

First published 1953 Second, revised, edition 1954

Printed in Great Britain by Hazell, Watson & Viney, Ltd., Aylesbury and London

Contents

PART ONE

How it all started

page 7

PART TWO

The 'How and Why' of Flying

Specification to Prototype: Building the Prototype: How an Aeroplane Works: Learning to Fly: Powered Flying: With the Forces: With an Airline: Test Pilot: Backstage at London Airport: There and Back by B.E.A.

page 63

PART THREE

Wings to Lift a World

Model Flying: Light Aircraft: The Airlines: Bulls, Beds and Bentleys by Air: Helicopters: Wings of War: The Speed of Sound: 'Paper Dart' Air Force: Battling Bantams: Fighters: Bombers: Photo-reconnaissance: Wings for the Army: Trainers: Naval Aviation: Prelude to Space.

page 103

Colour plates

					1	Between page
Jungle Air-ambulance .	•	•			•	24–25
The Airship Bournemouth		•	•	•		24-25
The Royal Navy's Twin Turboph	op A	ircraf	t			72-73
The Supermarine Attacker			•			72-73
The World's First Jet Air Liner						120-121
The World's First Turboprop Air	· Line	er	•			120-121
Britain's First Twin-rotored Heli	icopte	r		•		168–169
The World's Largest Freighter A	ircraf	Ì				168–169

Acknowledgments

THANK YOU...

to all the aircraft companies, airlines, airmen, photographers and friends who have supplied facts and photographs for this book.

especially to Maurice Allward, for his invaluable help with the 'How and Why' section; Roland Beamont, for his willingness to be my 'victim' in the test-pilot pages; the de Havilland Aircraft Co., for advice on the Comet development story; B.E.A., who flew Maurice to Brussels and back for the airline photo-story; Silver City Airways, for their never-failing co-operation on the car-ferry feature; and to *Flight*, for permission to use their copyright photographs.

J.W.R.T.

