

# Fairey Aircraft

since 1915

H A Taylor



# Fairey Aircraft Since 1915

**Harold Anthony Taylor**



## **Fairey Aircraft Since 1915:**

**Fairey Aircraft Since 1915** H. A. Taylor, 1988 Reprint of the 1962 work See preceding entry      **Fairey Aircraft Since 1915** Harold Anthony Taylor, 1974      **The Man Who Built the Swordfish** Adrian Smith, 2018-04-30 Sir Richard Fairey was one of the great aviation innovators of the twentieth century His career as a plane maker stretched from the Edwardian period to the jet age he lived long enough to see one of his aircraft be the first to break the 1000mph barrier and at least one of his designs the Swordfish holds iconic status A qualified engineer party to the design development and construction of the Royal Navy's state of the art sea planes Sir Richard founded Fairey Aviation at the Admiralty's behest in 1915 His company survived post war retrenchment to become one of Britain's largest aircraft manufacturers The firm built a succession of front line aircraft for the RAF and the Fleet Air Arm including the iconic Swordfish In addition Fairey Aviation designed and built several cutting edge experimental aircraft including long distance record breakers between the wars and the stunningly beautiful Delta 2 which broke the world speed record on the eve of Sir Richard's death in 1956 Fairey also came to hold a privileged position in the British elite courting politicians and policymakers He became a figurehead of the British aviation industry and his successful running of the British Air Commission earned him a knighthood A key player at a pivotal moment Fairey's life tells us much about the exercise of power in early twentieth century Britain and provides an insight into the nature of the British aviation manufacturing industry at its wartime peak and on the cusp of its twilight years      Boulton Paul Aircraft Since 1915 Alec Brew, 2020-05-29 The ancient Norwich firm of Boulton Paul were brought into aircraft construction in 1915 and quickly became one of the great innovators They pioneered metal construction and built the frame of the largest aircraft ever built in Britain the R 101 airship The Overstrand the last of their superlative medium bombers was the first aircraft in the world to feature a power operated gun turret and after their move to Wolverhampton in 1936 and change of name to Boulton Paul Aircraft their gun turrets became a vital component of the war effort not least in their own Defiant which fought in the Battle of Britain and was the most successful night fighter in the dark nights of the Blitz Their post war Balliol trainer was the World's first single engine turboprop and their last production aircraft because the technology of their gun turrets was translated into their world lead as manufacturers of power operated control units and then fly by wire Becoming part of the Dowty Group and later GE Aviation their advanced aerospace product line is now invested in the firm of Moog still in Wolverhampton still innovating      **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      *A Quiet Country Town* David Gibbings, 2015-04-06 It has been 100 years since the first airfield was established in the country town of Yeovil Since 1915 aircraft have been designed manufactured and tested at Westland including the Lysander used to transport British agents to Europe during the Second World War In 1948 the company focused solely on helicopters and its

aircraft have been sent all over the world since then used in lifesaving with Air Ambulance and Search and Rescue and deployed in warfare such as Balkans Iraq and Afghanistan To celebrate the centenary of the UK s only major helicopter manufacturer David Gibbings has collated an anthology of writings that retell Westland s history and its special relationship with Yeovil which has rarely been quiet since the first aircraft took off from the airfield that now lies at its heart Westland and the British Helicopter Industry, 1945-1960 Matthew R.H. Uttley,2014-05-22 This study explains how Westland dominated British helicopter production and why government funding and support failed to generate competitive all British alternatives In doing so the book evaluates broader historiographic assumptions about the purported failure of british aircraft procurement during the early post war period and considers the scope and limitations of licensed production as a government mandated procurement strategy

**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

**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

### **Debrett's Bibliography of Business History**

Stephanie Zarach, 1987-06-18      The British Carrier Strike Fleet after 1945 David Hobbs, 2015-10-30 A comprehensive study of the bittersweet post WWII history of British naval aviation will become a standard reference for its subject Firetrench In 1945 the most powerful fleet in the Royal Navy's history was centered on nine aircraft carriers This book charts the post war fortunes of this potent strike force its decline in the face of diminishing resources its final fall at the hands of uncomprehending politicians and its recent resurrection in the form of the Queen Elizabeth class carriers the largest ships ever built for the Royal Navy After 1945 experts prophesied that nuclear weapons would make conventional forces obsolete but British carrier borne aircraft were almost continuously employed in numerous conflicts as far apart as Korea Egypt the Persian Gulf the South Atlantic East Africa and the Far East often giving successive British Governments options when no others were available In the process the Royal Navy invented many of the techniques and devices crucial to modern carrier operations angled decks steam catapults and deck landing aids while also pioneering novel forms of warfare like helicopter borne assault and tactics for countering such modern plagues as insurgency and terrorism This book combines narratives of these poorly understood operations with a clear analysis of the strategic and political background benefiting from the author's personal experience of both carrier flying and the workings of Whitehall It is an important but largely untold story of renewed significance as Britain once again embraces carrier aviation Makes a timely and welcome appearance will make compelling reading for those with serious concern for our naval affairs St Andrews in Focus

### **Catapult Aircraft**

Leo Marriott, 2020-01-24 A concise history of this specialty aircraft used during World Wars I and II During World War I the navies of the opposing forces discovered the value of aerial reconnaissance and many experiments were made to allow larger warships to carry one or sometimes two aircraft aboard In the early days these were float planes that were lowered by crane into the sea and then lifted back aboard upon their return This was a lengthy affair and when a speedy departure was necessary time was of the essence A new system was devised so that a powerful catapult system and a short ramp could with the added speed of the ship get an aircraft airborne in a fraction of the time previously required Thus was born a highly specialised type of aircraft This book includes all the major designs that went to war in the First and Second World Wars and includes aircraft used by all the combatants It looks at how the aircraft evolved and how the warships were modified to

accommodate the aircraft and the catapult system The use of these fixed wing aircraft was abandoned when the invention of the helicopter was made in the early post WWII years *Heroes and Landmarks of British Aviation* Richard Edwards, Peter J. Edwards, 2012-10-24 *Heroes and Landmarks of British Aviation* tells the dramatic story of a world leading aviation industry from the sweat and grease of the workshop to the board rooms and government nationalisations that ultimately fashioned its destiny The heroes are Britains most innovative aviation pioneers and their aircraft the men and women who persevered to be the first into the air to fly the fastest the highest and the furthest This broad and highly accessible books ranges from the first man to fly across the English Channel from England to France to the development of the Spitfire and from the disastrous R101 airship to the development of the jet engine and ultimately the worlds first supersonic airliner Each chapter looks at a different aviation pioneer and the flying machines that they designed their engineering landmarks their triumphs in the air and on occasion their disasters too The book explores the great air races that were won and lost the government contracts and political short sightedness that cut short the development of leading aircraft designs and many of the dramatic air raids and sea battles from the First World War to the Falklands and the Middle East Many of the industrys most prominent names are profiled including Ernest Willows the Short brothers Geoffrey de Havilland Vincent Richmond George White Thomas Sopwith Harry Hawker RJ Mitchell Herbert Smith Charles Rolls Henry Royce Reginald Pierson Alliott Verdon Roe Frederick Handley Page Robert Watson Watt Robert Blackburn and Frank Whittle Behind the personal stories are the histories of the aircraft companies that these pioneers created from those that went bankrupt to those that lasted the test of time and have become indivisible from British aviation folklore such names as Sopwith Handley Page Avro Supermarine Blackburn Bristol Fairey and Rolls Royce The book covers the mergers and acquisitions that led to the creation of two major aircraft manufacturers Hawker Siddeley Group and the British Aircraft Corporation and how barely two decades later before the century was out they were nationalised to form British Aerospace **The Fleet Air Arm and the War in Europe,**

**1939-1945** David Hobbs, 2022-03-30 A comprehensive history of the Royal Navy s naval aviation component s campaigns during World War II For the first time this book tells the story of how naval air operations evolved into a vital element of the Royal Navy s ability to fight a three dimensional war against both the Kriegsmarine and Luftwaffe An integral part of RN the Fleet Air Arm was not a large organization with only 406 pilots and 232 front line aircraft available for operations in September 1939 Nevertheless its impact far outweighed its numbers it was an RN fighter that shot down the first enemy aircraft of the war and an RN pilot was the first British fighter ace with 5 or more kills The Fleet Air Arm s rollcall of achievements in northern waters went on to include the Norwegian Campaign the crippling of Bismarck the gallant sortie against Scharnhorst and Gneisenau as they passed through the Channel air attacks on enemy E boats in the narrow seas air cover for the Russian convoys air attacks that disabled Tirpitz and strikes and minelaying operations against German shipping in the Norwegian littoral that continued until May 1945 By the end of the war in Europe the FAA had grown to 3243

pilots and 1336 aircraft This book sets all these varied actions within their proper naval context and both technical and tactical aspects are explained with thumbnail descriptions of aircraft their weapons and avionics Cross reference with the Fleet Air Arm Roll of Honour has been made for the first time to put names to those aircrew killed in action wherever possible as a mark of respect for their determination against enemy forces on above and below the sea surface which more often than not outnumbered them The Fleet Air Arm and the War in Europe completes David Hobbs s much praised six volume series chronicling the operational history of British naval aviation from the earliest days to the present Praise for The Fleet Air Arm and the War in Europe In this masterly addition to his series on the Fleet Air Arm at war David Hobbs addresses naval air operations in the Atlantic the North Sea the Arctic and the English Channel Professor Andrew Lambert Warship 2023 With lots of action it rattles along and is a very good read The Armourer Magazine May 2022 **Industry and Air Power** Noel Sebastian Ritchie, Sebastian Ritchie, 2013-09-13 The author begins with a general survey of British aircraft manufacturing in the inter war period Policy production finance and contracts are examined and the final chapter is concerned with the mobilization of the aircraft industry in 1939 and the emergency measures of 1940 **Industry and Air Power** Sebastian Ritchie, 1997 The author examines the relationship between industry and the state during the period immediately before the Second World War when increasing tension resulted in large government contracts *Taranto* David Hobbs, 2020-11-30 If you only read one book on the development of the Fleet Air Arm and Naval air warfare in the Mediterranean during World War 2 then this should be it Military Historical Society After the Italian declaration of war in June 1940 the Royal Navy found itself facing a larger and better equipped Italian surface fleet large Italian and German air forces equipped with modern aircraft and both Italian and German submarines Its own aircraft were a critical element of an unprecedented fight on over and under the sea surface The best known action was the crippling of the Italian fleet at Taranto which demonstrated how aircraft carriers and their aircraft had replaced the dominance of battleships but every subsequent operation is covered from the perspective of naval aviation Some of these like Matapan or the defense of the Pedestal convoy to Malta are famous but others in support of land campaigns and in the Aegean after the Italian surrender are less well recorded In all these the ingenuity and innovation of the Fleet Air Arm shines through Taranto pointed the way to what the Japanese would achieve at Pearl Harbor while air cover for the Salerno landings demonstrated the effectiveness of carrier borne fighters in amphibious operations a tactic adopted by the US Navy The author s years of archival research together with his experience as a carrier pilot allow him to describe and analyze the operations of naval aircraft in the Mediterranean with unprecedented authority This provides the book with novel insights into many familiar facets of the Mediterranean war while for the first time doing full justice to the Fleet Air Arm s lesser known achievements A full and fascinating story Clash of Steel *Naval Aviation News* , 1989 *From Nighthawk to Spitfire* John Shelton, 2015-07-06 R J Mitchell was virtually self taught surprisingly almost all his other aircraft 24 aircraft were slow flying seaplanes How a lad from the land locked

Midlands apprenticed to a locomotive works came to be responsible for the Spitfire is a great tale in itself This detailed book tells us how Mitchell learned his trade from 1916 contributing to the production of the cumbersome Nighthawk designed to combat the German Zeppelin threat and gradually coming to produce record breaking racing floatplanes which in 1931 won outright the prestigious international Schneider Trophy Mitchell was thus well placed to design a high speed aircraft when war began to threaten but Dr Shelton reveals the production of the famous fighter was by no means a certainty and how indeed its vital contribution to winning the Battle of Britain was a very close run thing

**The Mediterranean Fleet, 1930-1939** Paul G. Halpern, 2016-12-01 The Mediterranean Fleet entered the 1930s looking back to the lessons of Jutland and the First World War but also seeking to incorporate new technologies notably air power Unfortunately in the depression years of the early 1930s there was a lack of funds to remedy deficiencies The problem became critical during the Abyssinian crisis of 1935 The crisis wound down by mid 1936 but the respite did not last long In June 1936 the Spanish Civil War broke out and the Mediterranean Fleet was soon involved in evacuations of British and other endangered foreigners from Spanish ports as well as the protection of British flagged merchant ships in the war zone In addition to the Spanish Civil War there was an increase of tension with Germany in 1938 that culminated with the Czechoslovak crisis in September The situation of the Mediterranean Fleet and its possible actions had the Munich agreement not been reached are described The Spanish Civil War ended in 1939 with the victory of the Nationalists and the Mediterranean Fleet was again involved in evacuations By now the prospect of war with Germany and possibly Italy was quite clear and serious preparations for war continued The plans for war in the Mediterranean are reproduced in detail



## **Fairey Aircraft Since 1915** Book Review: Unveiling the Magic of Language

In a digital era where connections and knowledge reign supreme, the enchanting power of language has are more apparent than ever. Its power to stir emotions, provoke thought, and instigate transformation is truly remarkable. This extraordinary book, aptly titled "**Fairey Aircraft Since 1915**," written by a very acclaimed author, immerses readers in a captivating exploration of the significance of language and its profound impact on our existence. Throughout this critique, we will delve into the book is central themes, evaluate its unique writing style, and assess its overall influence on its readership.

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