

Chapter 1 : Reviews: Mr. Planemaker's Flying Machine by Shelagh Watkins | LibraryThing

Mr. Planemaker's Flying Machine - Kindle edition by Shelagh Watkins. Download it once and read it on your Kindle device, PC, phones or tablets. Use features like bookmarks, note taking and highlighting while reading Mr. Planemaker's Flying Machine.

Nov 02, Rick F. Nov 16, Richard Pettigrew rated it it was ok Very weird. Jan 12, Barbara Ann rated it really liked it When I first started reading this book, I was unsure of what to expect. At the beginning of the story we meet what seems to be an ordinary family living in Pierton, England. Soon the reader learns that the father, Mr. Planemaker is seriously ill. The successful builder becomes depressed at his forced early retirement and seeks a hobby, which turns out to be making a model airplane. Some very strange things happen when he tries to teach himself how to research the internet to lay out his plans. H When I first started reading this book, I was unsure of what to expect. He has mystifying dreams that involve colleagues seeking to entice him to enter a dark and grey house which then miraculously disappears. A kitten suddenly materializes in his car and strange talking characters like A. Leon Spaceman appear on the computer. Is he going crazy? On the day his model airplane kit arrives, Mr. Here I feared the story was going down hill. Part Two takes a whole new turn. Now the children assume center stage. Emmelisa and Dell Planemaker are now nine and twelve struggling to overcome difficulties with peers and adjusting to a life without their father. Emmelisa is being bullied at school because she refuses to join the gang led by Mayja Troublemaker. Her brother has moved to middle school and no longer can protect her. To her surprise, she learns that her father has a whole set of plans and hidden secrets within it. Their mysterious family cat named Cosmos helps the children to unlock them. They discover its secrets by stepping into the computer itself and taking a real tour of the inside of a computer in nanosecond time. They train there as astronauts, but their space flight will be controlled by Astrow Naught and Mission OnControl. The children learn a lot about the space station while they whiz pass all the planets and observe comet behavior. This book is a strange mixture of elements, coming of age, bullying, grief issues, computer knowledge, metaphysics and realism. The author successfully grips the reader into being a willing captive to the personalities of the characters and the strange twists and turns of the story line. Critics might say that it is rambling; yet valid issues are addressed and a great deal of information is relayed. Tweens and teens interested in any of these issues will find it to be a satisfying read. The quirkiness of the novel kept me glued to it because I could not figure out what would happen next. My bottom line is this book is really different; give it a look.

Chapter 2 : Shelagh Watkins (Author of Mr. Planemaker's Flying Machine)

*Mr. Planemaker's Flying Machine [Shelagh Watkins] on calendrierdelascience.com *FREE* shipping on qualifying offers. Dell and Emmelisa Planemaker are two ordinary children who lead uneventful lives in a small town in Lancashire until they discover a unique computer that takes them on an extraordinary journey.*

Legends[edit] From the earliest times there have been legends of men mounting flying devices or strapping birdlike wings, stiffened cloaks or other devices to themselves and attempting to fly, typically by jumping off a tower. The Greek legend of Daedalus and Icarus is one of the earliest to come down to us. According to Ovid , Daedalus tied feathers together to mimic the wings of a bird. Tower jumpers[edit] Eventually some tried to build real flying devices, typically birdlike wings, and attempted to fly by jumping off a tower, hill, or cliff. During this early period physical issues of lift, stability, and control were not understood, and most attempts ended in serious injury or death when the apparatus lacked an effective horizontal tail, or the wings were simply too small. In the 1st century AD, Chinese Emperor Wang Mang recruited a specialist scout to be bound with bird feathers; he is claimed to have glided about meters. Similar attempts continued until the early 19th century, with never more than partial success. As late as , Albrecht Berblinger constructed an ornithopter and jumped into the Danube at Ulm. The earliest known Chinese kites were flat not bowed and often rectangular. Later, tailless kites incorporated a stabilizing bowline. Designs often emulated flying insects, birds, and other beasts, both real and mythical. Some were fitted with strings and whistles to make musical sounds while flying. Traditionally these are small, unstable single line flat kites where line tension alone is used for control, and an abrasive line is used to cut down other kites. Kites also spread throughout Polynesia , as far as New Zealand. Anthropomorphic kites made from cloth and wood were used in religious ceremonies to send prayers to the gods. It is said that at one time there was a Japanese law against man-carrying kites. To foretell whether a ship should sail, a man would be strapped to a kite having a rectangular grid framework and the subsequent flight pattern used to divine the outlook. Bamboo-copter A decorated Japanese taketombo bamboo-copter. The use of a rotor for vertical flight has existed since BC in the form of the bamboo-copter , an ancient Chinese toy. The spinning creates lift, and the toy flies when released. From ancient times the Chinese have understood that hot air rises and have applied the principle to a type of small hot air balloon called a sky lantern. A sky lantern consists of a paper balloon under or just inside which a small lamp is placed. Sky lanterns are traditionally launched for pleasure and during festivals. Their military use is attributed to the general Zhuge Liang , who is said to have used them to scare the enemy troops. Eventually some investigators began to discover and define some of the basics of scientific aircraft design. Powered designs were either still driven by man-power or used a metal spring. The Englishman Roger Bacon predicted future designs for a balloon filled with an unspecified aether and a man-powered ornithopter in his book *De mirabili potestate carto et naturae* Secrets of Art and Nature , He understood that "An object offers as much resistance to the air as the air does to the object". From the last years of the 15th century on he wrote about and sketched many designs for flying machines and mechanisms, including ornithopters, fixed-wing gliders, rotorcraft and parachutes. His early designs were man-powered types including ornithopters and rotorcraft, however he came to realise the impracticality of this and later turned to controlled gliding flight, also sketching some designs powered by a spring. While his drawings exist and are deemed flight-worthy in principle, he himself never flew in it. He drew and wrote about a design for an ornithopter in c. Nor were his designs based on particularly good science. Around , Cyrano de Bergerac wrote some fantasy novels in which he described the principle of ascent using a substance dew he supposed to be lighter than air, and descending by releasing a controlled amount of the substance. These would be lighter than the displaced air and able to lift an airship. His proposed methods of controlling height are still in use today; by carrying ballast which may be dropped overboard to gain height, and by venting the lifting containers to lose height. Their balloons were made of paper, and early experiments using steam as the lifting gas were short-lived due to its effect on the paper as it condensed. Mistaking smoke for a kind of steam, they began filling their balloons with hot smoky air which they called "electric smoke". Meanwhile, the discovery of hydrogen led Joseph Black to propose its use as a lifting gas in

about , though practical demonstration awaited a gastight balloon material. Charles and two craftsmen, the Robert brothers, developed a gastight material of rubberised silk and set to work. First public hot air balloon demonstration by the Montgolfier brothers, 4 June was a watershed year for ballooning. Between June 4 and December 1 five separate French balloons achieved important aviation firsts: Professor Jacques Charles and the Robert brothers flew an unmanned hydrogen balloon. The hydrogen gas was generated by chemical reaction during the filling process. The Montgolfiers launched the first manned flight, a tethered balloon with humans on board, at the Folie Titon in Paris. The Montgolfiers launched the first free flight balloon with human passengers. After Robert alighted Charles decided to ascend alone. The Montgolfier designs had several shortcomings, not least the need for dry weather and a tendency for sparks from the fire to set light to the paper balloon. The manned design had a gallery around the base of the balloon rather than the hanging basket of the first, unmanned design, which brought the paper closer to the fire. On the other hand, the manned design of Charles was essentially modern. But a similar attempt the other way ended in tragedy. His idea was to use the hydrogen section for constant lift and to navigate vertically by heating and allowing to cool the hot air section, in order to catch the most favourable wind at whatever altitude it was blowing. The balloon envelope was made of goldbeaters skin. Shortly after the flight began, de Rozier was seen to be venting hydrogen when it was ignited by a spark and the balloon went up in flames, killing those on board. The source of the spark is not known, but suggestions include static electricity or the brazier for the hot air section. By the early s, ballooning was a popular sport in Britain. These privately owned balloons usually used coal gas as the lifting gas. This has about 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. In , the young Ferdinand von Zeppelin , who was acting as a military observer with the Union Army of the Potomac , first flew as a balloon passenger in a balloon that had been in service with the Union army. Airships The dirigible balloon created by Giffard in Work on developing a dirigible steerable balloon, nowadays called an airship , continued sporadically throughout the 19th century. His technique of gliding under gravity works by changing the lift to provide propulsive force as the airship alternately rises and sinks, and so does not need a powerplant. A further advance was made on 9 August , when the first fully controllable free flight was made by Charles Renard and Arthur Constantin Krebs in a French Army electric-powered airship, La France. This was the first flight over a closed circuit. Besides being generally frail and short-lived, they were non-rigid or at best semi-rigid. Consequently, it was difficult to make them large enough to carry a commercial load. Count Ferdinand von Zeppelin realised that a rigid outer frame would allow a much bigger airship. The flight lasted 18 minutes. The Brazilian Alberto Santos-Dumont became famous by designing, building, and flying dirigibles. He built and flew the first fully practical dirigible capable of routine, controlled flight. With his dirigible No. The parachutist was suspended by ropes from each of the four corners. On 26 December , he jumped from the tower of the Montpellier observatory in France, in front of a crowd that included Joseph Montgolfier, using a 14 feet 4. Between and , Louis Charles Letur developed a parachute-glider comprising an umbrella-like parachute with smaller, triangular wings and vertical tail beneath. Letur died after it crashed in The Frenchman Gaston Biot developed a man-lifting kite in Later, in , Biot demonstrated to the French Society for Aerial Navigation a kite based on an open-ended cone, similar to a windsock but attached to a flat surface. A significant development came in when the Australian Lawrence Hargrave invented the box kite and some man-carrying experiments were carried out both in Australia and in the United States. Balloons were by then in use for both meteorology and military observation. Balloons can only be used in light winds, while kites can only be used in stronger winds. The American Samuel Franklin Cody , working in England, realised that the two types of craft between them allowed operation over a wide range of weather conditions. Cody made many demonstrations of his system and would later sell four of his "war kite" systems to the Royal Navy. His kites also found use in carrying meteorological instruments aloft and he was made a fellow of the Royal Meteorological Society. He soon also joined the newly established Army Balloon Factory at Farnborough and continued developing his war kites for the British Army. In his own time, he developed a manned "glider-kite" which was launched on a tether like a kite and then released to glide freely. In , Cody next fitted an aircraft engine to a modified unmanned "power-kite", the precursor to his

later aeroplanes, and flew it inside the Balloon Shed, along a wire suspended from poles, before the Prince and Princess of Wales. The British Army officially adopted his war kites for their Balloon Companies in Hooke realised that some form of engine would be necessary and in made a spring-powered ornithopter model which was apparently able to fly. Attempts to design or construct a true flying machine began, typically comprising a gondola with a supporting canopy and spring- or man-powered flappers for propulsion. Among the first were Hautsch and Burattini Rotary-winged helicopters likewise appeared, notably from Lomonosov and Paucton. A few model gliders flew successfully although some claims are contested, but in any event no full-size craft succeeded. In , he presented a petition to King John V of Portugal , begging for support for his invention of an "airship", in which he expressed the greatest confidence. The public test of the machine, which was set for 24 June , did not take place. However, both understanding and a power source were still lacking. His 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". In July , Mikhail Lomonosov demonstrated a small coaxial twin-rotor system, powered by a spring, to the Russian Academy of Sciences.

Chapter 3 : Air Vol 2 Flying Machine TP (MR)

She is the author of two books: Mr. Planemaker's Flying Machine, serialised on radio during May-July, (daily episodes on Preston FM's Chat City with a weekly forty minute omnibus on Sundays), and The Power of Persuasion, which was on the list for Wales Book of the Year

Chapter 4 : Mr. Planemaker's Flying Machine by Shelagh Watkins

Mr. Planemaker's Flying Machine was serialised on Preston FM Community Radio in The book is easy to read, full of fun and has a cracking last calendrierdelascience.com readers who enjoyed the book:"This book is well-written and imaginative.

Chapter 5 : calendrierdelascience.com:Customer reviews: Mr. Planemaker's Flying Machine

She is the author of two novels, Mr. Planemaker's Flying Machine and The Power of Persuasion. She published the anthology, Forever Friends, in and a follow-up anthology, Forever Travels, in

Chapter 6 : PDF Mr. Planemaker's Flying Machine by Shelagh Watkins online

Read information about the author Shelagh Watkins is writer, editor and publisher at Mandinam Press. She is the author of two novels, Mr. Planemaker's Flying Machine and The Power of Persuasion.

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A promotional video for Mr. Planemaker's Flying Machine by Shelagh Watkins.

Chapter 8 : Mr White's White Flying Machine by The Syn - Pandora

Review: MR. PLANEMAKER'S FLYING MACHINE Except for those with a phobia, flying has always been the stuff of dreams among all ages and, in this age of technological wonders, flying in space has.

Chapter 9 : Mr. Planemaker's Flying Machine: Shelagh Watkins: calendrierdelascience.com: Books

Mr. Planemaker's Flying Machine Episode One read by Mike Gardner *Mr. Planemaker's Flying Machine* is a story of flight, fantasy, adventure and courage. Although Emmelisa Planemaker is a strong-willed little girl, she misses her dad, who died when she was only five years old.