

Chapter 1 : The Invisible () - The Invisible () - User Reviews - IMDb

The captain of doomed Malaysia Airlines Flight selected a route that would effectively render the plane invisible on radar in order to commit suicide, experts said Sunday.

Those encountered on the Prime Material plane have almost always been summoned by wizards to fulfill a specific task. The true form of the invisible stalker is unknown. On the Material, Astral, or Ethereal planes, the invisible stalker can only be perceived as a shimmering air mass which looks much like the refraction effect caused by hot air passing in front of cold. Invisible stalkers understand the common speech of men, but can not speak it. They can converse only in their own language, which sounds much like the roaring and whooshing of a great wind storm. Invisible stalkers attack by using the air itself as a weapon. It is capable of creating a sudden, intense vortex that batters a victim for 4d4 points of damage. Such attacks affect a single victim on the same plane as the invisible stalker. Due to their invisibility, these creatures impose a -6 penalty on the surprise rolls of those they choose to attack. Similarly, all opponents who are unable to see or detect invisible foes are at a -2 on their attack rolls. Although they are fully invisible on the Prime Material plane, their outlines can be dimly perceived on the Astral or Ethereal planes. Invisible stalkers can only be killed on the elemental plane of Air. If attacked on another plane, they automatically return to their home plane when their total hit points are exceeded by the damage they suffered. Little is known about the lives of these creatures on their home plane. It is assumed that they are similar to normal air elementals when encountered there. Those present on the material plane are there as the result of a conjuration by some wizard. This magic causes the creature to serve its summoner for a time. The conjurer retains full command of the stalker until it either fulfills its duties or is defeated and driven back to its home plane. Once given a task, an invisible stalker is relentless. They are faultless trackers who can detect any trail less than a day old. If ordered to attack, they will do so with great fury and will cease their efforts only upon their own destruction or the direct orders of their master. Once their mission is accomplished, the creature is free to return to its home plane. The invisible stalker is, at best, an unwilling servant. It resents any task assigned to it, although brief, uncomplicated labors may be seen as something of a diversion and thus undertaken with little resentment. Tasks that require a week or more of its time will drive the invisible stalker to pervert the stated intent of the command. Such commands must be carefully worded and come from a powerful wizard. An invisible stalker may look for a loop hole in the command as a means of striking back at its master. If no option is open, the creature must continue to serve. Invisible stalkers are a species unwillingly transplanted to the Prime Material plane. They are slaves whose terms of servitude dominate their brief stays. Those who have been subjected to great hardship, assigned very difficult tasks, or who have faced death at the hands of humanoids, tend to retain a distrust or outright hatred of them. Those that have had an easy time during past periods of service or who are first time arrivals on the Prime Material plane may be easier to deal with. Such feelings may carry over to influence encounters with humanoids traveling in the aerial plane. Anyone who has befriended an invisible stalker in the past will find that voyages through the plane of elemental Air are far less hazardous than they might otherwise have been. Some mercenary wizards have been able to construct the necessary summons onto scrolls that are usable by others. These sell for between 5, and 10, gp and are very dangerous to use. Even the slightest error can cause users of such scrolls to come to a tragic end. January 27, ,

Chapter 2 : Invisible stalker - Wikipedia

The Invisible Plane is the fictional DC Comics superheroine Wonder Woman's venerable, though now seldom-used, mode of transport. Created by William Moulton Marston as an allegory of the feminine compliance that women of the Depression era relied on to survive in the male-dominated work place, it first appeared in Sensation Comics #1 (Jan.).

She grew increasingly powerful through the Silver Age of comic books and beyond, acquiring the power to ride wind currents thus allowing her to imitate flight over short distance. This had limitations, however; for example, if there was no wind and the air was completely still she would be trapped on the ground or if dropped from a distance that she would helplessly fall out of control to the ground. Though this meant that she would rely on the invisible plane less frequently, she always had need of it. The result of her innovation was an invisible plane that could fly at terrific speeds silently and not be detected by hostile forces, thus avoiding unpleasant conflict. Initially, it was portrayed as being transparent. The Invisible Plane appeared in the very first comic stories, including All-Star Comics 8, where it is shown as being able to fly at over miles per hour MPH and to send out rainbow rays that penetrate the mist around Paradise Island , as well as landing stealthily and having a built-in radio. Wonder Woman is seen storing the plane at an abandoned farm near Washington, D. Prince and changes clothes in some of the earliest tales. Though never explicitly stated, the Plane is presumably stored there when not in use for the rest of the Pre-Crisis era. In a story made shortly after, it flies at 40 miles a second. She uses the plane to fly into outer space, and frequently transports Etta Candy and the Holliday Girls, Steve Trevor , or others. During the s, the plane became a jet, and was often shown swooping over Lt. When Wonder Woman resumed super-powered, costumed operations in , she continued to use the jet as before, but did glide on air currents for short distances. At one point, Aphrodite granted the plane the power to fly faster than the speed of light for any interstellar voyages her champion might undertake. It got along especially well with Steve Trevor. The being that would one day be called the Invisible Plane began life as an alien "morphing crystal" circling a distant planet with its "family", other morphing crystals who are collectively called the Ring. In their natural state, the Plane and its fellow members of the Ring resemble eggs made of semi transparent plastic. In time, it was separated from its family and was found by the Lansinarians, a blind subterranean race that lived underneath Antarctica. The Lansinarians could not react quickly enough to changes in their environment. Thus, they developed the morphing crystal they had found into a life support device that catered to their needs. These beings later bestow the device on Wonder Woman in gratitude for saving them. It is able to render itself invisible as well as alter its shape, transforming into any form of vehicle its bearer desires, be it a jet, submarine, motorcycle, or horse-drawn chariot. Wonder Woman, however, was initially unaware that her Invisible Plane was not only alive but was quite aware that it was being treated by its mistress as a lifeless tool. To adjust to the era, she willed the device to assume the form of a prop-driven plane and it took on the appearance of the original invisible plane of the earlier comics. After its return to modern times, the Plane once again begins to display a personality, and like its earlier incarnation, it ultimately develops the power to talk. But after realizing what it had done, it displays its capacity for remorse after and tried to make amends by transforming itself into a floating base above Gateway City for its mistress. Proving a goodâ€”though mostly silent and facelessâ€”friend, the Plane receives a proper name: Dome even reunites with members of its long lost family at one point. In Wonder Woman by Greg Rucka , Dome sacrifices itself to prevent a tidal wave from killing thousands of innocent people. Having "died" to save so many, Dome is now the equivalent of a human corpse. While it can still function in its traditional shape of an invisible plane, it can no longer alter its shape and is now a lifeless inanimate object that is neither intelligent nor self-aware. Specifications[edit] Originally, the plane was supposed to be silent and move at supersonic speeds. It was created to attune itself to its user and its environment. The vessel responds appropriately and can take the form of any vehicle of earth, water and beyond a submarine or rocket ship. As seen in its stint as WonderDome, it could even turn itself into a flying fortress. It has the power to be undetectable by radar or the human eye and the ability to shift from its crystal, "transparent mode" to complete invisibility rendering both itself and its occupants truly invisible, in true cloaking device technology form. It is in this fashion also that it shields its

passengers from the forces of sudden acceleration. In outer space, the craft can extrude a portion of itself around Wonder Woman. The invisible jet can shape projectile weapons out of its own substance but doing so depletes the amount of material in the vessel. When such depletion occurs, the craft can regenerate itself slowly. This function is to be avoided and used only when absolutely necessary as a last resort. In other media[edit] A full-size plane was featured on the Wonder Woman live-action series , and shown several times during the World War II era. After its disappearance, Wonder Woman runs at incredible speeds, jumping great distances, or even changes costumes and rides to her destination on motorcycles. The invisible plane is a regular feature on the Super Friends cartoon show; Wonder Woman gives a ride to Aquaman and the Wonder Twins on a regular basis. In Challenge of the Super Friends , the invisible jet is shown using golden lasso projectiles. The invisible plane has appeared on the animated series Justice League Unlimited. It had a separate origin that was supposed to have been told in an animated TV movie, Justice League: Worlds Collide, but the feature was never produced. Had it been produced, it would have also explained how the League roster would be expanded and transformed into Justice League Unlimited. Worlds Collide might be produced in the next few years. This was not the case, and the film was never made, but the origin story of the invisible plane intended for Worlds Collide was later worked into the stand-alone film Justice League: Crisis on Two Earths , as noted below. The plane made a brief appearance on Family Guy. In this version it is a stealth fighter jet and even its missiles are invisible. No explanation is ever given as to the origin of the invisible plane. In the animated film Justice League: Crisis on Two Earths , Wonder Woman commandeers an attack plane from Owlman an evil version of Batman while the Justice League is on a parallel Earth dominated by their villainous counterparts, the Crime Syndicate. In the film Green Lantern , Hal Jordan gives his nephew Jason a crystal transparent toy model plane that alludes to the Invisible Plane. Wonder Woman and her invisible plane appear in the Batman: The invisible plane appears in Lego Batman: On April 1, , the Smithsonian had a limited one-day viewing of the plane. In the Supergirl episode " Welcome to Earth ", a veiled reference is made to the plane when the President of the United States played by Lynda Carter , who portrayed Wonder Woman in the live-action series tells Supergirl "you ought to see my other jet". The plane appears on Teen Titans Go! Dorling Kindersley , pp.

Chapter 3 : Dude was invisible to me until after he killed me? : PUBATTLEGROUNDS

Why the 'Ghost Ship' Was Invisible in Oakland, Until 36 Died. where a fire killed 36 people. the Ghost Ship may just as well have been invisible to the Oakland Fire Department.

The story obtained by Randy from the rancher certainly fit the bill. However it was certainly possible that after Ray ejected, the plane could have swung in any direction. I went back to my collection of aerial photos and studied them under high magnification. Sure enough, there were sizable spots of light colored, disturbed ground near where the rancher said. Dis must be da place!!! Jeri and myself were there, as well as Pete Merlin and Randy. We even talked Glenn into coming again since we were going to find it this time and he could document it. Using the photos as a guide, we wandered across the ravines looking for the impact scar. What we found was not a scar, but a number of natural, light colored outcroppings that looked like scars on the photos. All day long we went up and down the canyons, looking for anything out of the ordinary. Nothing was to be found. We started to think that maybe the ranchers story got garbled in the translation, and we were at the wrong spot. We decided to head for Caliente to spend the night, and on the way look up the rancher at his place in Rainbow Canyon. Glenn gave up in disgust and headed back to Rachel, never to be lured back out there again. Our horde converged on the ranch, only to find the rancher gone. His hired hand told us he was at his home in Caliente, but we could contact him there. But when we told the hired hand what we were looking for, he also expressed knowledge of the crash site. It meshed with the original story we had, but he was less aware of the details. Still, it was a match on location. We all headed to Caliente and got a place for the night. As expected, he was pretty certain about the location, even pointing it out to us on the aerial photo and topo maps. Some details were a little hazy after almost 30 years, but that was to be expected. It seemed we had simply not ranged out far enough in our search earlier that day. No problem, as we could head right on back the next morning. Which is exactly what we did. We headed out, armed with shovels and metal detectors. Pete was even lugging a seive with which to sift material. We were that confident. Well, we walked and we walked. We walked well beyond where the rancher told us it would be, and as usual, nothing was to be found. No trace of a very large aircraft, nor any sign of what had to be a sizeable security presence that would have camped there for a week and a half. We dragged our sorry butts back to the cars late in the day. My gut told me very strongly that this rancher was being straight with us, plus we had the corroboration of the hired hand. The distances all made sense too. Yet we scoured the area and found only a few recent vintage beer cans. What the Hell was going on here??? I was also trying other tactics. Not hearing anything, I wrote them again in February. Perhaps in another year, I may get something of use to fill in a few gaps. Nyaah, nyahhâ€¦I know where it is, I know where it isâ€¦â€¦. Too many hours of staring at the aerals kept convincing me I was missing something. I would see likely spots on the aerals, and thought I had missed seeing them on the ground. Then, after heading back out there and actually visiting the area, it was obvious I had already covered the areas several times on foot. I spent some time going over a couple remotely possible spots with a metal detector, but turned up not a trace. I was beginning to think something else more sneaky might be going on. Just about every crash tracked down by people I knew was some sort of military or commercial aircraft. No one to my knowledge had ever tried to find a CIA aircraft. Perhaps the CIA played by different rules? The CIA excelled in smoke and mirrors, and this was smelling smokey. That was starting to be the only scenario that fit the apparent facts. How far could the damn plane have gone? From the info I had gleaned from speaking to Blackbird pilots, it was unlikely the thing would remain in any sort of glide, so I assumed it started tumbling. To do a simulation like this, there are all sorts of assumptions one has to make as far as drag coefficients, initial velocity and altitude not to mention changing air density. Guessing what the drag coefficient for a tumbling A is an interesting problem all by itself. But the bottom line was this: This changed the search considerably. Using the aerals, I had spotted some really interesting scars on a hillside near the mine that looked very promising. Also, there was what looked like an old airstrip blazed into the plateau the mine is on, something that could have been part of the recovery operation. The scar turned out to be from an old brushfire, totally devoid of sexy titanium parts. The airstrip was precisely that, but from the age of the

yuccas growing in the middle, it had to have been older than After all those months, I still found the military campfire spot quickly. I had brought along a metal detector and swept the area, including the apparent chopper pad. I found a few aircraft screws, and some other unknown items that seemed of military vintage. That done, we headed east, where the death certificate said Ray had died. An old plastic knife, and a couple of old wipers for old style Polaroid film, as well as weathered wrappers from what appeared to be old movie film. There was also another rusted smoke canister. I dropped to my knees to have a look, and found it to be a small piece of thin, slightly curved, scratched, smoked glass, of apparent optical quality. I yelled at Jeri to come on over, and she started my way. As she got about five feet away, she suddenly stopped, pointed to her feet, and made sort of a gurgling sound. Normally, this sound would have something to do with rattlesnakes, so she got my immediate attention. But instead of a snake, half-buried in the soil was a twisted pair of sunglasses! Carefully digging them out, they were a narrow pair of American Optical, solid 12k gold aviator glasses. One lens was smashed out the piece of glass I had found was part of it and the remaining lens was deeply scored. The damage and manner of deep scoring made it unlikely they belonged to a member of the recovery team and had been dropped and stepped upon. With all these pieces before us, the scenario became obvious. We could see how he hit the upper parts of the slope and must have bounced down. There was a large, somewhat damaged cedar tree that was at the bottom of this open area, against which Ray must have finally come to rest. It was around this tree we found all the film remnants. But it was most definitely a consolation prize, bearing certain macabre overtones. It was also frustrating and embarrassing at the same time. I could find the impact point in the middle of nowhere, of something as small as an ejection seat, and the spot where a small recovery team spent less than 24 hours. Yet I was unable to find where something as big as a hit, and had a sizeable military encampment for over a week. What was going on here, anyway??? I was rapidly running out of ideas, but I had a last one up my sleeve. They were cheaper than the actual prints, and this allowed me to enlarge only the more promising areas not that there were many, anymore. Keeping in mind my calcs as to how far could have made it from Ray, I did a massive and expensive! There were a few possibilities, but all the other roads on the photo were clearly part of mining operations. Still, we did one last trip out there to check out a few anomalies, and crossed them off the list. I was an expert! I was at a complete loss for what to do. I had run down every lead I could find, even the farfetched ones. Not even the eyewitness leads panned out. The aerials allowed me to rule out very large portions of the search area, as they clearly showed nothing. I was about to head back to school, and had to put this project aside. It really, really bothered me though. That plane was out there, somewhere.

Chapter 4 : Delta Air Lines Flight - Wikipedia

The plane crashed into a utility pole near the Pratt & Whitney headquarters in East Hartford, Connecticut. Investigators concluded the crash was an intentional act motivated by suicide. March

They would return to San Luis Obispo with even bigger losses: October 29, By Diane Pucin Cal Poly San Luis Obispo faculty and students attend a memorial serviceâ€ Associated Press They remember the fog, so thick the twin-engine C charter was invisible until they almost bumped into it on the tarmac. They lost , enduring cold that made them shiver, these kids from California. Everyone wanted to get home. The plane climbed feet before the left engine failed, and then the right one. There was no time to be afraid, only enough time to tuck heads and hunch forward. There were 48 people on board and 22 died, including 16 football players, the team manager and an alumni booster. Of the 26 survivors, 24 had to be hospitalized. The Mustangs came back the next year for a six-game season. A benefit game was played in in L. On Saturday, as the Mustangs host St. Francis University of Pennsylvania, members of that team will participate in a memorial ceremony. The pillars, dedicated in , are in the shape of a huddle. Five women were widowed and 11 children lost fathers. Investigators determined the plane was 2, pounds overweight, and with zero visibility, it should never have taken off. Except for Ted Tollner. The year-old passing coordinator grew tense after air turbulence lasted longer than usual. I get real uptight about it. He heard his coach and the pilot discussing whether to take off. Carl Bowser dragged me away from the fire, and I almost hate to say this for the families that still remember the loved ones lost, but all you could hear was all the screaming. In bits and pieces, he talks of how doctors suggested his injured foot might have to be amputated. There is a moment when his words grow indistinct. Something else happened that night. Tollner and wide receiver Curtis Hill had switched seats. It was his way of honoring Larry Austin and Joe Copeland. The three grew up together in Bakersfield, played football together, went to Cal Poly together, dreamed of coming back to Bakersfield to coach football together, to raise families together. Bowser, then a year-old fullback, survived the crash. Larry was married and had a little boy. For some reason we get called and not for who we are or what we are.

Chapter 5 : Cal Poly plane crash survivors recall life and death in Toledo - latimes

The plane climbed feet before the left engine failed, and then the right one. There was no time to be afraid, only enough time to tuck heads and hunch forward. There were 48 people on board and 22 died, including 16 football players, the team manager and an alumni booster. Of the 26 survivors, 24 had to be hospitalized.

Aircraft[edit] NDA, the aircraft involved in the accident, in July Three flight crew and eight cabin crew members manned Flight The captain, Edward N. Connors, age 57, had been a Delta Air Lines employee since He qualified to captain the TriStar in and had passed his proficiency checks. The NTSB report mentioned that other flight crew that had flown with Connors prior to the accident described him as a meticulous pilot who strictly adhered to company policies. The report also stated that Connors "deviated around thunderstorms even if other flights took more direct routes" and "willingly accepted suggestions from his flightcrew. Connors had logged over 29, hours of flight time, 3, of which had been in the TriStar. Price Jr, age The flight engineer , Nick N. Nassick, age 43, had logged 6, hours of flight time, including 4, in the TriStar. As the aircraft flew past New Orleans , Louisiana , a weather formation near the Gulf Coast strengthened. The flight crew decided to deviate from the intended route to make the more northerly Blue Ridge arrival to DFW. The flight acknowledged the request. Nine seconds later, the controller announced that there was rain north of the airport, and that the airport would be using instrument landing system ILS approaches. The controller replied that the flight should expect to approach Runway 17L now Runway 17C. The Learjet encountered heavy rain and lost all forward visibility, but was able to continue its ILS approach and land safely. William Mayberry is killed in his car at "4". Twelve seconds later, the captain radioed the tower and said, "Tower[: Right ahead of us. Fourteen seconds later, he cautioned Price to watch his airspeed. The left horizontal stabilizer , some engine pieces, portions of the wing control surfaces, and parts of the nose gear came off of the aircraft as it continued along the ground. Some witnesses later testified that fire was emerging from the left wing root. As the left wing and nose struck the water tank, the fuselage rotated counterclockwise and was engulfed in a fireball. Additional units from fire stations No. In later testimony to NTSB officials, on-site EMTs estimated that without the on-scene triage procedures, at least half of the surviving passengers would have died. Authorities transported most of the survivors to Parkland Memorial Hospital. The remainder of the surviving passengers and crew were in the rear cabin and tail section, which separated relatively intact and landed on its side in an open field. Overall, the disintegration of the Tristar was so extensive that the NTSB investigation was quite difficult. Some of the people in the tail section were unable to free themselves due to injuries and rescue crews had to extricate them. Most survivors were also soaked with jet fuel, further adding to the difficulty of exiting the wreckage. Two of the passengers who initially survived the crash died more than thirty days later. On the ground, an airline employee who assisted in rescuing survivors was hospitalized overnight for chest and arm pain. After a long investigation, the National Transportation Safety Board deemed the cause of the crash to be attributable to pilot error for their decision to fly through a thunderstorm , combined with extreme weather phenomena associated with microburst-induced wind shear. The resultant airborne wind shear detection and alert system was installed on many commercial airliners in the United States after the FAA mandated that all commercial aircraft must have on-board windshear detection systems. The NTSB was also critical of the airport for failing to notify emergency services in surrounding municipalities in a timely manner. During notifications, DPS also failed to request ambulances from the adjacent communities of Irving , Grapevine , and Hurst ; however, Hurst responded with ambulances after personnel at its ambulance company overheard the airport crash report on a radio-frequency scanner. The NTSB concluded that the overall emergency response was effective due to the rapid response of on-airport personnel, but found "several problem areas" which under different circumstances "could affect adversely the medical treatment and survival of accident victims at the airport". Based on the improved response times, the NTSB issued a Safety Recommendation on January 9, , calling for airport executives nationwide to consider the benefits of using automated voice notification systems for their emergency aid notifications.

Chapter 6 : The Invisible () - IMDb

"Invisible" people haven't showed up until after the engine upgrade, the same upgrade that made entities invisible when out of LOS. That's the same reason why people also suddenly appear 1 meter out from cover and vanish when they're relatively close to it.

The F Raptor is said to be invisible Can the Raptor see the enemy first, outnumber it, outmaneuver it, and kill it quickly? How does the Raptor stack up against the F? Why did Congress cap production of the Raptor at half the number sought by the Air Force? By Ed Offley eoffley pcnh. Designed around a breakthrough technology, it was heavily armed with the latest air-to-air weapons and was capable of flying faster than its enemies and destroying previously invulnerable enemy aircraft. Its pilots said it was a delight to fly. Yet military historians today say the German Messerschmidt fighter had little effect on the air war over Europe during World War II, and two military aviation experts last week warned that the U. Simply put, said Pierre Sprey and James P. Stevenson, the F Raptor is shaping up to be the Sturmvogel of the 21st century: On surface, the Raptor debate ended six months ago. After years of controversy, the Air Force and Defense Department reached a final agreement on the Raptor program, with DoD and Congress approving full production of the stealth fighter while capping the program at aircraft, a percent reduction of the planes that the service had long said it needed at a minimum. For Tyndall Air Force Base, where the Raptor pilot training program is located, this has meant a reduction in training squadrons from two to one, with 29 of the sleek fighters to be used in preparing pilots for combat units. The two analysts presented their stark findings to a symposium at the nonprofit Center for Defense Information on Friday in Washington, D. The two analysts provided their findings to The News Herald, and Sprey elaborated on the issues in a telephone interview. Sprey said his briefing focused on the time-tested factors that define an effective fighter plane: That is because in order to locate the enemy beyond visual range, the Raptor like every other fighter must turn on its own radar, immediately betraying its location. Nor is the aircraft design effective simply because its advocates insist so, Sprey said. The situation is actually worse today, he said, because many nations have acquired advanced missiles that can home in on radar emissions. As a result, the Air Force is now committed to fielding a fighter program that lacks sufficient numbers to prevail in a major conflict, however effective the individual aircraft may be.

Chapter 7 : "Suicide by plane"™ has killed people in just 4 years

Experts have theorized that the pilot, Zaharie Ahmad Shah, selected a route that would effectively render the plane invisible on radar in order to commit suicide.

The aircraft, an Ilyushin Il reconnaissance turboprop, disappeared from radar screens late Monday night as it was approaching Hemeimeem, home to a Russian military base located 13 miles southeast of Latakia. The disappearance occurred around the same time four Israeli F fighters were conducting a missile attack near the Syrian coastal city, said Russian defense ministry spokesman Igor Konashenkov, according to a report by Russian state-news operator TASS. He added it had been shot down by a Syrian anti-aircraft artillery system retaliating against the Israeli strike. We reserve the right to take adequate tit-for-tat steps. Israeli army spokesman Brig. Secretary of State Michael R. Israel, for its part, held "the Assad regime, whose military shot down the Russian plane, fully responsible for this incident" adding that it also "holds Iran and the Hezbollah terror organization accountable for this unfortunate incident. Sea, where Russian military plane was shot down. Russian President Vladimir Putin, speaking in a news conference in Moscow, said the incident looked "like a chain of tragic circumstances," according to a report by the state-run English-news broadcaster Russia Today. Russia would investigate the incident, Putin said, and boost security for Russian troops in Syria. There was no mention of casualties, but the Syrian Observatory for Human Rights, a pro-opposition watchdog based in the U. It has made for a volatile mix: In , Turkish Fs shot down a Russian Su warplane near the Syrian-Turkish border, killing one of its crew members. That attack spurred a diplomatic row that saw Moscow impose economic sanctions on Ankara. Fears of similar clashes pushed Moscow and Washington to create what reports have described as a hour "de-confliction" hotline. Russia has set up a similar framework with Israel and Turkey. Israel claimed that the system "was in use" early Tuesday, and that its fighter jets were "already within Israeli airspace" when the Syrian projectile was launched. Although Russia works with both of them in the fight against rebels in the country, and despite possessing advanced radar and missile systems to detect and stop most attacks, it has nevertheless tolerated coalition and Israeli strikes on Syrian and Iranian assets - often without informing its putative allies. That hot-and-cold attitude was on display Monday, when Russia and Turkey announced a demilitarized zone in Idlib, the northwestern Syrian province that has become the last redoubt of the rebels. Speaking after a meeting with Turkish President Recep Tayyip Erdogan in the Russian resort city of Sochi, Putin said the two countries would jointly enforce a 9- to mile-wide demilitarized zone. Hard-line militants, including 10, al-Qaida affiliated jihadis thought to be in Idlib, are also to withdraw. Control in the demilitarized zone would fall to Turkish units and Russian military police, and transportation traffic would resume on major highways in the area. Staff writer Tracy Wilkinson in Washington contributed to this report. Visit the Los Angeles Times at www.losangelestimes.com.

Chapter 8 : The F Raptor is said to be invisible until it isn't

Invisible stalkers can only be killed on the elemental plane of Air. If attacked on another plane, they automatically return to their home plane when their total hit points are exceeded by the damage they suffered.

It is a lightweight aircraft, but it is unknown how much punishment it can actually take. It is armed with invisible missiles. The Invisible Plane is instantly recognizable as part of the Wonder Woman mythos. When it was decided that Wonder Woman would venture forth into the modern world of mankind, the Amazons provided her with an invisible stealth plane that could make Transatlantic flights without the need for refueling. Although the plane itself was entirely invisible to the naked eye, its pilot and occupants were still very much visible, giving the illusion of a group of people sitting in the sky. The Plane appeared in the very first comic stories, including All-Star Comics 8. Wonder Woman is seen storing the plane at an abandoned farm near Washington, D. Prince and changes clothes in some of the earliest tales. She uses the plane to fly into outer space, and frequently transports Etta Candy and Holliday Girls, Steve Trevor, or others. During the s, the Plane became a jet, and was often shown swooping over Lt. Wonder Woman continued to use the plane for super-speed, outer space, and multi-dimensional transport up until the un-powered era of Diana Prince. When Wonder Woman resumed super-powered, costumed operations in , she continued to use the Jet as before, but did glide on air currents for short distances. One legend has it that the invisible plane was once a Pegasus that had been given to Princess Diana by the Gods of Mount Olympus, provided that she had the skill to tame it. However, this legend is mainly regarded as a myth, since the original Invisible Plane was in fact a product of Amazon technology. The second Invisible Plane is originally a "morphing crystal" that was developed scientifically by an alien race called the Lansinarians. The Lansinarians were a blind alien race and could not react quickly enough to changes in their environment. Thus, they developed a life support device: The crystal is a shape-changing device that can take many forms. It was initially a malleable alien sentient being who was part of "The Ring," the device which would become the Invisible Plane crash lands on Earth and is found by a group of subterranean beings called the Lansinarians. These beings later bestow the device to Wonder Woman in gratitude for saving them. It is able to render itself invisible as well as alter its shape, transforming into any form of vehicle its bearer desires, be it a jet, submarine, motorcycle, or horse-drawn chariot. To adjust to the era, she willed the device to assume the form of a prop-driven plane and it takes on the appearance of the original Invisible Plane. After its return to modern times, the Plane later begins to display a personality. Displaying its capacity for remorse after attacking Wonder Woman and her friends, it transforms itself into floating base above Gateway City for his mistress. Proving a good--if silent and faceless--friend, Plane receives a name: Having "died," Dome is now the equivalent of a human corpse. While it can still function in its traditional shape of the Invisible Plane, it can no longer alter its shape and is now a lifeless inanimate object that is neither intelligent nor self aware. Following the One Year Later continuity jump, Diana was given a new invisible plane, created by Batman , because her original Invisible Plane had been destroyed and the second Wonder Dome was stuck on Themyscira. Specifications It has the power to be undetectable by radar or the human eye and the ability to shift from its crystal, "transparent mode" to complete invisibility rendering both itself and its occupants truly invisible. The Invisible Jet propels itself by harnessing graviton particles. It is in this fashion also that it shields its passengers from the forces of sudden acceleration. In outer space, the craft can extrude a portion of itself around Wonder Woman. The Invisible Jet can shape projectile weapons out of its own substance but doing so depletes the amount of material in the vessel. When such depletion occurs, the craft can regenerate itself slowly. This function is to be avoided and used only when absolutely necessary as a last resort. Although Wonder Woman possesses the power of flight, the Invisible Jet is very useful when she needs to transport a larger group of people or when she needs to use stealth on a mission.

Chapter 9 : US F Fighter Jet Totaled in Crash Just One Day After Combat Debut

During the first, the shifting cellon made the plane controls impossible to work. The pilot tried to land the plane but couldn't tell just how far the plane extended beneath him. He crashed and the plane was badly damaged. The second flight went much worse â€” the plane's wings just fell off. One crew member was killed.

There were no survivors. The plane went off course while en route from Florida to Texas and crashed into a pasture in the north-central part of South Dakota after flying for four hours apparently on auto pilot. Stewart was a part owner of the jet, said his mother, Bee Stewart, from Springfield, Mo. Government officials said the plane may have suffered a rare pressurization failure. When that occurs at high altitudes such as above 30,000 feet, pilots have a short period of time to don an oxygen mask before slipping into unconsciousness. It was not immediately known whether the people on board were killed in the crash or may have died earlier. The jet was operated by Sunjet Aviation. Sixth Victim Possible Late today, there were unconfirmed reports that there may be a sixth victim. Jack Nicklaus said he feared one of his golf course designers, Bruce Borland, 40, also died in the crash. Borland was flying to Texas because he wanted to design a course with Stewart under the Nicklaus Design banner, Nicklaus said. Officials at the crash site said they could not tell exactly how many people had been killed. No one on the ground was hurt. The plane crashed in Mina, S. It had taken off from Orlando, Fla. Possible Depressurization Two F fighter planes had been following the jet looking for signs of distress. Federal officials said it appeared to be flying on auto pilot before the crash. The Learjet 35 left Orlando this morning at about 9:00. It was scheduled to land in Dallas. The last communication officials had was that the plane was over Gainesville, Fla. FAA spokesman Paul Turk said the plane had flown as high as 45,000 feet and the crew did not respond to repeated inquiries from air traffic controllers. He said that at altitudes above 30,000 feet, a pilot would have to strap on an oxygen mask quickly or his mind would become so muddled from lack of oxygen â€” a condition called hypoxia â€” that he could no longer help himself. After the Learjet reached the Midwest, the Eglin Fs pulled off and four Fs and a midair refueling tanker from the Tulsa National Guard followed it. Eventually, two Fs from Fargo, N. Officials hoped that the Fs could provide assistance to anyone on board who might have helped land the plane safely. The pilots drew close and noticed no structural damage but were unable to see into the Learjet because its windows were frosted over, indicating the temperature inside was well below freezing. The F pilots said they saw the plane, apparently out of fuel, fall to the ground. He won 18 tournaments around the world, including three major championships. In June, Stewart won his second U. Open over Phil Mickelson with a foot putt, the longest putt to ever decide that championship on the final hole. The Associated Press contributed to this report.