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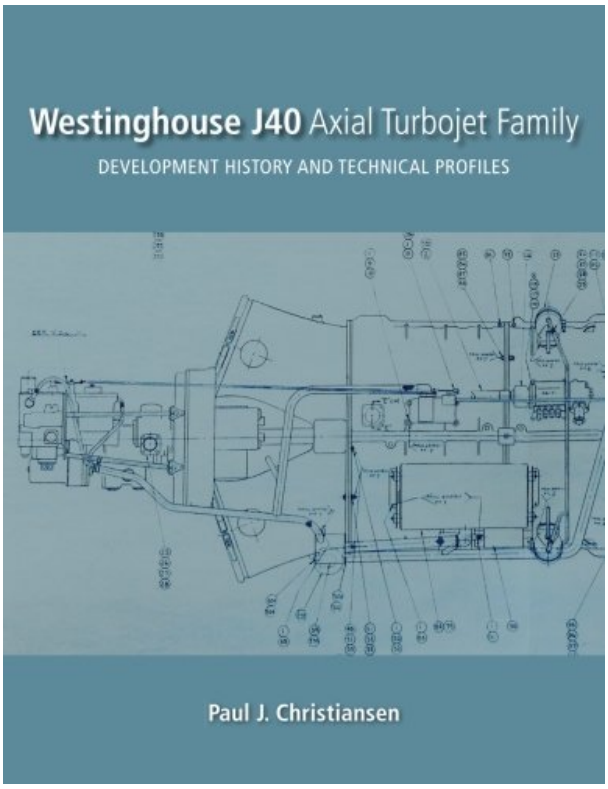

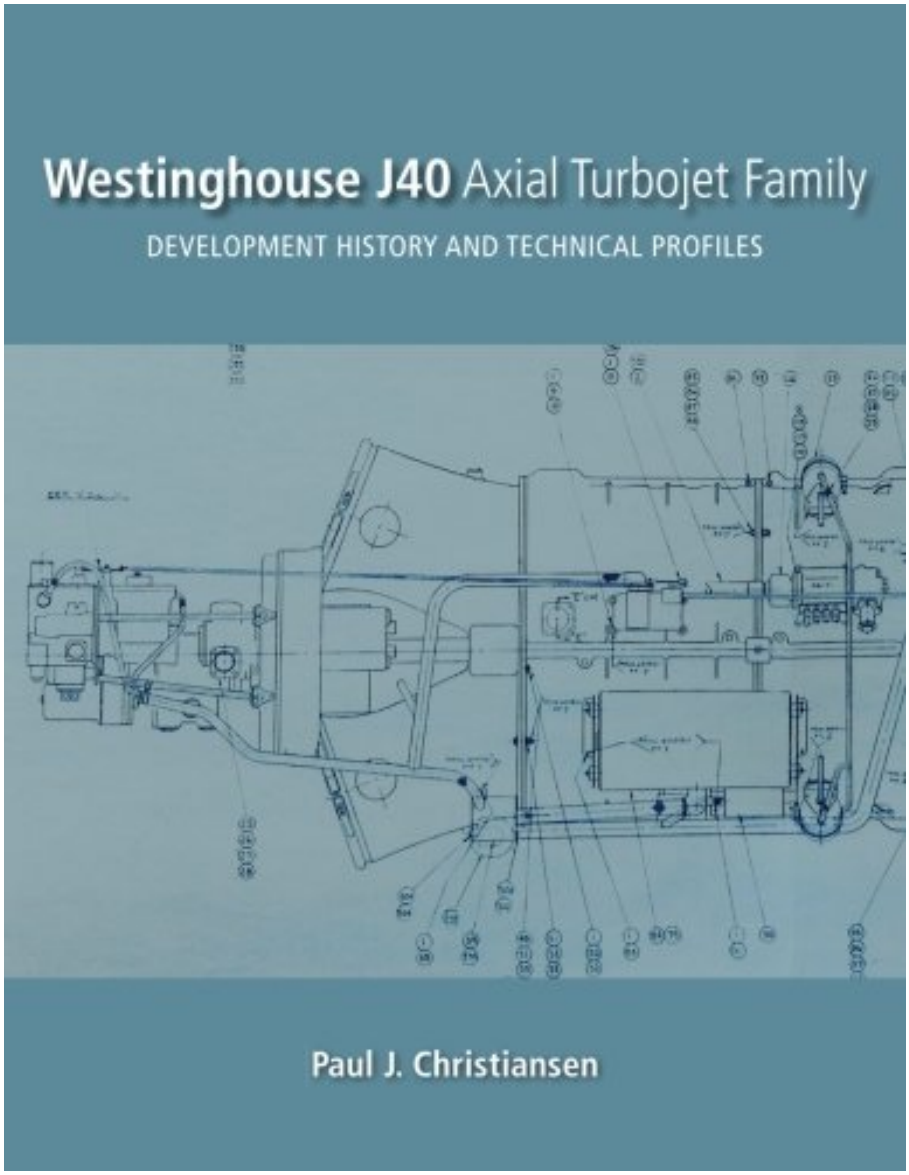

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About the Author

The author is a lifelong aviation enthusiast. During the Vietnam War, he became a helicopter pilot and flew Huey's in the MeCong Delta area. On return to the U.S.A., he served as an instructor pilot at the primary flight helicopter training school in Texas, teaching other pilots the training methods and syllabus. He worked for IBM in both field administration and internal business application and support, retiring in 2001. An expert in software project development, risk management and proposal development, he is married, has two married daughters and continues to pursue his interest in the history of aviation engine development.

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Drawing almost exclusively from primary sources, this volume details the development history of each of the many Westinghouse J40 engine models. Long buried in various archives, the technical struggles of Westinghouse to achieve success are at last revealed in detail. The J40 engine program occurred at a time when engine manufacturers the world over were endeavoring to push engine thrusts and efficiencies beyond the initial achievements in World War II and the years immediately following. Westinghouse failed to make timely investments in resources and research until it was too late to affect the outcome of the program. The failure of the higher powered J40 models that the U.S. Navy counted on for multiple airframe projects seriously delayed major programs, resulting in Congressional censure. Focusing on the technical aspects of the engines, this volume clarifies and corrects the many errors published over the years regarding these engines. The volume includes many informative illustrations and charts regarding the construction and operational details for the various models.

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3 of 3 people found the following review helpful.
An In-Depth History of a Troubled Development Program
By Kimble McCutcheon
After World War II, the U.S. Navy identified a requirement for a 7,500 lbT-class turbojet, and requested proposals based on that requirement in 1947. The Westinghouse Advanced Gas Turbine Division (WAGT) proposed an engine whose performance appeared to better the engines proposed by Allison, Pratt & Whitney and Wright Aero; it also was to have the shortest development schedule and lowest program cost. The Navy awarded WAGT a contract on 30 June 1947. WAGT had designed and built the ~1,500 lbT-class J30, which was first U.S. axial flow turbojet. WAGT then scaled up the J30, resulting in the ~3,000 lbT-class J34.

Having successfully doubled the thrust once, WAGT reasoned it would be easy to do it again with the J40.

WAGT encountered trouble from the start with the intake, compressor, combustor, turbine, afterburner and engine control system. Weight grew, dimensions changed and components got moved about. WAGT had neither the in-depth engine cycle understanding nor the resources to address the challenges it faced. It had no in-house experimental machine shop, so it had to depend on vendors to supply and rework parts, causing contract overruns and schedule slips.

After the contract was awarded, world events led the Navy to change the J40 requirements over and over again. The acquisition of nuclear weapons by the U.S.S.R., along with the Korean War, led to the need for even more powerful engines, and resulted in the Navy contracting for a number of J40 variants. The WAGT J40 program never produced viable engines, and the aircraft programs that depended on them suffered accordingly. The experience led Westinghouse to exit the aircraft engine market in 1965.

Christiansen describes the procurement, development, specifications and technical details of the J-40-1, -2, -4, -6, -8, -10, -12, -14, -16, -18, -20, -22, -24 and -26 in great detail, with 853 citations from more than 106 different sources, nearly all of which are primary. He charts the operating envelopes for various models and lists the component vendors. He also summarizes the U.S. House of Representative Government Operations Committee hearings that concentrated on McDonnell F3H aircraft that were grounded and undergoing rework or being scrapped because of J40 problems.

Christiansen's book not only presents a detailed account of the J40, but also illuminates the huge challenges facing all engine manufacturers in those early days of jets.

3 of 3 people found the following review helpful.
A scholarly work of American turbojet history
By Tom Fey
Although I have a limited interest in jet engines compared to piston engines, I found Paul Christiansen’s “Westinghouse J40 Axial Turbojet Family: Development History and Technical Profiles” to be a fascinating read and wonderful accomplishment. It is indeed a technical work to be sure, but the story, through excellent storytelling, of designing, building, testing, selling, modifying, re-modifying, and producing a jet engine for the US military in the 1948 -1953 time period is great study in the complexities of the technical–corporate-government-military contract world. Poor decision making and an under appreciation of the technical challenges abound, plus there was a war going on at the time! The author clearly spent weeks in various archives to build the previously-untold story of the J40 from original source material. The black and white picture selection, quality, and quantity were very good, although pictures of the aircraft the J40 was intended to power would be a nice addition. The information in the tables is no less than staggering, in every positive sense, in sheer volume and detail. I recognize that this is a niche book, but it is an exceptionally well-executed niche book that tells an untold story from the toddler days of jet engine development.

2 of 2 people found the following review helpful.
Great chronicle of monumental failure
By JCAL
Keep in mind this was the same RFP that PWA developed into the J57.

Mr. Christiansen ably illustrates the severe deficiencies at Westinghouse that led to the failure of this program. From engineering lapses (Failure to safety a oil latch.) to inventory and document control, this program failed at the most fundamental levels. The author dispassionately describes each of these lapses while also painting a none too positive picture of NavAir, who waited too long before getting involved. By way of analogy,the picture painted by the author is that Westinghouse had gone from being the turbine

engine equivalent of Curtiss-Wright to being more like the Brewster Aeronautical Corporation. There are some lessons here for Program Managers.

I would have liked some chapters on the installations and subsequent flight testing. But, all things considered, if you have a in-depth interest in gas turbines, this book is for you.

I hope the author is working on a companion volume covering the T40!

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