

Miles M.52 V2 Aircraft Paper Model.jpg

Geoffrey Knight

Miles M.52 Captain Eric Brown CBE DSC AFC QCVSA RN,2012-03-01 In December 1943, a top secret contract (E.24/43) was awarded to Miles Aircraft. The contract was to build the world's first supersonic jet capable of 1000mph. The only reliable source of data on supersonic objects came from the Armament Research Dept and their wind tunnel tests on ammunition. From this, Miles developed an exceptionally thin-winged, bullet-shaped aircraft. The research was inexplicably passed to the Americans in 1944. By December 1945, one prototype was virtually complete. The second, destined for an attempt at the sound barrier was 80 per cent complete. In February 1946, Capt Eric Brown was confirmed as the test pilot and October 1946 was set for the supersonic trials. However, on 12 February 1946, Miles were ordered to stop production. No plausible explanation was given for the cancellation when Britain was within six months of breaking the sound barrier. Eric Brown and others directly involved including Dennis Bancroft, the Chief Aerodynamicist on the M.52, have now come together to try and finally solve the mystery behind the cancellation.

The World Record Paper Airplane Book Jeff Lammers,2006-01-01 Presents step-by-step instructions for folding twenty different kinds of paper airplanes and provides illustrated papers for 112 planes.

Commercial Aircraft Propulsion and Energy Systems Research National Academies of Sciences, Engineering, and Medicine,Division on Engineering and Physical Sciences,Aeronautics and Space Engineering Board,Committee on Propulsion and Energy Systems to Reduce Commercial Aviation Carbon Emissions,2016-08-09 The primary human activities that release carbon dioxide (CO₂) into the atmosphere are the combustion of fossil fuels (coal, natural gas, and oil) to generate electricity, the provision of energy for transportation, and as a consequence of some industrial processes. Although aviation CO₂ emissions only make up approximately 2.0 to 2.5 percent of total global annual CO₂ emissions, research to reduce CO₂ emissions is urgent because (1) such reductions may be legislated even as commercial air travel grows, (2) because it takes new technology a long time to propagate into and through the aviation fleet, and (3) because of the ongoing impact of global CO₂ emissions. Commercial Aircraft Propulsion and Energy Systems Research develops a national research agenda for reducing CO₂ emissions from commercial aviation. This report focuses on propulsion and energy technologies for reducing carbon emissions from large, commercial aircraft—single-aisle and twin-aisle aircraft that carry 100 or more passengers—because such aircraft account for more than 90 percent of global emissions from commercial aircraft. Moreover, while smaller aircraft also emit CO₂, they make only a minor contribution to global emissions, and many technologies that reduce CO₂ emissions for large aircraft also apply to smaller aircraft. As commercial aviation continues to grow in terms of revenue-passenger miles and cargo ton miles, CO₂ emissions are expected to increase. To reduce the contribution of aviation to climate change, it is essential to improve the effectiveness of ongoing efforts to reduce emissions and initiate research into new approaches.

Risk Management Handbook Federal Aviation Administration,2012-07-03 Every day in the United States, over two million men, women, and children step onto an aircraft and place their lives in the hands of strangers. As anyone who has ever flown knows, modern flight offers unparalleled advantages in travel and freedom, but it also comes with grave responsibility and risk. For the first time in its history, the Federal Aviation Administration has put together a set of easy-to-understand guidelines and principles that will help pilots of any skill level minimize risk and maximize safety while in the air. The Risk Management Handbook offers full-color diagrams and illustrations to help students and pilots visualize the science of flight, while providing straightforward information on decision-making and the risk-management process.

Miles M.52 Tony Buttler,2016 As early as 1943 it became apparent that supersonic flight might be an achievable goal, but not for the propeller-driven aircraft of the day. Spurred on by secret intelligence of a German supersonic long-range bomber project, work began on a British secret research aircraft that would potentially be the first manned aircraft to break through the sound barrier. Although Miles Aircraft were best known for producing light aircraft and basic trainers, their

design team quickly rose to the challenge with a range of ground breaking innovations in airframe design and construction, flying controls, advanced materials and pilot escape systems. The jet engine, designed by Frank Whittle, was also revolutionary, including an early form of 're-heat' technology. By 1946 the project was about 90% complete with major technology and design features having been flight-tested on test-bed aircraft. Furthermore, on Government orders American personnel had been given complete access to the project, well before the Bell X-1 flew. What happened next has been mired in controversy, conspiracy theories and rumors to this day. Exhaustively researched and illustrated through-out with rare and previously unpublished photographs, drawings and technical data, Miles M.52 finally tells the definitive factual story of the Miles M.52 project, gives an objective account of the controversy that grew around the aircraft, and describes the M.52's legacy to Britain's later supersonic aircraft.

Buying aircraft Irving Brinton Holley,1989

Empire of the Clouds James Hamilton-Paterson,2010-10-07 In 1945 Britain was the world's leading designer and builder of aircraft - a world-class achievement that was not mere rhetoric. And what aircraft they were. The sleek Comet, the first jet airliner. The awesome delta-winged Vulcan, an intercontinental bomber that could be thrown about the sky like a fighter. The Hawker Hunter, the most beautiful fighter-jet ever built and the Lightning, which could zoom ten miles above the clouds in a couple of minutes and whose pilots rated flying it as better than sex. How did Britain so lose the plot that today there is not a single aircraft manufacturer of any significance in the country? What became of the great industry of de Havilland or Handley Page? And what was it like to be alive in that marvellous post-war moment when innovative new British aircraft made their debut, and pilots were the rock stars of the age? James Hamilton-Paterson captures that season of glory in a compelling book that fuses his own memories of being a schoolboy plane spotter with a ruefully realistic history of British decline - its loss of self confidence and power. It is the story of great and charismatic machines and the men who flew them: heroes such as Bill Waterton, Neville Duke, John Derry and Bill Beaumont who took inconceivable risks, so that we could fly without a second thought.

Northrop Flying Wings Graham M. Simons,2013-06-19 The aviation historian and author of Memphis Belle presents an authoritative analysis of the groundbreaking, post-WWI series of military aircraft. In the years following the First World War, a new imperative arose in aviation technology: stealth, speed, and precision. American aircraft designer Jack Northrop developed a streamlined craft that did away with superfluous appendages, including the weighty fuselage and tail units. This was an extreme measure, but Northrop was determined to push aircraft design to a new level. Eliminating both the fuselage and tail meant placing the pilot, the engines, and the payload entirely within the wing envelope. The resulting craft, Northrop's flying wings, were some of the most spectacular machines ever to grace the skies. With barely any vertical surfaces at all, they looked like something from the realm of science fiction. Indeed, one even appeared in the film version of H.G. Wells' War of the Worlds. Written off by many as a mere novelty, the development of these unique bombers provided aeronautical innovations that paved the way for a raft of new designs. During the 1970s, when the United States needed a new strategic bomber to replace the B-52 Superfortress, the flying wing design was brought to the fore once again. The B-2 Spirit was born out of this, continuing the legacy of this stealthy design. This craft, along with the B-35, the eight-engined YB-49 and the YRB-49A, are all highlighted in this authoritative history. Detailed analyses of each design, set within a wider historical context, make for a compelling record of this landmark design.

Assessment of Wingtip Modifications to Increase the Fuel Efficiency of Air Force Aircraft National Research Council,Division on Engineering and Physical Sciences,Air Force Studies Board,Committee on Assessment of Aircraft Winglets for Large Aircraft Fuel Efficiency,2007-08-06 The high cost of aviation fuel has resulted in increased attention by Congress and the Air Force on improving military aircraft fuel efficiency. One action considered is modification of the aircraft's wingtip by installing, for example, winglets to reduce drag. While common on commercial aircraft, such modifications have been less so on military aircraft. In an attempt to encourage greater Air Force use in this area, Congress, in H. Rept. 109-452, directed the Air Force to provide a report examining the feasibility of

modifying its aircraft with winglets. To assist in this effort, the Air Force asked the NRC to evaluate its aircraft inventory and identify those aircraft that may be good candidates for winglet modifications. This report—which considers other wingtip modifications in addition to winglets—presents a review of wingtip modifications; an examination of previous analyses and experience with such modifications; and an assessment of wingtip modifications for various Air Force aircraft and potential investment strategies.

The B-17 Flying Fortress Steve Birdsall,1965

The Complete Story of Sadako Sasaki Masahiro Sasaki,Sue DiCicco,2020-04-07

****Independent Publisher Book Award (IPPY) Winner** **Middle School Book of the Year-- Northern Lights Book Awards** **Skipping Stones Honor Award Winner**** For the first time, middle readers can learn the complete story of the courageous girl whose life, which ended through the effects of war, inspired a worldwide call for peace. In this book, author Sue DiCicco and Sadako's older brother Masahiro tell her complete story in English for the first time--how Sadako's courage throughout her illness inspired family and friends, and how she became a symbol of all people, especially children, who suffer from the impact of war. Her life and her death carry a message: we must have a wholehearted desire for peace and be willing to work together to achieve it. Sadako Sasaki was two years old when the atomic bomb was dropped on her city of Hiroshima at the end of World War II. Ten years later, just as life was starting to feel almost normal again, this athletic and enthusiastic girl was fighting a war of a different kind. One of many children affected by the bomb, she had contracted leukemia. Patient and determined, Sadako set herself the task of folding 1000 paper cranes in the hope that her wish to be made well again would be granted. Illustrations and personal family photos give a glimpse into Sadako's life and the horrors of war. Proceeds from this book are shared equally between The Sadako Legacy NPO and The Peace Crane Project.

Space Shuttle Missions Summary (NASA/TM-2011-216142) Robert D. Legler,Floyd V.

Bennett,2011-09-01 Full color publication. This document has been produced and updated over a 21-year period. It is intended to be a handy reference document, basically one page per flight, and care has been exercised to make it as error-free as possible. This document is basically as flown data and has been compiled from many sources including flight logs, flight rules, flight anomaly logs, mod flight descent summary, post flight analysis of mps propellants, FDRD, FRD, SODB, and the MER shuttle flight data and inflight anomaly list. Orbit distance traveled is taken from the PAO mission statistics.

Tex Johnston A. M. "Tex" Johnston,2014-12-02 One of America's most daring and accomplished test pilots, Tex Johnston flew the first US jet airplanes and, in a career spanning the 1930s through the 1970s, helped create the jet age at such pioneering aerospace companies as Bell Aircraft and Boeing.

Technical Data Digest ,1950

Freedom's Forge Arthur Herman,2013-07-02 NEW YORK TIMES BESTSELLER • SELECTED BY THE ECONOMIST AS ONE OF THE BEST BOOKS OF THE YEAR “A rambunctious book that is itself alive with the animal spirits of the marketplace.”—The Wall Street Journal Freedom’s Forge reveals how two extraordinary American businessmen—General Motors automobile magnate William “Big Bill” Knudsen and shipbuilder Henry J. Kaiser—helped corral, cajole, and inspire business leaders across the country to mobilize the “arsenal of democracy” that propelled the Allies to victory in World War II. Drafting top talent from companies like Chrysler, Republic Steel, Boeing, Lockheed, GE, and Frigidaire, Knudsen and Kaiser turned auto plants into aircraft factories and civilian assembly lines into fountains of munitions. In four short years they transformed America’s army from a hollow shell into a truly global force, laying the foundations for the country’s rise as an economic as well as military superpower. Freedom’s Forge vividly re-creates American industry’s finest hour, when the nation’s business elites put aside their pursuit of profits and set about saving the world. Praise for Freedom’s Forge “A rarely told industrial saga, rich with particulars of the growing pains and eventual triumphs of American industry . . . Arthur Herman has set out to right an injustice: the loss, down history’s memory hole, of the epic achievements of American business in helping the United States and its allies win World War II.”—The New York Times Book Review “Magnificent . . . It’s not often that a

historian comes up with a fresh approach to an absolutely critical element of the Allied victory in World War II, but Pulitzer finalist Herman . . . has done just that.”—Kirkus Reviews (starred review) “A compulsively readable tribute to ‘the miracle of mass production.’ ”—Publishers Weekly “The production statistics cited by Mr. Herman . . . astound.”—The Economist “[A] fantastic book.”—Forbes “Freedom’s Forge is the story of how the ingenuity and energy of the American private sector was turned loose to equip the finest military force on the face of the earth. In an era of gathering threats and shrinking defense budgets, it is a timely lesson told by one of the great historians of our time.”—Donald Rumsfeld

Congressional Record United States. Congress,1919

Securing the Future of U.S. Air Transportation National Research Council,Transportation Research Board,Studies and Information Services,Division on Engineering and Physical Sciences,Aeronautics and Space Engineering Board,Committee on Aeronautics Research and Technology for Vision 2050,2003-12-18 As recently as the summer of 2001, many travelers were dreading air transportation because of extensive delays associated with undercapacity of the system. That all changed on 9/11, and demand for air transportation has not yet returned to peak levels. Most U.S. airlines continue to struggle for survival, and some have filed for bankruptcy. The situation makes it difficult to argue that strong action is urgently needed to avert a crisis of undercapacity in the air transportation system. This report assesses the visions and goals for U.S. civil aviation and technology goals for the year 2050.

The Future of Aerospace National Academy of Engineering,1993-02-01 Few technological advances have affected the lives and dreams of individuals and the operations of companies and governments as much as the continuing development of flight. From space exploration to package transport, from military transport to passenger helicopter use, from passenger jumbo jets to tilt-rotor commuter planes, the future of flying is still rapidly developing. The essays in this volume survey the state of progress along several fronts of this constantly evolving frontier. Five eminent authorities assess prospects for the future of rotary-wing aircraft, large passenger aircraft, commercial aviation, manned spaceflight, and defense aerospace in the post-Cold War era.

I Love Jesus, But I Want to Die Sarah J. Robinson,2021-05-11 A compassionate, shame-free guide for your darkest days “A one-of-a-kind book . . . to read for yourself or give to a struggling friend or loved one without the fear that depression and suicidal thoughts will be minimized, medicalized or over-spiritualized.”—Kay Warren, cofounder of Saddleback Church What happens when loving Jesus doesn’t cure you of depression, anxiety, or suicidal thoughts? You might be crushed by shame over your mental illness, only to be told by well-meaning Christians to “choose joy” and “pray more.” So you beg God to take away the pain, but nothing eases the ache inside. As darkness lingers and color drains from your world, you’re left wondering if God has abandoned you. You just want a way out. But there’s hope. In *I Love Jesus, But I Want to Die*, Sarah J. Robinson offers a healthy, practical, and shame-free guide for Christians struggling with mental illness. With unflinching honesty, Sarah shares her story of battling depression and fighting to stay alive despite toxic theology that made her afraid to seek help outside the church. Pairing her own story with scriptural insights, mental health research, and simple practices, Sarah helps you reconnect with the God who is present in our deepest anguish and discover that you are worth everything it takes to get better. Beautifully written and full of hard-won wisdom, *I Love Jesus, But I Want to Die* offers a path toward a rich, hope-filled life in Christ, even when healing doesn’t look like what you expect.

Concorde Geoffrey Knight,1976

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