



The Birth of Military Aviation: Britain, 1903-1914 (Royal Historical Society Studies in History New Series)

Hugh Driver

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A mine of information, drawing on an impressive range of archives. It will become an important point of reference. ENGLISH HISTORICAL REVIEW This book aims to demonstrate how the crisis evident in British military aviation in the early years of the First World War was inherent in the entire development of aviation in the years preceding the conflict. After outlining the work of the early pioneers and the growth of an aviation industry as a branch of armaments, Dr Driver considers the objectives of the War Office in increasingly seeking to divert design development to their research establishment at Farnborough. He shows how the resultant virtual state monopoly in design and procurement had disastrous consequences for aircraft innovation and development, suffocating both competition and initiative, and leading to the maintenance of inadequate aircraft by the Royal Flying Corps following the outbreak of war. The continuing dispute and its culmination in the "Fokker Scourge" controversy of 1915-1916 graphically characterise the strained development of military-industrial relations in this area. Dr HUGH DRIVER gained an MA in War Studies from King's College London, and a D.Phil in modern history at Oriel College, Oxford.

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