

# Short Mayo Composite

Geoffrey J. Thomas,Barry Ketley

Short Brothers Philip Macdougall,2019-08-22 Short Brothers was established in 1908, the first British aircraft manufacturer, with the company moving to Rochester during the early years of the First World War. At Rochester Shorts produced some of their most famous aircraft, beginning with a number of designs for the Royal Naval Air Service. During the inter-war years the company specialised in large flying boats, these undertaking pioneering flights while establishing a series of regular over water air routes operated by Imperial Airways. At Rochester the Company designed and manufactured the Stirling bomber and Sunderland flying boat. Short Brothers: the Rochester Years not only looks at the development of those aircraft, but is a fascinating account of the early years of long-distance aviation and the airmen that used the River Medway at Rochester as a launch pad for flights of hitherto undreamed of distances.

100 Years of Civil Aviation Ben Skipper,2023-11-15 An examination of civil aviation history from the end of World War I to the retiring of the Jumbo Jet. The book examines a century of civil aviation; in 1919 a fledgling industry was born out of civilianizing First World War bombers. The book covers the design and development of civil aircraft and all the personalities that shaped the industry; it features the hay-day of air travel before the advent of mass passenger transit, and the rise of smaller, austerity airlines. It covers the influence of military aircraft on civil planes, unpacks the laws that govern civil aviation and how they have changed over the past century. It chronicles air disasters, both mechanical and tyrannical, and for the first time, looks at the role of women in civil aviation. Playing its part in times of crisis, civil aviation has led rescue missions and covert operations; civilian pilots were often used to test and transport new aircraft from their manufacturers to the frontline, often unarmed and unescorted. The book ends with the quiet retirement of an icon, amid a global pandemic and what lies in store for a greener flying future.

Luftwaffe KG 200 Geoffrey J. Thomas,Barry Ketley,2015-09-15 Shrouded in secrecy during World War II and obscured by myth ever since, Kampfgeschwader 200 (200th Bomb Wing) remains one of the Luftwaffe's most fascinating formations. Considered a special-operations unit, KG 200 delivered spies while flying captured Allied aircraft, conducted clandestine reconnaissance missions, and tested Germany's newest weapons--such as a piloted version of the V-1 rocket (essentially a German kamikaze). Covers some of the KG 200's more sinister operations, including suicide missions and the unit's role in defeating a French Resistance insurrection in June-July 1944 Includes information on aircraft used and known personnel losses Features rare photos and color illustrations of KG 200 aircraft

Weird and Wonderful Aircraft Paul E. Eden,2006-12-30 Introduces a variety of experimental aircraft, including those with round wings, moveable wings, or no wings at all.

**Adventurous Empires** Phillip E. Sims,2013-01-19 This is a story from a bygone age recalling the most successful flying-boat airliner ever built. Designed to a specification for Imperial Airways, then Britains national airline, it carried passengers and, more importantly, mail throughout the British Empire. The airliner offered luxurious travel for the privileged few, every journey being an adventure shared by passengers and crew.Short Brothers built 42 Empires at their factory in Rochester during the late 1930s. Imperial Airways were expanding their network to the furthestmost outposts of the British Empire, whilst laying down the principles of scheduled airline operation.This is the tale of the realization of a dream and the efforts of those who made it possible. During World War II, the military Sunderland version became an icon.

**A War Guest in Canada** W.A.B. Douglas,2023-09-12 During the Second World War, hundreds of children were sent from the UK to stay with family and friends in Canada as "war guests." This book collects the letters of one such war guest, young W.A.B (Alec) Douglas, who wrote from his wartime home in Toronto to his mother back home in London. Alec wrote home every week, although sometimes he forgot to post his letters, and they were delayed, and some letters did not get through. Occasionally his godmother and host, Mavis Fry, would add comments and write her own more detailed letters. Also included are letters from Lillian Kingston, who brought Alec to North America in 1940. This is a story of exposure, at an impressionable age, to ocean passage in wartime, the sights and sounds of New York, the totally new and unfamiliar world of Canada, the wonderful excitement of passage home in a Woolworth Aircraft Carrier as a Guest of the Admiralty, and his eventful return to a world he had left behind three years before. A War Guest in Canada includes a foreword by Cynthia Comacchio and an introduction by Roger Sarty.

**Kites, Birds & Stuff - Short Aircraft.** P. D. Stemp,2010-02-15 One of the early pioneering manufacturers of aircraft for Great Britain. A comprehensive study of this historic British manufacturer throughout their aviation years. Containing around two hundred and eighty seven individual aircraft details. Around two hundred and forty pictures with ninety eight plan diagrams.

*Confidential Documents* United States. Army Air Forces,1935

Luftwaffe Mistel Composite Bomber Units Robert Forsyth,2015-09-20 The striking appearance of Luftwaffe's Mistel Composite attack aircraft might seem ridiculous to modern eyes, but employed correctly, these original 'fire and forget' weapons were devastatingly effective, as Allied sources testify. This book draws on a wealth of first-hand reports and revealing contemporary photographs to tell the full, strange story of the Mistel units. They were the product of a remarkable mix of desperation and innovation, and were actually grounded in a pre-war, non-military practise - the mounting of one aircraft atop another was initially conceived to extend the ranges of passenger and mail-carrying aircraft. But as early as 1942, German planners saw the potential for use as a guided missile, and by the end of the war, the sight of a Ju-88 lashed to a BF 109 or FW 190 fighter bearing down on an Allied target was not as rare as one might expect. This is a comprehensive account of the Mistel units, from their design and development, through the first deployments at D-Day, to the last, desperate missions against key bridges on the Oder and the Neisse in the final weeks of the war.

**Stanford Tuck** Helen Doe,2023-11-30 The first full reappraisal of one of Britain's great fighter aces, this book examines the truth behind Tuck's 1956 biography, Fly for Your Life. It looks at the evidence behind the myths, checks out some of the exaggerated stories and reveals the real Stanford Tuck. In January 1942 Bob Tuck was the top-scoring British fighter ace with an official score of 29 enemy aircraft destroyed. With film-star looks he was the glamorous role model for the RAF publicity machine and an eager press and public wanting wartime heroes. He had joined the RAF in 1935 and quickly showed his excellent flying skills. In 1940 his Spitfire squadron was fighting over Dunkirk where he proved himself an expert shot. During the Battle of Britain his legendary prowess grew and he was posted to command a leaderless and demoralized squadron, this time flying Hurricanes. He continued to prove he was an outstanding fighter ace, gaining the rare distinction of three DFCs and then the DSO for his leadership. He was shot down over France in January 1942. Imprisoned in Stalag Luft III. His room-mate was Roger Bushell, the mastermind of the Great Escape and Tuck worked with him on the committee and was to be his partner in the escape. In January 1944 however, around 20 POWs, including Tuck, were purged to a new camp. Still determined to escape, when his camp was moved out on the Long March westwards, Tuck and a Polish officer took a risky chance and made their way east to Russian forces and thence to England. This book reveals a more complex man than the one-dimensional hero of the previous biography. Post war, he became good friends with the Luftwaffe ace, Adolf Galland, and was a key advisor with him on the film, Battle of Britain, and, often with his other friend, Douglas Bader, made many media appearances. His health suffered in later years from the impact of his war service and his imprisonment and he died aged 70 in 1987.

*Britain's Greatest Aircraft* Robert Jackson,2007-09-20 During the last century the British aircraft industry created and produced many outstanding aeroplanes. These aircraft were world leaders in advanced technology, utilizing inventions by British engineers and scientists such as radar, the jet engine, the ejector seat and vertical take-off and landing. This book describes the design-history, development and operational careers of twenty-two legendary military and civil aeroplanes. Each one has played a significant part in aviation history. Sopwith Camel, SE.5, Bristol F2B Fighter and the Airco DH4 were all great successes in the relatively early days of flight. In the thirties the Bristol Bulldog fighter was an outstanding export success and the Short 'C' Class flying boat, later to become the Sunderland of World War II fame, pioneered the long-distance routes to the Empire. The pugnacious foreign policy of Hitler's Reich rung sudden alarm bells, rapid advances in fighting aircraft for the RAF became a premium objective. The brilliant Geodic construction of the Vickers Wellington bomber helped it survive terrible punishment throughout World War II, both the Hawker Hurricane and the Supermarine Spitfire saved England from invasion and the Bristol Beaufighter, de Havilland Mosquito and Avro Lancaster took the war to enemy soil. The Gloster Meteor became the world's first operational jet fighter and the English Electric Canberra became the RAF's

first jet bomber and was manufactured under licence in the USA as the Martin B-57. In post-war years the Vickers Viscount became the world's first turboprop airliner and eventually became Britain's best selling commercial aircraft, whilst the de Havilland Comet became the world's first jet airliner. Despite Britain's recessionary years in the 50s and early 60s, military success came with the beautiful Hawker Hunter, the super-sonic Fairey Delta experimental aircraft that broke the World Air Speed Record and the Vickers Valiant that pioneered the operational techniques to deliver Britain's nuclear deterrent. Later, there followed the Mach 2 English Electric Lightning and the ill-fated TSR-2, the cancellation of which is still regarded as one of the greatest mistakes ever made in British aviation history. Finally, the Harrier, the world's first vertical take-off and landing jet fighter that is still in service and now only being built in the USA. Finally the Harrier, the world's first vertical take-off and landing jet fighter, still in service and now being further developed in the USA.

**Over Empires and Oceans** Robert Bluffield,2014-11-19 This a story of pioneers, intrepid aviators, adventurers, tycoons and innovators. It is also a story of dedication and determination, for despite fixed-wing aircraft proving their value over the battlefields of the Western Front during the First World War, convincing governments and public alike that they had a role in peacetime proved far more challenging. The Americans, as inventors of heavier-than-air powered flight, had briefly courted with a passenger airline across Tampa Bay in 1914, yet it took a further nine years for mail to be flown coast-to-coast. In 1919 a British company made the first international scheduled flight between London and Paris, but the continuation of regular services was thwarted by a less-than-enthusiastic government that allowed its generously subsidised French competition, for a short time at least, to fly cross-Channel passenger schedules unimpeded. The British eventually realized that fast links with their Empire were vital, followed the example of the French and Dutch who had forged air links with their cousins in North Africa and the Far East. Meanwhile, in South America, the Germans, forbidden under the Versailles Treaty from any major aircraft-building, were establishing cunning supremacy by forming airlines throughout South America and in China. While America awaited a transcontinental passenger service, Juan Trippe's Pan American Airways was crossing swords with Ralph O'Neill of New York, Rio & Buenos Aires Line (NYRBA) for air supremacy between the US, Brazil, Argentina and elsewhere in Latin America that led to the formation of arguably the world's greatest airline. In Russia, Igor Sikorsky had built a vast passenger-carrying aircraft, the Il'ya Muromets, and politicians debated whether giant airships or fixed-wing aircraft should rule the skies – an issue that was put firmly to bed when the mighty German airship Hindenburg exploded while mooring at Lakehurst in 1937. Robert Bluffield's highly researched and detailed account tells the dramatic stories of explorers such as Kingsford Smith, Lindbergh and Cobham, and flamboyant entrepreneurs, some well known, others forgotten, who risked fortunes and reputations to follow their dreams of reaching and ruling the skies over empires, continents and oceans. Against bewildering adversity, corruption, underhanded deals and dwindling resources, these tenacious individuals braved the elements using primitive, entirely unsuitable equipment to establish earth-shrinking aerial services that criss-crossed the great oceans and the globe's most inhospitable territories. These are the stories of those pioneers – of A\_ropostale, CNAC, Air Orient, Imperial Airways, KLM, Deutsche Luft Hansa, Pan Am, SCADTA, The Condor Syndicat, Qantas and others that had a far-reaching impact on the way the modern world would travel.

**From Airbus to Zeppelin** Norman Ferguson,2016-10-06 A must-have A-Z guide with fascinating facts, figures, quotes and statistics from the high-flying world of aviation, From Airbus to Zeppelin has it all. D is for Desert Island Discs: just what would Dambuster Guy Gibson have liked while marooned on his desert island? E is for Everest: did you know that two Scotsmen were the first to fly over the magnificent mountain? F is for Faster than the sun: which aircraft was the first to fly faster than the Earth's rotation? A must-read for anyone interested in the world of aviation – and may win the reader a pub quiz or two!

*History of Air Cargo and Airmail from the 18th Century* Camille Allaz,2005-03 It was first published in French by the Institut du Transport Aerien in 1998 and received very favourable reviews. Through the publication of the English language edition, this remarkable work is now accessible to many more readers around the world. In addition, the author has expanded the book with new sections and he has extensively updated it to bring the story of air cargo into the twenty first century, concluding with a look into the future. The author, Camille Allaz, served as Senior Vice President Cargo at Air France for 10 years which gave him an insider's close-up view of his subject, a privilege not enjoyed by many historians. There is no aspect of mail or cargo transport by air that has not been thoroughly researched and documented by Allaz, from the first brief transport of animals by balloon in France in 1783 to the vast global networks of the integrated express carriers in the 21st century. As a true scholar, he fits his narrative into the larger framework of political, military, economic and aviation history. This book should stand for years as the definitive work on the history of air cargo and airmail, and will be of immense value to the academic community, to the air cargo industry, the postal services, and to the general public.

*The Aviation History* Relly Victoria Petrescu,Florian Ion Petrescu,2013-02 According to Aulus Gellius, Archytas, the Ancient Greek philosopher, mathematician, astronomer, statesman, and strategist, was reputed to have designed and built, around 400 BC, the first artificial, self-propelled flying device, a bird-shaped model propelled by a jet of what was probably steam, said to have actually flown some 200 metres. This machine, which its inventor called The Pigeon, may have been suspended on a wire or pivot for its flight. The 9th century Muslim Berber inventor, Abbas Ibn Firnas's glider is considered by John Harding to be the first attempt at heavier-than-air flight in aviation history. In 1010 AD an English monk, Eilmer of Malmesbury purportedly piloted a primitive gliding craft from the tower of Malmesbury Abbey. Eilmer was said to have flown over 200 yards (180 m) before landing, breaking both his legs. He later remarked that the only reason he did not fly further was because he forgot to give it a tail, and he was about to add one when his concerned Abbot forbade him any further experiments. Bartolomeu de Gusmão, Brazil and Portugal, an experimenter with early airship designs. In 1709 demonstrated a small airship model before the Portuguese court, but never succeeded with a full-scale model. Pilâtre de Rozier, Paris, France, first trip by a human in a free-flying balloon (the Montgolfière), built by Joseph-Michel and Jacques-Étienne Montgolfier, . 9 km covered in 25 minutes on October 15, 1783. (see Le Globe below for first unmanned flight, 2 months earlier) Professor Jacques Charles and Les Frères Robert, two French brothers, Anne-Jean and Nicolas-Louis, variously shared three milestones of pioneering flight: Le Globe, the first unmanned hydrogen gas balloon flew on 26 August 1783. On 1 December 1783 La Charlière piloted by Jacques Charles and Nicolas-Louis Robert made the first manned hydrogen balloon flight. In 1951, the Lockheed XFV-1 and the Convair XFY tailsitters were both designed around the Allison YT40 turboprop engine drivin

*Battle of Britain Broadcaster* Robert Gardner,2019-09-30 “The unique story of a radio broadcasting pioneer and war correspondent, told with affection by his son.” —Firetrench With the outbreak of World War II, Charles Gardner became one of the first BBC war correspondents and was posted to France to cover the RAF's AASF (Advanced Air Strike Force). He made numerous broadcasts interviewing many fighter pilots after engagements with the Germans and recalling stories of raids, bomb attacks and eventually the Blitzkrieg when they all were evacuated from France. In late 1940 he was commissioned in the RAF as a pilot and flew Catalina flying boats of Coastal Command. After support missions over the Atlantic protecting supply convoys from America, his squadron was deployed to Ceylon which was under threat from the Japanese navy. Gardner was later recruited by Lord Mountbatten, to help report the exploits of the British 14th Army in Burma. He both broadcast and filed countless reports of their astonishing bravery in beating the Japanese in jungle conditions and monsoon weather. After the war, Gardner became the BBC air correspondent from 1946-1953. As such, he became known as “The Voice of the Air,” witnessing and recording the greatest days in British aviation history. But perhaps he will best be remembered for his 1940 eye-witness account of an air battle over the English Channel when German dive bombers unsuccessfully attacked a British convoy but were driven off by RAF fighters. That broadcast is still played frequently today.

**Transition in Power** Peter J. Hugill,2018-08-15 The hegemonic transition between British world power and American was the most drawn-out in the history of the world-system, starting in 1861. After 1919, America competed successfully with Britain in three main technological arenas: international transportation, international communication, and petroleum.

**Into the Black** Rowland White,2016-04-19 Using interviews, NASA oral histories, and recently declassified material, [this book] reveals the dramatic untold story of the first space shuttle and the dedicated people who brought the United States into the next stage of space exploration--Dust jacket flap.

**A Century of Triumph** Christopher Chant,2002 On December 17, 1903, on the windswept beaches of Kitty Hawk, North Carolina, Orville Wright piloted the world's first powered flight, in one of the most famous moments in history. Within a few short years, airplanes of various designs were lifting into the air over Europe and America. Soon, the entire world was caught up in the fevered advance of flight and airplanes, Zeppelins, autogyros and helicopters were making the world a much smaller place. To celebrate the first full century of powered flight premier aviation historian Christopher Chant and world-famous illustrator John Batchelor have joined forces to showcase an astonishing march of progress. From the early experiments of gliderman Otto Lilienthal to the moon walk of Neil Armstrong, it has indeed been A Century of Triumph. From the golden age of Zeppelins to the extreme design experiments of World War II to the fierce modernism of supersonic fighter jets, A CENTURY OF TRIUMPH demonstrates the full richness of mankind's flying craft. In addition to Batchelor's illustrations, the book features never-before-published vintage watercolour posters of pre-World War I aviation races and a treasure trove of photographs. Chant's text combines full histories of the planes themselves with biographical essays on some of the great figures of the twentieth century: the Barnstormers, Igor Sikorsky, Amelia Earhart, Chuck Yeager, and the Apollo XVII astronauts, among others. A CENTURY OF TRUMPH is a visual and factual feast for anyone who marvels at the majesty of flying.

**High Hulls** Charles R. G. Bain ,2018-11-27 For a time, the flying boat was seen as the way of the future. These aircraft, so strange and foreign to the modern mind, once criss-crossed the world and fulfilled essential military roles. In his latest book for Fonthill, Charles Bain looks at the golden age of the flying boat, when these sometimes strange and often beautiful vessels spanned the globe. These vessels-a combination of ship and airplane-found themselves working as patrol aircraft, passenger aircraft, transports, and even as combat aircraft. This volume contains their stories, from memorable aircraft such as the Short Sunderland and Boeing 314 Clipper, to the craft that roamed the Pacific Theatre of the Second World War, to forgotten giants from Saunders-Roe and even strange jet fighters that once landed like ducks. It even includes the flying boat that has not let time get in the way of doing its job-the Martin Mars. Each of these aircraft has a story worthy of the telling, and often a memorable role to play in the history of aviation. `High Hulls' delves deeply into a long-vanished part of aviation's golden age.

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