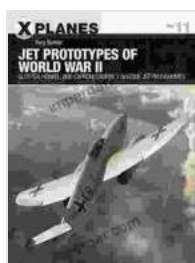


The Secret History of Jet Propulsion: Gloster, Heinkel, Caproni Campini, and the Race to Build the First Jet-Powered Warplanes

In the early days of World War II, the race was on to develop the first jet-powered warplanes. Four teams—Gloster in Britain, Heinkel in Germany, Caproni Campini in Italy, and Campini in Italy—competed to be the first to put a jet fighter into the air.



Jet Prototypes of World War II: Gloster, Heinkel, and Caproni Campini's wartime jet programmes (X-Planes Book 11) by Tony Buttler

★★★★☆ 4.8 out of 5

Language : English
File size : 22298 KB
Text-to-Speech : Enabled
Screen Reader : Supported
Enhanced typesetting : Enabled
Word Wise : Enabled
Print length : 111 pages



This book tells the story of these four teams and their groundbreaking work, which ultimately led to the development of the first operational jet fighters. The book is packed with rare photographs and illustrations, and it provides a fascinating insight into the world of aviation history.

The Gloster Team

The Gloster team was led by Sir Frank Whittle, a brilliant engineer who had been working on jet propulsion since the early 1930s. Whittle's team developed the first successful jet engine, the W.1, which was first tested in 1941. The Gloster team then went on to develop the Gloster E.28/39, the first jet-powered aircraft to fly.



The Heinkel Team

The Heinkel team was led by Ernst Heinkel, a successful aircraft designer who had been responsible for the development of the Heinkel He 111 bomber. Heinkel's team developed the Heinkel He 178, the first turbojet-powered aircraft to fly.



The Heinkel He 178, the first turbojet-powered aircraft to fly

The Caproni Campini Team

The Caproni Campini team was led by Secondo Campini, an Italian engineer who had been working on jet propulsion since the early 1930s. Campini's team developed the Caproni Campini N.1, the first thermojet-powered aircraft to fly.



The Campini Team

The Campini team was led by Secondo Campini, an Italian engineer who had been working on jet propulsion since the early 1930s. Campini's team developed the Campini-Caproni C.C.2, the first true jet fighter to fly.



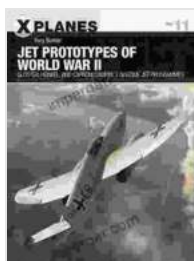
The Campini-Caproni C.C.2, the first true jet fighter to fly

The Race to Build the First Jet Fighter

The race to build the first jet fighter was a closely fought one. The Gloster team was the first to develop a successful jet engine, but the Heinkel team was the first to fly a jet-powered aircraft. The Caproni Campini team was the first to fly a thermojet-powered aircraft, and the Campini team was the first to fly a true jet fighter.

In the end, it was the Gloster team that won the race. The Gloster Meteor, the first operational jet fighter, entered service with the Royal Air Force in 1944. The Meteor was a revolutionary aircraft, and it played a major role in the Allied victory in World War II.

The development of jet propulsion was a major turning point in aviation history. Jet-powered aircraft were faster, more powerful, and more maneuverable than propeller-driven aircraft, and they revolutionized the way that wars were fought. The Gloster, Heinkel, Caproni Campini, and Campini teams played a major role in the development of jet propulsion, and their work helped to make the jet fighter a reality.



Jet Prototypes of World War II: Gloster, Heinkel, and Caproni Campini's wartime jet programmes (X-Planes

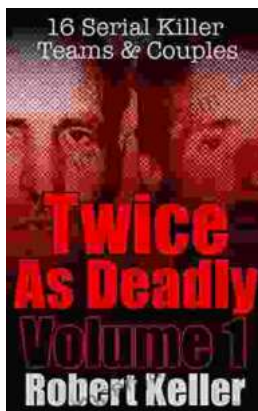
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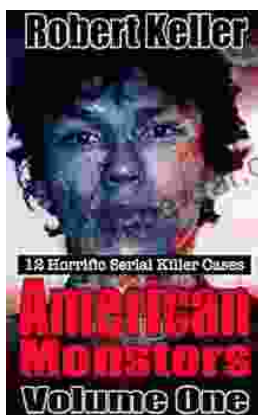
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