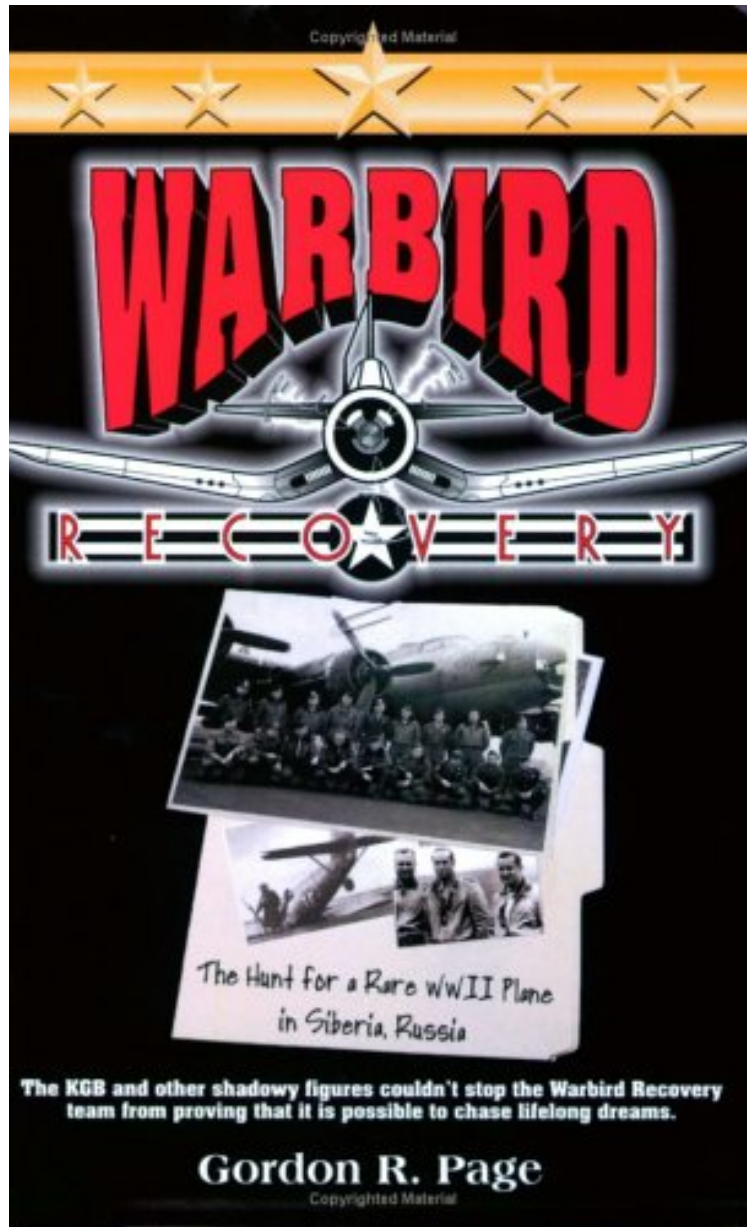


[Read now] Warbird Recovery: The Hunt for a Rare WWII Plane in Siberia, Russia

Warbird Recovery: The Hunt for a Rare WWII Plane in Siberia, Russia

Gordon Page

ePub | *DOC | audiobook | ebooks | Download PDF



DOWNLOAD



+

READ ONLINE

#3091408 in Books iUniverse, Inc. 2005-06-09 Original language: English PDF # 1 9.02 x .48 x 5.981, #File Name: 0595354785210 pages | File size: 28.Mb

Gordon Page : Warbird Recovery: The Hunt for a Rare WWII Plane in Siberia, Russia before purchasing it in order to gage whether or not it would be worth my time, and all praised Warbird Recovery: The Hunt for a Rare WWII Plane in Siberia, Russia:

2 of 2 people found the following review helpful. Just Put Oil and Fuel In It and Fly it Home By John Matlock So the phone rings and someone asks if you'd like to go to Russia and get a P-63 King Cobra. 'What condition,' you ask. 'Just put oil and fuel in it and fly it home.' Your first thought has to be, 'you gotta be kidding.' But then, a flyable P-63 has got to be worth a small fortune. A million dollars wouldn't be out of order at all, depending on condition. Although there were some 3300 P-63's built, only a handful remain, and most of these are not in flying condition. Would you go to Russia? Gordon Page did. And he found lots (30 perhaps) P-63's. From the photograph on the back, with the engine over here, the wings gone, the tail missing; I don't think that you can just put fuel in it and fly it away. His story of traveling to Russia leaves me with the impression that he is lucky to be alive. And he reports that his wife has refused to let him go again. Then after that, he made another trip, this time in search of a Me-109. He found it, he bought it, and another miracle, they shipped it. Not only did they ship it, but they included a second Me-109. Now, with a million dollars, you can get a flying Messerschmitt. I'm passing this book along to a friend of mine who goes to Russia (not far from the P-63's) a couple of times a year (gold mining) to see if he can find a P-63 -- it would be almost worth its weight in gold. He went to Russia in 1993. This was one of the first to begin to try to do business in Russia. I don't get the feeling that things have improved very much.

2 of 2 people found the following review helpful. Follow that dream! By Sally McRae Warbird Recovery is a great, true story of a journey to bring some WWII aircraft to the US for restoration and display. This journey starts with Gordon Page's childhood dream of flying a Messerschmitt 109 and grows into a real life adventure. After the break-up of the USSR Russia was open for business with the West for the first time in decades. Buyers were looking for treasures and just about anybody was willing to take their money. As the author goes on his own treasure hunt for vintage aircraft he encounters the Russian mafia, the KGB and questionable dealers who always want cash in advance. Along the way he experiences the breakdown of just about everything in Russia. His focus on what he wants and a willingness to follow his dream when it looks like there is no hope brings the search to a surprising end. Recommended for high school, college and public libraries particularly where there is an interest in aviation and recent history.

0 of 0 people found the following review helpful. Don't try this yourself By Delta Sigma This is a great read. Gordon's adventures in Russia fall into the category of "someday we'll laugh about this". By sheer coincidence, I was traveling in Russia in 1993 just a few months before Gordon's first visit. Alas, I was cheated; I experienced no bedbugs, no shakedowns, no raw cod liver, no KGB tails, no self-promoting hookers, no rotgut vodka, no cold showers. I guess I was lucky to be in Moscow and not Siberia. Gordon does a great job of describing his trials and tribulations in dealing with various shady characters, all out for a buck. Or more often, 5,000 bucks. His quest to get the WW2 crashed aircraft back to the US is described in fascinating detail, and you get that feeling of "I'm glad I'm just reading about this and not doing it". A lesser man would have given up in frustration. An extra benefit for readers living in the Denver area is being able to visit Gordon's excellent little air museum and see many of the artifacts from his trip, both aircraft and non-aircraft related.

Author Gordon Page takes you on a harrowing adventure to the east and west coasts of Russia in his hunt for rare World War II aircraft. Encountering greed and bribery at every turn, Page risks his safety for a lifelong dream. I called Mike minutes after I hung up with Peter and asked him if he would join me on an adventure to Russia to acquire a Messerschmitt 109. Once again, he laughed at me. I didn't know anyone who traveled as often as Mike or who had the expertise to recognize if I was buying a Messerschmitt 109 or a pile of junk. I practically begged him to join me, even bribing him by saying that we could come back through London for an extra day and he should plan to meet up with a long-time German friend of his who he had talked of often. Eventually, he began to take interest. He agreed to join me—but only for the three days that I had promised. I told him to prepare his passport and apply for a travel visa to Russia. We would leave within the month. He would also need a money belt. I had no desire to carry all of the cash for the purchase on my own. Before we hung up, he asked me what my wife thought about a return trip to Russia. I told him that I was just about to go buy a few dozen roses to improve the odds of her approval but that his agreeing to go with me would go a long way with her. At least I hoped it would.

About the Author Gordon R. Page is past president of the Colorado Aviation Historical Society and opened the Colorado Aviation Hall of Fame in Denver. He lives with his family in Louisville, Colorado where he owns and operates an aircraft sales and charter business.