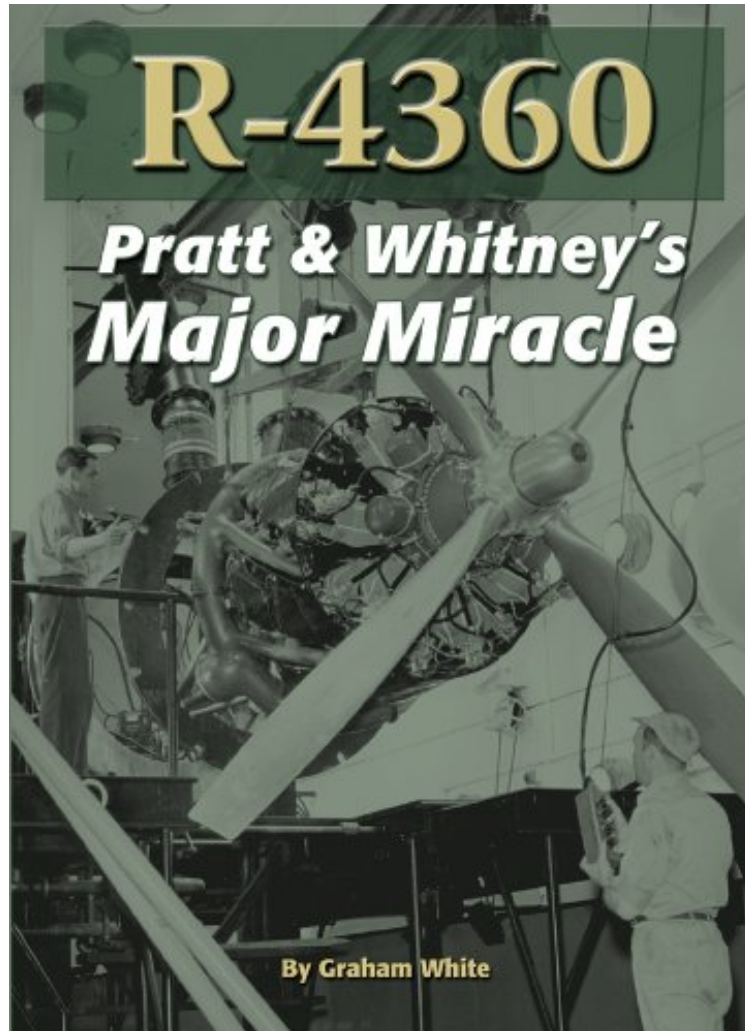


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R-4360: Pratt Whitney's Major Miracle

Graham White

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Graham White : R-4360: Pratt Whitney's Major Miracle before purchasing it in order to gage whether or not it would be worth my time, and all praised R-4360: Pratt Whitney's Major Miracle:

7 of 7 people found the following review helpful. A Major Work for a Major EngineBy David HebbGraham White's book on PW's R-4360 is a fine and thorough study of one of the greatest aeronautical piston engines ever produced. If you are at all interested in the general subject of aircraft engines, or even engines generally, you should obtain a copy to read and enjoy studying and savoring it slowly over the months after you first go through it. The text is clear and it is well illustrated, all that a book on an aircraft engine should be. My only quibble, and it is a quibble, is that the down-draught inlet ports, a distinct feature of the R-4360, have a much longer history than Mr. White seems to indicate, having been used by BMW in sportscar engines in the 1930s and by Miller in racing engines even earlier; however,

since these examples are drawn from outside his field of study, Mr White may be excused, and even were this not the case, the general quality of this work would win him praise not criticism. 24 of 25 people found the following review helpful. Graham White does it again! By Paul Kile After enjoying Graham White's prodigious tome on the PW R-2800, I was pleased to see another volume released, this time on the R-4360. Mr. White must have access to a tremendous archive of information, because both these books provide a level of detail that can satisfy the most discerning aviation buff. He is also able to describe the various engine systems in a way that does not overwhelm the reader with technical minutiae, something most engineers would be incapable of doing. About the only drawback of these books is their sheer weight. I can only read them for 20 minutes or so before my arms need a rest. I would also have liked to see a chapter or two on Mr. White's efforts at setting up these engines as running displays for air shows. Although not directly related to the history of the engine, to read about actually running one of these on a transport trailer would add a note of current realism to the picture. 0 of 0 people found the following review helpful. stories about Old Shakey and the Super Corsair at the Reno races By Doktor Dreem This book is not for everyone. Everything you might want to know about the PW Wasp Major radial, many clear diagrams and photos, stories about Old Shakey and the Super Corsair at the Reno races. This is a heavy soft cover book, make sure your seller packages it for the journey (mine did not and it arrived bent).

Aviation technology progressed at a blindingly fast pace during the first half of the 20th century. Aircraft were asked to fly higher, fly faster, carry heavier loads, take off and land on shorter runways, fly greater distances, and consume less fuel with each new generation, and with perfect dependability. Pratt Whitney's R-4360, or "Wasp Major" as it was known in the commercial marketplace, was a very large engine, displacing 4,360 cubic inches. Somewhat akin to the steam age when triple-expansion engines the size of cathedrals ruled the waves, the R-4360 at one time represented the largest and most sophisticated of its breed. Nothing else in the late-1940s marketplace could boast what the R-4360 did—3,000 to 4,000 hp. By the end of the piston-engine era Pratt Whitney had placed into mass production the largest and most powerful engine ever built in quantity. This book provides a detailed account of the inner workings of the R-4360. Also covered is the engine's development history, variations, and its military, commercial, and racing applications. 7x10, 208 pages, more than 600 b/w photos.

IPMS/USA Journal, May/June 2006 "Graham White has written an engaging, elucidating and entertaining history of Pratt Whitney's last significant radial piston aero engine, the R-4360 Wasp Major. This book is everything one could hope for in a design history, and those of us with a bent toward the nuts and bolts of technology history will welcome it."