

Chapter 1 : WW II German hardened A4/V2 rocket launch sites in Northern France

Egypt has faced years of instability since the Arab Spring, which sparked the overthrow of then-President Hosni Mubarak and severely delayed construction of the Grand Egyptian Museum.

Failure Rocket impacted 7km south-west of Euskirchen, in a field. Rocket disintegrated before impact. Direct hit on houses. Large pieces of the rocket remains were taken to the East Ham police station. Fell on open ground among brambles. Exploded on contact with Beech tree. Their mission was to scan a stretch of the Dutch coast looking for evidence of rocket activity. While patrolling at 12, feet over North Holland, they witnessed a V-2 rising in the distance at terrific speed. The rocket impacted several minutes later in greater London at Coulsdon. The Spitfires were too far away to discern the exact location from which the rocket had been fired. They could only report the general location, which was near the coast, possibly The Hague. Battery launched their final rocket of the day that evening, which came down at Adelaide Road, Brockley, Lewisham, killing 14 people and injuring another. The attack took place between. Sighted visually, the target was well marked and the attack was concentrated with many bombs falling directly on target. These heavily wooded areas southeast of Wassenaar were suspected as V-2 supply depots but in fact were not. Allied paratrooper landings near the command post of SB. Rocket flew off course. Direct hit on Chatsworth Chapel. Because of the Allied invasion of Operation "Market Garden," both the 1. Command post of SB. It is not known why this rocket impacted in Lille when it was targeted at Charleroi. Impacted rue Deprez-Houdret, Ans, near Liege. Impacted S of Tongeren. Impacted N of Liege. On this day Batt. Damage to surrounding property. Impacted Croiselles approximately 15km from Arras Sept.

Chapter 2 : The Grand Egyptian Museum

*Grand Museum Of Egypt V1 & V2 [Mansour] on racedaydvl.com *FREE* shipping on qualifying offers. In January , the Egyptian Ministry of Culture ran a competition for an innovative design for a new Grand Museum of Egypt.*

Background[edit] The A-4 ballistic missile referred to as the V-2 from September was developed by the Germans between and It was regarded by Adolf Hitler as a Wunderwaffe wonder weapon that he believed to be capable of turning the tide of the war. Its operational deployment was restricted by several factors. Large supplies of cryogenic liquid oxygen LOX were required as the oxidizer to fuel the missiles. LOX evaporates rapidly, necessitating a source reasonably close to the firing site in order to minimise loss through evaporation. Germany and the occupied countries did not at that time have sufficient manufacturing capacity for the amount of LOX required for a full-scale A-4 campaign; the total production capacity in and was about tons daily, but each A-4 launch required about 15 tons. This was within easy reach of the Allied air forces, so any site would have to be able to resist or evade the expected aerial bombardments. He suggested that the missiles should be based in heavily defended fixed sites of a bunker-style design similar to the massive submarine pens then under construction in occupied France and Norway. The rockets could be stored in such sites, armed, fuelled from an on-site LOX production plant, and launched. This offered significant technical advantages; not only would the LOX loss be minimised, but the complex process of pre-launch testing would be simplified. A high rate of fire could be sustained as the facility could effectively operate like a production line, sending a steady flow of missiles to the launch pads. Although this configuration was far less efficient and would have a much lower rate of fire, it would have the great advantage of presenting a much smaller target for the Allied air forces. Hitler strongly preferred the bunker option, though he also gave the go-ahead for the production of mobile launchers. Two different bunker designs had been prepared: III-2a design envisaged preparing the missile for launch inside the bunker, then transporting it outside to a launch pad, while the B. III-2b design would see the missile being elevated from within the bunker to a launch pad on the roof. Each would be capable of launching 36 missiles a day, would hold sufficient supplies of missiles and fuel to last three days, and would be manned by troops. There were existing gravel and sand quarries as well as cement works in the vicinity, which would help with the enormous amount of material that would be needed for the construction works. The quantities required were very substantial indeed; , tons of concrete and 20, tons of steel would be required to build the facility. Brereton inspected the site after it had been captured by the Allies, he described the bunker as "more extensive than any concrete constructions we have in the United States, with the possible exception of Boulder Dam. Fortified train station for missile and supplies delivery. Servicing hall where the missiles would be prepared for launch. Liquid oxygen production plant. Transit halls lined with anti-blast chicanes, where missiles would be transported to the launch pads 7. Launch control centre 9. Standard gauge rail link to Calais-Saint-Omer railway line. The Watten bunker was to be built to a design based on the B. III-2a bunker, though substantially larger. The Germans had originally planned to build a separate LOX plant at Stenay but this option was abandoned in favour of installing a LOX production facility within the Watten bunker. About tons of LOX were to be stored in insulated tanks on-site. The Germans planned to fire up to 36 rockets a day from the site. Missiles, warheads and other components would be shipped to the station and transported on trucks into the main area of the bunker. Here the rockets were to be assembled, raised into a vertical position and fuelled and armed. They would exit through the south face of the building and would be moved on tracks to the launch pads. There were no doors on the exit portals so chicanes were installed in the exit passage to deflect the blast of rockets being launched from outside. The site was initially powered from the main electricity grid, but it was intended that it would have its own independent power source to minimise the likelihood of disruption. The intention was to follow the trajectory for as long as possible so that the accuracy of the missile launches could be determined. They were supplemented by Belgian, Dutch, French, Polish, Czech and Soviet prisoners of war and civilian conscripts, who were used as slave labour. Although escape attempts were punished by immediate execution, there were up to three escapes daily with external assistance. The commandant of the camp is said to have complained that it would have been easier to "guard a

sack of fleas". The work continued around the clock, seven days a week, under giant floodlights during the night. The living and working conditions were extremely harsh, especially for the political prisoners and the eastern Europeans, who were given especially punitive treatment due to their status as the most expendable members of the workforce. He works at his job until he falls flat on his face in the mire, and all that is left for the doctor to do is to issue the death certificate. This site was eventually used to store material required for all the V-weapon sites in the Saint-Omer area. The fortified train station on the north side of the bunker was especially badly damaged, as concrete had just been poured there. Dornberger later wrote that following the attack the site was "a desolate heap of concrete, steel, props and planking. After a few days the shelter was beyond saving. All we could do was roof in a part and use it for other work. After surveying the site in September and October, Organisation Todt engineers determined that the northern part of the facility was irretrievably damaged but decided to focus on completing the southern part to serve as a LOX factory. It was incrementally raised by hydraulic jacks and then supported by walls which were built underneath it as it was raised, becoming the roof. The resulting concrete cavern was intended to be used by the Germans as a bombproof liquid oxygen factory. The thickness of the roof was chosen on the assumption that Allied bombs were incapable of penetrating such a depth of concrete; the Germans, however, were unaware of the British development of earthquake bombs. This project was expanded to turn the quarry into a fixed launch facility. The site itself was now useless, as the Germans recognised when they wryly codenamed it Concrete Lump, and the liquid oxygen generators and machinery were transferred to the Mittelwerk V-2 factory in central Germany, well away from Allied bombers. The Germans had evacuated it a few days earlier and removed the pumps which kept the cavernous basement free from water; not long afterwards it began to flood. This made a substantial amount of the bunker inaccessible to the Allies. V-2s would have been moved through here en route to the launch pads. The floor level has been raised in recent years to prevent flooding; it would originally have held a railway line. Sanders investigated the sites at Mimoyecques, Siracourt, Watten, and Wizernes, collectively known to the Allies as the "Heavy Crossbow" sites. Sanders noted that "the purpose of the structures was never known throughout the period of intensive reconnaissance and attack". He ruled out the possibility that it could have been used for LOX production and concluded, erroneously, that "the site had no offensive role. On 3 February, a B of the US Eighth Air Force dropped a Disney bomb on the Watten bunker and scored a hit over the wall section, but the results were inconclusive and the Air Force was not able to determine how well the bomb had penetrated the concrete. Morgan, reported to the Director of Military Intelligence at the War Office that the main part of the bunker had not been significantly damaged by bombing and that although it was flooded, if it was patched and drained "the building could be quickly made ready to receive oxygen liquifying plant machinery, or for any other purpose requiring a large and practically bomb-proof building. It was left abandoned for many years before the owners decided to redevelop the site. An open-air trail leads to and around the bunker with interpretative signs posted at various points to tell the story of the site and the German V-weapons programme. In , the museum welcomed 45, visitors. Fourteen other bombers were damaged by flak. More than Bs returned during the morning to carry out follow-up attacks. A follow-up attack by 65 Douglas A Havoc light bombers was carried out the same afternoon. Allied losses were four Bs and one B; a further bombers were damaged by enemy fire. No aircraft were lost.

Chapter 3 : racedaydvl.com: Customer reviews: Grand Museum Of Egypt V1 & V2

Called the "world's largest museum," the Grand Egyptian Museum was conceived in as a modern repository for Egypt's ancient treasures, and the ,square-foot building is currently under.

There are only a few men in the Bible to whom God had given the gift of interpreting dreams. One of them was Joseph, the favorite son of Jacob. After being sold into slavery by his brothers, Joseph was taken to Egypt where he eventually gets thrown into prison on account of a false accusation. But while in prison he interprets the dreams of two of pharaohs servants. God makes known to Joseph the interpretation of the dreams of both men, and they come to pass just as Joseph had spoken to them. Now it came to pass that Pharaoh himself had a dream that troubled him greatly, and he sought someone to be able to interpret his dream. Now one of pharaohs servants to whom Joseph had interpreted his dream in prison, remembered his incident with Joseph and how Joseph correctly interpreted his dream. And he advised pharaoh to seek out Joseph to interpret his dream. He tells him that there would be seven years of plentiful harvests in Egypt followed by seven years of desolate famine throughout the land. But in Egyptian it correlates exactly with the new position that Joseph was given by Pharaoh. According to Genesis Let Pharaoh do this, and let him appoint officers over the land, to collect one-fifth of the produce of the land of Egypt in the seven plentiful years. And let them gather all the food of those good years that are coming, and store up grain under the authority of Pharaoh, and let them keep food in the cities. Then that food shall be as a reserve for the land for the seven years of famine which shall be in the land of Egypt, that the land may not perish during the famine. And to that position, Joseph was given the title Zaphnath-Paaneah As we shall see, this was not a proper name at all, but a title. While researching ancient hieroglyphics and the likely Egyptian pronunciations of this name, I realized this title matches exactly the job description that Pharaoh had given Joseph as recorded in the Bible. Below are two English translations followed by the Egyptian phonetically equivalent words taken from the book: Wallis Budge published in , along with page numbers of the hieroglyphic symbols that pertain to the words. Other less likely possibilities are given in the sources section at the end of this article. The two most likely ancient Egyptian hieroglyphic words and the translations of this title would include: The Bible in Exodus So the calculation of when Jacob Israel first enters Egypt during the famine would be B. There would have been 7 years of plenty before Jacob enters Egypt during the famine, which would give you a date of around B. Depending on which Egyptian time-line is used, the following pharaohs would be candidates for the one who appointed Joseph. Well, we do know one important fact that would point to this Pharaoh. There was a great famine in Egypt during his time that lasted for several years. And during the time of Senusret the first we have two records of severe famines that are believed to date to his reign. This famine account was discovered at the ancient Egyptian city of Thebes and is a letter from a man named Hekanakhte writing to his mother Ipi, and to Hetepet, an unidentified female relative. The letters states the following: Do not be anxious about me, for I am healthy and alive. Behold, you are like the one who eats his fill, having once been so hungry that his eyes sank in, although the entire land is dead from hunger. So it may be said that to be held alive is better then death outright. A second record of the years of famine uncovered in Egypt mentions a man named Amenemhat, also known as Ameni, who was the "Overlord of the Oryx nome," one of the districts of ancient Egypt. He was also a chief priest during the reign of pharaoh Senusret I. Now, I passed my years as ruler in the Oryx nome. The gang-overseers of the crown possessions of the shepherds of the Oryx nome gave to me 3, bulls in their yokes. I was praised on account of it in the palace each year of the loan-herds. The entire Oryx nome labored for me. When years of famine came "I plowed all the fields of the Oryx nome, as far as its southern and northern boundary, which kept the people from starving. Another interesting fact about the above inscription mentions that the pharaoh had loaned him 3, bulls in their yokes in order to work the land. Remember that the people also traded their cattle as well as offering themselves as servants to pharaoh, in order that they would have food and not perish from the famine. Joseph purchased the land from the people in exchange for food. He then rented the land back to them, providing them with the seed and necessary work animals in order to work the land. They could keep four fifths of the crop they produced and one fifth was to be taxed or returned to pharaoh according to

Genesis In other words, the taxes on the harvest of those who worked the land. For this reason Egypt was cut up: The longest canal that was built in Egypt at this time was 9 miles long by 16 feet deep and ran parallel to the Nile river. This canal was known as Mer-Wer in ancient times meaning the great canal. The work on the canal was undertaken during the reigns of multiple pharaohs. This is also interesting because according to Genesis When finished, the canal helped turn the Fayyum oasis into the breadbasket for all of Egypt. But as for you, you meant evil against me; but God meant it for good, in order to bring it about as it is this day, to save many people alive. Now therefore, do not be afraid; I will provide for you and your little ones.

Chapter 4 : racedaydvl.com - Timeline of V2 Attacks

Can't wait for the New Grand Egyptian Museum to open! The Museum is not as big as expected. But, it is sprawling and packed with artifacts, statues and finds from tombs and temples all over Egypt.

On 31 May, Rudolf Bree of the RLM commented that he saw no chance that the projectile could be deployed in combat conditions, as the proposed remote-control system was seen as a design weakness. Heinrich Koppenberg, the director of Argus, met with Ernst Udet on 6 January to try to convince him that the development should be continued, but Udet decided to cancel it. Despite this, Gossiau was convinced that the basic idea was sound and proceeded to simplify the design. As an aircraft engine manufacturer, Argus lacked the capability to produce a fuselage for the project and Koppenberg sought the assistance of Robert Lusser, chief designer and technical director at Heinkel. On 22 January, Lusser took up a position with the Fieseler aircraft company. A final proposal for the project was submitted to the Technical Office of the RLM on 5 June and the project was renamed Fi, as Fieseler was to be the chief contractor. By 30 August, Fieseler had completed the first fuselage, and the first flight of the Fi V7 took place on 10 December, when it was airdropped by a Fw. The simple, Argus-built pulsejet engine pulsed 50 times per second, [2] and the characteristic buzzing sound gave rise to the colloquial names "buzz bomb" or "doodlebug" a common name for a wide variety of flying insects. Three air nozzles in the front of the pulsejet were at the same time connected to an external high-pressure air source that was used to start the engine. Acetylene gas was typically used for starting the engine, and very often a panel of wood or similar material was held across the end of the tailpipe to prevent the fuel from diffusing and escaping before ignition. The V-1 was fuelled by litres US gallons of 75 octane gasoline. Rear view of V-1 in IWM Duxford showing launch ramp section The Argus As also known as a resonant jet could operate at zero airspeed because of the nature of its intake shutters and its acoustically tuned resonant combustion chamber. However, because of the low static thrust of the pulse jet engine and the very high stall speed of the small wings, the V-1 could not take off under its own power in a practically short distance, and thus needed to be ground-launched by aircraft catapult or air-launched from a modified bomber aircraft such as a Heinkel He. The unsuccessful prototype was a version of a Sprengboot, in which a boat loaded with explosives was steered towards a target ship and the pilot would leap out of the back at the last moment. The Tornado was assembled from surplus seaplane hulls connected in catamaran fashion with a small pilot cabin on the crossbeams. The Tornado prototype was a noisy underperformer and was abandoned in favour of more conventional piston engined craft. The engine made its first flight aboard a Gotha Go on 30 April. Operating power for the gyroscope platform and the flight-control actuators was provided by two large spherical compressed air tanks that also pressurized the fuel tank. With the counter determining how far the missile would fly, it was only necessary to launch the V-1 with the ramp pointing in the approximate direction, and the autopilot controlled the flight. There was a more sophisticated interaction between yaw, roll and other sensors: This interaction meant that rudder control was sufficient for steering and no banking mechanism was needed. An odometer driven by a vane anemometer on the nose determined when the target area had been reached, accurately enough for area bombing. Before launch, the counter was set to a value that would reach zero upon arrival at the target in the prevailing wind conditions. As the missile flew, the airflow turned the propeller, and every 30 rotations of the propeller counted down one number on the counter. Two spoilers on the elevator were released, the linkage between the elevator and servo was jammed and a guillotine device cut off the control hoses to the rudder servo, setting the rudder in neutral. These actions put the V-1 into a steep dive. The sudden silence after the buzzing alerted listeners of the impending impact. The fuel problem was quickly fixed, and when the last V-1s fell, the majority hit with power. Initially, V-1s landed within a circle 19 miles 31 kilometres in diameter, but by the end of the war, accuracy had been improved to about 7 miles, which was comparable to the V-2 rocket. Trialen fillings were identified by the warhead being painted red, although the assembled missiles were painted green or grey over this. Fuzing was by a triple fuze system. The main fuzes were an electrical impact fuze and a mechanical backup impact fuze. These were immediate action fuzes, the intention being to detonate the warhead on the first impact with the

surface, rather than allowing itself to become buried first. This was a major difference from the V-2, and a reason for the high lethality of the V. Although they did not demolish buildings or deep structures as effectively as the air-dropped bombs, or the deep-burying V-2, their blast effects were almost all released at the surface and caused many casualties. The electrical fuze, ZLPM 76, was mounted at the front, immediately behind the compass and the air speed propeller. It connected to a central exploder tube through the warhead, containing the gaine and boosters. Two transverse fuze pockets, in typical German fashion, were placed in the upper surface of the warhead for the secondary fuzes, also connecting to this same tube. To avoid the risk of this secret weapon being examined by the British, there was a third time delay fuze. This was too short to be any sort of booby trap, just to destroy the weapon if a soft landing had not triggered the impact fuzes. These fuzing systems were very reliable and there were almost no dud V-1s recovered. The original design for launch sites included a number of hangars or storage garages as well as preparation and command buildings, as well as the launch ramp, all of which were easily identifiable from aerial photographs resulting in bombing attacks on the sites. Launching needed a steam generator. A light design utilising a small 7. Eight civilians were killed in the blast. The first complete V-1 airframe was delivered on 30 August , [10] and after the first complete As. Erich Heinemann was responsible for the operational use of V. Overall, only about 25 per cent of the V-1s hit their targets, the majority being lost because of a combination of defensive measures, mechanical unreliability or guidance errors. With the capture or destruction of the launch facilities used to attack England, the V-1s were employed in attacks against strategic points in Belgium, primarily the port of Antwerp. Launches against Britain were met by a variety of countermeasures, including barrage balloons and aircraft including the Hawker Tempest and Gloster Meteor. These measures were so successful that by August about 80 per cent of V-1s were being destroyed [23] the Meteors, although fast enough to catch the V-1s, suffered frequent cannon failures, and accounted for only However, repeated failures of a barometric fuel-pressure regulator led to it being changed in May , halving the operational height, thereby bringing V-1s into range of the Bofors guns commonly used by Allied AA units. This version could carry FZG 76 V1 flying bombs, but only a few aircraft were produced in Some were used by bomb wing KG 3. The trial versions of the V-1 were air-launched. Apart from the obvious motive of permitting the bombardment campaign to continue after static ground sites on the French coast were lost, air-launching gave the Luftwaffe the opportunity to outflank the increasingly effective ground and air defences put up by the British against the missile. To minimise the associated risks primarily radar detection , the aircrews developed a tactic called "lo-hi-lo": When the launch point was neared, the bombers would swiftly ascend, fire their V-1s, and then rapidly descend again to the previous "wave-top" level for the return flight. Research after the war estimated a 40 per cent failure rate of air-launched V-1s, and the He s used in this role were vulnerable to night-fighter attack, as the launch lit up the area around the aircraft for several seconds. The combat potential of air-launched V-1s dwindled as progressed at about the same rate as that of the ground-launched missiles, as the British gradually took the measure of the weapon and developed increasingly effective defence tactics. V-1 Fieseler Fi in flight Late in the war, several air-launched piloted V-1s, known as Reichenbergs , were built, but these were never used in combat. Hanna Reitsch made some flights in the modified V-1 Fieseler Reichenberg when she was asked to find out why test pilots were unable to land it and had died as a result. She discovered, after simulated landing attempts at high altitude where there was air space to recover, that the craft had an extremely high stall speed and the previous pilots with little high-speed experience had attempted their approaches much too slowly. Her recommendation of much higher landing speeds was then introduced in training new Reichenberg volunteer pilots. The Reichenbergs were air-launched rather than fired from a catapult ramp as erroneously portrayed in the film Operation Crossbow. A somewhat less ambitious project undertaken was the adaptation of the missile as a "flying fuel tank" Deichselschlepp for the Messerschmitt Me jet fighter, which was initially test-towed behind an He A Greif bomber. The pulsejet, internal systems and warhead of the missile were removed, leaving only the wings and basic fuselage, now containing a single large fuel tank. A small cylindrical module, similar in shape to a finless dart, was placed atop the vertical stabilizer at the rear of the tank, acting as a centre of gravity balance and attachment point for a variety of equipment sets. A rigid tow-bar with a pitch pivot at the forward end connected the flying tank to the Me The operational procedure for this unusual

configuration saw the tank resting on a wheeled trolley for take-off. A number of test flights were conducted in with this set-up, but inflight "porpoising" of the tank, with the instability transferred to the fighter, meant the system was too unreliable to be used. An identical utilisation of the V-1 flying tank for the Ar bomber was also investigated, with the same conclusions reached. Some of the "flying fuel tanks" used in trials utilised a cumbersome fixed and spatted undercarriage arrangement, which along with being pointless merely increased the drag and stability problems already inherent in the design. The progressive loss of French launch sites as proceeded and the area of territory under German control shrank meant that soon the V-1 would lack the range to hit targets in England. Thus the F-1 version developed. Additionally, the nose-cones and wings of the F-1 models were made of wood, affording a considerable weight saving. With these modifications, the V-1 could be fired at London and nearby urban centres from prospective ground sites in the Netherlands. Frantic efforts were made to construct a sufficient number of F-1s in order to allow a large-scale bombardment campaign to coincide with the Ardennes Offensive, but numerous factors bombing of the factories producing the missiles, shortages of steel and rail transport, the chaotic tactical situation Germany was facing at this point in the war, etc. Beginning on 2 March, slightly more than three weeks before the V-1 campaign finally ended, several hundred F-1s were launched at Britain from Dutch sites under Operation "Zeppelin". Almost 30, V-1s were made; by March, they were each produced in hours including for the autopilot, at a cost of just 4 per cent of a V-2, [1] which delivered a comparable payload. Approximately 10, were fired at England; 2, reached London, killing about 6, people and injuring 17, Antwerp, Belgium was hit by 2, V-1s from October to March. However, they later considered other types of engine, and by the time German scientists had achieved the needed accuracy to deploy the V-1 as a weapon, British intelligence had a very accurate assessment of it. In September, a new linear defence line was formed on the coast of East Anglia, and finally in December there was a further layout along the Lincolnshire – Yorkshire coast. On the first night of sustained bombardment, the anti-aircraft crews around Croydon were jubilant – suddenly they were downing unprecedented numbers of German bombers; most of their targets burst into flames and fell when their engines cut out. There was great disappointment when the truth was announced. Anti-aircraft gunners soon found that such small fast-moving targets were, in fact, very difficult to hit. The altitude and speed were more than the rate of traverse of the standard British QF 3. The static version of the QF 3. The cost and delay of installing new permanent platforms for the guns was fortunately found to be unnecessary - a temporary platform built devised by the REME and made from railway sleepers and rails was found to be adequate for the static guns, making them considerably easier to re-deploy as the V-1 threat changed. In, Bell Labs started delivery of an anti-aircraft predictor fire-control system based on an analogue computer, just in time for the Allied invasion of Europe. These electronic aids arrived in quantity from June, just as the guns reached their firing positions on the coast. Seventeen per cent of all flying bombs entering the coastal "gun belt" were destroyed by guns in their first week on the coast. This rose to 60 per cent by 23 August and 74 per cent in the last week of the month, when on one day 82 per cent were shot down. The rate improved from one V-1 destroyed for every 2, shells fired initially, to one for every. This still did not end the threat, and V-1 attacks continued until all launch sites were captured by ground forces. Observers at the coast post of Dymchurch identified the very first of these weapons and within seconds of their report the anti-aircraft defences were in action. This new weapon gave the ROC much additional work both at posts and operations rooms. The critics who had said that the Corps would be unable to handle the fast-flying jet aircraft were answered when these aircraft on their first operation were actually controlled entirely by using ROC information both on the coast and at inland.

Chapter 5 : Grand Egyptian Museum - Wikipedia

The Grand Egyptian museum, which is under construction, will be one of the most important museums in Egypt, housing more than , artifacts from all pharaonic periods. The museum will be one of the biggest museums in the world, International Cooperation Minister Sahar Nasr said in a statement previously.

The most impressive and well-preserved ones are located in Northern France. One at Watten, in the Eperlecques forest, the other at Wizernes-Helfaut. They represent two different ways of constructing a fixed rocket launch site. The site in Watten is a large concrete bunker complex on a wooden hillside. The site at Wizernes-Helfaut is a tunnel complex and has been built under a enormous concrete dome over a chalk quarry. Neither of those sites could eventually serve their original purpose due to heavy Allied bombing raids and the late time of their construction given the general state of the war. Work on the enormous bunker complex started in March As in Wizernes-Helfaut, the work was mainly carried out by foreign laborers, some of them volunteers but most forced laborers. More than laborers were constantly working on the site, day and night, every day of the week. The Allies first bombed the site on 27 August in broad daylight since precision bombing was necessary. The air raids continued during September with great losses in aircraft and crew on the Allied side. Although little actual damage had been inflicted to the main bunker, the northern part of the site reception station for trains with V2 rockets, and other ancillary buildings had suffered severely as its construction was lighter and largely unfinished. The construction works had also been severely disrupted. Although it would have been possible to remedy most of the damage in a reasonable time span, the Organisation Todt deemed the northern part irremediably lost and decided to concentrate on the southern part, the main bunker, converting it into an liquid oxygen plant that would serve V2 launchings elsewhere in the region Wizernes dome and mobile operations. Construction on the main bunker continued with a very ingenious method of lifting the roof. The roof had been built to withstand even the heaviest Allied bombs existing at the time Tallboy, 6 tons. It weighed tons 5 meter thick and was built at a low level and then lifted with special lifting gear, while construction of the walls underneath continued. This provided for a very effective air raid shelter and made the bunker practically indestructible. Construction on the oxygen plant finished in January Inside, several liquid oxygen compressors had been installed on plints. They were later removed out of fear for explosion due to the heavy vibrations caused by the continuing Allied bombing. Two bombardments with Tallboy bombs took place on June 19 and July 27, Only a single Tallboy actually hit the bunker, at the north side. The effects are visible but the roof had not been pierced and no structural damage had been inflicted. The Allies captured the site on September 6, The Americans tested new bombs of the Grand Slam type 10 tons on the bunker in January Two Grand Slams hit the building. A tip of the roof on the southern part control tower came off, but again with no structural damage to the building itself. The site has been classified as a historical monument in and can be visited. More information can be found at this very informative site , as well as here , and at the official Blockhaus site. A map of the site, showing how it was originally planned and how it had eventually been built, is shown here. I have visited the site three times, in the early eighties, and Regrettably the site has undergone some changes including cleaning up and parts being sealed off for the public, as well as unrelated items being added to the site. Images from my previous visit in can be found here. Click here for a location on Google Maps. They are displayed in the logical order of a visit to the site. La Coupole in Wizernes-Helfaut After the bombing and serious damage at the Watten bunker site, the Organisation Todt looked at an alternative place for a protected V2 base. Wizernes-Helfaut is south of Saint-Omer. Construction started in July , the first Allied bombing took place in March The site was protected by an enormous bombproof concrete roof dome shape weighing tons, 71 meters in diameter and 5 meters thick, built over a chalk quarry. As with the Watten site, the roof was built to withstand even the heaviest Allied "Tallboy" bombs 6 tons. A 7 kilometers tunnel complex was built in the quarry walls. A railway took the rockets in the tunnel, where they were stored and prepared for launching. Due to the height of the inside, complicated lifting gear was unnecessary. The rockets were to be launched outside on two launching pads called Gustav and Gretchen. The walls of these pads can still be evidenced today, notwithstanding the heavy

Allied bombing. The site was eventually abandoned as a rocket base in August , mainly as a result of the huge damage to the outside communication lines roads, railway which made further construction almost impossible. The amount of actual damage inflicted to the site was, however, limited. The dome as well as the tunnel vent and part of the tunnels remained largely undamaged. After the site had been left, all plans for hardened V2 launching sites were abandoned and deployment was shifted exclusively to mobile launchers called Meilerwagen. The site has nowadays been turned into a museum. Jackets are available at the entrance. More information can be found at this very informative site and at the official site of " La Coupole ". A map of the Wizernes site is available here. Images from the site in are visible here. Also here, the area has undergone changes since my previous visit in It is now no longer possible to climb the hill to the ventilation shaft and the dome on the top of the hillside, which have been fenced. A walking path has been made around the hillside. Click here for front and back of the La Coupole brochure French and Dutch languages. A map of the tour for visitors is available here. The enormous concrete dome is visible from far away. The tower on its left side is the railway ventilation shaft. On the left side in front of the concrete dome the remains of the Gustav launching pad can still be evidenced. The rails have been removed. While it was possible to climb up the hillside, regrettably this has now been made impossible as the perimeter has been fenced-off. A footpath takes you around the hillside but avoids the dome and the railway ventilation shaft. When entering the railway tunnel takes visitors deep into the hillside. There are 7km of underground tunnels but they are only very partially accessible. Different side-galleries have been cut alongside. At the center the tour takes visitors further on the right side into the heart of the complex, with an elevator taking them up to just under the concrete dome. Under the dome the museum has been set up with different themes including the development of V1 and V2 weapons, the role of Werner von Braun as initiator of modern rocket technology, the further conquest of space, and life under German occupation during WW II. Different scale models are on display inside the museum. Two of them are of the Wizernes site, another one is of the Watten site see above. Abuse will be reported.

Chapter 6 : Just Flight - Flight Replicas Halifax (for FSX & P3D v1-v3)

The Grand Egyptian Museum is situated between modern Cairo and the ancient pyramids, where the desert joins the floodplain. Poised between worlds, it has been conceived as a portal through time. It will be the largest museum in the world dedicated to a single civilization.

Overview[edit] The design of the building was decided by means of an architectural competition. The organisers received entries from 82 countries, making it the second largest architectural competition in history. In the second stage of the competition, 20 entries were asked to submit additional information. Judging was complete by 2 June. The competition was won by the company Heneghan Peng from Dublin, Ireland, winning \$100 million. Second place was awarded to Coop Himmelblau. The exhibition masterplan, exhibition design and museology is by Metaphor and Cultural Innovations Ltd. The building is shaped like a chamfered triangle in plan. It sits on a site two kilometers west of the pyramids, near a motorway interchange. In front of the building is a large plaza, filled with date plants. One of the main features of the museum is the translucent stone wall, made of alabaster, that makes up the front facade of the building. Inside the main entrance is a large atrium, where large statues will be exhibited. The new museum is designed to include the latest technology, including virtual reality. The museum will also be an international center of communication between museums, to promote direct contact with other local and international museums. The Statue of Ramesses II, estimated to be approximately 3,000 years old and was moved to the entrance of the museum in January. Following this, the construction tender was announced in October. Earthmoving has begun to excavate the site for the building. Tendering was due in September, with an estimated completion date of 2018. The Minister of Antiquities Mamdouh al-Damaty announced in May that the museum will be partially opened in May 2018. The main attraction will be the first exhibition of the full tomb collection of King Tutankhamun. The collection includes about 5,000 items in total and will be relocated from the Egyptian Museum in Cairo.

Chapter 7 : NPR Choice page

The Grand Egyptian Museum had been scheduled to open in 2018, but construction has lagged as expenses mounted to more than \$1 billion. The museum is now scheduled to open partially in 2020.

Chapter 8 : V-1 flying bomb - Wikipedia

In the context of discussing the prospects of cooperation between the international institutions and the Grand Egyptian Museum project, The Spanish Ambassador visits The Grand Egyptian Museum. On Tuesday 24/03/, Dr. Tarek Sayed Tawfik, the general supervisor of the Grand Egyptian Museum, receives Mr. Arturo Avello, the Ambassador of Spain.

Chapter 9 : Books by Emmeline Lott (Author of The Governess in Egypt V2)

The Grand Egyptian Museum (GEM), also known as the Giza Museum, is a planned museum of artefacts of ancient Egypt. Ruled by pharaohs, it is considered as the largest archaeological museum in the world, the museum is under construction and is scheduled to be partially open in 2020 exhibiting the full Tutankhamun collection with many pieces to be displayed for the first time.