

Chapter 1 : The Record Breaker Hip Explosion Exercises with Shot Basket and Hip Explosion Exercises

Record Breakers Of The Air has 1 rating and 0 reviews: Published January 1st by Troll Communications, 31 pages, Hardcover. Record Breakers Of The Air has 1.

By he was appearing at the Royal Variety Show. As a singer, he released one charting single in , the Christmas song "Little White Berry". Who and the Daleks , the first of two cinematic spin-offs from the popular BBC television series. He played the role of Dr. He also appeared in Dr. In the 90s he appeared again in Pickwick, touring the country, starring alongside Sir Harry Secombe and the show was recorded again. Sir Harry had originally starred in the West End version of the show in In , Castle teamed up with the actor and comedian Ronnie Barker in an original one-off called "Another Fine Mess" an episode from a series called Seven of One. The show was resident at the Shaftesbury Theatre and, being loosely scripted, it offered both Edwards and Castle the chance to freely ad-lib and generally break the fourth wall with the audience, Castle breaking into trumpet performances while Edwards walked into a front stall seat to read a newspaper, tap dancing and firing ping-pong balls into the stalls. He recorded the theme song for the show himself. While presenting the show he broke nine world records himself, including Fastest tap-dance 1, taps per minute " 24 taps per second, set on 14 January , a record that has never been bettered. From then on, hosting was taken over by Baker and former athlete Kriss Akabusi. Singing career[edit] Between and , Castle recorded three LPs. The record features twelve songs with rain as the theme. They had four children. Their youngest son, Ben Castle born , is a jazz saxophonist who has played with a wide range of artists, including Jamie Cullum , Carleen Anderson , Beth Rowley , Marillion and Radiohead , and performed on film soundtracks. Castle was a football fan and supported Liverpool. Less than six months before his death, he attended the Liverpool-Everton derby match at Anfield on 14 March and stood on the Spion Kop terrace. At that time Ronnie Barker paid tribute to him, referring to their portrayal of characters that bore a strong resemblance to Laurel and Hardy in Another Fine Mess. He was also a recipient of the Carl Alan Award , an honour voted for by members of the professional dance industry. Illness and death[edit] Castle was diagnosed with lung cancer in March , and was told that his chances of recovery were slim and that it was unlikely that he would live for more than six months. He underwent chemotherapy and radiotherapy and went into remission later that year. A non-smoker, he blamed his illness on passive smoking during his years of playing the trumpet in smoky jazz clubs. Several months later, he carried out the high-profile Tour of Hope to raise funds for the erection of the building that would become the Roy Castle Lung Cancer Foundation , which is the only British charity dedicated solely to defeating lung cancer. By this stage, however, his condition was deteriorating and recovery was looking highly unlikely. His final contribution to Record Breakers was aired at the end of the series ending in December , although the programme continued until He died in Buckinghamshire on 2 September , two days after his 62nd birthday.

Chapter 2 : Record Breakers Of The Air by Rupert Matthews

Presents world records associated with birds, aviation, weather, and human flight.

We track his path to 71, yards. Nobody, including Brees, has any idea. The same is true for the Class of , each of whom are in their late 30s and way behind Brees. Eli Manning 53, yards , Ben Roethlisberger 53, , and Philip Rivers 52, would need to last four or five seasons after Brees retires to top his total. Eli already appears to be finishing up his career, and Roethlisberger has publicly flirted with retirement, so Rivers -- the guy the Chargers acquired to replace Brees 14 years ago -- is the best candidate here, and his chances are slim at best. Aaron Rodgers is at 40, yards, but he turns 35 in December and has too much of an injury history to stay healthy and productive into his mids. Staying immaculately healthy is a prerequisite for breaking this record. Favorite Toy formula Sabermetrician Bill James created the Favorite Toy formula as a projection method to predict final career totals for players. Read more about it here and here. In this case, the formula -- which is explained more here -- suggests Ryan has a He plays in a pass-happy scheme that already has allowed him to rack up gobs of yardage. Most important, after struggling through injuries in each of his first two seasons, he has stayed on the field. If we build in a more generous aging curve and suggest that the first overall pick will play seven more seasons, his chances rise to The next tier of passers after Ryan and Stafford will struggle. Marcus Mariota combines both problems. Jameis Winston would need to stay on the field for several years and produce at his peak level before establishing himself as a credible threat. With Carson Wentz , the concern is not talent but injury and volume. Brees is an anomaly in that way; he tore his labrum during his time with the Chargers but ended up not missing any time because the injury came in Week To put it another way: Wentz already has missed more games in his career to injury than Brees has in his. Wentz also would have to throw more to challenge for this mark. Even before the injury last season, the Eagles were having Wentz throw an average of only just under 34 passes per game, and he was 11th in passing yards per contest at The Eagles starter has averaged passing yards per game in his four starts, but he comes up short of Jared Goff. The first overall pick is averaging Running a projection for Goff while he averaged Doing that gets him to 15, yards by the time he finishes his age season. At that point, Goff comes in with a In part, this is because Wentz is nearly two full years older than Goff. Brees and Goff were full-time starters by the time they entered their age seasons. Wentz spent his age season at North Dakota State. Everything has to be right to get past 80, passing yards. As for the guys who are less experienced than Goff and Wentz? For now, it looks like a three-way race among Ryan, Stafford and the best-case scenario of Goff. Who has the best chance to break it.

Chapter 3 : High-Speed Small Craft : Record-Breakers

*Record Breakers of the Air [Rupert Matthews] on blog.quintoapp.com *FREE* shipping on qualifying offers. Presents world records associated with birds, aviation, weather, and human flight.*

The first requirement to decide is the speed which has to be reached and under what conditions. If we are considering an unlimited speed record it may be assumed that the craft has only to run over a measured mile. In fact the major consideration here is that the boat shall keep running as straight as possible, with the minimum effort or skill required on the part of the driver. It is necessary to decide whether any known power unit seems likely to achieve this result if installed in a hull of reasonable proportions and of a form whose qualities can be expected to allow the necessary high-speed running to be carried out with safety without the exercise of undue skill. For the most part and for some time to come the most likely propelling units will be those already developed for racing or attacking in the air. The types of hull so far developed for racing purposes and high-speed running have in the main been built in fair numbers. At least sufficient examples are available elsewhere to study and form an opinion as to their qualities, limitations, etc. The problem is mainly one of producing a form which at speed will retain minimum contact with the water, sufficient to ensure stability both hydrodynamically and aerodynamically. The reason, of course, why the area-reducing qualities are important is in order to reduce resistance to forward motion due to the friction set up by the water passing the surface of the boat in contact with the water. The remaining resistance will mostly be due to the passage of the hull through the air. Both of the two above-mentioned boats have obviously had considerable thought expended upon them by those responsible for their design, especially in connection with the problem of avoiding dangerous qualities from an aerodynamic point of view. Put shortly, the danger here is that the forward end of the boat, which on the under side forms a sort of tunnel between the bottom of the boat and the water, will lift. Prevention of this lifting has to be undertaken by some form of spoiler or its equivalent, the function of which is to stop or break down the flow of air under the bottom of the boat, as well as over the top side or decking. In arriving at a possible form a great many models will undoubtedly have to be tested in an experiment tank, as well as in a wind tunnel. Further models, which may possibly be the same as those used in the experiment tank, will quite likely have also to be tested for behaviour under realistic conditions on the water. Unfortunately in order to obtain reliable results from a wind tunnel a large model is necessary of such dimensions that no "tank" could run it at anything approaching the equivalent "scale" speed. The above-mentioned factor causes one of the limitations to this type of investigation, as what might be called the "water" model will have to be of about 14 in. This is the case at least where speeds in the neighbourhood of m. A more technical explanation of this will be found in the chapter on model testing and Reynolds number. The results of the experiments carried out on the water and in the air have to be studied separately at first, then married up to enable a judgment to be formed as to the likely behaviour of the craft. It is true to say that an experiment tank, if the carriage is fast enough to permit of a reasonable-sized model being used, can reproduce actual conditions as far as the combination of water and air effects are concerned. Owing, however, to the greatly differing Reynolds number between the model and full scale, the aerodynamic effects are not satisfactorily or reliably reproduced. At least absolute reliance cannot be placed upon these results, because of the necessity for ensuring turbulent flow in each case. Having decided upon the correct shape of bottom or running surfaces, combined with an overall form possessing good aerodynamic qualities, we must scheme out a structure and machinery installation which will do the job. The structure alone involves problems calling for utmost judgment and ingenuity. If too heavy, the craft may not achieve the necessary speed; if too light, it may f. In this case success, beside brilliant handling by Sir Malcolm, was due in large measure to the fact that the engine installation, including steering gear and under-water fittings, had already been developed successfully in a previous boat. This applied also to the "vee" drive, which represents a mechanical problem of no mean order. When success comes rapidly one is apt to think the problem has been easy, but unknown and unnoticed and almost forgotten by those involved in solving the many design problems have probably been many a trial model which failed, until finally one shows signs of behaving properly. This is eagerly concentrated upon,

altered here and there, and tested again and again, until the prospects seem good enough to justify going ahead on the full-scale job. Even then many very real problems still exist, because, though a model may have run satisfactorily, it still remains to produce a structure strong enough to take the stresses involved in traveling at high speed over the water while remaining light enough to achieve the necessary speed with the power available. In the particular case of the "Apel" three-point type of hull, at high speed under optimum conditions the whole weight of the boat tends to be supported upon the aft inboard points on the under side of each sponson. This feature, while reducing the friction drag to the minimum extent, does at the same time result in a high concentration of load which results in the necessity for very careful structural design in the matter of securing the sponsons to the main hull. In the case of the Bluebird a continuous cross-member in high-duty alloy was worded transversely from one side to the other, in such a manner that the loads on the sponsons could be transmitted directly to the longitudinal girders which ran the full length and depth of the boat. All craft of this type are susceptible to "porpoising", which is really a longitudinal instability resulting from out-of-balance forces in the dynamic sense. It is perhaps, however, of interest to say that in a large number of cases where models have been tested with a view to achieving really high speeds, this porpoising has shown itself in the model running stage so that it was possible to avoid it in the full-scale craft. There are, however, cases where porpoising can intervene to mar performance in the full-scale craft despite the fact that the models have been quite unblemished in this respect. In a case such as this very careful consideration will have to be given to any possible differences between the model and full scale. When considering dynamic forces, for instance, the effect of the moment of inertia or radius of gyration of the model in relation to the full scale will have to be considered as it is not of necessity faithfully reproduced simply by having a model of the correct scale linear dimensions and displacement. To reproduce the radius of gyration will probably involve very exceptional model-making technique, as the tendency will be for the skin to be too heavy in the model. In other words, radius of gyration will be excessively large. Another point of difference which can arise, especially in the case of jet- or rocket-propelled models, refers to thrust line. In the case of a towed model, it is not always quite straightforward to produce this, especially where a horizontal above-water thrust line may be envisaged. In the case of the employment of jet engines there can also arise aerodynamic effects in the full scale which are not likely to be reproduced in the model. This is not difficult to understand when it is considered that the velocity of the jet in close proximity to the water surface at the stern of the boat will be of the order of 1, m. Both of these effects are difficult, if not impossible to reproduce in a model, and both of them could have some effect in causing undesirable, pitching moments. No more is known to the author than has been published, but careful study brings out the following rather interesting points It would not appear to be an exaggeration to say that both boats are basically of the "three-point" type, although in fact Slo-Mo-Shun IV is claimed by the designer to be of a four-point type. Descriptions appearing in the technical press point to the fact that the fourth step or point of contact will only come into action in the event of some undesirable pitching or longitudinal change of trim taking place. This fourth step appears to fill up a considerable amount of the space normally available between the surface of the water and the bottom of the hull, so that it has the dual function of acting as a damper to longitudinal oscillations porpoising as well as a spoiler of aerodynamic lift by virtue of the fact that it produces the air gap above referred to. Apart, however, from these differences it would appear that a very cleverly schemed construction has been employed, as a displacement of 4, lb. This in itself represents a very considerable achievement; and having regard to the fact that the Allison engine installed is alleged to produce something like 1, b. To be fair, however, the performance is all the more creditable when it is realised that this boat has been successful in races around a course requiring a considerable degree of maneuverability and "seaworthiness" as opposed to simply having to achieve a very high speed in a straight line. The structure is said to be mainly of plywood faced with aluminium on the running surfaces, in which respect it is very similar to the Bluebird, though exact details of the structure are not known. In both cases the propeller design must be considered to be of extreme interest and of outstanding importance.

Chapter 4 : Meteorological history of Hurricane Sandy - Wikipedia

Record breakers of the air Details Category: Recent acquisitions "Record Breaker of the Air" by Charles H Hubbell is an illustrated book published in Airplanes were rapidly becoming more sophisticated and airworthy when young Hubbell joined the design staff of the Curtiss Aeroplane and Motor Company in

Any ship will climb with a powerful riser "slamming it skyward," but to have a model take advantage of the slightest trace of a thermal and produce a long soaring glide is to have soaring ability. Climbing Ability Under Power: Utilize every erg of energy in the motor to make the most of the limited run. Every foot of altitude gained in the climb is minutes added to the total length of the flight. Get the model high enough where the more active air currents will affect the ship. This model has proven to have both of these characteristics to an amazing extent, plus an extreme in stability. In fact it is so stable that it can be made to circle right or left under power or in the glide without having to warp or twist the wings. This model won the Scripps-Howard contest for lifting the greatest weight and then remained in the air for the greatest length of time. During a recent gas duration contest, with a motor run of 21 seconds, the plane remained aloft for 25 minutes. Upon returning to the field the ship was sent up again with a motor run of 25 seconds. This produced a flight of two hours covering a distance of 25 miles, and incidentally established a new world record. This plane also incorporates the following desirable features: All of the excess frills and baggage are entirely eliminated, thus producing a straight-forward and simple but efficient design. Quoting one of the best model builders in the country, "Super-streamlining has a tendency to induce complicated and heavy structures. Wing span, 8 feet; wing cord, 14 inches; wing loading, 8 ounces per square foot. Make an accurate full size drawing of the side view of the fuselage on drawing paper. Place this on a large flat piece of soft wood and hammer one inch brads along the outside edges at close intervals. The longerons are one-quarter inch square very hard balsa. Hold these over the mouth of a steaming tea kettle and bend to the approximate fuselage outlines. Cut the fuselage uprights, making a duplicate of each and place them between the longerons, using plenty of cement. Pull out all of the brads after the sides have dried. Remove them from the drawing and split the sides apart with a thin double edged razor blade. Obtain a large sandpaper block and sand both sides of the fuselage until very smooth. Pin one side of the body to the work bench, cut two of the longest cross pieces in the top view to the correct length and cement them in their proper place. Then lay the other side of the body on top of this making sure that all sides are square. After this has dried glue the tail posts including the tail skid together, wrapping well with silk thread. The rest of the top cross pieces are easily glued in place. Before assembling the firewall be sure all of the holes are drilled and the coil and condenser are mounted securely on the back of it. Dope the firewall and fuselage nose with two coats of "black" followed up with two coats of "clear. Prepare the metal motor mount from half-inch angle duraluminum. Also make the landing gear fittings, tail skid and tail mount fittings out of duraluminum. After assembling these to the fuselage the structure will be ready for covering. Wing All of the ribs in the center section are the same shape and size but the rear of the tip ribs are cut off to fit flush with the trailing edge. The wing is assembled in three sections, and upon completing, the two tips are joined to the center section, adding the twelve inches of dihedral. Double Paper Covering The wing, fuselage, and tail assembly are all double paper covered. Covering in this manner produces a strong and durable coating for the plane which will not split into long tears when punctured. Place the tissue on the parts to be covered with the grain of the tissue running lengthwise. Spray with water and follow with two coats of clear thin dope. Add another layer of tissue with the grain running crosswise to the first covering. Spray the second coat with water and apply two coats of heavy clear dope. Tail Unit Try to make the tail units as light as possible, so that the wing may be placed closer to the nose. This will increase the longitudinal and directional stability. Scanned From August

Chapter 5 : Some What Is The Olympic Record For High Jump Felix Free Fall 4 Phases Of Long Jump Info

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The Beatles are the top group with 17 number 1s. Madonna is the top woman with 13 as of April. Top female group is The Spice Girls with 9. Only seven acts in chart history have got into double figures with their tally of chart-toppers. Westlife hold the record for getting into double-figures in the shortest time 2 years and 10 months [ie. Unlike Westlife, however, The Beatles tended to spend several weeks at the summit, slowing down their release rate. It is worth pointing out that Paul McCartney has appeared on more Number 1s than any other artist under a diverse range of credits. In total, twenty-one artists have appeared on ten or more number one singles. Top group is The Beatles 69 weeks. In his many different manifestations, however, Paul McCartney has spent 93 weeks at the top. It was broken by "What Makes A Man" which peaked at number 2 the following month. Fans argue that this was not an "official" Beatles release. If this logic is accepted though the track did make the charts, The Beatles run of successive number ones begins with "From Me To You" in April - making a total of Longest Span of Number 1 Singles 47 years, 6 months and 23 days. Held by Elvis Presley. Runner up is Cliff Richard. His first chart-topper was "Living Doll" in. His latest was "The Millennium Prayer" in, a span of 40, 4 months and 15 days. Also worthy of a mention is Tammy Wynette. Her single "Stand By Your Man" made no. Diana Ross, though not individually credited, provided vocals on the Supremes chart-topper "Baby Love". She most recently had a solo no. But ignoring this, the first artist to enter at Number 1 in the established chart was Elvis Presley "Jailhouse Rock", Jan. The record for the fastest hat-trick of non re-issued number ones is held by John Lennon. Following his death in December, there was an almost frenzied buying of his singles. In fact, from July to April, all four of their single releases went straight in at No. The band repeated this feat in the period from Oct to March. The Band Aid charity ensemble made its debut at No. The first act to make its chart debut at No. Her song "Saturday Night" with its associated dance had been huge on the continent for some months and the demand from Brits returning home built up an enormous head of steam prior to its release. First British act to debut at No. First solo male to debut at No. First British female act to make her debut at No. First all-girl group to make their chart debut at No. First British all-girl group to make its debut at No. Most Entries at Number 1 by a Debuting Act On 11 Nov, Westlife became the first act to have their first seven singles enter the chart at Number 1 as "My Love" crashed in at the top spot. After five weeks it made number 1. This feat was not matched until 21 years later when Frankie Goes To Hollywood took each of their first three singles to the top. Self-Replacement At Number One On nine occasions in history, one title by an act has knocked another hit, by the same act, off the number one spot: A few weeks after his death, it returned to number 1 Jan. In second place is the artist who also holds the record for the longest gap between number 1s with different tracks and the record for longest gap between number 1s within the lifetime of the artist; Leo Sayer. The longest run between original number 1s i. Special mention must be made here of Stevie Winwood. That catapulted the track back into the chart - at no. This broke the record set over 18 years previously by Jackie Wilson. She had, though, previously topped the chart as half of Sonny and Cher before going solo. In terms of contributing to a Number 1: Ozzy Osbourne holds the male record. The previous record holder was Eric Clapton. Lulu holds the female record. Posthumous Number 1s A morbid one - but one about which, nonetheless, we receive constant emails. Artists which have topped the chart following their death are:

Chapter 6 : Lanzo's Record Breaker

Record Breaker. 65 likes. Providing you with news about the latest tunes from music of all genres.

Chapter 7 : Record-Breakers and Trivia - blog.quintoapp.com

DOWNLOAD PDF RECORD BREAKERS OF THE AIR

I love the idea of combining Record Breakers and a new music joint called Reggie's but the record store doesn't do much for me. It's very compressed and the selections are very poor compared to the old Hoffman Estates location.

Chapter 8 : Record Breakers | Chu-Chu-ChuckleVision Wiki | FANDOM powered by Wikia

The maiden flight of the Zephyr Sâ€”the production configuration of Airbus's record-breaking high-altitude, solar-powered unmanned aircraftâ€”is taking place now.

Chapter 9 : Predicting NFL's next record-breakers - Passing yards, touchdowns, rushing yards, sacks -

World Record Breakers Vertical Jumps Exercise and Jumping Higher Exercises Best Dunk On Someone How To Increase Jump How Do You Jump High Apart from rest, your muscles need protein (for example eggs, chicken breast, turkey, beef, fish, shellfish) and magnesium to grow.