FREE THE X-15 ROCKET PLANE: FLYING THE FIRST WINGS INTO SPACE PDF

Michelle L. Evans,Joe H. Engle | 480 pages | 01 Jun 2013 | University of Nebraska Press | 9780803228405 | English | Lincoln, United States

How the Space Plane XB Works

An award-winning team of journalists, designers, and videographers who tell brand stories through Fast Company's distinctive lens. Leaders who are shaping the future of business in creative ways. New workplaces, new food sources, new medicine--even an entirely new economic system. On August 9th, the Walt Disney Co. Originally envisioned as a direct-to-DVD spin-off of Carsthe wildly successful Pixar franchise, Planes was never meant to be as a big summer movie.

But during production, a funny thing happened. Test audiences not only liked it, they really, really liked it. No new scenes needed to The X-15 Rocket Plane: Flying the First Wings into Space added, no new plot threads, no script revisions.

If anything, going theatrical meant the team had more time to work, so it was a luxury. So how did a small-fry movie made by Disney Toon Studios which primarily produces direct-to-DVD The X-15 Rocket Plane: Flying the First Wings into Space wind up in the rarest of air?

In the animation world, this means testing a film early in order to see how audiences react. Early feedback means early detection of problems or issues that will be harder to resolve later on.

We had some finished color. We had scenes that were in-between, where it was basically blocked out—what we call previs. There is probably no more collaborative effort than an animated film, which literally takes hundreds of people artists, heads of story, producers to create from start to finish over the course of several years.

Planes took four and a half to complete. Either way, it allows the film to be shaped and developed by a select group of people rather than opening up the floodgates and letting too many voices corrupt the vision. You get a writer, you look for a solid writer, and you get in a room with him. So on Planesit was myself, Jeff Howard, and John Lasseter, who originally went in a room and started cracking open the idea of Planes.

Then you start crafting the screenplay. There are no executives in the room. Father of the Pride. If you do your research and you get your facts right. A lot of docents at the museums are veterans. We started speaking with those guys. I met with tons of pilots.

Fighter pilots. Glider pilots. Hot air balloon pilots. We would go into rural air fields or to museums or at the Reno Air Races. I met with the Blue Angels, I met with the Thunderbirds. I met with racing pilots and stunt pilots and so on.

Hall and crew were even escorted by the U. Navy to an aircraft carrier miles off the coast of San Diego to fact-check a scene in The X-15 Rocket Plane: Flying the First Wings into Space Dusty is forced to make an emergency landing on a Navy carrier. Then we spent two days there with the men and women and the executive officers of that aircraft carrier.

We got a lot of it right, but he gave me little tidbits and facts to tweak, to show exactly how it would be. Events Innovation Festival The Grill.

Follow us:. By Nicole LaPorte 5 minute Read. Here, Hall boils that process down to four key steps: 1. Make Your Mistakes Early In the animation world, this means testing a film early in order to see how audiences react. Collaborate, But in a Controlled Setting There is probably no more collaborative effort than an animated film, which literally takes hundreds of people artists, heads of story, producers to create from start to finish over the course of several years.

This White House case tracker and live dashboard will tell you News Regal is closing all movie theaters in the U. Blame the pandemic—and Bond. Design Co. Design Hate masks? Try this Space Age helmet instead Co. Design A 5-cent sensor could detect the coronavirus in 10 minutes at home Co. Design See the secret buildings that make cities run.

This Model X-Wing Almost Went To Space

A more efficient on-orbit thruster capability is huge. Less fuel burn lowers the cost to get up there, plus it enhances spacecraft operational flexibility, survivability and longevity. Credit: US Air Force. Each time it goes into orbit, it hitches a ride on the back of a rocket, just like the Shuttle did.

This time, the experiment will fly with a new Hall thruster, an electric propulsion device that ionizes and accelerates a noble gas such as Xenon. The thruster is a modified version of what propelled earlier military communications spacecraft, and one with increased fuel economy compared with regular rocket engines. The new version should result in a higher payload carrying capacity and the ability to execute more maneuvers in orbit.

Beyond that, details are still sketchy. The X was originally designed as a robotic spacecraft that would connect with satellites to repair or refuel them.

Each mission has lasted a long time — hundreds of days, in fact. One thing is for sure: A lot of big-ticket vendors and acronyms are involved. Carl Sagan would be proud. This site may earn affiliate commissions from the links on this page.

Terms of use. Post a The X-15 Rocket Plane: Flying the First Wings into Space Comment. This newsletter may contain advertising, deals, or affiliate links. Subscribing to a newsletter indicates your consent to our Terms of Use and Privacy Policy. You may unsubscribe from the newsletter at any time.

Mysterious XB military robotic space plane to fly again Wednesday - ExtremeTech

Or long. Or involving quite so many dead chickens. Before passengers set foot on a new jet, each plane must ace tens of thousands of safety tests, enduring everything from simulated lightning bolts and hailstorms to bird strikes and mid-air stalling. The X-15 Rocket Plane: Flying the First Wings into Space engines are put through the ringer first by manufacturers such as GEwhere, in addition to computerized tests, they swallow golf-ball-sized chunks of ice, gallons of gushing water a minute, and yep, dead chickens, to check the resiliency of running engine blades.

The threat of bumping into a flock of geese is still a major headache for manufacturers, because it can be not only dangerous—paging Captain Sully! Fatigue tests, which measure how a plane will respond to stress over time, are run by hooking a plane up with electronic sensors and then

pulling and twisting the body with various loads of pressure. Testing teams fly to destinations like Russia, Alaska, and Iceland in search of extreme crosswinds, altitudes, and ice accumulation, sometimes trucking new planes through temps as low as degrees Fahrenheit.

So the next time you see a wing wobble or hear a loud noise in The X-15 Rocket Plane: Flying the First Wings into Space and wonder if that's supposed to happen, the answer is almost unequivocally yes. By Kristen Dold March 29, Save Pin FB ellipsis More.

Image zoom. A jet engine is tested for hail storm resilience at GE's facilities. Inside Boeing's lightning lab. Close Share options. All rights reserved. Close View image.