola and Corpus Christi., and then assigned to the Coast Guard Air Station Elizabeth City, NC. "Aloft" relates the experiences of a 23-year career in Coast Guard Aviation in many different roles; a career that was punctuated by the good, the bad and everything in between, but never far from where the action was. Retiring from the Coast Guard as the Commanding Officer of the Air Station Cape Cod, MA, he launched his second career in aviation, most of it in the new aircraft production, or the modification of existing aircraft. "Aloft" provides insights into the transition from military aviation, to the industrial world of constant pressures, union tension, tight schedules and unstable economies. Throughout the book, the reader will found the thread of aviation and its lore woven through fast-moving vignettes.

The names of the seven Mercury astronauts were announced in April 1959 amid a flurry of publicity and patriotism. This work provides biographical details of all thirty-two finalists for the seven coveted places as America's pioneering astronauts. All of the candidates were among the nation's elite pilots involved in testing new supersonic aircraft capabilities. Most had served as wartime fighter and bomber pilots; some were test pilots on top secret and sophisticated aviation projects, while others were fleet admirals, prisoners of war, and proposed pilots for spaceflight programs such as the Dyna-Soar (X-20). The names of all 32 finalists have been kept secret until very recently. "Selecting the Mercury Seven" also relates the history and difficulties behind the initial choice of candidates. The lives, motivations, military careers, and achievements of the unsuccessful twenty-five finalists are explored first in fully authorized biographies. Test pilots for the U.S. Navy, Air Force, and Marine Corps, each man has a fascinating and very different story to tell. All thirty-two men had to endure meticulous, demeaning, and brutal week-long medical examinations at the Lovelace Clinic in New Mexico. This was followed by another torturous week at the Wright Aeromedical Laboratory in Ohio, where they were subjected to extreme fitness and physiological testing, the sole purpose of which was to sort out the Supermen from the near-supermen. The final part of the book examines the accomplishments and spaceflights of the seven successful candidates, bringing their amazing stories right up to date.

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First published in 1992, the Sea Dart book covers the engineering, development and testing of the Navy's only supersonic seaplane fighter ever built. The XF2Y-1 was the seaborne fighter component of the Navy's late 1940 "mobile Base" concept along with Convair's R3Y Tradewind seaborne heavy transport and Martin's P6M SeaMaster seaborne supersonic bomber. The concept was eventually abandoned with the twin Jet Sea Dart fighter and the P6M SeaMaster jet bomber being cancelled. The Sea Dart design was unique, as it used either one or two extendable skies for its take offs and landings. 4 of the 5 Sea Darts are still on display or in storage today. Over 130 b&w photos plus 12-technical illustrations.

This book shows, for the very first time, what might have happened had these cancelled designs actually entered production and operational service. These cancellations were oftentimes fraught with corporate politics and industrial intrigue, and the author sheds new light on those aspects of the story as well.

The CIA's 2013 release of its book *The Central Intelligence Agency and Overhead Reconnaissance 1954–1974* is a fascinating and important historical document. It contains a significant amount of newly declassified material with respect to the U-2 and Oxcart programs, including names of pilots; codenames and cryptonyms; locations, funding, and cover arrangements; electronic countermeasures equipment; cooperation with foreign governments; and overflights of the Soviet Union, Cuba, China, and other countries. Originally published with a Secret/No Foreign Dissemination classification, this detailed study describes not only the program's technological and bureaucratic aspects, but also its political and international context, including the difficult choices faced by President Eisenhower in authorizing overflights of the Soviet Union and the controversy surrounding the shoot down there of U-2 pilot Francis Gary Powers in 1960. The authors discuss the origins of the U-2, its top-secret testing, its specially designed high-altitude cameras and complex life-support systems, and even the possible use of poison capsules by its pilots, if captured. They call attention to the crucial importance of the U-2 in the gathering of strategic and tactical intelligence, as well as the controversies that the program unleashed. Finally, they discuss the CIA's development of a successor to the U-2, the Oxcart, which became the world's most technologically advanced aircraft. For the first time, the more complete 2013 release of this historical text is available in a professionally typeset format, supplemented with higher quality photographs that will bring alive these incredible aircraft and the story of their development and use by the CIA. This edition also includes a new preface by author Gregory W. Pedlow and a foreword by Chris Pocock. Skyhorse Publishing, as well as our Arcade imprint, are proud to publish a broad range of books for readers interested in history--books about World War II, the Third Reich, Hitler and his henchmen, the JFK assassination, conspiracies, the American Civil War, the American Revolution, gladiators, Vikings, ancient Rome, medieval times, the old West, and much more. While not every title we publish

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becomes a New York Times bestseller or a national bestseller, we are committed to books on subjects that are sometimes overlooked and to authors whose work might not otherwise find a home.

The summer of 1958 was a nerve-racking time. Ever since the Soviet Union proved that it possessed an operational intercontinental ballistic missile with the launch of Sputnik, the world watched anxiously as the two superpowers engaged in a game of nuclear one-upmanship. Tensions escalated between the United States and the Soviet Union over their respective nuclear weapons reserves, both sides desperate for a solution to the threat of the massive, instant destruction the one could cause on the other. In the midst of this rising tension, Nicholas Christofilos, an eccentric Greek-American physicist, brought forth an outlandish, albeit ingenious, idea to defend the US from a Soviet attack: launching atomic bombs from the South Atlantic Ocean, about 1,100 miles from Cape Town, to detonate in outer space to fry incoming Soviet ICBMs with an artificial radiation belt. Known as Project Argus, this plan is the biggest, most secret, and riskiest scientific experiment in history, and classified details of this operation have been long obscured. In *Burning the Sky*, Mark Wolverton tells the unknown and controversial story of this scheme to reveal a fascinating narrative almost completely forgotten by history—one that still has powerful resonances today. Drawing from recently declassified sources, *Burning the Sky* chronicles Christofilos's unconventional idea from its inception to execution—when the so-called mad scientist persuaded the military to carry out the most grandiose scientific experiment ever conceived, using the entire Earth's atmosphere as a laboratory. With over a decade of experience researching and writing about the sociological and political impacts of the science of the Cold War, Wolverton is the ideal authority on this risky experiment. Meticulously researched, with the pacing of a thriller and the language of science fiction, *Burning the Sky* will intrigue any lover of scientific or military history and will remind readers why Project Argus remains frighteningly relevant nearly sixty years later.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 88. Chapters: Beechcraft XA-38 Grizzly, Bell ARH-70 Arapaho, Bell XP-77, Bell XP-83, Bell YFM-1 Airacuda, Boeing-Sikorsky RAH-66 Comanche, Boeing XPBB Sea Ranger, Brewster XA-32, Bristol XLRQ, Columbia XJL, Consolidated XP4Y Corregidor, Convair F2Y Sea Dart, Curtiss-Wright XF-87 Blackhawk, Curtiss-Wright XP-55 Ascender, Curtiss P-60, De Lackner HZ-1 Aerocycle, Douglas XTB2D Skypirate, Edo OSE, General Dynamics-Grumman F-111B, Grumman F11F Super Tiger, Grumman XF5F Skyrocket, Gulfstream Peregrine 600, Hughes XF-11, Kaiser-Fleetwings XBTK, Lockheed AH-56 Cheyenne, Lockheed Martin RQ-3 DarkStar, Lockheed XFV, Lockheed XP-49, Lockheed XV-4 Hummingbird, Lockheed YF-12, LTV XQM-93, Martin Marietta Model 845, Martin P6M SeaMaster, McDonnell XF-85 Goblin, McDonnell XF-88 Voodoo, McDonnell XP-67, MTC MQ-17 SpyHawk, Northrop Grumman E-10 MC2A, Northrop XP-56 Black Bullet, Northrop XP-79, Northrop YB-49, North American F-107,

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North American XA2J Super Savage, North American XB-70 Valkyrie, North American YF-93, NSRDC BQM-108, Piasecki H-16, Piasecki PA-97, Piasecki VZ-8 Airgeep, Piper LBP, Platt-LePage XR-1, Pratt-Read LBE, Radioplane RP-77, Republic XF-12 Rainbow, Ryan XV-5 Vertifan, Senior Prom, Taylorcraft LBT, Vought XF5U, Vought XF8U-3 Crusader III, Vought YA-7F, Vultee XP-54, Wittelman-Lewis XNBL-1, XSM-73 Goose. Excerpt: The North American Aviation XB-70 Valkyrie was the prototype version of the proposed B-70 nuclear-armed deep-penetration strategic bomber for the United States Air Force's (USAF) Strategic Air Command. Designed by North American Aviation in the late 1950s, the Valkyrie was a large six-engined aircraft able to fly Mach 3+ at an altitude of 70,000 feet (21,000 m), which would have allowed it to avoid interceptors, the only effective anti-bomber weapon at the time. Improved high-altitude surface-to-air missiles (SAMs), ..

An award-winning aviation historian chronicles the Navy's efforts to develop a powerful sea-based strike force through the use of long-range attack seaplanes supported by surface ships and submarines. William Trimble traces the concept back to the early 1930s when American strategic planners sought ways to mount an assault across the Pacific with minimum air support. But it was not until 1950, when the Navy was threatened with losing its big carriers and long-range aircraft, that the idea of a Seaplane Striking Force was resurrected. Lured by breakthroughs in seaplane performance and the promise of the turbojet-powered Convair Sea Dart fighter and the Martin Sea Master attack flying boat, the Navy believed it could challenge the Air Force in the strategic role, the author explains, but found that the technology did not live up to expectations. This book investigates the difficulties of weapon system procurement within the context of strategic realities, interservice rivalry, and constrained defense budgets. It also looks at an alternative weapon system that the Navy saw as a means of extending its conventional reach and as a complement to the carrier and land-based bomber used for nuclear deterrence. That weapon, however, proved unsuccessful in the end. The author helps the reader understand that while conceptual and operational flaws kept the Seaplane Striking Force from achieving the goals set for it, the idea of a mobile weapon system capable of long-range attacks from the sea remains valid. Other books touch briefly on the subject, but this is the first to examine the concept in depth.

Describes the aircraft with the least success, including planes that were obsolete, based on ideas that did not work, powered by engines that were too weak, or had stability problems.

This study assesses the potential of new technology to reduce logistics support requirements for future Army combat systems. It describes and recommends areas of research and technology development in which the Army should invest now to field systems that will reduce logistics burdens and provide desired capabilities for an "Army After Next (AAN) battle force" in 2025.

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