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Gloster Aircraft since 1917

Gloster Aircraft Since 1917

John C. Fredriksen



Gloster Aircraft Since 1917:

Gloster Aircraft Since 1917 Derek N. James, 1987 This revised and updated edition reveals many new details about the construction development and operational history of Gloster aircraft Appendices provide information on more than 100 Gloster projects

The Jet Race and the Second World War S. Mike Pavelec, 2007-02-28 In the 1930s as nations braced for war the German military build up caught Britain and the United States off guard particularly in aviation technology The unending quest for speed resulted in the need for radical alternatives to piston engines In Germany Dr Hans von Ohain was the first to complete a flight worthy turbojet engine for aircraft It was installed in a Heinkel designed aircraft and the Germans began the jet age on August 27 1939 The Germans led the jet race throughout the war and were the first to produce jet aircraft for combat operations In England the doggedly determined Frank Whittle also developed a turbojet engine but without the support enjoyed by his German counterpart The British came second in the jet race when Whittle's engine powered the Gloster Pioneer on May 15 1941 The Whittle Gloster relationship continued and produced the only Allied combat jet aircraft during the war the Meteor which was relegated to Home Defense in Britain In America General Electric copied the Whittle designs and Bell Aircraft contracted to build the first American jet plane On October 1 1942 a lackluster performance from the Bell Airacomet ushered in the American jet age The Yanks forged ahead and had numerous engine and airframe programs in development by the end of the war But the Germans did it right and did it first while the Allies lagged throughout the war only rising to technological prominence on the ashes of the German defeat Pavelec's analysis of the jet race uncovers all the excitement in the high stakes race to develop effective jet engines for warfare and transport

The RAF and Aircraft Design, 1923-1939 Colin Sinnott, 2001 This work describes the vital role of the Air Ministry in the development of the RAF's fighters and bombers before WWII

Jet Pioneers Tim Kershaw, 2004-03-18 In April 1941 Britain's first jet left the ground at a grass airfield 4 miles from Gloucester Cathedral It was the start of a revolution in air travel military and civilian During the 1940s Britain's first ever jet aircraft the world's first jet fighter in squadron service and the first jet to hold the world air speed record were all designed built and flown in the Gloucester and Cheltenham area The story of Frank Whittle's invention and dogged development of the jet engine is well known But the account of how his invention was put into the air has never been fully told This book tells the story of how the men and women of north Gloucestershire made Whittle's engine fly

Westland Aircraft Since 1915 Derek N. James, 1991 This text describes all the military and civil aircraft built by Westland since the N 1B single seat seaplane The helicopters built now in close collaboration with Sikorsky and used by armed forces throughout the world are described in detail

The History of Air Intercept Radar & the British Nightfighter 1935-1959 Ian White, 2007-05-30 This detailed history of Air Intercept radar traces the development of this vital military technology with the Royal Air Force during WWII In the years after World War I the United Kingdom was desperate to develop some form of protection from an enemy air strike As early as 1923 the British Army had devised sound

mirrors that could detect aircraft up to twelve miles away This technical history traces the development of military radar technology from this early experimental phase to the creation of the first air to air radar systems and their uses in battle Historian Ian White sets this fascinating narrative within the larger political military economic and technological context of the era Through World War II Air Intercept radar was a vital asset in protecting RAF bomber forces as well as the country itself But developing the technology required the tireless work of physicists and engineers in the Air Ministry Research Establishment particularly members of the Establishment s Airborne Group working under Dr Edward Bowen Their Airborne Interception radars such as the AI Mk IV were used in Blenheim night fighters during the winter Blitz and by Mosquito during the Baedeker Raids This in depth history covers the introduction of centimetric technology at the Telecommunications Research Establishment the creation of centimetric AI and their installation in the Beaufighter and later marks of the Mosquito It describes the creation of the Radiation Laboratory at MIT and concludes with a section on further developments during the Cold War

Bristol and Gloucestershire Aerospace Industry Steph Gillett, 2017-10-15 Steph Gillett explores the fascinating history of aviation in the Bristol and Gloucestershire area

The RAF and Aircraft Design Colin S Sinnott, 2014-05-22 This work examines the evolution of the RAF s operational requirements for its home defence air force for bombers to mount a deterrent counter offensive and for fighters to provide direct defence of Britain It discusses the management processes policies and decisions relevant to operational requirements on the basis of a detailed study of Air Ministry papers of the time By tracing the development of operational requirements the author exposes the thinking behind the RAF s quest for effective fighter and bomber aircraft He describes the ideas and concepts of air warfare that were adopted in the 1920s and shows how these evolved into the Air Staff s requirements for the aircraft which the RAF entered and fought in World War II

British Military Test and Evaluation Aircraft Malcolm V. Lowe, 2019-09-30 An attractive book chock full with photos and drawings of all the planes that have been drawn and built in these years in the UK

AviationBookReviews.com It could be argued that the heyday of British military aircraft flight testing began in the 1940s and continued throughout the three decades that followed during the so called Cold War period As such the authors have purposely chosen to focus on the first 30 years The Golden Years 1945 to 1975 from the end of World War Two until the mid 1970s This was arguably the most exciting period with many wonderful and new types rubbing shoulders with wartime and immediate postwar designs that were utilized for development purposes making for an eclectic mix of shapes and color schemes Alongside the technical aspects of military testing and development are the many and varied color schemes and markings carried by the aircraft themselves not only by the brand new experimental designs but by existing production machines suitably modified to greater or lesser degrees to develop the technical advances in systems and weaponry Scores of different aircraft types are covered in British Military Test and Evaluation Aircraft The Golden Years 1945 1975 with over 65 rarely seen contemporary photographs from private collections and differing slightly from previous Flight Craft book formats

over 50 pages of specially commissioned full color profiles and plan views visually chronicling the diverse range of color schemes and markings applied to these fascinating airplanes The development of British military aircraft is examined in extraordinary and fascinating detail in Malcolm Lowe s spectacular book *Books Monthly From Nighthawk to Spitfire* John K. Shelton,2015-07-06 R J Mitchell was virtually self taught and almost all his aircraft were slow flying seaplanes The story of how this man from the land locked Midlands apprenticed to a locomotive works became responsible for the Spitfire is a great tale in itself This detailed book tells us how Mitchell learned his trade contributing to the production of the cumbersome Nighthawk designed to combat the German Zeppelin threat and gradually coming to produce record breaking racing floatplanes that won outright the prestigious international Schneider Trophy Mitchell was thus well placed to design a high speed aircraft when war was imminent however as John K Shelton reveals the production of the famous fighter was by no means a certainty and its vital contribution to winning the Battle of Britain was a very close run thing *International Warbirds* John C. Fredriksen,2001-08-01 In depth descriptions and photographs of the aircraft of 21 nations presented with a unique human dimension that goes behind the machines to the people involved Invaluable for specialists accessible to enthusiasts *International Warbirds An Illustrated Guide to World Military Aircraft 1914 2000* puts the most legendary fighter aircraft of the 20th century developed outside the United States on vivid display It offers 336 illustrated biographies of the most significant warplanes used in squadron service from World War I to the Balkan conflict including numerous models from Great Britain France Russia and Japan as well as notable machines from Israel Canada China India Brazil and other nations Entries span the history and scope of military aircraft from bombers and fighters to transports trainers reconnaissance craft sea planes and helicopters with each capsule history combining nuts and bolts technical data with the story of that model s evolution and use Together these portraits offer an exciting well researched tribute to visionary designers and builders as well as courageous pilots and crews across the globe and tell a vivid tale of how air power became such a decisive factor in modern warfare **Aircraft of the Royal Navy** David Hobbs,2024-11-30 This is a comprehensive study of every aircraft type ordered for the Royal Navy since 1908 It includes fixed and rotary wing aircraft rigid and non rigid airships unmanned aircraft and pilotless target aircraft together with many designs that were ordered but not built so that the importance placed on them by the Naval Staff or their potential technological impact on carrier design and operations can be explained Every type even unsuccessful single prototypes is described the majority are illustrated by photographs many of which come from the author s own collection and the fifty most significant aircraft have detailed drawings The Australian and Canadian Fleet Air Arms operated RN aircraft types for many years after their formation and these are included together with other types they have operated subsequently to give a more complete overview The book describes over 400 different types of aircraft built by over 100 different manufacturers to offer the most detailed coverage of RN aircraft ever produced Research for the book took over forty years and reference material included Admiralty Archives

and an array of material in the public domain including manufacturers data individual aircraft pilot s notes and a wealth of published sources David Hobbs is uniquely well placed to write this book having served in the RN for thirty three years and retired with the rank of Commander He flew both fixed and rotary wing aircraft and his log book contains 2300 flying hours with 807 day and night deck landings He served in seven British aircraft carriers and spent four years within RN Director General Aircraft Department where he was closely involved with Sea Harrier carrier trials and introduced new visual landing aids for night recoveries and liaised with the USN on carrier operating techniques This is his eleventh book for Seaforth Publishing

Aircraft David Pascoe,2004-09-03 In his celebrated manifesto *Aircraft* 1935 the architect Le Corbusier presented more than 100 photographs celebrating airplanes either in imperious flight or elegantly at rest Dwelling on the artfully abstracted shapes of noses wings and tails he declared Ponder a moment on the truth of these objects Clearness of function In *Aircraft* David Pascoe follows this lead and offers a startling new account of the form of the airplane an object that in the course of a hundred years has developed from a flimsy contraption of wood wire and canvas into a machine compounded of exotic materials whose wings can touch the edges of space Tracing the airplane through the twentieth century he considers the subject from a number of perspectives as an inspiration for artists architects and politicians as a miracle of engineering as a product of industrialized culture as a device of military ambition and finally in its clearness of function as an instance of sublime technology Profusely illustrated and authoritatively written *Aircraft* offers not just a fresh account of aeronautical design documenting in particular the forms of earlier flying machines and the dependence of later projects upon them but also provides a cultural history of an object whose very shape contains the dreams and nightmares of the modern age

British Imperial Air Power Alex M Spencer,2020-06-15 *British Imperial Air Power* examines the air defense of Australia and New Zealand during the interwar period It also demonstrates the difficulty of applying new military aviation technology to the defense of the global Empire and provides insight into the nature of the political relationship between the Pacific Dominions and Britain Following World War I both Dominions sought greater independence in defense and foreign policy Public aversion to military matters and the economic dislocation resulting from the war and later the Depression left little money that could be provided for their respective air forces As a result the Empire s air services spent the entire interwar period attempting to create a strategy in the face of these handicaps In order to survive the British Empire s military air forces offered themselves as a practical and economical third option in the defense of Britain s global Empire intending to replace the Royal Navy and British Army as the traditional pillars of imperial defense

Roskam's Airplane War Stories Jan Roskam,2002 *The Birth of Military Aviation* Hugh Driver,1997 A survey of the development of British military aviation from 1903 to 1914 revealing the consequences of its annexation by the state as a branch of armaments as an underlying cause of aircraft inadequacies on the outbreak of war A mine of information drawing on an impressive range of archives It will become an important point of reference

ENGLISH HISTORICAL REVIEW This book aims

to demonstrate how the crisis evident in British military aviation in the early years of the First World War was inherent in the entire development of aviation in the years preceding the conflict After outlining the work of the early pioneers and the growth of an aviation industry as a branch of armaments Dr Driver considers the objectives of the War Office in increasingly seeking to divert design development to their research establishment at Farnborough He shows how the resultant virtual state monopoly in design and procurement had disastrous consequences for aircraft innovation and development suffocating both competition and initiative and leading to the maintenance of inadequate aircraft by the Royal Flying Corps following the outbreak of war The continuing dispute and its culmination in the Fokker Scourge controversy of 1915 1916 graphically characterise the strained development of military industrial relations in this area Dr HUGH DRIVER gained an MA in War Studies from King's College London and a D Phil in modern history at Oriel College Oxford

Weapons and Warfare

Spencer C. Tucker, 2020-03-26 This work covers major weapons throughout human history beginning with clubs and maces through crossbows swords and gunpowder up to the hypersonic railgun lasers and robotic weapons under development today Weapons and Warfare is designed to provide students with a comprehensive and highly informative overview of weapons and their impact on the course of human history In addition to providing basic factual information this encyclopedia will delve into the greater historical context and significance of each weapon The chronological organization by time period will enable readers to fully understand the evolution of weapons throughout history The work begins with a foreword by a top scholar and a detailed introductory essay by the editor that provides an illuminating historical overview of weapons It then offers entries on more than 650 individual weapons systems Each entry has sources for further reading The weapons are presented alphabetically within six time periods ranging from the prehistoric and ancient periods to the contemporary period Each period has its own introduction that treats the major trends occurring in that era In addition 50 sidebars offer fascinating facts on various weapons Numerous illustrations throughout the text are also included

Airplane Design: Preliminary

configuration design and integration of the propulsion system Jan Roskam, 1985 Reinventing the Propeller Jeremy R. Kinney, 2017-03-24 An international community of specialists reinvented the propeller during the Aeronautical Revolution a vibrant period of innovation in North America and Europe from World War I to the end of World War II They experienced both success and failure as they created competing designs that enabled increasingly sophisticated and modern commercial and military aircraft to climb quicker and cruise faster using less power Reinventing the Propeller nimbly moves from the minds of these inventors to their drawing boards workshops research and development facilities and factories and then shows us how their work performed in the air both commercially and militarily Reinventing the Propeller documents this story of a forgotten technology to reveal new perspectives on engineering research and development design and the multi-layered social cultural financial commercial industrial and military infrastructure of aviation

The Origins of Japanese Trade Supremacy Christopher Howe, 1999-12-15 For many in the West the emergence of Japan as an economic superpower

has been as surprising as it has been sudden After its defeat in World War II Japan hardly appeared a candidate to lead industrialized nations in productivity and technological innovation and the Japanese miracle is often explained as the result of U S aid and protection in the postwar years In *The Origins of Japanese Trade Supremacy* Christopher Howe locates the sources of Japan s current commercial and financial strength in events that occurred well before 1945 In this revisionist account Howe traces the history of Japanese trade over four centuries to show that the Japanese mastery of trade with the outside world began as long ago as the sixteenth century with Japan s first contact with European trading partners Although profitable this early contact was so destabilizing that the Japanese leadership soon restricted foreign trade mainly to Asian partners From the early seventeenth to the middle of the nineteenth centuries Japan developed in relative isolation Though secluded from the scientific and economic revolutions in the West Japan proved adept at finding novel solutions to its own problems and its economy grew in size diversity and technological and institutional sophistication By the nineteenth century when contacts with the West were reestablished Japan had developed a remarkable capacity to absorb foreign technologies and to adapt and create new institutions while retaining significant elements of its traditional system of values Most importantly Japan s long standing reliance on its own ingenuity to solve problems continued to flourish This tradition born of necessity is the most important foundation for Japan s current position as a world economic power

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