

NOT MUCH OF AN ENGINEER

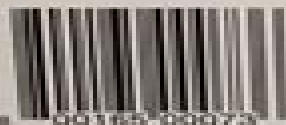
AN AUTOBIOGRAPHY

Within a few months of joining Rolls-Royce, Stanley Hooker, who had never before seen an aero engine, had added thirty per cent more power to the legendary Merlin engine. This was the start of a meteoric career, which in the middle of World War II saw the mature Hooker put in charge of turning the embryonic Whittle turbojet into a production engine for the war. In an amazing twenty months the thrust of Hooker's jets jumped from 1,800 lb to 5,000 lb.

After an emotional break with Rolls-Royce, Hooker joined the Bristol Aeroplane Company in 1949. Here he tugged a rather reluctant company into the jet age, determined to give real competition to Roll-Royce. So successful was he that in 1966 Rolls-Royce decided the best thing to do was to spend £63.6 million and buy its rival.

By this time there was scarcely a single modern British aero engine for which Hooker had not been responsible. By 1966 his main concerns were the propulsion of the Concorde and the Harrier, but there were new men in charge at Derby and Hooker decided to retire on his sixtieth birthday, in 1967.

Little did he think that within four years the mighty firm would plunge into bankruptcy! So important was Rolls that the Government was immediately involved, and it invited Hooker to go to Derby and mastermind the great RB211 programme – the engine that had broken the firm. To say that the result earned him a knighthood is to overlook the action-packed career that came previously.



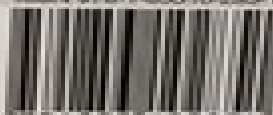
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Not Much Of An Engineer An Autobiography

Virginia Parker Dawson



Not Much Of An Engineer An Autobiography:

Not much of an engineer Sir Stanley Hooker, 1991

Not Much of an Engineer Sir Stanley Hooker, Bill Gunston, 2011-09-20 Stanley Hooker joined the Bristol Aeroplane Company in 1949 and tugged a rather reluctant company into the jet age determined to give real competition to Rolls Royce So successful was he that in 1966 Rolls Royce decided the best thing to do was to spend 63.6 million and buy its rival By this time there was scarcely a single modern British aero engine for which Hooker had not been responsible

James Nasmyth: Engineer, An Autobiography James Nasmyth, Samuel Smiles, 2022-09-20 Reproduction of the original

To Be An Airline Pilot Andrew Cook, 2012-05-01 If your dream is to be an airline pilot or you would like to know what it takes this book reflects the experiences thoughts and findings of a trainee pilot throughout the journey that took him into the right hand seat of a jet airliner The book covers everything that you need to consider before and during the training process including where to train and how to raise funds The flying course structure and ground school subjects are detailed and many sample exam questions are included to give a flavour of what lies ahead The book also looks behind the scenes at life on a training campus and considers all the important practicalities before going on to look at how to find that dream job

Air University Review, 1986-09

Making Jet Engines in World War II Hermione Giffard, 2016-10-10 Our stories of industrial innovation tend to focus on individual initiative and breakthroughs With *Making Jet Engines in World War II* Hermione Giffard uses the case of the development of jet engines to offer a different way of understanding technological innovation revealing the complicated mix of factors that go into any decision to pursue an innovative and therefore risky technology Giffard compares the approaches of Britain Germany and the United States Each approached jet engines in different ways because of its own war aims and industrial expertise Germany which produced more jet engines than the others did so largely as replacements for more expensive piston engines Britain on the other hand produced relatively few engines but by shifting emphasis to design rather than production found itself at war's end holding an unrivaled range of designs The US emphasis on development meanwhile built an institutional basis for postwar production Taken together Giffard's work makes a powerful case for a more nuanced understanding of technological innovation one that takes into account the influence of the many organizational factors that play a part in the journey from idea to finished product

The Four Geniuses of the Battle of Britain David Coles, Peter Sherrard, 2012-10-24 Had it not been for the vital contributions of the four men and their inventions described in this book the Battle of Britain could not have been won by the Royal Air Force Each of these brilliant men contributed enormously to the aircraft and equipment upon which the gallant RAF fighter pilots depended to take on and defeat the hitherto overpowering Luftwaffe during Hitler's European onslaught Watson Watt was the moving force behind Britain's vital early warning radar network that allowed Allied fighter aircraft to intercept the incoming German bomber raids Henry Royce was the driving force throughout the development of the Merlin engine that powered both the Hurricane and Spitfire Sydney

Camm persevered with the design of the Hawker Hurricane which was to destroy more Luftwaffe bombers in the Battle than any other type. It was amazingly resilient and provided an extremely stable gun platform. Never living long enough to see the success of his beautiful Spitfire, R.J. Mitchell was the designer of the only British aircraft that could outperform the Nazi Bf 109s fighters and which allowed the attacking Hurricanes a little more safety while doing their job below. This is the story of those men behind the scene of the greatest air battle in history. *Dogfight* David Owen, 2015-06-20. Innumerable books have been published on the two most famous fighter aircraft of all time: the Supermarine Spitfire and the Messerschmitt Bf 109. But books setting out to tell the story of both aircraft are very much rarer, probably fewer than the fingers of one hand. Yet their joint story is one which bears retelling since both were essential to the air campaigns of World War Two. Incredibly, the men who designed them lacked any experience of designing a modern fighter. R.J. Mitchell had begun his career working on industrial steam locomotives; Willy Messerschmitt had cut his aeronautical teeth on light and fragile gliders and sporting planes. Yet both men not only managed to devise aircraft which could hold their own in a world where other designs went from state of the art to obsolete in a staggeringly short time, but their fighters remained competitive over six years of front line combat. Despite the different ways their creators approached their daunting tasks and the obstacles each faced in acceptance by the services for which they were designed, they proved to be so closely matched that neither side gained a decisive advantage in a titanic struggle. Had either of them not matched up to its opponent so well, then the air war would have been a one-sided catastrophe ending in a quick defeat for the Allies or the Axis powers, and the course of twentieth century history would have been changed beyond recognition. Engines and Innovation Virginia Parker Dawson, 1991.

Speedbird Robin Higham, 2013-05-30. Between 1939 and 1946 BOAC, the British Overseas Airways Corporation, was the nationalised airline of Great Britain, and between 1946 and 1974, as such, it exclusively operated all long-haul British flights. With its iconic Speedbird logo and its central role in the glamorous jet age of the 1950s and 1960s, BOAC achieved a near-cult status with admirers around the globe. Yet to date, there has been no comprehensive history of the organisation covering its structure, fleet, and the role it played in the critical events of the age, from World War II to the end of empire, a period when BOAC played a pivotal part in projecting British political power, even as that power was waning. During World War II, BOAC operated a limited wartime service and prepared for the return of commercial flight in the postwar era. But it was in the service of Britain's colonies, and latterly the process of decolonisation, that BOAC achieved its most pivotal role. The development of flight technology enabled much faster connections between Britain and her imperial possessions, as the colonies prepared for independence. BOAC ferried diplomats, politicians, and colonial administrators between London and the far-flung corners of Africa and Asia in much faster times than had previously been possible. In this book, acclaimed historian Robin Higham presents a unique, comprehensive study of BOAC from the early jet travel of the de Havilland Comet and the Vickers VC10 to the dawn of supersonic passenger aviation. Highly illustrated and meticulously researched, using previously

unseen sources this book will be essential reading for all aviation enthusiasts and anyone interested in the history of modern Britain

Jet Man Duncan Campbell-Smith, 2020-12-10 The story of Frank Whittle RAF pilot mathematician of genius inventor of the jet engine and British hero Wonderful David Edgerton TLS A fascinating account Aeroplane Monthly Casts new light on the intense heroic character of Frank Whittle Leo McKinstry A thorough dissection of the evolution of the jet engine I recommend this mighty tome unreservedly Journal of Aeronautical History A long overdue corrective of an extraordinary man James Hamilton Paterson A fine deeply researched book Military History Monthly In 1938 a thirty one year old RAF pilot and engineer named Frank Whittle given special leave to pursue his own startlingly original concept of flight presented the Air Ministry with a written proposal for a revolutionary jet powered fighter aircraft A ready response might have changed the course of history but Whittle got no reply In this gripping and insightful biography Duncan Campbell Smith charts Whittle's success at building a pre war jet engine against all the odds and tracks his desperate struggle to have it launched into active service against Hitler's Luftwaffe It arrived too late but nonetheless transformed the future of aviation

The Engineer, 1865 **The Spectator**, 1849 A weekly review of politics literature theology and art *A History of Aviation at Brooklands in 100 Objects* Nigel Spooner, 2024-06-30 At the dawn of the twentieth century mankind had not yet achieved powered flight The main motive power then was provided by steam engines heavy dirty and inefficient If one wanted to travel over seas one had to travel on them A journey from London to New York by steam driven train and ship took more than 6 days By the time the same century drew to a close in December 1999 air travel was the normal choice for long journeys Millions of people every day flew comfortably and safely in pressurised aluminium airliners propelled by simple clean and efficient gas turbine engines The same journey from London to New York could be achieved at supersonic speed in less than 6 hours For much of that century many of the extraordinary developments that moved aviation from fragile wood and fabric biplanes to supersonic transports were achieved on 330 acres of low lying former estate farmland in Surrey England The estate was called Brooklands Those marshy acres were transformed from 1907 into the world's first custom built motor racing circuit then a rapidly developing aerodrome and finally one of the country's largest aircraft factories employing tens of thousands of people Nearly 19 000 aircraft of many different types were built at Brooklands during nine decades of peace and war By the 1980s however it was being eclipsed by larger manufacturing sites elsewhere with longer runways and better communications links its owner by then called British Aerospace finally closed the factory in 1989 This book tells the history of those amazing developments through 100 of the key aircraft engines places and other objects that can still be seen either in or near Brooklands Museum or in other locations around the country It also highlights the stories of six designers whose inspiring creativity produced aircraft engines and weapons ranging from Camel to Concorde Fury to Harrier Wellington to Viscount Merlin to Olympus Between them Thomas Sopwith Barnes Wallis Rex Pierson Sydney Camm Stanley Hooker and George Edwards were responsible for much of what was designed built and flown not only at Brooklands

but elsewhere too The book is arranged in successive historical episodes but the many links between the objects and the designers should allow readers to follow different paths if they so wish It is not intended as a technical reference but rather to inspire the reader to seek out the objects and discover more about them Spitfire, Mustang and the 'Meredith Effect' Peter Spring, 2024-04-04 Examines the life of the remarkable and controversial F W Meredith an individual who has largely been forgotten by history despite the brilliant advances he made which helped the Allies win the war against Hitler's Third Reich By the mid 1930s the obstacles to high speed that aircraft designers faced included the question of cooling the engine This was a big challenge that those working on the new fast aeroplanes entering service as the war clouds gathered over Europe had to consider as the drag from the system increased as a square of the speed Ducted systems were designed which lowered drag but these were based on the assumption that the system was cold This ignored the potential energy from the air heated by the radiator for liquid cooled aircraft and from the discharged engine exhaust gases It took a profoundly lateral thinker to harness the possibilities of the paradox that heat could cut the cost of cooling That thinker was the British engineer Frederick William Meredith A researcher at the Royal Aircraft Establishment at Farnborough until 1938 F W Meredith a key player in the UK's development of the autopilot and remote controlled aircraft His contribution to Allied success in the Second World War was enormous but incredibly he was also a known Soviet agent Few would doubt that the Supermarine Spitfire was a pioneering aeroplane not because it was an all metal monoplane with retractable undercarriage and enclosed cockpit as these were not unique but because it was the first to incorporate a Meredith designed ducted cooling system This was intended from the beginning to use heat to create negative drag In practice the Spitfire's design was flawed as Meredith himself pointed out and did not fully use what became known as the Meredith Effect Meredith also made entirely overlooked but extremely important contributions to resolving the problem of how to induce air smoothly into cooling ducts at high speeds without which as the Spitfire demonstrated ducted cooling systems worked sub optimally The first aeroplane properly to exploit the Meredith Effect was the North American P 51 Mustang this being a very significant factor as to why it was 30mph faster than the Spitfire when both had the same Rolls Royce Merlin engine This book by Peter Spring examines the life of the remarkable and controversial F W Meredith an individual who has largely been forgotten by history despite the brilliant advances he made advances which helped the Allies win the war against Hitler's Third Reich Engineering; an Illustrated Weekly Journal, 1905 **Engines and Innovation** Virginia P. Dawson, 1991 *Oxford Dictionary of National Biography* 2005-2008 Lawrence Goldman, 2013-03-07 Who made modern Britain This book drawn from the award winning *Oxford Dictionary of National Biography* tells the story of our recent past through the lives of those who shaped national life Following on from the *Oxford DNB*'s first supplement volume noteworthy people who died between 2001 and 2004 this new volume offers biographies of more than 850 men and women who left their mark on twentieth and twenty first century Britain and who died in the years 2005 to 2008 Here are the people responsible for major developments in national life from

politics the arts business technology and law to military service sport education science and medicine Many are closely connected to specific periods in Britain's recent history From the 1950s the young Harold Pinter or the Yorkshire cricketer Fred Trueman for example From the Sixties the footballer George Best photographer Patrick Lichfield and the Pink Floyd musician Syd Barrett It's hard to look back to the 1970s without thinking of Edward Heath and James Callaghan who led the country for seven years in that turbulent decade or similarly Freddie Laker pioneer of budget air travel and the comedians Ronnie Barker and Dave Allen who entertained with their sketch shows and sit coms A decade later you probably browsed in Anita Roddick's Body Shop or danced to the music of Factory Records established by the Manchester entrepreneur Tony Wilson In the 1990s you may have hoped that Things can only get better with a New Labour government which included Robin Cook and Mo Mowlam Many in this volume are remembered for lives dedicated to a profession or cause Bill Deedes or Conor Cruise O'Brien in journalism Ned Sherrin in broadcasting or indeed Ted Heath whose political career spanned more than 50 years Others were responsible for discoveries or innovations of lasting legacy and benefit among them the epidemiologist Richard Doll who made the link between smoking and lung cancer Cicely Saunders creator of the hospice movement and Chad Varah founder of the Samaritans With John Profumo who gave his name to a scandal policeman Malcolm Fewtrell who investigated the Great Train Robbery or the Russian dissident Aleksandr Litvinenko who was killed in London in 2006 we have individuals best known for specific moments in our recent past Others are synonymous with popular objects and experiences evocative of recent decades Mastermind with Magnus Magnusson the PG Tips chimpanzees trained by Molly Badham John DeLorean's gull wing car or the new British Library designed by Colin St John Wilson though as rounded and balanced accounts Oxford DNB biographies also set these events in the wider context of a person's life story Authoritative and accessible the biographies in this volume are written by specialist authors many of them leading figures in their field Here you will find Michael Billington on Harold Pinter Michael Crick on George Best Richard Davenport Hines on Anita Roddick Brenda Hale on Rose Heilbron Roy Hattersley on James Callaghan Simon Heffer on John Profumo Douglas Hurd on Edward Heath Alex Jennings on Paul Scofield Hermione Lee on Pat Kavanagh Geoffrey Wheatcroft on Conor Cruise O'Brien and Peregrine Worsthorne on Bill Deedes Many in this volume are naturally household names But a good number are also remembered for lives away from the headlines What in the 1980s became Thatcherism owed much to behind the scenes advice from Ralph Harris and Alfred Sherman children who learned to read with Ladybird Books must thank their creator Douglas Keen while without its first producer Verity Lambert there would have been no Doctor Who Others are ordinary people capable of remarkable acts Take for instance Arthur Bywater who over two days in 1944 cleared thousands of bombs from a Liverpool munitions factory following an explosion only to do the same months later in another factory Awarded the George Cross and the George Medal Bywater remains the only non-combatant to have received Britain's two highest awards for civilian bravery *Engineering News* ,1903 **Van Nostrand's Engineering Magazine** ,1886

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