

American Flying Boats And Amphibious Aircraft

American Flying Boats and Amphibious Aircraft E.R. Johnson.2016-03-29 This work is a comprehensive, heavily illustrated history of the many flying boats and amphibious aircraft designed and built in the United States. It is divided into three chronological sections: the early era (1912-1928), the golden era (1928-1945), and the post-war era (1945-present), with historical overviews of each period. Within each section, individual aircraft types are listed in alphabetical order by manufacturer or builder, with historical background, technical specifications, drawings, and one or more photographs. Appendices cover lesser known flying boat and amphibian types as well as various design concepts that never achieved the flying stage.

China Clipper Robert Gandt.2010-10-01 When the China Clipper shattered aviation records on its maiden six-day flight from California to the Orient in 1935, the flying boat became an instant celebrity. This lively history by Robert Gandt traces the development of the great flying boats as both a triumph of technology and a stirring human drama. He examines the political, military, and economic forces that drove its development and explains the aeronautical advances that made the aircraft possible. To fully document the story he includes interviews with flying boat pioneers and a dynamic collection of photographs, charts, and cutaway illustrations.

American Flying Boats and Amphibious Aircraft E.R. Johnson.2009-12-04 This work is a comprehensive, heavily illustrated history of the many flying boats and amphibious aircraft designed and built in the United States. It is divided into three chronological sections: the early era (1912-1928), the golden era (1928-1945), and the post-war era (1945-present), with historical overviews of each period. Within each section, individual aircraft types are listed in alphabetical order by manufacturer or builder, with historical background, technical specifications, drawings, and one or more photographs. Appendices cover lesser known flying boat and amphibian types as well as various design concepts that never achieved the flying stage.

United States Marine Corps Aircraft Since 1913 E.R. Johnson.2018-04-04 Among the world's military air arms, United States Marine Corps Aviation occupies a unique tactical niche. As the air component of a combined-arms expeditionary force, it exists primarily to support Marine combat forces on the ground in their amphibious assault mission. From the "Banana Wars" of the 1920s to the present day "War on Terror," Marine aviation has undergone a lengthy fine-tuning process not only in terms of warfare doctrines and tactics, but also in the types of aircraft needed to accomplish the mission. This comprehensive survey provides the history, technical specifications, drawings, and photographs of every type of fixed and rotary-wing aircraft used by Marine Air from its origins prior to World War I up to current operations.

Bibliography of Aeronautics: Seaplanes, flying boats, amphibians United States. Works Progress Administration.1940

High Hulls Charles Bain.2018-07-10 For a time, the flying boat was seen as the way of the future. These aircraft, so strange and foreign to the modern mind, once criss-crossed the world and fulfilled essential military roles. In his latest book for Fonthill, Charles Bain looks at the golden age of the flying boat, when these sometimes strange and often beautiful vessels spanned the globe. These vessels--a combination of ship and airplane--found themselves working as patrol aircraft, passenger aircraft, transports, and even as combat aircraft. This volume contains their stories, from memorable aircraft such as the Short Sunderland and Boeing 314 Clipper, to the craft that roamed the Pacific Theatre of the Second World War, to forgotten giants from Saunders-Roe and even strange jet fighters that once landed like ducks. It even includes the flying boat that has not let time get in the way of doing its job--the Martin Mars. Each of these aircraft has a story worthy of the telling, and often a memorable role to play in the history of aviation. 'High Hulls' delves deeply into a long-vanished part of aviation's golden age.

The Seaplanes Henry Robinson Palmer.1965

Attack from the Sea William F. Trimble.2016-07-01 An award-winning aviation historian chronicles the Navy's efforts to develop a powerful sea-based strike force through the use of long-range attack seaplanes supported by surface ships and submarines. William Trimble traces the concept back to the early 1930s when American strategic planners sought ways to mount an assault across the Pacific with minimum air support. But it was not until 1950, when the Navy was threatened with losing its big carriers and long-range aircraft, that the idea of a Seaplane Striking Force was resurrected. Lured by breakthroughs in seaplane performance and the promise of the turbojet-powered Convair Sea Dart fighter and the Martin Sea Master attack flying boat, the Navy believed it could challenge the Air Force in the strategic role, the author explains, but found that the technology did not live up to expectations. This book investigates the difficulties of weapon system procurement within the context of strategic realities, interservice rivalry, and constrained defense budgets. It also looks at an alternative weapon system that the Navy saw as a means of extending its conventional reach and as a complement to the carrier and land-based bomber used for nuclear deterrence. That weapon, however, proved unsuccessful in the end. The author helps the reader understand that while conceptual and operational flaws kept the Seaplane Striking Force from achieving the goals set for it, the idea of a mobile weapon system capable of long-range attacks from the sea remains valid. Other books touch briefly on the subject, but this is the first to examine the concept in depth.

The U. S. Navy-Curtiss Flying Boat NC-4 Richard V. Simpson.2016 When humans learned, in 1903, they could cruise over land in a heavier than air flying machine, they never dreamed of using an advanced model of the airplane as an instrument of war. The novelty of flying intrigued a young Glenn H. Curtiss--an inventor obsessed with speed. In the decade before World War One, Curtiss a dedicated tinkerer developed speedy float planes and flying boats which came to the attention of the U.S. Navy. During the run-up to America's involvement in the European war, ships carrying supplies to allies were being destroyed by the German U-boats. It was because of these losses of men and material that Navy brass decided a long range bomber should be developed to counter the German submarine menace. It was then Glenn Curtiss was contracted to draw plans for a large flying boat capable of flying across the Atlantic. Initially, four flying boats were built, but by this time the war had ended and the mission of the flying boats no longer existed. However, America decided to send its new giant flying machines across the Atlantic as a show of Yankee know-how.

The Pan Am Clipper Roy Allen.2000 Pan Am's Clippers were exceptionally luxurious planes that ferried the well-off all over the world until World War Two. They were then enlisted for military service. Roy Allen traces their development and final demise as a viable form of transport.

Airplanes, Women, and Song Bois Sergievsky.2017-01-30 Boris Sergievsky was one of the most colorful of the early aviators. He made his first flight less than ten years after the Wright brothers made theirs; he made his last only four years before the Concorde took off. Born in Russia, Sergievsky learned to fly in 1912. In World War I, he became a much-decorated infantry officer and then a fighter pilot, battling the Austro-Hungarians. During the Russian Civil War that followed, he fought on three fronts against the Bolsheviks. Coming to America in 1923, the first job he could find in New York was with a pick and shovel, digging the Holland Tunnel, but he soon joined Igor Sikorsky's airplane company. Over the next decade as chief test pilot for the company, he tested the Sikorsky flying boats that Pan American Airways used to establish its world-wide routes, setting seventeen world aviation records along the way. Sergievsky also flew pioneering flights across uncharted African and Latin American jungles in the 1930s, flew with Charles Lindbergh, tested early helicopters and jets, and flew his own Grumman Mallard on charter flights until 1965. Through it all, his sense of humor remained intact, as did his passion for beautiful women.

Hero of the Air William F Trimble.2010-05-15 This book focuses on the role of Glenn H. Curtiss in the origins of aviation in the United States Navy. A self-taught mechanic and inventor, Curtiss was a key figure in the development of the airplane during the early part of the century. His contributions are generally well known, among them a control system using the aileron instead of the Wrights' wing-warping, the first successful

hydro-airplane and flying boat, among other developments. Curtiss's links to the Navy came as result of advocates of aviation in the Navy, chief among them Captain Washington I. Chambers, who recognized that the navy had special requirements for airplanes and their operations, and for aviators and their training. In a partnership with the navy, Curtiss helped meet the special requirements of the service for aircraft, particularly those with the potential for operating with naval vessels at sea or in conducting long-distance flights over water. He also was instrumental in training the first naval aviators. Curtiss and the navy continued their collaboration through World War I, reaching a climax in 1919 with the first transatlantic flight by the famed Navy-Curtiss NC flying boats. The book addresses the broader implications of the Curtiss-Navy collaboration in the context of the long-standing trend of government-private cooperation in the introduction and development of new technologies. It also explores the interactive dynamics of weapons procurement and technological change within a large and entrenched bureaucracy and helps lay to rest the persistent myth that the navy resisted the introduction of aviation. The pioneering work of Curtiss and his close ties with Chambers and others helped the navy to define the role of aviation in the years up to and through World War I. The book will rely heavily on primary source materials from a variety of archival collections, including the Library of Congress, National Archives, National Air and Space Museum, and the Glenn H. Curtiss Museum.

The Aviation History Florian Ion Petrescu, Rely Victoria Petrescu. 2012 Larger STOVL designs were considered, the Armstrong Whitworth AW.681 cargo aircraft was under development when cancelled in 1965. The Dornier Do 31 got as far as three experimental aircraft before cancellation in 1970. Although mostly a VTOL design, the V-22 Osprey has increased payload when taking off from a short runway. The Hawker Siddeley Harrier, colloquially the \\Harrier Jump Jet\\, was developed in the 1960s and was the first generation of the Harrier series of aircraft. It was the first operational close-support and reconnaissance fighter aircraft with Vertical/Short Takeoff and Landing (V/STOL) capabilities and the only truly successful V/STOL design of the many that arose in that era. The Harrier was produced directly from the Hawker Siddeley Kestrel prototypes following the cancellation of a more advanced supersonic aircraft, the Hawker Siddeley P.1154. The Royal Air Force (RAF) ordered the Harrier GR.1 and GR.3 (fig. 84) variants in the late 1960s. It was exported to the United States as the AV-8A, for use by the US Marine Corps (USMC), in the 1970s. A Zeppelin is a type of rigid airship pioneered by the German Count Ferdinand von Zeppelin in the early 20th century. It was based on designs he had outlined in 1874 and detailed in 1893. His plans were reviewed by committee in 1894 and patented in the United States on 14 March 1899. Given the outstanding success of the Zeppelin design, the term zeppelin in casual use came to refer to all rigid airships. Zeppelins were operated by the Deutsche Luftschiffahrts-AG (DELAG). DELAG, the first commercial airline, served scheduled flights before World War I. After the outbreak of war, the German military made extensive use of Zeppelins as bombers and scouts.

Flying Boats & Amphibians Since 1945 David Oliver. 1987 The development of compact, reliable and economical turbo-prop engines in recent years has given the flying boat and amphibian a new lease of life, not only by extending the lives of some types by replacing existing piston engines, but also by encouraging new designs that are able to compete favourably with landplanes in terms of economy while retaining their unique ability to land on water if and when necessary.

Float Planes and Flying Boats Capt Robert B. Workman USCG (Ret). 2017-02-15 Float Planes and Flying Boats is the first and only written history describing the Coast Guard's contribution to early Naval Aviation's development. There is a Naval Aviator bond between Navy, Coast Guard, and Marine Corps aviators that was initiated when the three service aviation communities joined in a major Joint Operation from 1914 to 1938 to develop and grow Naval Aviation. That bond drives each service to cooperate and support each other. For example, Coast Guard and Marine Corps aviators receive flight training at the Navy Training Command in Pensacola, and the Navy loaned the Coast Guard many of their first aircraft and gave land and facilities that became early Coast Guard air stations. The Coast Guard contributed to Navy activities that established Navy war-fighting capabilities, and provided engineering design and tests for seaplanes and aircraft carrier powder catapults and arresting gear. The only difference on the Naval Aviator Roster is USN, USCG, and USMC after their names. For example, Lieutenant Stone was Naval Aviator number 38, and 20 years later was also assigned Coast Guard Aviator number 1.

The Pan Am Clipper Roy Allen. 2018-03 The history of Pan American Airways is, to a great degree, the story of international air transport and, within that, the flying-boat is one of the airliner's most recognizable aircraft. The Pan Am Clippers, as the Boeing B-314s, Sikorskys and Martin M-130s were known, were probably the most romantic planes ever built. The experience of flying in them was intended to rival the great ocean liners that had previously been the only way for passengers to cross the globe. Sleeping berths, lounges, silver goblets and meals on real china served by white-coated stewards were all part of the Clipper experience. The Pan Am Clipper covers one of aviation history's most inspiring and magical periods. Illustrated with more than 100 archive photographs, this impressive book is a tribute to a technical wonder that continues to fascinate and captivate many people today.

United States Naval Aviation, 1919-1941 E.R. Johnson. 2011-04-29 Within six months of the devastating attack on Pearl Harbor, the U.S. Navy had checked the Japanese military advance in the Pacific to the extent that the United States could return to its original "Defeat Germany First" strategy. That the Navy was able to accomplish this feat with only six fleet aircraft carriers and little more than 1,000 combat aircraft was not sheer luck but the culmination of more than two decades of determined preparation. This thorough study, with detailed drawings and photographs, explains and illustrates the trial and error process which went into developing the aircraft, airships and ships of the interwar period. The critical factors that shaped Naval Aviation after World War I—naval treaties, fleet tactics, government programs, leadership and organization, as well as the emergence of Marine Corps and Coast Guard aviation—are discussed in depth.

The Pan Am Clipper Roy Allen. 2023-04-26 The Pan Am Clippers were probably the most romantic planes ever built. The experience of flying in them was intended to rival the great ocean liners. Illustrated with more than 100 archive photographs, this impressive book is a tribute to a technical wonder that continues to fascinate and captivate many people today.

The Curtiss HS Flying Boats Kenneth M. Molson. 1995 The development of the first practical floatplanes and flying boats is recounted in this story of the patrol aircraft used during World War I.

Supermarine Southampton Jo Hillman, Colin Higgs. 2020-12-28 "Largely photographic coverage of the graceful 1920s flying boat designed by R.J. Mitchell of later Spitfire fame . . . A nostalgic look back." —Helicopter International The Supermarine Southampton was the first flying boat to be designed for the RAF after the First World War. Produced between 1924 and 1934, it entered into RAF service in 1925 and became the second longest serving (behind the Short Sunderland) and one of the most successful of the inter-war flying boats. In an unusual move for the times, the Air Ministry ordered six Southamptons straight from the drawing board as the design had been based on the success of the experimental Supermarine Swan amphibious aircraft. So successful was the aircraft that a further twelve were ordered in July 1925. The Southampton was a hugely successful aircraft for the RAF, the aircraft's main sponsor, and was used for reconnaissance duties and as a patrol aircraft. It became best known for a series of publicly lauded long-distance flights, the intention of which was partly "flag waving" and partly for gaining valuable experience of flying boats in remote waters. The 1927 Far East Flight became known for the Southampton's display of its prodigious range and reliability. The Southampton was a very profitable series of flying boats with sales also being made to Argentina, Turkey and Japan almost doubling Supermarine's business in just a few years. A total of eighty-three of all types were built, all of which are revealed in this unrivaled collection of archive images, the majority of which, having been drawn from private collections, have not been published before.

American Military Transport Aircraft Since 1925 E.R. Johnson, Lloyd S. Jones. 2013-04-06 Without the support of airlift, the modern American military machine would be brought to a standstill. Since World War II—beginning with the Cold War and continuing up to the present day—the U.S. armed forces have come increasingly to rely upon airlift for mobility. The power to rapidly move and thereafter support a military operation—anywhere in the world, at any time—has become a foundational element of American defense policy. This work provides the reader with a comprehensive historical survey—including technical specifications, drawings, and photographs—of each type of fixed-wing aircraft used by U.S. military forces over a nearly 90-year period to carry out the airlift mission.

Seaplanes Hans Halberstadt.1999 For as long as man has been able to fly, he has been interested in taking off and landing from the water. The surfaces of lakes and bays offered smooth, long, and perfectly level areas to serve as liquid runways, and could make for a somewhat softer landing in the event of a crash. This colorful volume tells the story of the seaplane, from the earliest floats to the monsters of World War II, to the brave little bushplanes that rule remote areas of Canada, South America, and Australia. Seaplanes developed right alongside regular aircraft; in fact, the Wright brother's trailblazing efforts at Kitty Hawk were very nearly eclipsed by an almost-airworthy seaplane, Samuel Pierpont Langley's experimental float plane of 1903, which crashed despite its apparent airworthiness. But it was the Wright brothers who prevailed that same year, and it wasn't long after their first successful flight that heavier-than-air travel became an everyday reality, from the sea as well as from land. The development of the seaplane not only reflected innovations of regular aircraft, but spurred key aviation innovations for all planes. Seaplanes were key participants in many of the flight competitions of the roaring twenties, and they played a formidable role in both world wars. Today, they continue to give travelers access to seemingly impossible-to-reach locales. This lavishly illustrated volume traces the development of the seaplane over the past century with first-hand accounts from pilots and passengers, and more than one hundred full-color and archival photographs. From Langley's Aerodrome to Curtiss' Flying Boat to the de Havilland Beaver so often used by bush pilots today, *Seaplanes* is an informative and engaging look at the planes that are as at home in the sea as they are in the sky.

Flying Boats .2002 Throughout the 1920s and 1930s, airfields were still a rarity in most parts of the world and if you wanted to fly abroad you were wise to use an airplane that could land on water. Pan American and Imperial Airways were the pioneers of the brief but heady age of flying boats.

Flying .1915

Flying with Floats Alan Hoffsommer.1966

British Flying-boats and Amphibians, 1909-1952 Godfrey Richard Duval.1966

China Clipper Ronald W. Jackson.1980

Operational History of the Flying Boat United States. Bureau of Naval Weapons. Office of the Historian. Information Services Office,Michael G. Kammen.1959 Contents:ethods of tending seaplanes:1941 Comment on British and American operational practices Notes on German flying boats and seaplane operations Aircraft and operational procedures Operational experience.

Fabulous Flying Boats Leslie Dawson.2013-07-16 The history of the development and operations of flying boats in the early twentieth century is a vibrant one, full of colourful characters and experimentation. In 'Fabulous Flying Boats', Leslie Dawson captures this spirit of dynamism, reminding us of the most successful early pioneers of the seaplanes development, including a little known and oft-overlooked rival to the Wright Brothers, working to put their mutual successes in context. He goes on to describe, in clear and vivid detail, and using first hand-accounts, what it was like to be aboard one of the resulting huge passenger flying boats, as air crew and as a passenger. He also recounts the part played by the military boats inevitably seconded to such use. Incredibly well researched, the narrative embraces the globe-trotting air routes, from Europe to the Far East and to the Americas, and is well supported with evocative images from private and corporate collections, and the worlds aviation museums. The in-depth Appendix is virtually a book in itself. This book is sure to be a welcome addition to any Aviation enthusiasts library as it covers a particularly important period of Aviation development which formed a fertile environment for a host of young experimenters. The process of development continues to this day.

The American Flying Boat Richard C. Knott.1979 First published in 1979, this fully illustrated study includes complete data on all of the Navy's flying boats since 1912.

Jet Flying Boats David Oliver.2018-03-15 In this book, aviation historian David Oliver covers the little-known flying-boat legacy of the Second World War.

China Clipper Ronald Jackson.2017-03-07 The true story of Pan American's flying boats and their role in the war in the Pacific - based on over 6,900 previously undisclosed government and corporate documents. *China Clipper* is a gripping and revealing story that sheds new light on the events leading up to World War II. *China Clipper* is filled with fact but reads like a spy novel.*China Clipper* breaks new ground and garnered stellar reviews - ... new theory on the mystery of the Hawaii Clipper... New York Times --- ...compelling, even romantic... San Francisco Chronicle --- ...this is exciting reading... San Diego Union --- ...good tale for spy , aviation and WWII buffs... Nashville BannerIn the 1930s the political stability of the U.S. was collapsing. The U.S. was dangerously vulnerable. Through a popular policy of isolationism and international treaty the U.S. had only the most rudimentary and feeble defenses for an inevitable war with Japan.Japan, on the other hand, was ruthlessly storming through Manchuria, Korea and China slaughtering millions. The U.S. was stymied but Pan American Airways' proposed commercial seaplane bases at Pearl Harbor, Midway, Wake, Guam and Manila (all attacked on December 7 and 8 1941) offered the perfect ruse to begin fortifying the Pacific in 1934. You'll discover how the government worked covertly with Pan American to build Pacific island defenses, how Pan American became a monopoly and powerhouse airline.While *China Clipper* can be read as an exciting war story based on true events, its major power lies in the unique recreation of people and events heretofore previously unknown. Tautly written, filled with vivid characterizations, *China Clipper* is a compelling and a frightening examination of the forces that eventually caused Pearl Harbor to explode - and - the world go to war.*China Clipper* also follows the day-by-day flight of American citizen and Chinese patriot, Wah Sun Choy, in July 1938 on the Hawaii Clipper bound for China. A successful New Jersey businessman, Wah Sun Choy had raised over \$3 million to help bolster China's war with Japan. But his purpose - to deliver the money to the Chinese Nationalists - clashed with the avowed aims of Japan. Between Guam and Manila, the elegant flying boat completely disappeared. Why the 26-ton flying boat vanished and how is explored in depth - for the first time - in *China Clipper*.

Flying Boats of the Solent and Poole Mike Phipp.2013-07-15 The story of the flying boats and seaplanes of Solent and Poole.

San Francisco Bay Area Aviation William T. Larkins,Ronald T. Ruether.2007 From hot-air balloons to jets, no other location has a more diverse aviation history than the San Francisco Bay Area. Aside from private and commercial airline operations, the area has housed the NACA/NASA Research Center, the prestigious Boeing School of Aeronautics, and the dirigible USS Macon. It is currently the center for antique aircraft in Northern California and has been the site of numerous flight records, including the Dole Race and Amelia Earhart's circumnavigation attempts. San Francisco was also home to the pioneer Pan American Airways flying boat, which opened the Pacific Ocean to air travel.

PBY Roscoe Creed.1985 The greatest of all flying boats, the PBY Catalina, was one of the most versatile aircraft ever built. This definitive study, first published in 1985, pulls together in a single volume all of the aircraft's fascinating facts. The author carefully analyzes the PBY's dual use in the war as a plane of mercy and as a bomber, and he chronicles the flying boat's contributions in peacetime.

Flying Boats & Seaplanes Stéphane Nicolaou.1998 Beginning with races that were staged at elegant French resorts in the early part of the century, flying boats and seaplanes have played an integral part in aviation history. World War I spurred the development of these machines, and by the 1930s, flying boats and seaplanes had become pioneers in transcontinental flight. This photo-filled history recalls the role of flying boats and seaplanes in civil and military aviation history, and the enthusiasm of the engineers and pilots who are associated with their development. In addition to the golden years of hydraviation prior to World War II, author Nicolaou examines the decline of the seaplane, and its subsequent renaissance in nations that are today considered seaplane paradises. The saga is illustrated by more than 200 rare photographs uncovered in archives around the globe.

Float Planes & Flying Boats Robert B. Workman.2012 Most often, when Joint Operations are conducted by a larger service, individual Armed Service Historians tell the story of events ignoring, sometimes even

trivialising, participation of the other Armed Services. Sometimes, Navy historians inferred Navy credit for a naval event conducted by a Coast Guard individual or the Coast Guard by documenting the event but ignoring Coast Guard presence. Documentation of history resulting from both similar and diverse contributions and authorities from a different sea-service is lost by this historian approach. For example, Navy historian Roy A. Grossnick, in his June 2001 book *United States Naval Aviation, 1910-1995* only mentions Coast Guard participation in early Naval Aviation and the World War once when "The secretary of Navy was advised LT E.F. Stone, USCG was ordered to NAS Pensacola for aviation training." As this book documents, Coast Guard individuals and the Coast Guard service gave many contributions to the World War and to development and growth of Naval Aviation during that period.

Float Planes And Flying Boats: The Coast Guard And Early Naval Aviation is a single comprehensive volume telling the history of early Naval Aviation; the Navy, the Marine Corps and the Coast Guard. A unified history of all naval aviators, it describes interrelationship and mutual support. In years leading to 1920, the Marine Corps and Coast Guard did not own aircraft. The three sea service's aviators flew Navy aircraft on Navy missions from Navy ships and Navy Air Stations, commanded by Navy and Coast Guard aviators. The bond between them was born. It was a unique time.

The book is documented with 427 endnotes, and features 281 vintage aviation photographic images and a nautical chart of historical note embedded within its text. This balance of photographs and endnote documentation provides both visual and written history that will come alive for the reader.

High Hulls Charles R. G. Bain .2018-11-27 For a time, the flying boat was seen as the way of the future. These aircraft, so strange and foreign to the modern mind, once criss-crossed the world and fulfilled essential military roles. In his latest book for Fonthill, Charles Bain looks at the golden age of the flying boat, when these sometimes strange and often beautiful vessels spanned the globe. These vessels-a combination of ship and airplane-found themselves working as patrol aircraft, passenger aircraft, transports, and even as combat aircraft. This volume contains their stories, from memorable aircraft such as the Short Sunderland and Boeing 314 Clipper, to the craft that roamed the Pacific Theatre of the Second World War, to forgotten giants from Saunders-Roe and even strange jet fighters that once landed like ducks. It even includes the flying boat that has not let time get in the way of doing its job-the Martin Mars. Each of these aircraft has a story worthy of the telling, and often a memorable role to play in the history of aviation. `High Hulls' delves deeply into a long-vanished part of aviation's golden age.

U.S. Navy Flying Boats and Amphibians in World War II Al Adcock.2008-01-01

Flying Catalinas Andrew Hendrie.2012-10-24 The consolidated PBY Catalina was probably the most versatile and successful flying boat/amphibian ever built, serving not just with the US Army, Navy and Coast Guard during the Second World War, but also with the air forces of Britain, Canada, Australia and New Zealand, with the Danes, Free French and Norwegians as well as in Brazil, Chile, Indonesia and elsewhere. With a remarkable lifting capacity and endurance, this long-range twin-engine aircraft could absorb a great deal of punishment and still return home after flights lasting an entire day and covering thousands of miles. It was employed as a maritime reconnaissance aircraft, as a bomber and torpedo-bomber, as an anti submarine weapon, as a mine layer, as a special operations machine and as a search-and-rescue craft by day and night. It ferried stores, mail and people - many of them sick and injured - across the world's oceans. In this book Andrew Hendrie tells the story of the Flying Cats, of their achievements and exploits, of the heroism of many of the crews and the problems they had to endure.

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American Flying Boats And Amphibious Aircraft Introduction

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