
V8 Crusader Engine

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The first great British aircraft engine manufacturer, the Sunbeam Motor Car Company turned to the sunrise industry of aviation in 1912, and was among the first to buy an aircraft to test their engines, flown by a full-time test pilot, the famous Jack Alcock. Through the First World War Sunbeam was a vital supplier, of both engines and aircraft, particularly to the Royal Naval Air Service. Consistently Sunbeams were the most powerful British engines available, and they were fitted to the first aircraft to torpedo an enemy ship, the only aircraft to fly at the Battle of Jutland, and the first seaplanes to operate in the heart of Africa. After the War they powered the greatest of British Airships the R.34, the first aircraft to fly the Atlantic east to west, and the first to make the double crossing, and the R.33, the British dirigible with the highest flying hours. As Sunbeam reverted to car manufacture their aero engines were fitted to a succession of land speed record-breaking cars, including the first to exceed 150 mph and the first to exceed 200 mph, ironically, faster than any Sunbeam-powered aircraft.

Sunbeam Aero Engines

ON 14 June 1919 – eight years before Charles Lindbergh ' s flight across the Atlantic – two men from Manchester took off in an open-cockpit Vickers Vimy and flew into the history books. They battled through a sixteen-hour journey of snow, ice and continuous cloud, with a non-functioning wireless and a damaged exhaust that made it impossible to hear each other. And then, just five hours away from Ireland and high above the sea, the Vimy stalled. Yesterday We Were in America is the incredible story of John Alcock and Arthur Whitten Brown, and how they gave hope to a post-war world that was in grave need of it.

Motorboating - ND