

English Electric Canberra

Dave Forster

English Electric Canberra Bruce Barrymore Halpenny,2014-03-19 “A useful review of the development of a classic jet bomber that saw widespread service in the Royal Air Force and was exported to many overseas air forces.” —Aeromilitaria This amazing airplane first flew in 1949 and is still in front-line service with the RAF. It has served in a variety of roles including those of tactical bomber, photo-reconnaissance, navigational trainer, maritime strike, electronic countermeasures and target-towing. It was manufactured in the USA under license as the Martin B-57 and has been exported to Argentina, Chile, India, Peru, South Africa and other Commonwealth countries. This book looks at the development of the aircraft during the early days of jet power and especially at its Rolls-Royce Avon powerplant. Each of the many marks and variants are described and illustrated by many remarkable and rare photographs. The type’s record of service with RAF squadrons throughout its service life is given together with descriptions of the many experimental models that were used in the development of a variety of weapons and avionic systems. “For an aircraft that has been the subject of countless books, the author still found a remarkable wealth of previously unpublished material on Canberra operations. A classic aircraft given the proper coverage it so richly deserves.” —Airfix Model World “A wonderfully researched tribute to this remarkable achievement, with a plethora of excellent photographs . . . Essential reading for any aviation enthusiast.” —Pegasus Archive

English Electric Canberra and Martin B-57 Barry Jones,1999 The RAF's first jet bomber is examined from '51 through today.

The English Electric Canberra in British Service Martin Derry,Neil Robinson,2020-02-19 Developed by English Electric during the late 1940s - essentially as a successor to the wartime de Havilland Mosquito twin-engine, unarmed, fast bomber concept - the Canberra can lay claim to being the first British jet-powered medium bomber when it was introduced in to RAF service in May 1951. The Canberra became the first jet aircraft to make a non-stop transatlantic flight and amongst the performance requirements for the type was the demand for a high altitude bombing capability in addition to flying at high speeds, and in February 1951, and throughout most of the decade, the Canberra could fly at a higher altitude than any other bomber or even any other aircraft, establishing a world altitude record of 70,310ft in 1957. The Canberra proved to be a highly adaptable airframe, and following the entry of the Vickers Valiant, the first of the trio of V Bombers in to RAF service in 1955, (see Flight Craft 7 'Valiant, Victor and Vulcan') which were capable of carrying much heavier weapon loads (including nuclear weapons) over longer ranges, the Canberra continued to serve in a variety of varied roles including tactical nuclear strike, low-level strike and ground attack in its B(I).6 and B(I).8 variants, photographic and electronic reconnaissance platform in its PR variants, multi-task training aircraft and inevitably its invaluable service with specialized MoD Test and Evaluation units. Serving in all the RAF's Theatres of Operations including the UK, the Middle and Far East and RAF Germany, the RAF continued to operate the Canberra for 50 years from the Suez Crisis in November 1956 to its service in Afghanistan in June 2006. The Royal Navy's Fleet Air Arm also operated Canberras, initially as radio controlled target drones and later by the Fleet Requirements Unit. Although outside the scope of this particular title, it is of interest to note that the Canberra was a significant aircraft on the export market, being operated by the air forces of many nations and was license produced in Australia and the USA.

English Electric Canberra Peter Bunnnett,2012-08-22 This book explains the systems and components used on the English Electric Canberra, how and why these components work, where they are in the system, as well as the servicing schedules. Within this book, there are stories from my time in the RAF, when working on the Canberra with 73 Squadron in Cyprus. This book should be of interest to people who have a fondness for aircraft, particularly those aircraft no longer in service. The Canberra was an important part of the RAF during the period known as the Cold War, the late 1960s to the early 1970s. I was born in Plymouth in Devon. I joined the Royal Air Force in February 1967, trained in the Airframe trade. That particular trade is what the book is based upon. I was posted to RAF Akrotiri in Cyprus in July 1968, where I worked on the Canberra in the hangar, known as second line servicing, then I was attached to 73 Squadron where I carried out first line servicing. The stories in this book are true; they are my personal experiences.

English Electric Canberra Roland Beamont,Arthur Reed,1984

Warplane 09 Mick Gladwin,2014-10 From 1949 to 2006 the English Electric Canberra has served in the frontline of the Royal Air Force around the world. The Canberra became the UK's first jet bomber, although that was not its only role, undertaking other tasks such as, pilot/navigator training, photographic reconnaissance, target-tag and electronic countermeasures duties to name a few. From the day of its first public flight at the Farnborough Air Show back in 1949, this aircraft has held the attention of the aviation world, here was an aircraft that could out fly and fly higher than any fighter aircraft of its time. From that first flight the Canberra amazed other Air Forces around the world, one being the USA, who went on to produced over 400 aircraft under license as the Martin B-57, covering sixteen variants the last being the WB-57F which there are still three flying today in the 21st century. The Australians also went on to build over forty aircraft under license as the B.20, and there were a further thirteen other countries who purchased the aircraft directly from UK manufacturers.In all over 900 airframes were built in the UK for the Royal Air Force, not only by English Electric, but also by, Avon, Handley-Page and Shorts Brothers. There were also to be over ten major modifications to the Canberra, this gave it a new lease of life and extended its service career in both the Royal Air Force and the Royal Navy Fleet Air Arm. The story of the Canberra came to a close for the RAF on the 22nd June 2006 when the last remaining Canberra PR.9s retiring from service life after returning from operational duties. The author had the honor to serve with them in their twilight days of their careers. However, the Canberra story has not fully ended in the UK, XH134 a Canberra PR.9, now owned privately, flies displays across the UK and is the only airworthy PR.9 in the world. The Queen of the skies lives on.

The English Electric Canberra B (I). 8 Phil H. Listemann,2016

Canberra PR9 Roger Chesneau,2006 Covers the history of the English Electric Canberra PR Mk9 and includes concise technical information, details of the aircraft's developmental history, squadron service and colour schemes

English Electric Canberra B2 Crecy Publishing,2008-08-01

Canberra Boys Andrew Brookes,2017-07-10 A history of the British bomber aircraft and stories from the crew who served with it. The English Electric Canberra first came into production in the late 1940s and has since played a hugely significant part in world events. In Canberra Boys, Andrew Brookes takes us through its rich history with the help of those who operated this magnificent machine. Contributors include Roly “Bee” Beamont, the English Electric test pilot who first flew the aircraft in 1949. As part of the expansion of the RAF’s Bomber Command in the 1950s, RAF Binbrook was the first station to house four Canberra squadrons, starting with 101 Squadron in May 1951. Since then and throughout the 20th century, the Canberra operated across the globe in Europe, South America, and South East Asia. It has served an array of air forces such as the USAF, Australian air force, and the Indian air force—the third largest operator of the Canberra after the RAF and USAF. This led to the Canberra playing a crucial role as a photo-reconnaissance aircraft in phenomenal operations like the Suez Campaign, the nuclear tests of Operation Grapple and the Indonesian Confrontation. Other tales in the book include participation in the Sassoon Trophy competition, long-distance flights in Exercise Round Trip, and Operation Quick Flight. Concluding

with the Canberra PR9's final RAF flight on 39 Squadron in July, 2006, this book provides a detailed and fascinating history of an outstanding aircraft alongside illuminating anecdotes from the men who served with this aircraft.

English Electric Canberra Profiles and Plan Views Vol. 2 Steven Beeny,2023-09-09 Filled with 128 profiles and 66 plan views, take a journey through six decades of the English Electric & GAF Canberra in worldwide service. Volume 2 features a wide variety of export variants in a rich panoply of colour schemes and payloads. Concise aircraft histories are included, covering date of manufacture, squadron service, airframe fate and other facts of interest. Profiles include both airborne and parked views, while plan and underside projections give view to open bomb bays and stores. Weathering accurate to local conditions, bomb trolleys, open hatches, chocks and other accessories all help bring the much-loved workhorse to life. Discover sides to the Canberra you never knew and see how this British export success looked in the different colours of the world's Air Forces.

English Electric Canberra Ken Delve,Peter Green,John Clemons,1992 En beskrivelse af Canberra's udvikling og forskellige roller i flyets lange levetid i operativ tjeneste i UK og andre lande.

English Electric Canberra Profiles and Plan Views Vol. 1 Steven Beeny,2022-09-04 Loaded with 120 profiles and 23 plan views, take a journey through six decades of the English Electric Canberra in British service. From the prototype A.1 in 'Petter Blue' to 39 Sqn's last PR.9s in Afghan recon grey, Volume 1 features both classic and more obscure variants in a wide variety of colour schemes and markings. Concise aircraft histories are included, covering date of manufacture, squadron service, airframe fate and other facts of interest. Profiles include both airborne and parked views, and plan and underside projections give view to open bomb bays and payloads. As we know, no two Canberras are the same, and weathering details, bomb trolleys, open hatches, chocks and other accessories all help bring the much-loved workhorse to life. About the only thing missing is that Canberra smell!

Black Box Canberras Dave Forster,2016 English Electric's Canberra saw an unbroken 46 years of service in the UK as a test and trials aircraft from 1951 until final retirement in 1994. Flown by Government research establishments, military units and military defense contractors on a vast range of tasks, the versatile Canberra contributed to the development of aircraft engines, airborne radars, reconnaissance sensors, aircrew equipment, nuclear weapons, conventional armament, missiles and much more. The Canberra was flown in particular as a platform for the majority of post-war UK-developed airborne interception radars, from AI.18 through AI.20, AI.23 and a number of experimental radars, to AI.24 Foxhunter and beyond. Other projects covered included missile program; electro-optical sensors for the TSR-2 optical linescan; reconnaissance radars for the V-Force and the TSR.2's P.391 SLAR and the ASTOR SAR that led to the Sentinel R.1. The UK stealth program and the 'Rubber Duck' Canberra is examined as are Double Scorpion and Spectre rocket engines as well as aiming systems and the Q-band strike radar. The huge variety of airframe modifications and color schemes of these special aircraft are fully illustrated making this an invaluable book for the aviation enthusiast, modeler and historian.

English Electric Lightning Martin Derry,Neil Robinson,2016-10-31 Developed to intercept increasingly capable Soviet bombers such as the Tupolev Tu-16, Tu-22 and Tu-95, the English Electric/BAC Lightning had a phenomenal rate of climb, a high ceiling, and a top speed of over 1,300mph at 36,000ft, and is a favourite of both aviation enthusiasts and aircraft modellers alike.This homage to the only all-British Mach 2 interceptor fighter, follows previous Flight Craft book formats, in that it is split in to three main sections. The first section offers a concise design and development history covering the six main single-seat fighter and two twin-seat trainer Marks; from its first RAF operational squadron deployments in 1960 through to its frontline retirement in 1988, and coverage of the only other two air forces to operate the type, Saudi Arabia and Kuwait. This is followed by a 16-page full colour illustration section featuring detailed profiles and 2-views of the colour schemes and markings carried by the type in RAF, Royal Saudi and Kuwait Air Force service.The final section lists most of the plastic model kits, accessories and decal sheets produced of the EE/BAC Lightning in all the major scales, with photos of finished models made by some of the UK's best modellers. As with all the other books in the Flight Craft series, whilst published primarily with the scale aircraft modeller in mind, it is hoped that those readers who might perhaps describe themselves as 'occasional' modellers, or even simply aviation enthusiasts, may also find that this colourful and informative work offers something to provoke their interests too.

A Bucket of Sunshine Wing Commander Mike Brooke AFC RAF,2012-05-01 A Bucket of Sunshine - a term coined by RAF aircrew for the nuclear bomb that their aircraft would be armed with - is a first-hand insight into life in the mid-1960s on a RAF Canberra nuclear-armed squadron in West Germany, on the frontline in the Cold War. The English-Electric Canberra was a first-generation jet-powered light bomber manufactured in large numbers in the 1950s. The Canberra B(I)8, low-level interdictor version was used by RAF Germany squadrons at the height of the Cold War. Mike Brooke describes not only the technical aspect of the aircraft and its nuclear and conventional roles and weapons, but also the low-level flying that went with the job of being ready to go to war at less than three minutes' notice. Brooke tells his story warts and all, with many amusing overtones, in what was an extremely serious business when the world was standing on the brink of nuclear conflict.

RAF Cold War Jet Aircraft in Profile CHRIS. SANDHAM-BAILEY,2020-02-19 Detailed profile artworks and descriptions of 14 different RAF jet aircraft types.

RAF Canberra Units of the Cold War Andrew Brookes,2014-06-20 From its first public demonstration at the Farnborough Airshow of 1949, the English Electric Canberra bomber captured the attention of the aviation world. It could outmanoeuvre all the fighters of the time and it could climb way above their operating ceilings. Yet this Cold War equivalent of the Mosquito was simple to maintain and a delight to fly, although it could bite any pilot who did not treat it with respect. The Canberra B 2 first flew on 21 April 1950 and entered frontline service with No 101 Sqn in May 1951. In a testament to the aircraft's benign handling characteristics, the transition programme consisted of only 20 hours in the Gloster Meteor and three hours in the dual-control Canberra trainer. With a maximum speed of 470 knots (871 km/h), a standard service ceiling of 48,000 ft (14,600 m) and the ability to carry a 3.6-tonne (7,900-lb) payload, the Canberra was an instant success.

Canberra: The Greatest Multi-Role Aircraft of the Cold War (Volume 1) Ken Delve,John Sheehan,2022-07-02 — The Canberra introduced the RAF to the era of jet bombers — It was adopted by air forces from South America, India, Australia, New Zealand and the US as the Martin B-57 — Beautifully illustrated with many rare and unpublished photographs — Of interest to aviation and military historians, modellers, gamers and flight simulator enthusiasts An aviation legend designed in the mid-1940s, the English Electric Canberra entered service in 1951 with RAF Bomber Command. It served in the conventional, interdictor and nuclear bomber role with the RAF, Germany, the Middle East and the Far East. Its performance and adaptability made it ideal as a reconnaissance aircraft and the final version, the Canberra PR.9, only finally retired in July 2006. The Canberra was used in many support roles, especially in signals/electronic warfare. The Canberra was adopted by air forces from South America to Africa and India as well as Australia and New Zealand and licence-built as the Martin B-57. It was involved in conflicts from the Suez Crisis and the Malayan Emergency, and various other hot spots with the RAF, to the Australian and USAF ops in Vietnam, and even the Indo-Pakistani War when both sides used Canberras, and the 1982 Falklands War. Used in trials and evaluation, the Canberra held various height and speed records, and NASA's High Altitude Research Program WB-57s are still active. The Canberra is beloved by many dedicated enthusiasts and aircraft (or cockpits) still survive in museums, as well as some in flying condition.

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