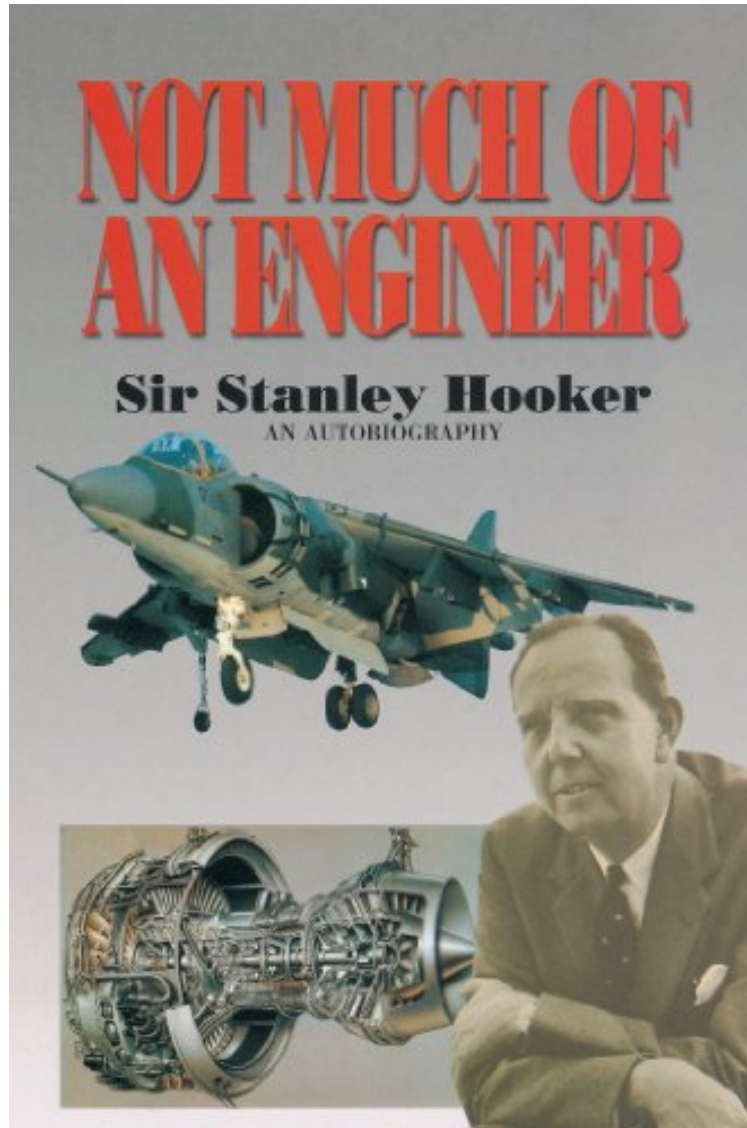


(Ebook pdf) Not Much of an Engineer

Not Much of an Engineer

Von Sir Stanley Hooker

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Von Sir Stanley Hooker : Not Much of an Engineer before purchasing it in order to gage whether or not it would be worth my time, and all praised Not Much of an Engineer:

KundenrezensionenHilfreichste Kundenrezensionen0 von 0 Kunden fanden die folgende Rezension hilfreich. Hookers biographyVon Erich RiederHooker was a lucky guy. The right man at the right time at the right place. He started his career at Rolls-Royce before WW2 as an aerodynamicist - so NOT as an engineer. Today we know that aircraft engines are a lot about aerodynamics, but this was not so obvious at that time. So Hooker immediately improved

engines with his knowledge others at RR did not have. From thereon it was a jump-start career at RR, later at Bristol Siddeley and again at RR. Contrary to other biographies, this book explains technical things - the why and how of major design decisions during development of some of the most remarkable jet engines of the post WW2 period - Nene, Olympus, Pegasus and the like. I only can recommend this book!
10 von 0 Kunden fanden die folgende Rezension hilfreich. Brilliant. Von Kevin Elliott
What a wonderful read. Brilliant aero engineer, modest, rose to the top very quickly due to his skills. Interesting insight into corporate politics and political interference in industry. Net result was that the UK pretty much handed its lead over to the USA. Must read if you have an interest in modern aero engines.
0 von 0 Kunden fanden die folgende Rezension hilfreich. Sehr schne und spannende Industriegeschichte geschrieben in witzigem, brilliantem Englisch.... Von Ralf Schlter
Sir Hooker beschreibt anhand seiner Biografie bei Rolls Royce und Bristo, die Geschichte des Flugmotorenbaus in England - von der Spitfire zur Concorde eine durchgehend spannende, witzige, schne Industriegeschichte. Sehr lesenswert. Ralf

Kurzbeschreibung Stanley Hooker joined the Bristol Aeroplane Company in 1949 and tugged a rather reluctant company into the jet age, determined to give real competition to Rolls-Royce. So successful was he that in 1966 Rolls-Royce decided the best thing to do was to spend ?63.6 million and buy its rival. By this time there was scarcely a single modern British aero-engine for which Hooker had not been responsible.
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