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"Provides detailed information on how to operate, maintain, and repair string trimmers and blowers; ... the following manufacturers of electric and gasoline powered string trimmers and blowers are covered: Alpina, Black & Decker, Bunton, John Deere, Echo, Elliot, Green Machine, Hoffco, Homelite, Husqvarna, IDC, Jonsered, Kaaz, Lawn Boy, Maruyama, McCulloch, Olympyk, Pioneer-Partner, Poulan, Redmax, Robin, Roper-Rally, Ryan, Ryobi, Sachs-Dolmar, Sears, Shindaiwa, SMC,

Snapper, Stihl, Tanaka (TAS), Toro, TML (Trail), Wards, Weed Eater, Western Auto, Yard Pro, Yazoo; specific repair instructions for string trimmer and blower gasoline engines are covered for the following manufacturers: John Deere, Echo, EfcO, Fuji, Homelite, Husqvarna, IDC, Kawasaki, Kioritz, Komatsu, McCulloch, Mitsubishi, Piston Powered Products, Poulan, Sachs-Dolmar, Shindaiwa, Stihl, Tanaka (TAS), Tecumseh, TML (Trail)"--Page 4 of cover. The story of the battleship Tirpitz--Bismarck's sister ship--and the desperate Allied efforts to destroy it . . . After the Royal Navy's bloody high seas campaign to kill the mighty Bismarck, the Allies were left with an uncomfortable truth--the German behemoth had a twin sister. Slightly larger than her sibling, the Tirpitz was equally capable of destroying any other battleship afloat, as well as wreak havoc on Allied troop and supply convoys. For the next three and a half years the Allies launched a variety of attacks to remove Germany's last serious surface threat. The Germans, for their part, had learned not to pit their super battleships against the strength of the entire Home Fleet outside the range of protecting aircraft. Thus they kept Tirpitz hidden within fjords along the Norwegian coast, like a Damocles Sword hanging over the Allies' maritime jugular, forcing the British to assume the offensive. This strategy paid dividends in July 1942 when the Tirpitz merely stirred from its berth, compelling the Royal Navy to abandon a Murmansk-bound convoy called PQ-17 in order to confront the leviathan. The convoy was then ripped apart by the Luftwaffe and U-boats, while the Tirpitz returned to its fjord. In 1943, the British launched a flotilla of midget submarines against the Tirpitz, losing all six of the subs while only lightly damaging the battleship. Aircraft attacked repeatedly, from carriers and both British and Soviet bases, suffering losses--including an escort carrier--while proving unable to completely knock out the mighty warship. Trying an indirect approach, the British launched one of the war's most daring commando raids--at St. Nazaire--in order to knock out the last drydock in Europe capable of servicing the Tirpitz. Of over 600 commandos and sailors in the raid, more than half were lost during an all-night battle that succeeded, at least, in knocking out the drydock. It was not until November 1944 that the Tirpitz finally succumbed to British aircraft armed with 10,000-lb Tallboy bombs, the ship capsizing at last with the loss of 1,000 sailors. In this book military historians Niklas Zetterling and Michael Tamelander, authors of *Bismarck: The Final Days of Germany's Greatest Battleship*, illuminate the strategic implications and dramatic battles surrounding the Tirpitz, a ship that may have had greater influence on the course of World War II than her more famous sister. The largest, most complete and up to date almanac of space exploration is now in its second big edition! Here at your fingertips is the latest information on almost anything you want to know about who's doing what in space. No weapon platform sank more U-boats in the Second World War than the Allied aircraft. Whether it was an American 'plane operating from American escort carriers, US aircraft from Royal Air Force bases, or British aircraft from bases throughout the world, these officers and men became the most decisive factor in turning the tide of the Battle of the Atlantic against the German submarine threat. While the

German crews could threaten escort vessels with torpedoes, or avoid them by remaining submerged, their leaders never developed an effective strategy against aircraft. However, the Allied aircraft did not enjoy much early success. British, Canadian and Australian air crews that fought the U-boats from 1939 until 1941 achieved few triumphs. They possessed neither the aircraft nor the bases necessary to deliver consistent lethal attacks against German submarines. In 1941, the Royal Air Force finally began implementing an effective aircraft response when it initiated training on the American-built Consolidated B-24 Liberators. Supported by other types then in service, these four-engine bombers would prove to be decisive. With America's entry into the war, the United States Navy and the United States Army Air Forces also began employing Liberators against the U-boats so that by mid-1943, the Admiral Karl Dönitz, commander of U-boat forces, withdrew his submarines from the North Atlantic in recognition of the Allied aircraft's new dominance. From Dönitz's retreat to the end of the war, Allied aircraft continued to dominate the U-boat battle as it shifted to other areas including the Bay of Biscay. Dönitz eventually ordered his U-boats to remain on the surface and engage Allied aircraft as opposed to submerging. This approach did lead to the demise of some Allied aircraft, but it also resulted in even more U-boats being sunk. Most critically, Dönitz acknowledged with his new policy that he knew of no tactics or weapons that would defend his submarines from Allied aircraft. In the end, it was a matter of choosing whether his submariners would die submerged or die surfaced. Either way, Allied aircraft prevailed. The Allied Air Campaign Against Hitler's U-Boats is the most comprehensive study ever undertaken of this most crucial battle which helped turn the Battle of the Atlantic irrevocably in favour of the Allies. The Fifth Edition retains the pedagogical strengths that made the previous editions so popular, and has been updated, reorganized, and streamlined. Changes include more accessible introductory chapters (with greater stress on the logic of the periodic table), earlier introduction of redox reactions, greater emphasis on the concept of energy, a new section on Lewis structures, earlier introduction of the ideal gas law, and a new development of thermodynamics. Each chapter ends with review questions and problems. Popular Mechanics inspires, instructs and influences readers to help them master the modern world. Whether it's practical DIY home-improvement tips, gadgets and digital technology, information on the newest cars or the latest breakthroughs in science -- PM is the ultimate guide to our high-tech lifestyle.

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