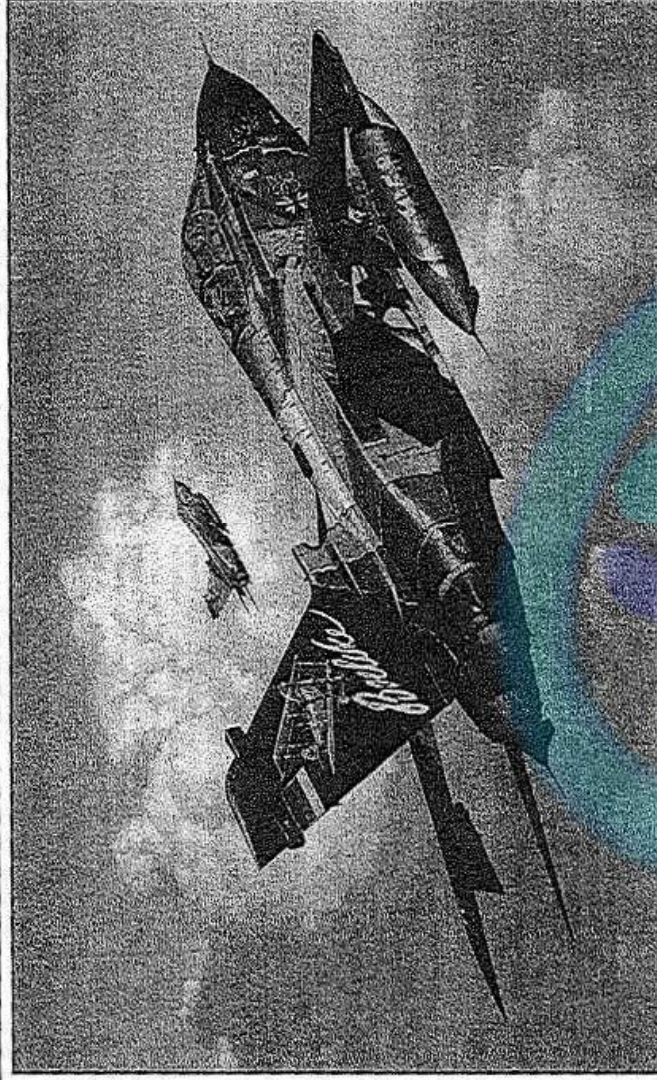




Tornado "PRIDE OF BOELCKE" 50th anniversary

Der Tornado wurde als zweistufiges Mehrzweckkampfflugzeug von den Ländern Großbritannien, Italien und Deutschland entwickelt und gebaut. Die Anforderungen an das damals als Multi Role Combat Aircraft, kurz MRCA, bezeichnete Flugzeug waren unter anderem Optimierung für den Tiefstflug, automatischer Geländefolgeblick, hohe Reichweite, hohe Manövrierfähigkeit und kurze Start- und Landestrecken. Am 14. August 1974 machte der Prototyp seinen Erstflug. Ab 1979 wurden die ersten Serienmaschinen ausgeliefert. Die Basisversion des Tornados wird als Interdiction / Strike, kurz IDS bezeichnet. Hauptaufgabe ist die Unterstützung der Bodentruppen im Krisengebiet. Neben Mitteln zur Selbstverteidigung kann eine große Zahl unterschiedlicher Waffensysteme gegen Truppenansammlungen, Radarstationen und andere Luft- oder Bodenziele zum Einsatz gebracht werden.

Hinter dem Piloten arbeitet der Waffensystem-Offizier. Neben der Navigation und dem Einsatz der offensiven und passiven Kampfmittel gehören die taktische Unterstützung des Piloten und die Überwachung der Flugwerte zu seinen Aufgaben. Mittels eines Radar/Kartensichtgerätes war er in der Lage, die genaue Position während des Fluges durch Abgleich von Karte und Radarbild zu korrigieren. Seit 2001 sind die Flugzeuge mit GPS ausgerüstet. Ein automatisches Geländesystem, bestehend aus dem Terrain Following Radar, einem Radarschienenmesser und dem Flugkontrollrechner erlaubt einen sicheren Tiefflug bis 30 Meter über der Erdoberfläche. Mittels einer ausklappbaren Betankungssonde kann der Tornado in der Luft aufgetankt werden, was seine Einsatzfähigkeit insbesondere über dem offenen Meer enorm erweitert. Dank der Schubumkehranlage im Heck der Maschine ist der Pilot in der Lage, daß Flugzeug nach nur 100 m Rollstrecke zum Stillstand zu bringen. Zum Selbstschutz verfügt der Tornado über eine Radarwarnanlage, einen Radar-Täuschender im Außenbehälter (Cerbentus III) und eine Doppel- und Infrarot-Leuchtkörper-Abwurfanlage im Außenbehälter (Storchen und Täuschkörperbehälter BOZ-101).

Neben dem Konterfei Boeckles ist auch sein Namenszug und eine Folker D.VIII auf dem Toronado verwahrt worden.

Technische Daten

Länge:	1723 m
Höhe:	5,95 m
Spannweite:	13,91 m (bei 25 Grad Pfeilung)
Spannweite:	8,56 m (bei 67 Grad Pfeilung)
Fläche:	31 qm (bei 25 Grad Pfeilung)
Leergewicht:	14.500 kg
Startgewicht max.:	28.000 kg
Wärmeleistung max.:	8.300 kg
Treibstoff:	6350 kg
Leistung:	2 x Turbo-Union R8199.34R
V max in Bodennähe:	2 x 40,5 kN (2 x 7,5 kN mit Nachbrenner)
V max in 11 km Höhe:	1500 km/h
Reichweite:	2335 km/h (Mach 2,2)
Stiegeschwindigkeit:	2780 km
Gipfelhöhe:	1020 m/min bei 3 km Höhe
Bewaffnung:	15 km
	2 x BK Mauser Zfmr (2 x 180 Schuß). AIM 9L

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Tornado "PRIDE OF BOELCKE" 50th anniversary

The Tornado was developed and built as a 2 seat Multi-Role Combat Aircraft by the countries of Great Britain, Italy and Germany. The requirements for the Multi-Role Combat Aircraft, in short MRCA as the aircraft was then defined included: optimisation for low flying, automatic terrain following, extended range, high weapon load and short take-off and landing distances. The prototype made its maiden flight on 14 August 1974. The first series production aircraft were delivered from 1979 onwards. The basic version of the tornado was designated IDS, Interdiction / Strike. Its primary role was the support of ground troops in wartime. Apart from self-defence equipment, a large number of different weapons can also be brought into action against troop concentrations, radar transmitters, and other air and ground targets. The Weapons Systems Officers position is behind the pilot. His responsibilities include the use of offensive and passive weapons systems as well as advising the pilot on tactics, navigation and the supervision of flight control systems. During flight he is able to correct the exact position of the aircraft using a radar / visual map correlation equipment. The aircraft have been equipped with GPS since 2001. An automatic Terrain Following System, comprising Terrain Following Radar, Radar Altimeter and a Flight Control Computer enables safe terrain following flight down to 30 meter (100 ft) above ground level (AGL). Mission availability is enormously increased especially over the sea due to the incorporation of a retractable refuelling probe enabling the Tornado to refuel in flight. Thanks to a thrust reversal unit in the tail the pilot is in a position to bring the aircraft to a standstill after a landing run of only 100 meter (300 ft). For self defence the Tornado is equipped with a Radar Warning System and the radar decoy transmitter Cerberus III as also a BOZ-101 Chaff and Infra-Red Flare Dispenser in a wing pod.

On 22.7.1958 the first Federal German flying unit, 31 Fighter Bomber Squadron went into service. For the 50th anniversary in 2008 a Tornado was given a spectacular special livery and the nickname "pride of Boekke".

In addition to the Boelcke image the name and a Fokker D.VIII were depicted on the Tornado.

Technical Data:

Length: 1723 m (56ft 0 ins)
 Height: 5.95 m (19ft 4 ins)
 Wingspan: 13.91 m (45ft 3 ins) with 25° of sweep,
 8.56 m (27ft 10 ins) with 67° of sweep.
 Wing area: 31m² (327 ft²) with 25° of sweep.
 Empty weight: 14500 kg (31900 lbs)
 Maximum armament weight: 28000 kg (61600 lbs)
 Maximum fuel capacity: 8500 kg (18700 lbs)
 Engine: 6350 kg (13970 lbs)
 Power: 2 x Turbo Union RB 199-34R
 Max. speed low-level: 2 x 40.5 kN (2 x 73.5 kN with Afterburner)
 1500 kph (840 mph)
 Max. speed at 11000m (33000ft): 2335 km/h (1300 mph) Mach 2.2
 Range: 2780 km (1550 miles)
 Rate of climb: 1020m/min to 3000m (3350ft/min up to 10000ft)
 Service ceiling: 15km (48750 ft)
 Armament: 2 x BK Mauser 27mm (2 x 180 Rounds)
 AIM-9L Sidewinder.
 AGM-88B HARM

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Former president of Royal Graham & Co. KG, 1979 and his retirement. Institute of Economic Research

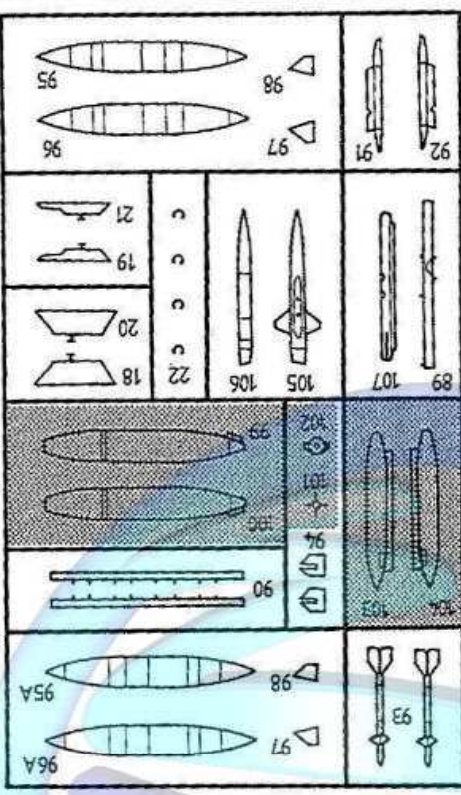
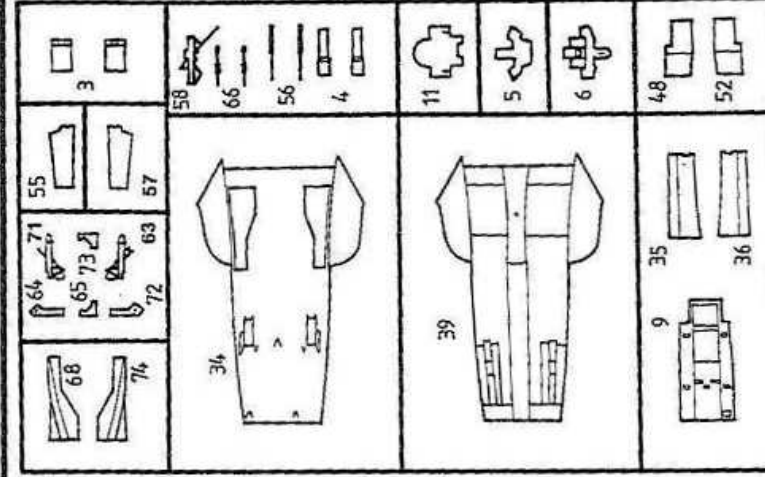
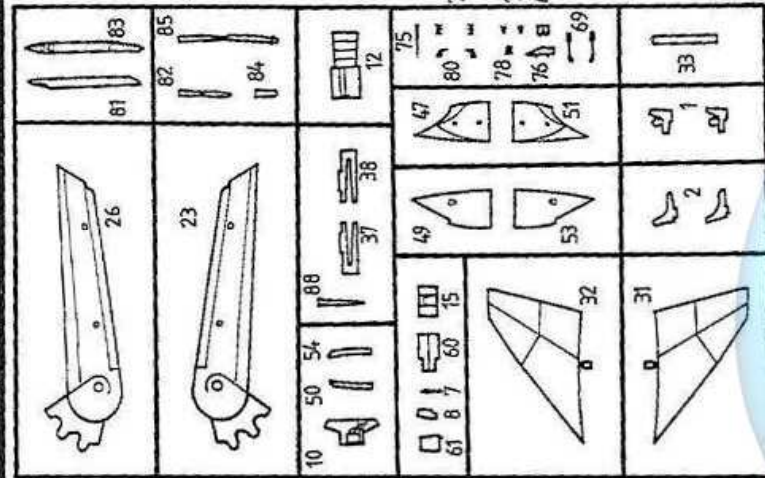
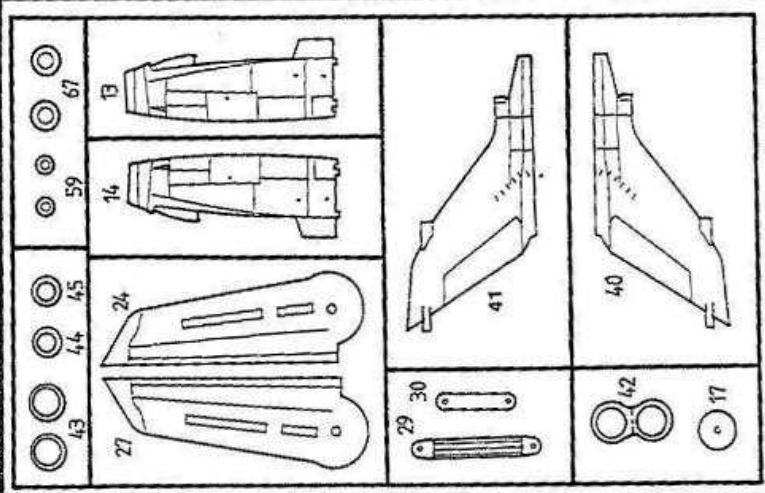
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Myocardial infarction is the leading cause of death in the United States. The incidence of myocardial infarction is increasing, and the mortality rate is high. The most common cause of myocardial infarction is atherosclerosis, a disease of the arteries. Atherosclerosis is a chronic disease that develops over many years. It is caused by the buildup of plaque in the arteries. Plaque is made up of fat, cholesterol, and other substances. As plaque builds up, the arteries become narrower and the blood flow is reduced. This can lead to a heart attack. There are many risk factors for atherosclerosis, including high cholesterol, high blood pressure, smoking, and diabetes. There are also many ways to prevent atherosclerosis, including eating a healthy diet, exercising regularly, and not smoking. If you have any of the risk factors for atherosclerosis, it is important to talk to your doctor about how to prevent it.

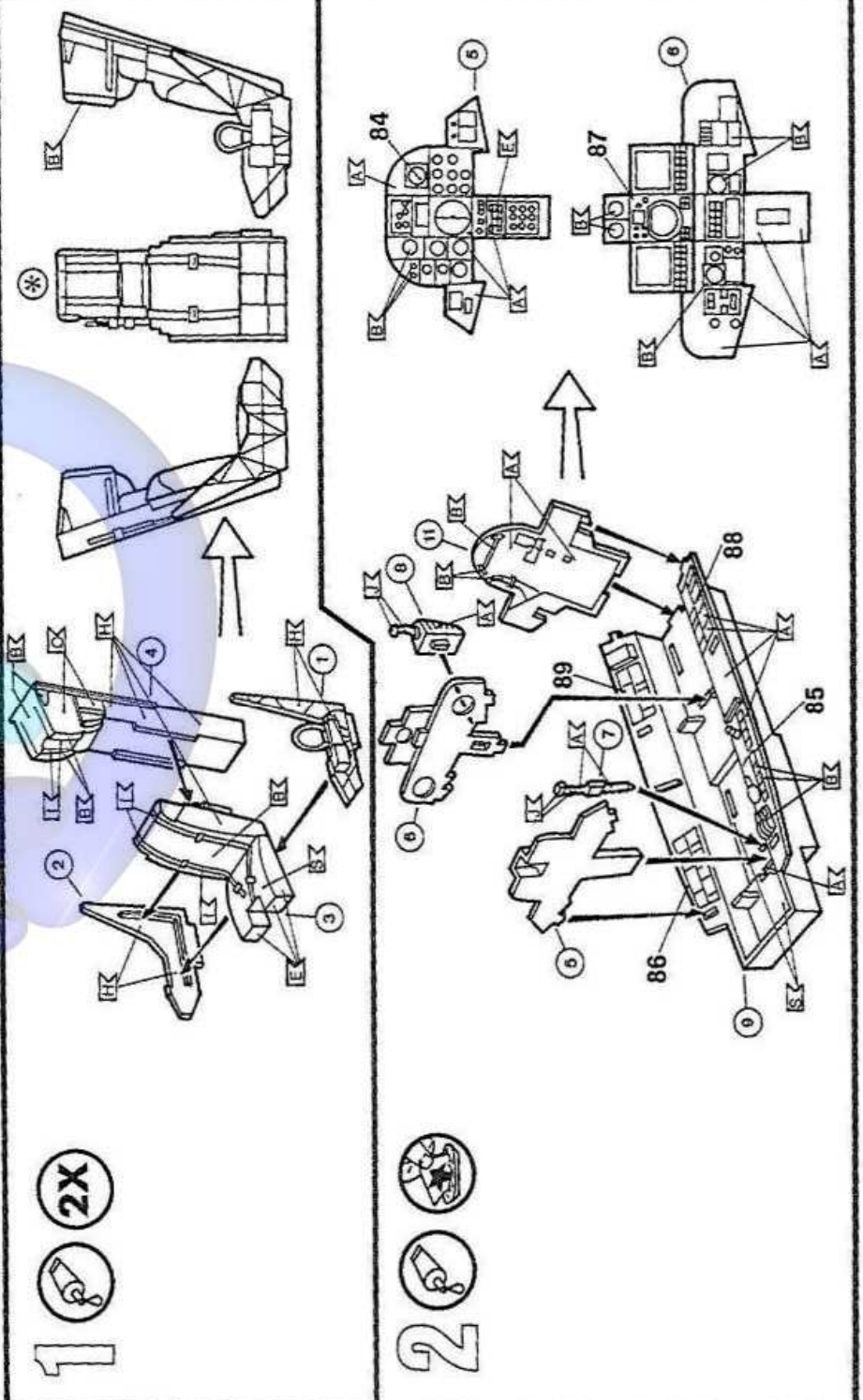
Tour bed wat den Grooten Room der Gracht & de Kijk en de kleine vleeschbanken. Een vreeslijken ruusdende lichte van de hooft met

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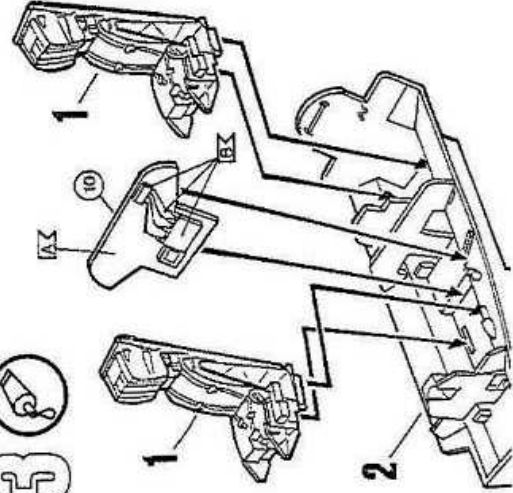
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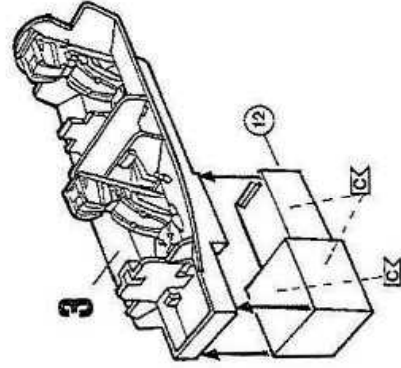
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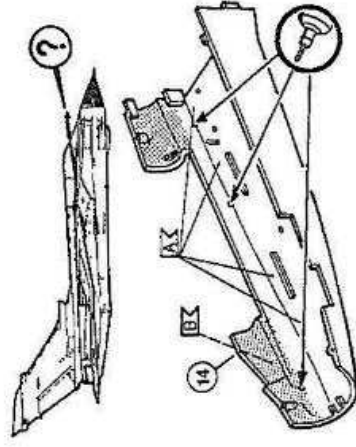
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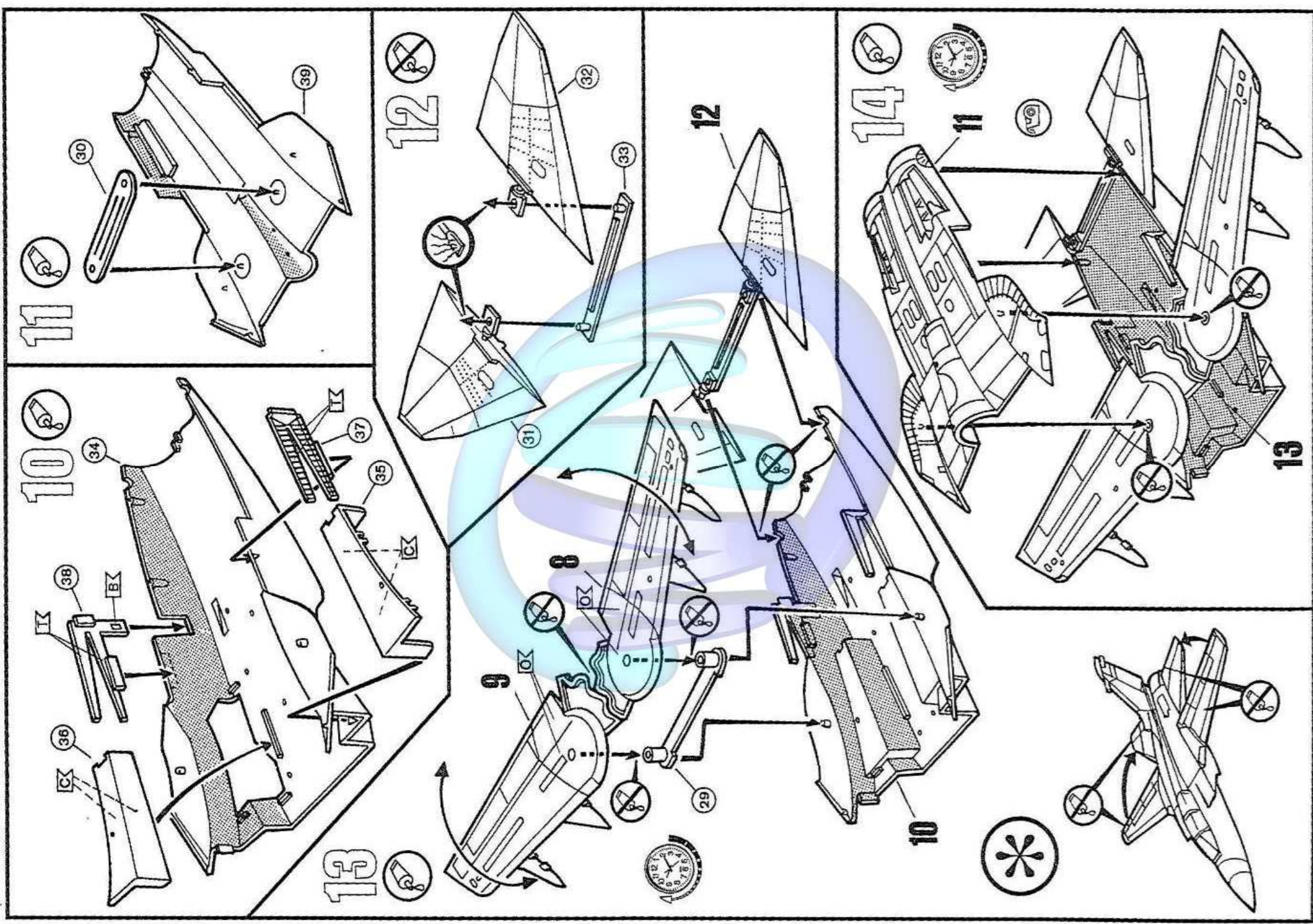


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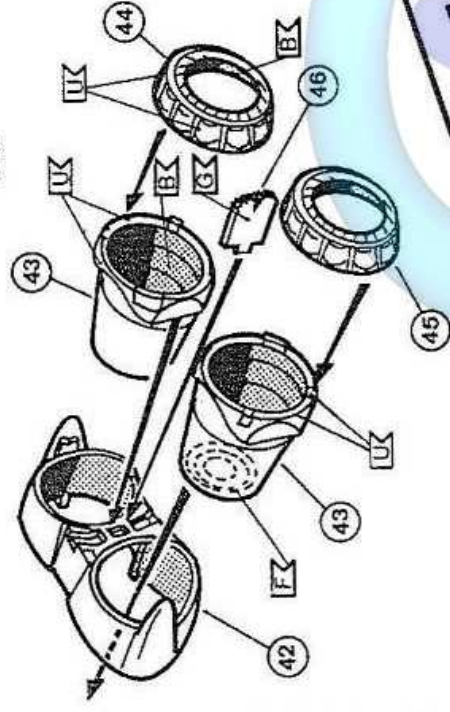
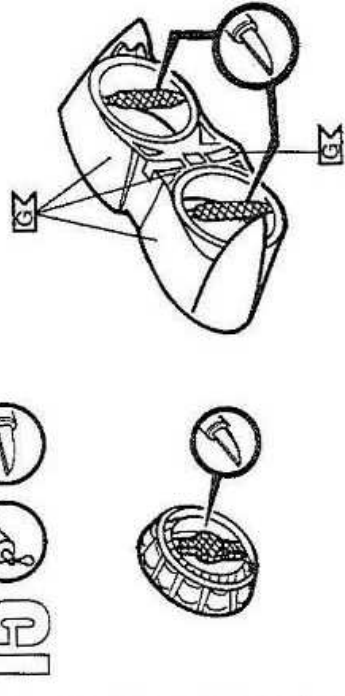


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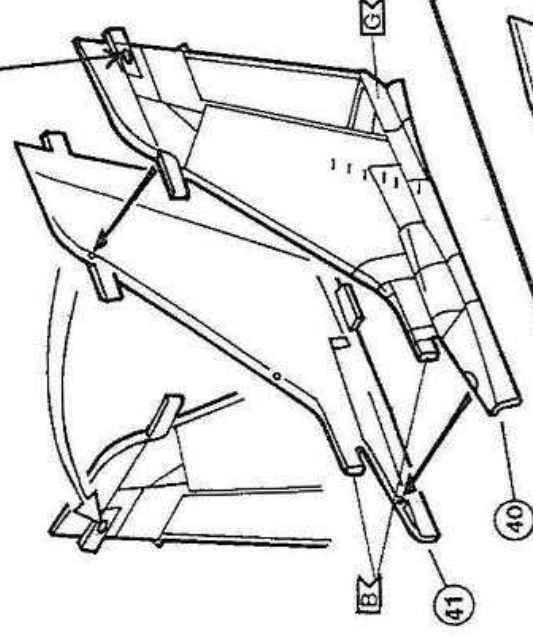
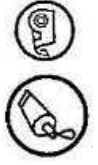




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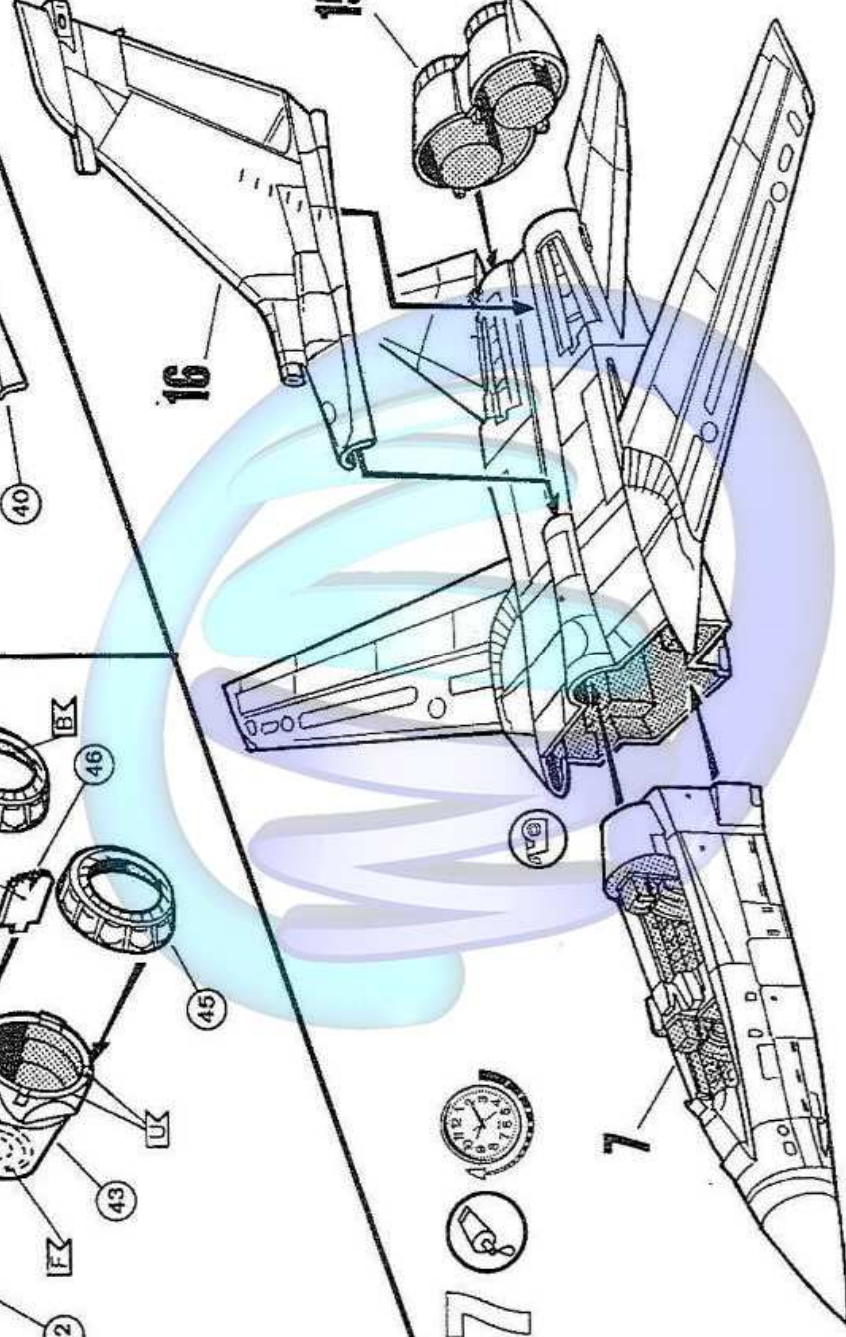
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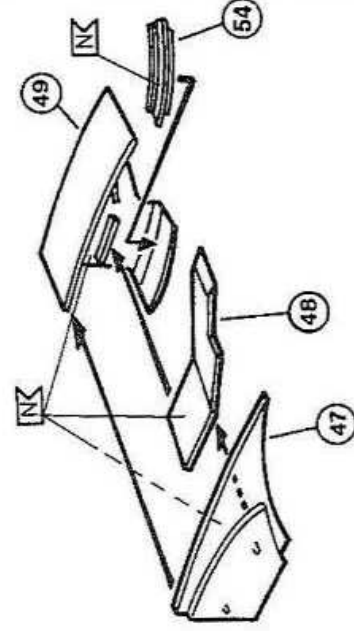
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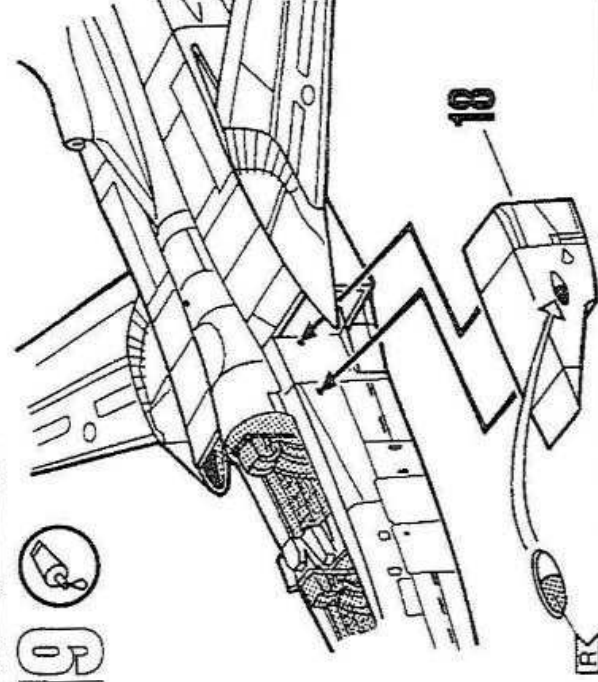
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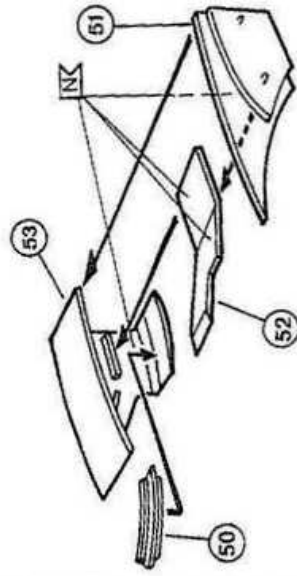


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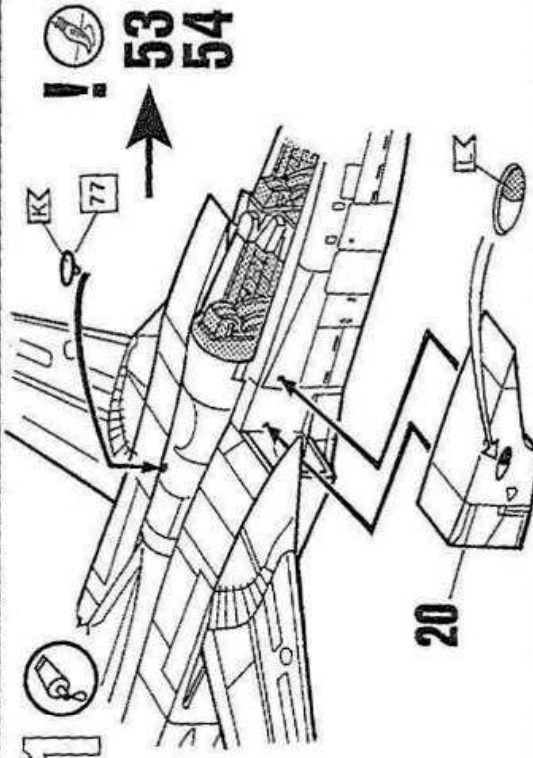


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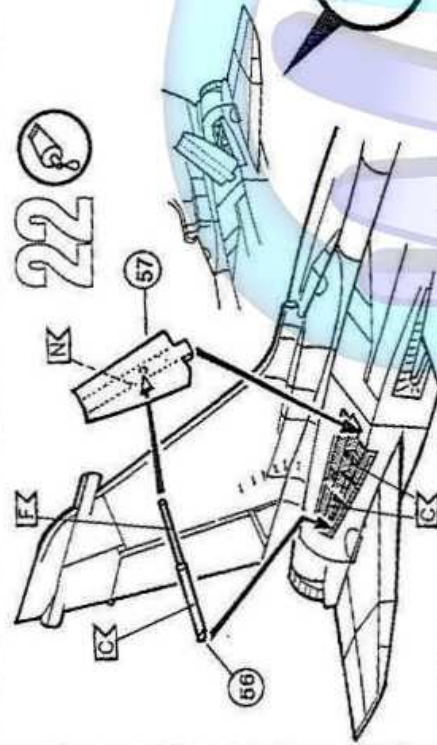
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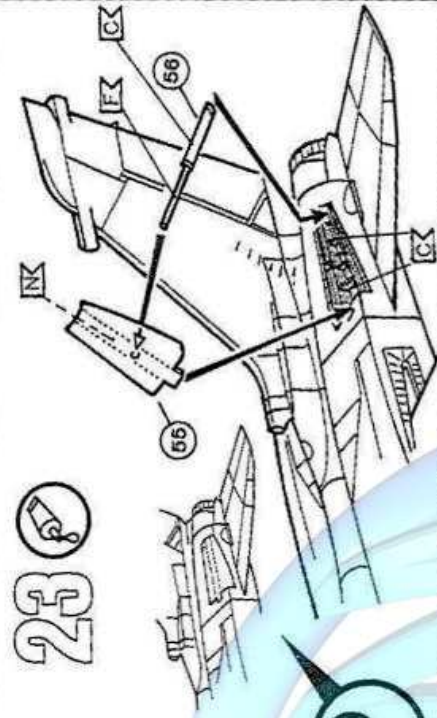
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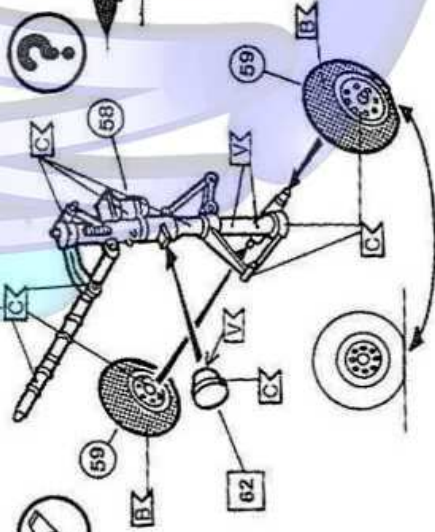
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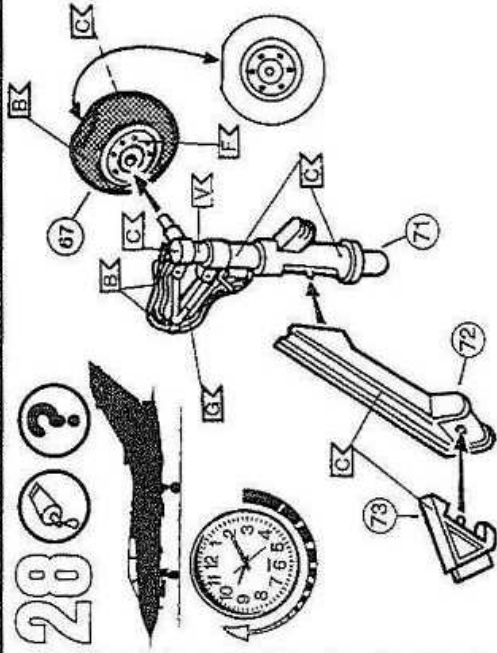
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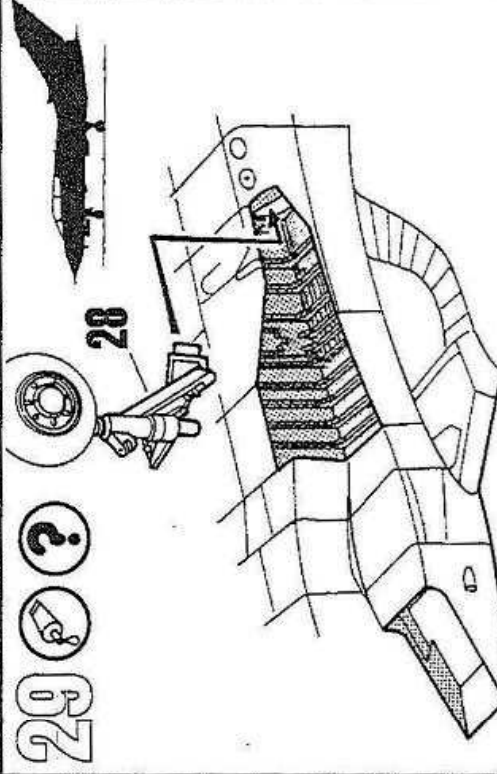
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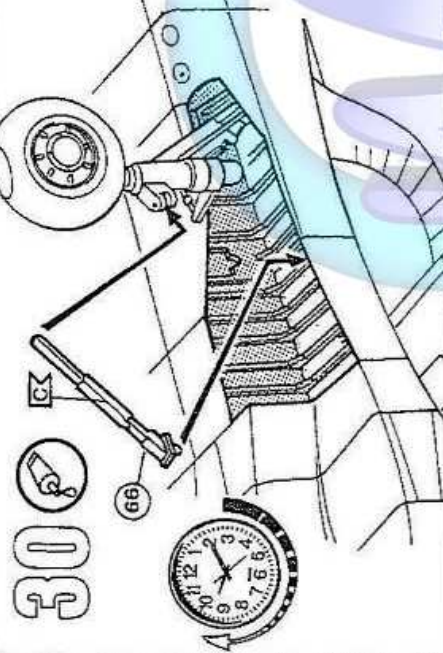
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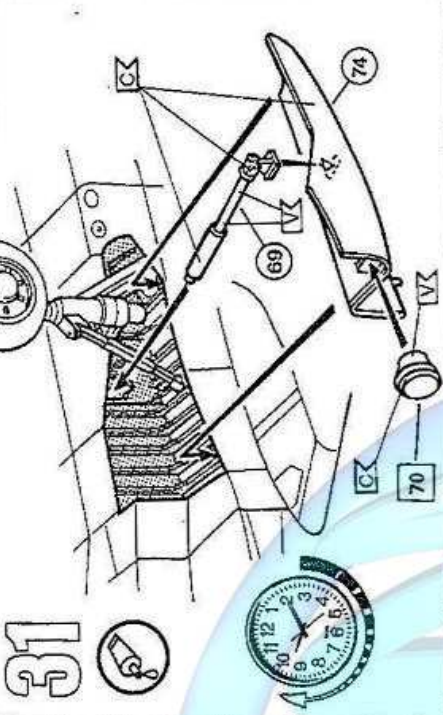
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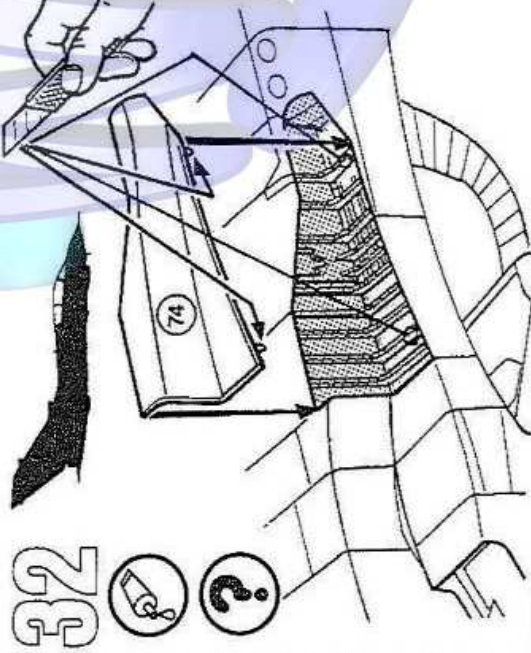
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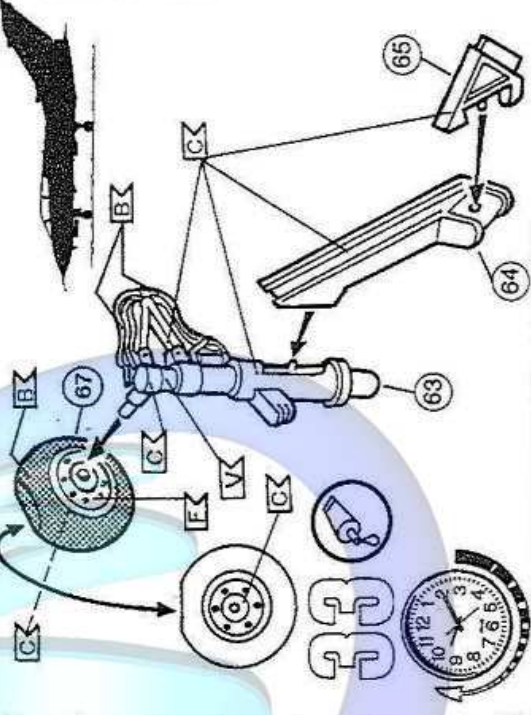
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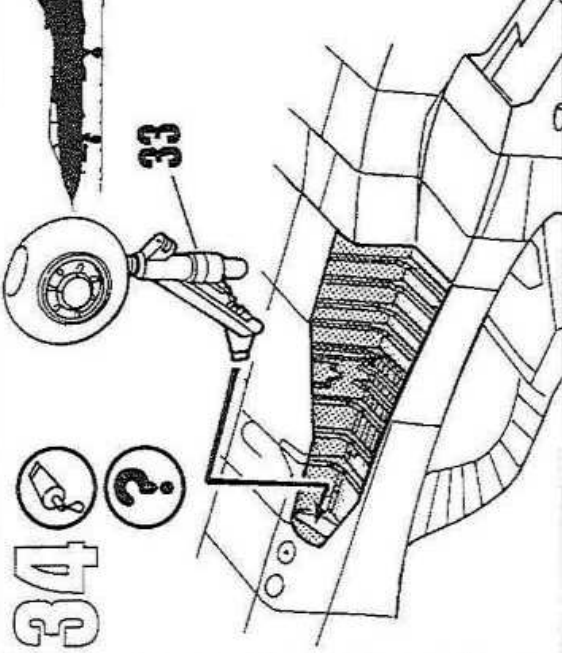
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