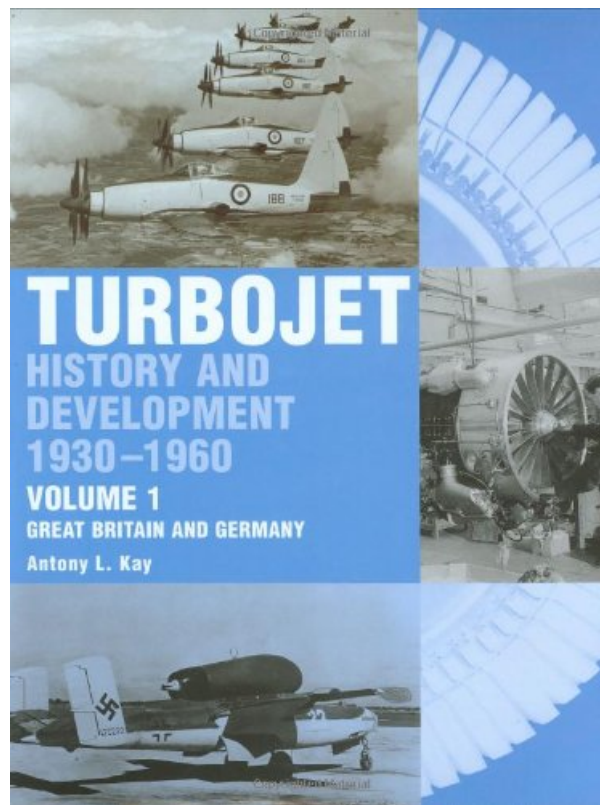
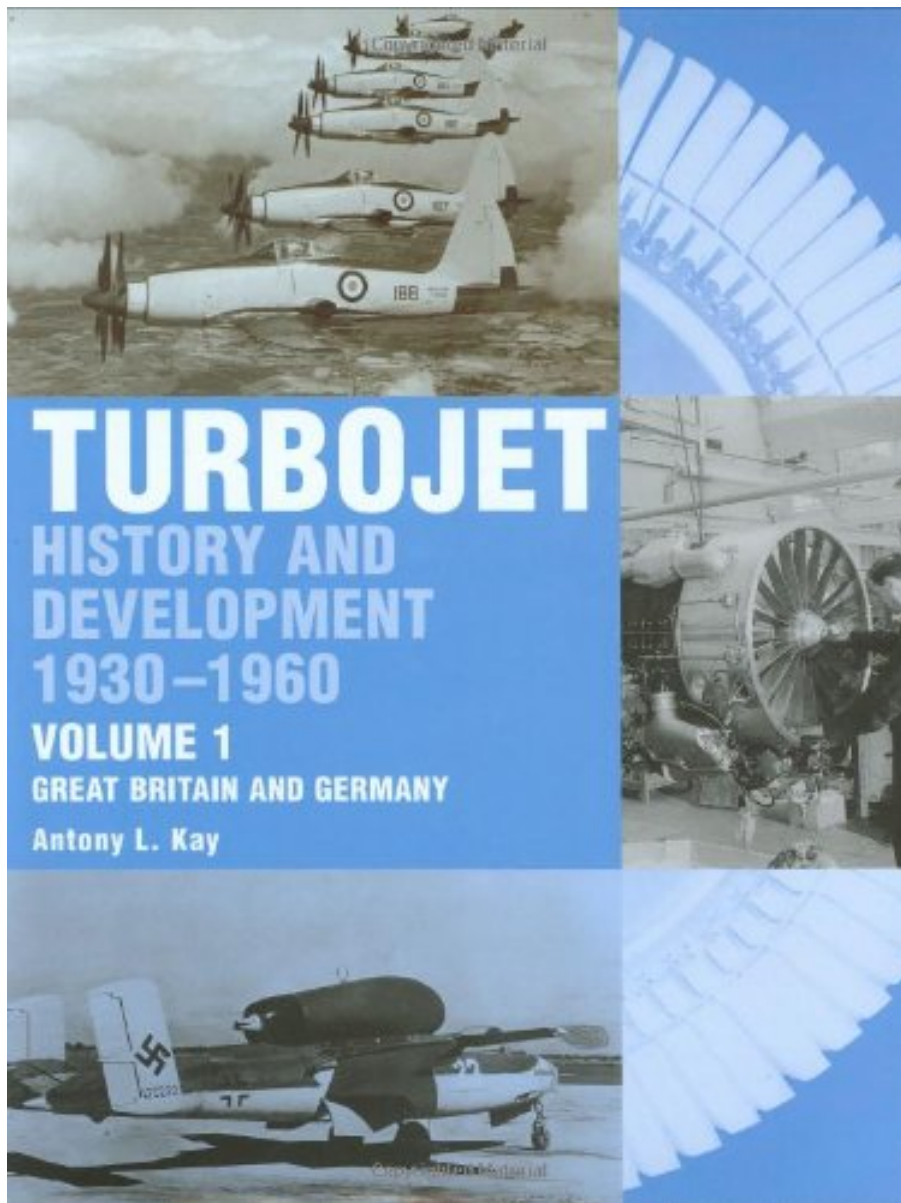


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About the Author

Antony L. Kay has written widely on aeronautics and technical subjects. His engineering and technical background ranges from instruments to heavy engineering and he has run his own optical instrument business for decades. Antony is also an avid pilot. He is the author of German Jet Engine and Gas Turbine Development 1930-45 and Junkers Aircraft and Engines, 1913-1945.

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This important project brings together the early histories of the development of the turbojet, turboprop and turboshaft engines for the first time. The work of twelve nations [Great Britain, Germany, the Soviet Union, the United States, Japan, France, Canada, Sweden, Switzerland, Italy, Czechoslovakia and Hungary] is described from the earliest days up to the end of the 1950s.

This was the Golden Age of aeronautical development and in that time hundreds of engines were developed using the new and exciting gas turbine technology. These engines powered some of the most important and best loved aircraft of the century.

This first of two volumes looks at the pioneering work of British and German designers and manufacturers, starting with the very first jet engines designed by Frank Whittle before World War Two. Technical details are set in their matrix of events, personalities, politics and world history. The text is supported with almost 600 black & white photographs and drawings and the book is complete with appendices, including engine data tables.

- Sales Rank: #2693231 in Books
- Published on: 2007-08-01
- Original language: English
- Number of items: 1
- Dimensions: 11.25" h x 1.00" w x 8.83" l, 2.68 pounds
- Binding: Hardcover
- 240 pages

About the Author

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A very thorough review of jet-engine and jet-aircraft development in the United Kingdom and Germany. Every conceivable development of the jet-engine is covered including: the turbojet, turboprop, gas-turbine, ram jet, thermopropulsion units, pulse-jet and injection engines. The selection of aircraft and their powerplants is impressive.

Unfortunately the book seems to continue the British resentment at Germany and Italy putting out jet-powered aircraft prior to the United Kingdom. The longest portion focuses on development in the United Kingdom, which did lead the globe in jet development in the 1940s, but in this and the second volume, other nations shortcomings seem to become a side focus.

Overall it is an excellent book for those doing research on historic aviation and/or those modelling the early jets. It would be nice to see a Volume 3 of nations that came later with their jet aircraft too.

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