The Society’s Library
— Chris Ashworth Collection

In December 2005 the Society's Library was presented with a large quantity of material from the collection which belonged to the aviation historian Chris Ashworth. A particular feature of the collection is a large number of typescripts recording the development of a number of British civil and military aircraft types (particularly detailed in their records of individual aircraft histories and squadron allocations), air force units/squadrons and airfield histories. Cataloguing of the collection is ongoing but some of the highlights recorded so far summarised below:

Collection of Aircraft Type Numbers and Data Lists for Miles Aircraft Ltd (incorporating Phillips and Powis Ltd), de Havilland Aircraft Company Limited, Hawker Aircraft Ltd and Short Brothers & Harland Ltd, P.H.T. Green et al, 1949-1952. Includes Miles Aircraft 'U' numbers and the type numbers for de Havilland Aircraft Proprietary Limited Australia (DHA), de Havilland Aircraft Canada (DHC), de Havilland Aircraft Company of New Zealand (DHNZ) and de Havilland Technical School (TK1-T51).


Avro Athena Mk1 and Mk2 (two company brochures). A.V. Roe and Company, Manchester. c.1948.


Avro Tudor. D.N. Tattersall. 5pp.


The Bristol Buckingham. R.C.B. Ashworth. 10pp.


Gruman Martlet — Scottish Aviation World War II Assemblies. R.C.B. Ashworth. c.1979. 7pp. Records individual aircraft histories of the numerous Gruman Martlet I and II which were assembled, test flown and delivered to the Royal Air Force and Fleet Arm by Scottish Aviation Ltd at Prestwick.

SOCIETY NEWS

AUGUST 2006

Berlin Airlift. R.C.B. Ashworth. 8pp. Includes detailed chronology of the airlift, tonnages carried, civilian contractors and accident summary.

Martins 2-0-2, YV-C-AMB, of Linea Aeropostal Venezolana (LAV), leaving the Glenn L. Martin plant at Baltimore. RAES Library photo.

Avro Tudor 4, G-AHN, Star Leopard, of BSAA. RAES Library photo.

FACTS AND FIGURES

The North East’s Auxiliaries. R. Lindsay. 1976. 8pp.
Concise history of 606, 607 and 608 Squadrons of the Royal Auxiliary Air Force.

All enquiries regarding the collection should be addressed to: Brian Riddle, Librarian, Royal Aeronautical Society, 4 Hamilton Place, London W1J 7BQ, UK. Tel: +44 (0)20 7670 4362. e-mail: brian.riddle@raes.org.uk

Library

Members are advised that the Society’s Librarian, Brian Riddle, will be away on leave from 7-14 August inclusive. Members will be able to use the Library Reading Room for reference purposes during this period.
George Saynor
Archive

On 14 November 2013 two heavy, large, rusting, old, metal shipping trunks were delivered to the National Aerospace Library at Farnborough by John Kime. These contained the archives of his grandfather, George William Saynor AFRAeS (1890-1970).

Formerly of the Royal Air Force and the Blackburn Aeroplane and Motor Co Ltd, in 1928 George Saynor travelled to Canada and, after a brief period at Canadian Vickers, designed with Robert Norman Bell AFRAeS a single-seater high-wing parasol monoplane — the Saynor & Bell Canadian Cub (40hp ABC Motors Limited Scorpion II) CF-APS [span 25ft; overall length 18ft; overall height 6ft 1½ inches] — which was first flown on 4 December 1930 at St Hubert Airport, located in the borough of Longueuil, Quebec. Unusually, the aircraft’s rounded plywood monocoque fuselage and wings had been assembled by the designers in the basement of a house in the Maisonneuve district of Montreal.

The British weekly journal Flight on 1 May 1931 noted, in a praiseworthy review of the aircraft: “Its performance is remarkably good, having proved to be well behaved in the air, free from vices, and has performed all the usual aerobatic feats,” however, the aircraft ultimately proved to be under-powered and only one example was ever built, the project being abandoned during the subsequent Great Depression era.

The metal trunks — one of which still bore the White Star Line Third Class luggage label of the ocean liner RMS Baltic destined for Montreal of November 1928 — when opened were found to be crammed full of documentation and paperwork relating to Mr Saynor’s aviation career and aircraft designs.

In addition to a number of original c.late-1920s-mid-1930s British and North American aircraft manufacturers’ brochures/manuals (including a number of aero-engine brochures), aviation parts catalogues, old aircraft design textbooks, technical reports and aviation journals — effectively a fascinating ‘time capsule’ of aeronautical development at the time which will be of great interest to current and future generations of aviation historians — there were a large number of technical blueprint drawings, rolls of oversize drawings and various notebooks of calculations.

The librarians would like to acknowledge the assistance of Ms Lindy Webster and Mr Kime in arranging for this material to be presented to the National Aerospace Library.

For enquiries regarding this material — the cataloguing of which is ongoing — please contact the librarians at Farnborough:
T +44 (0)1252 701038/701060;
E hublibrary@aerosociety.com

Top left: The Saynor & Bell Canadian Cub.
Middle left: George Saynor.
Bottom left: Brian Riddle, RAeS Chief Librarian, looks through one of the two trunks.
On 17 November 2011 the National Aerospace Library at Farnborough accepted delivery from Australia of a large box which contained an album compilation of photographs, letters, signed menus, newspaper cuttings, technical articles and reports reviewing the long aviation career of John Edwin Petitt Herriot, FRAeS.

Entitled *Highlights of 50 Years in Aviation 1916-1966*, the album records a significant period in the development of British aviation as it records Mr Herriot’s career from his time as Ground Engineer at William Beardmore and Co Ltd at Renfrew and his later involvement with the 1929 and 1931 Schneider Trophy contests as an inspector of the Aeronautical Inspection Directorate (AID) attached to the Experimental and Research Department of Rolls-Royce responsible to the Air Ministry for testing and inspection of the Schneider Trophy engines. A founder member of the Gas Turbine Collaboration Committee, of particular interest to aviation historians are the records of Mr Herriot’s work alongside Frank Whittle and Stanley Hooker and the Power Jets Limited development of the pioneering aircraft jet engines, the 1945-1946 world air speed record flights of the Gloster Meteor (using the Rolls-Royce Derwent engine) and his postwar career as General Manager of Rolls-Royce Light Aircraft Engine Department being particularly involved with the development of the Clyde propeller turbine.

Also presented to the Library is Mr Herriot’s copy of Sir Frank Whittle’s autobiography *Jet: the Story of a Pioneer* (London: Frederick Muller. 1953) signed by Whittle and a number of the original Power Jets team and a mounted statuette presented to Mr Herriot on his retirement from Rolls-Royce in 1966.

The material was presented to the National Aerospace Library by Mr Herriot’s son-in-law, Andrew Brentnall, and the librarians would also like to record their thanks to Wg Cdr Richard Bluck, RAAFAR, and Keith Mans, FRAeS, for their assistance with this donation.

The donation of Mr Herriot’s records complement’s the National Aerospace Library’s extensive collection of material recording the development of aircraft engines and aero gas turbines over the years (books, papers, journal articles, photographs etc.). The Library holds a collection of original copies of Whittle’s provisional patent specifications (No 347,206 Improvements relating to the propulsion of aircraft & other vehicles. No 347,766 Improvements relating to centrifugal compressors & pumps. No 375,104 Improvements relating to the supercharging of aircraft internal combustion engines etc.), Whittle’s early technical paper ‘The Turbo-Compressor and the Supercharging of Aero Engines’ being published in the Journal of the Royal Aeronautical Society November 1931.

For any enquiries regarding this material, please contact the librarians at Farnborough (T +44 (0)1252 701038/701060; E hublibrary@aerosociety.com).

As a memorial to Sir Frank Whittle and the key role that the Royal Aircraft Establishment at Farnborough undertook in flight-testing the early Whittle jet engines in the Gloster E28/39 and later aircraft types and the involvement of RAE Pyestock, there is close to the National Aerospace Library a full-scale model of the Gloster E28/39 on the Ively Roundabout at the perimeter of Farnborough Airport.
The National Aerospace Library at Farnborough has been presented with a historically important collection of early aeronautical books not previously held which formerly belonged to the Royal Aircraft Establishment (RAE) and had been presented by QinetiQ to Hampshire Libraries in March 2003.

The variety of bookstamps on the older volumes reveal their origins as being originally held in the libraries of the Air Ministry, ARC, Royal Aircraft Factory and the Reichsluftfahrtministerium, Berliner Verein fur Luftschifffahrt and the Luftfahrtforschungsanstalt. H Goring (LFA) aeronautical research establishment in Germany, as well as from the personal library of Capt Hermann W L. Moedebeck, editor of the German technical journal "Illustrierte des Oberreinischen Vereins fur Luftschiffahrt" first published in 1897 and which from 1898 was entitled "Illustrierte Aeronaustische Mitteilungen."

Cataloguing of the collection is ongoing, some of the 'highlights' recorded so far being as follows:

**Results of Air Raids on Germany: carried out by the 8th Brigade and the Independent Force, RAF**

- A detailed chronology of bombing raids undertaken over Germany during the final year of WW1 alphabetically town-by-town and illustrated by photographs and maps, followed by a detailed statistical analysis of the number of aircraft deployed, raids undertaken and weight of bombs dropped.

- After a concise review of aircraft aerodynamics, there is a discussion of aircraft construction, rigging, alignment, maintenance, instruments and nomenclature.

**Souvenir of the Australian and Malayain Battle Planes 1914-1918: Souvenir of Ninety-Four Gift Battle-Planes which Helped Us to Victory August 4 1914 to November 11 1918.**
- Includes an essay by Boyd Cable (Lieut-Col E A Ewart) on 'The Presentation Planes: Their Use and Value'.
- "Ragguglio del Viaggio Aereo: Eseguito in Roma dal sigor Francesco Arban il giorno di Martedì 14 Aprile 1846. 8pp.
- "An early review of aerial navigation by Francesco Zambeccari.

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- Discusses the military use of balloons and airships.


- Reviews aerodynamic research undertaken on the design of aircraft, airships, airship hangars and propellers. Copy inscribed by Gustave Eiffel to the National Physical Laboratory.

- Detailed technical summary of aerodynamic research undertaken during WW1 on the design of aircraft aerfoils, airships, propellers (Rnatmann, Dorand, Chauviere), projectiles and radiators.

- Discusses the military applications of balloons and airships (including the designs of Renard and Krebs) and the problems of transport, ground handling and gas inflation.


- Includes concise descriptions of Anzani, Escher, Gnome and other aircraft engines.

- General description of rotary aircraft engines.

- Includes summary descriptions/data/photographs/line diagrams of a number of German, French and other early aero engines designs including Mercedes, Argus, Daimler, NAG, Adler, Korting, Escher, Durkopp, Bucherer, Farcol, ENW, Robert Ensault-Pelterie (REP), Pipe and Green among others.


- Discusses the Beardmore, Wolseley, Salomon, Anzani and Gnome engines.

**Modern Developments of Aeroplane Theory: Read before the Junior Institution of Engineers, 23 April 1913. A R Low. pp 461-496. Illustrated.


- A detailed technical study of aerodynamics and aircraft stability and control, illustrated throughout with line diagrams of pioneering aircraft and
Percy Pilcher and the Aeronautical Society

Influenced by the glider designs of Otto Lilienthal (1848-1896), Percy Sinclair Pilcher (1866-1899) designed a series of gliders which he developed from 1893. In 1896 Pilcher’s ‘Gull’ and ‘Hawk’ gliders were produced and in 1899 Pilcher began the building of a triplane incorporating Lawrence Hargrave’s ideas on soaring kites — and was moving towards developing a powered heavier-than-air aircraft — but died on 2 October 1899 as a result of injuries received while gliding in the ‘Hawk’ on 30 September 1899 before he could further test his theories.

The RAeS Library holds some of Pilcher’s original drawings, photographs, four volumes of Pilcher’s scrapbooks of cuttings he assembled about contemporary developments in aeronautics during 1891-1897 and also his personal signed copies of the three-volume set of The Aeronautical Annual. Other than the publications of Octave Chanute and the Aeronautical Society of Great Britain, the most significant English-language digest of aeronautical research was the publication of the three volumes of The Aeronautical Annual (Boston: W.B. Clarke & Co. 1895-1897) edited by James Means. After a historical overview of early aeronautical thinking, the second and third Annuals (1896-1897) surveyed contemporary research and included contributions from Lilienthal, Chanute, Augustus Moore Herring, Pilcher, and the Americans Hiram Maxim and Samuel Pierpont Langley.

All enquiries concerning this material should be directed to: Brian Riddle, Librarian, Royal Aeronautical Society, No.4 Hamilton Place, London W1J 7BQ, UK. Tel: +44 (0)20 7670 4362. e-mail: brian.riddle@aerosociety.com

Concerning the Pilcher Hawk glider itself, designed and built by Percy Pilcher in 1895-96 it is the glider in which Pilcher died of his injuries following his crash on 30 September 1899. The oldest surviving aircraft in Britain, the glider was first offered to the care of the Aeronautical Society of Great Britain (the Royal Aeronautical Society’s former name from 1866-1918) by Pilcher’s engineering company, Wilson & Pilcher Ltd, in a letter dated 11 December 1899 shortly after Pilcher’s death. For a number of years the glider, when not being kept in storage, was displayed at various venues (including Olympia, Alexandra Palace and the Science Museum) being first loaned to the Royal Scottish Museum in Edinburgh in August 1909 to where the RAeS formally deposited the glider on permanent loan in 1920. It resided there until 1993 when, due to building work connected with the new National Museum of Scotland, it was moved to the National Museum of Flight, East Fortune; it is now currently in storage at the National Museums Collection Centre at Granton, Edinburgh.

Contemporary reports of Pilcher’s work were published by the Aeronautical Society of Great Britain in the following issues of The Aeronautical Journal:

1. ‘Mr Pilcher on Flying Machines’ The Aeronautical Journal, April 1897, pp 1-4.
5. ‘The Fatal Accident to Mr Pilcher’ The Aeronautical Journal, October 1899, pp 86-89.

The RAeS Library’s near complete unbound set of The Aeronautical Journal/Journal of the Royal Aeronautical Society from 1897 onwards — which is used for photocopier orders — has been moved to the new National Aerospace Library archive at Farnborough. For any enquiries regarding photocopies of any past papers, please contact the librarians at Farnborough (Tel: +44 (0)1252 701038/701039; e-mail: hublibrary@aerosociety.com).

Quentin Wilson of the Prestwick Branch examining the original Pilcher drawings in the Society’s Library Reading Room in London, 24 February 2009.