02/1 Faster, Further, Higher: Leading-edge Aviation Technology since 1945
Putnam’s History of Aircraft. Series Editor: Philip Jarrett
[t.p. on double-page monochrome photo B.47A and Douglas Skyrocket]
A division of Chrysalis Books Ltd. 4to. pp. [vi] 7-256. 219 photos, 6 illus., 59 diagrs. Bibliogs., index. Wrap-round col. painting on d.j. by Wilfred Hardy [X.15 and F.104 chase plane]
Printers: [printed in Spain] Designed and typeset by Stephen Dent
Price: £35
ISBN: 0 85177 876 3
Notes: Cutaway drawing Fairey FD.2 by Leonard Clow
Philip Jarrett [cf. 97/3]
Bruce Astridge. An engineer educated in New Zealand, worked for Rolls Royce for thirty-eight years until his retirement in 1988. His early, and prime career was in gas turbine engine performance, in both UK and overseas posts. After a period in product support and a North American posting in engine and aircraft evaluation, his last position for the company was as Head of Aircraft Performance Evaluation
Dr. Norman Barfield [cf. 97/4]
Les Coombs. After service in the RAF from 1939 to 1946, became a researcher and writer on avionics and ergonomics. He specializes in the history of air force technology and the in the design and history of the aircraft cockpit. He is the author of The Aircraft Cockpit and Fighting Cockpits 1914-2000
Colin Cruddas. In a design and flight test engineering career extending more than forty years, has worked for Fairey Aviation, Blackburn Aircraft and the British Aircraft Corporation in the UK, for Boeing and McDonnell Douglas in the USA and for Atlas Aircraft in South Africa. In 1979 he became engineering manager of the Aerospace Components Division of Flight Refuelling Ltd, then head of customer support. Leaving in 1992, he became the consultant archivist to Cobham plc and wrote his first book, In Cobham’s Company.
Ian Goold [cf. 00/1]
Dr. Richard Hallion. Is the Air Force Historian at Headquarters, United States Air Force, Washington D.C. He has been a curator and visiting professor at the National Air and Space Museum; has taught for the University of Maryland, Chapman College, and Golden Gate University; served as the historian of the Air Force Flight Test Center; and has been a visiting professor at the US Army War College
Mike Hirst [cf. 97/4]
Ian Moir. During twenty years as an RAF Engineering Officer, was involved with the first-line servicing, maintenance and rectification of fast jets and transport aircraft, and in systems development and project work relating to the entry into service of the Panavia Tornado. He then spent eighteen years at Smiths Industries on the introduction of avionics technology into aircraft utilities systems, selecting and developing new integrated systems for the Boeing AH-64C/D Longbow Apache attack helicopter and the Boeing 777. He is now an international aerospace consultant
Stephen Ransom. After studying aeronautical engineering at the University of Salford, worked in the British Aircraft Corporation’s advanced projects office. Moving to Germany in 1976, he was involved with the Spacelab programme at ERNO Raumfahrttechnik before working on advanced projects at VFW and, from 1979 to 1983, in MBB’s Special Projects Division. He then returned to the space industry, working on spacecraft and planetary exploration projects. He is the co-author of English Electric Aircraft and their Predecessors and a two-volume history of the Me 163 rocket-powered interceptor
Jeremy C. Scutts [cf. 00/2]
John Snow. A graduate of Southampton University and the Cranfield Institute of Technology, for the past seven years has been a senior lecturer with the Air Transport Group, Cranfield College of Aeronautics. He was previously Vice-President of Market Development and Engineering at Saab Aircraft, and before that he held a similar position at Airbus Industrie and worked with carriers in Scandinavia
Ray Whitford [cf. 00/1]
02/2  Pioneer Aircraft: Early Aviation to 1914
Putnam’s History of Aircraft. Series Editor: Philip Jarrett
[t.p. on double-page monochrome photo of Sopwith in a Blériot XI]
Wrap-round col. painting on d.j. by Keith Woodcock [Eugène Lefebvre in a Wright Biplane]

Printers: Bath Press Ltd. Designed and typeset by Stephen Dent
Price: £35
ISBN: 0 85177 869 0

Contents: Dreams and realities, Professor Clive Hart. The lighter-than-air contribution, Ces. Mowthorpe. The passive and active approaches, Philip Jarrett. The dawn of aerodynamics, Mike Hirst. Man flies, Philip Jarrett. The Wrights: how and why they succeeded, Richard P. Hallion. Evolving the practical aeroplane, Philip Jarrett. Flying pioneer aeroplanes, Dan Taylor. Propulsion systems, P.R. Stokes. Flying from water, Dr Norman Barfield. Making flying safer, Philip Jarrett. An industry is born, Dr Hugh Driver. Putting the aeroplane to work, Dr Hugh Driver

Dr Norman Barfield [cf. 97/4]
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. He is the author of The Birth of Military Aviation: Britain 1903-1914 (Royal Historical Society, Studies in History, 1997) and Lord Northcliffe and the early years of Rolls-Royce (Rolls-Royce Heritage Trust, 1998). He is currently researching British-Boer and Boer-Black conflict in nineteenth-century southern Africa

Dr Richard Hallion [cf. 02/1]
Clive Hart. A Research Professor at the University of Essex, was educated at the Universities of Western Australia, Paris and Cambridge. He is a Member of the Royal Aeronautical Society, was foundation president of the Suffolk Aero Club, and is the author of several books and articles on the early history of aviation

Mike Hirst [cf. 97/4]
Ces Mowthorpe. Attended Bridlington Grammar School, then joined the Fleet Air Arm in 1947. In 1950 he returned to the family business. He has held a pilot’s licence since 1948, and has flown light aeroplanes, gliders and microlights. Commissioned in the RAF Volunteer Reserve (T), he has studied airships since 1950 and interviewed many ex-airshipmen in the 1950s and 1960s. Chairman of the Hunmanby Local History Group for thirty years, he is the author of several books, including two on airships, and numerous articles

Peter Stokes. Is a Fellow of the Institution of Mechanical Engineers, and a Member of the Royal Aeronautical Society. Following an apprenticeship with de Havilland, he concentrated on test and facility provisions through the dynamic period of the 1950s with piston, gas turbine and rocket engines. Latterly he held management appointments embracing test, personnel and plant engineering with Rolls-Royce. In retirement he pursues his interest in the history of technology and power. A member of the Newcomen and Trevithick Societies, he holds a Rolt Fellowship of Bath University

Dan Taylor. Having caught the flying bug at a very early age, flies vintage aircraft for the Old Rhinebeck Aerodrome in upstate New York, USA. A commercially rated pilot, he presently owns a 1931 Waco QCF-2, a Model A Ford-powered Pietenpol Aircamper and a 1946 Taylorcraft. He enjoys restoring early aircraft as well as researching their history and that of their pilots. When not ‘in the air’ can be heard ‘on the air’ as a voice-over announcer and as a New York City Radio personality for WCBS-FM