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Fred C. Kelly

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[PDF] The Wright Brothers (Aviator's Bookshelf)

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Fred C. Kelly : The Wright Brothers (Aviator's Bookshelf) before purchasing it in order to gage whether or not it would be worth my time, and all praised The Wright Brothers (Aviator's Bookshelf):

0 of 0 people found the following review helpful. How They Invented the AeroplaneBy Acute ObserverThe Wright BrothersThe airplane was the first major invention to be fully documented by photography. This book contains original photographs taken by the Wright Brothers. They solved the problems of controlling a heavier-than-air flying machine. They learned by doing not from formal schooling. Their father encouraged them in hard work, resolve, and determination (Chapter 2). They published a local weekly newspaper, then worked as job printers. They adopted the bicycle craze. They built, sold, and repaired bicycles. Bicycles allowed a person to travel freely and without using trains or trolleys, and this led to the automobile. Others were involved with flying experiments (Chapter 3).Some of the problems of a heavier-than-air flying machine were solved, except for control (Chapter 4). The Wright Bros. watched birds adjust their wings to turn and invented wing-warping to do the same. Their new 1901 glider did not perform as well as its predecessor. Since the published data was inaccurate they conducted tests with a wind tunnel to measure wings (Chapter 5). A problem in flight was solved with a movable tail connected to the wing-warping wires. This three-dimensional aircraft control system is in use today (p.64). There was no gasoline engine that met their requirements so they built their own (Chapter 6). They used two propellers rotating in opposite directions to neutralize torque. They tested their Flyer in December 1903. It was the first time a machine carrying a man flew into the air and landed at a point as high as where it started (p.76).The Wright Bros. built a new flyer with a stronger body and a more powerful motor so they could test it at home in Dayton Ohio (Chapter 7). A catapult gave enough speed for lift-off. It

was the world's first truly practical airplane (p.85). Next they applied for patents to secure their invention (Chapter 8).

The US Signal Corps gave them a contract in 1908. Wilbur went to France to demonstrate their flying machine. Orville demonstrated one in Fort Myer, Virginia (Chapter 9). The Wright Bros. were honored and cheered in Europe and back in America. Wilbur flew along the Hudson by New York city. They continued to improve their Flyer (Chapter 10). A Wright Flyer flew from Long Island New York to Long Beach California in 84 days (p.113). Wilbur died of typhoid, a common disease in 1912. Orville sold his interest in the Wright Company and retired. The airplane quickly went from a novelty to a necessity (p.116). This book provides an overview of the development of the aeroplane by the Wright Brothers. There is a list of books for further reading (pp.123-124). This book barely mentions the prolonged lawsuits against rival inventors (p.110). The investors behind the Wright Brothers sought overly broad patents to eliminate the competition. Glenn Curtiss invented the movable aileron which was better than wing-warping; but a lawsuit said the Wright Brothers patents covered this. 0 of 0 people found the following review helpful. Air pioneers By ellison An engaging read about all time and effort the brothers put into the contraption that today we could not live without, I think. From their bicycle days to them figuring out how to propel the plane and then keep it balanced and be able to control it I think are interesting. They were casually watched by folks as they spent hours trying to get it right in a nearby field. When they had mastered it they had few takers, people wondered what to do with it. Tried to share it with the military. They took it to Europe to share it with them. Hard to believe that in such a short time from creation they were putting guns on them. Features diagrams and an index at the end. 0 of 1 people found the following review helpful. The "Official" Biography, Earlier Edition By Dr. Watson Kelly wrote the "official" story, as "authorized" and sanitized by Orville Wright, of the brothers' Wright. As a devotee of the Wrights, it is unfortunate that Kelly filled his book with deficiencies and erroneous claims made on Orville's behalf. A careful reading of the entire Wright papers and material still unpublished, reveals that Wilbur was the "brains" behind the discovery of flight; it was Orville who added his mechanical expertise in the building of the flyer. It is so unfortunate that so much that continues to be written about the Wrights is merely a reshuffling of old facts and surmises, with the result of a perpetuation of errors and distortions. It was John R. McMahon who told the real story based on his revision of an original manuscript by Earl Findley. Orville had turned to Findley to write the biography; but it was too near the truth; too personal; and he nixed it. But the truth came out, when McMahon wrote a series of articles on the Wright Brothers in "Popular Science," January 1929. When he came to write his book, still based on the Finley manuscript, Orville protested and was able to get several passages, on threat of court action, changed in the book. For example, Orville didn't want the years Wilbur spent at home as an invalid, revealed. Orville also has himself elevated above Wilbur, as the creative driving force in the airplane's invention. If you want to investigate the real story, take the Kelly book with a grain of salt, and read instead, John Evangelist Walsh' "One Day at Kitty Hawk," published by Thomas Y. Crowell Company, 1975. Even better, wouldn't it be good to have the unpublished Finley manuscript published, instead of suppressed. But don't look for the Walsh book at the Wright Brothers Memorial National Park Service Visitor's Center. In a recent interview with a National Park Service Ranger there, he told me the Park Service regularly reviews all books before being put on sale in their facility, and the Walsh book was not one they would put out for sale. After I explained to him my credentials, he freely admitted that the information in the Kelly book was Orville's attempt to "re-write" history. But he stated that the Park Service didn't want to ruffle feathers of Wright family members, by putting out the more correct John Walsh biography, which he admitted, was more accurate. I had always wondered why Orville, the more out-going of the two, would, in later life, say very little...he refused to give speeches, interviews, and said next to nothing at celebrations in honor of the Brothers. Kelly, to say the least, gives less paragraph space to Wilbur's achievements, and more events of consequence, in numbers of paragraphs, to Orville. There are so many myths perpetuated by the Kelly book, too numerous to enumerate here in this review. I have heard Park Rangers at the Wright Brothers Memorial in Kitty Hawk, still repeating them as fact. Suffice to say, if the reader will look at the Walsh book, one will find the myths revealed in a conclusive way.

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