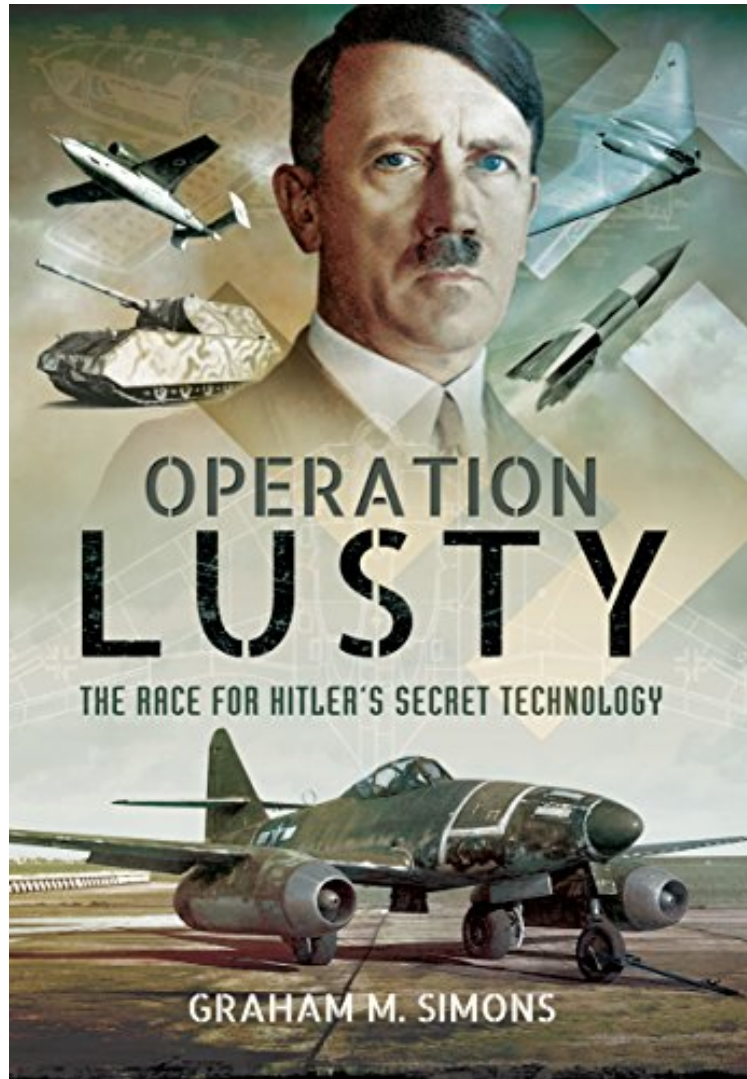


(Download pdf) Operation LUSTY: The Race for Hitler's Secret Technology

Operation LUSTY: The Race for Hitler's Secret Technology

Graham M. Simons

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Graham M. Simons : Operation LUSTY: The Race for Hitler's Secret Technology before purchasing it in order to gauge whether or not it would be worth my time, and all praised Operation LUSTY: The Race for Hitler's Secret Technology:

1 of 2 people found the following review helpful. Hitler's Scientists - beyond the technological horizon. By grigore caragacianu United States owes immeasurably to the Third Reich's scientists and engineers. Without them, U.S.A would be today 50 years behind. 1 of 1 people found the following review helpful. A Primer on Operation Lusty By Norman Malayney "Graham Simons has been granted access to a staggering archive; a wealth of fascinating documentation that has never before seen the light of day." This statement is pure hyperbole: the majority of the

information previously appeared in various books, journals and magazine articles in edited form, accompanied by samples of verbatim official air technical intelligence reports. The book is an excellent primer on Allied exploitation of German military technology. Many ATI reports are scattered among various government agencies and difficult to compile a complete history in one book. Postwar, US and translated German documents were microfilmed on 35mm film. National Archives II has hundreds of film containers with film strips spliced together but restricted from public access. They fear the splices are dried out and each reel would unwind into 50 to 60 pieces of film. Until restoration money is available, the reels remain sequestered. If restored and digitalized, they will revise Air Technical Intelligence and Operation Lusty history as we know it. Using UK-style plagiarism, businessman Simons cites no attribution for provenance of his information. I advise researchers defer quoting any text having no citations to original source. Many photos are plagiarized from other publications with NO credit to source. P-179: Top two photos. I sent Charles Barr money to produce copy negatives of his personal photos including this one. This picture appears in War Prizes and my article, ATI Operation Lusty. The Me262 accident picture: I sent Craven money for copy negatives of two accident photos and one appears with no credit to Craven. This book contains my research material that has my name purged. P-159: The photo caption has a typo; the last name Maxwell should read, Roy Brown. P-184-187: For attribution, see Frank Voltaggio's story 'Wright Field and the German Me262,' in "Friends of the Air Force Museum" newsletter, Spring 1991. Though not cited, the article is listed on page 262. Page-185 photo: In a letter, Russ Schlee DENIES his two Me262 flights were escorted; therefore, he is NOT the pilot claimed in the caption. Jeff Ethell's error appeared in an Air Force magazine article. P-195: Give top photo credit to Northrup Corp. And the MASSIVE lack of attribution continues.

Graham Simons has been granted access to a staggering archive; a wealth of fascinating documentation that has never before seen the light of day. Category 1, top secret documents, prepared by the Director of Technical Services at Wright Field in 1945, feature lists of aircraft, radar equipment, and other military and aviation accessories that the United States and the Allies lusted after in the dying days of The Second World War and during the post-War period, when enemy secrets were more hungrily sought than ever. Details of information gleaned over the course of Operation LUSTY (LUftwaffe Secret TechnologY) are included in the form of reports, tables, and typed transcripts of conversations. Photographs also feature in this visual publication that seeks to consolidate all the various scraps of documentation filed around this time in an effort to create an authentic impression of events as they unfolded during the course of this mammoth retrieval operation.

About the Author Graham Simons is a highly respected aviation historian and author. He has many contacts within the aviation industry which has resulted into him accessing the many previously unpublished photographs within this book. He lives near Peterborough.