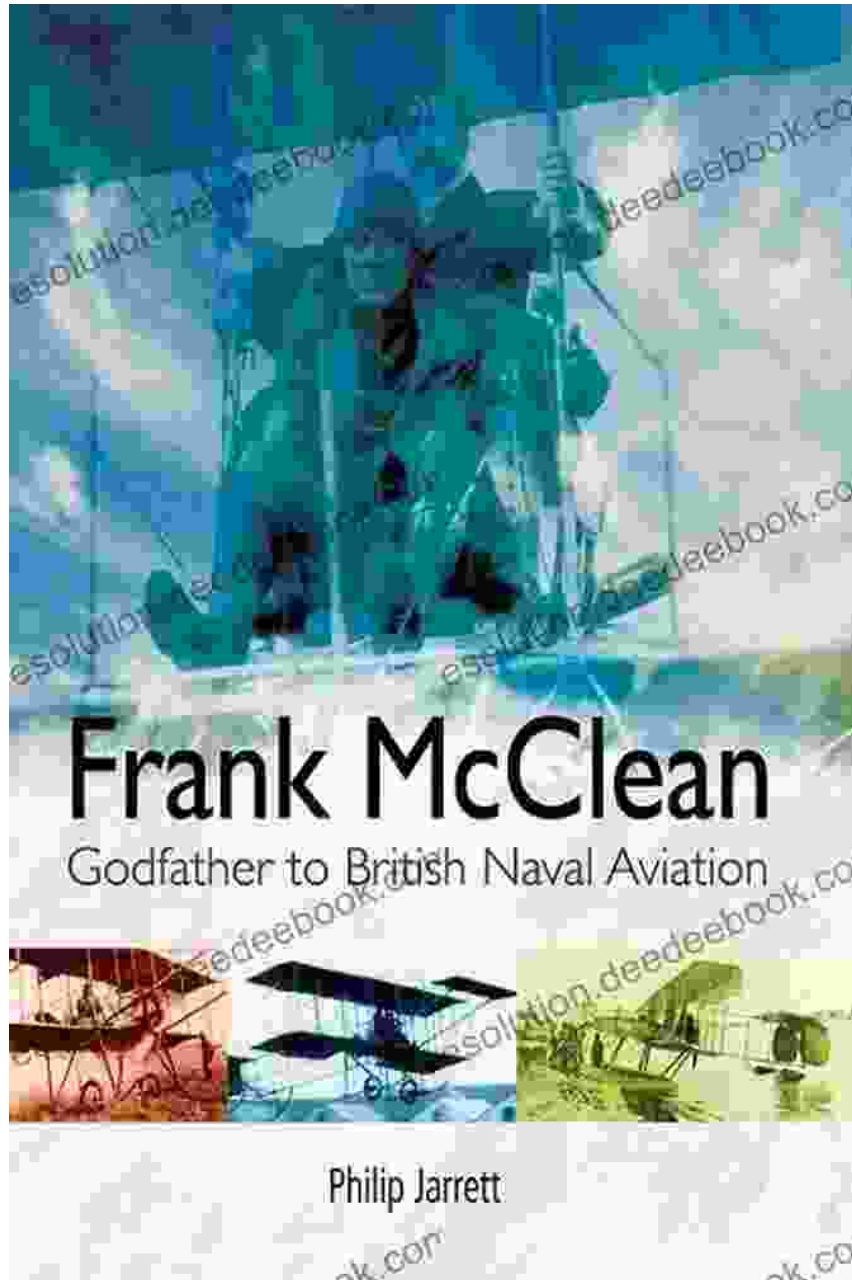
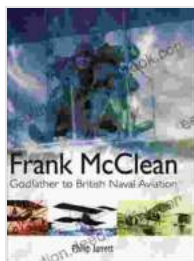


# Frank McClean: The Godfather of British Naval Aviation



Frank McClean was a remarkable figure in the history of aviation. He was a pioneer of naval aviation, a gifted engineer, and a passionate advocate for the use of aircraft in warfare. His work helped to shape the development of

the Royal Naval Air Service (RNAS) and paved the way for the establishment of the Royal Air Force (RAF).



## Frank McClean: Godfather to British Naval Aviation

by Philip Jarrett

★★★★★ 5 out of 5

Language : English  
File size : 35517 KB  
Text-to-Speech : Enabled  
Screen Reader : Supported  
Enhanced typesetting : Enabled  
Word Wise : Enabled  
Print length : 321 pages  
Lending : Enabled



McClean was born in London in 1867. He developed a passion for aviation at an early age, and in 1899 he became one of the first people in Britain to build and fly an aircraft. In 1902, he helped to establish the Aero Club of Great Britain, and in 1908 he became the first president of the Royal Aeronautical Society.

McClean's interest in naval aviation began in 1910, when he witnessed a demonstration of the Short S.27 flying boat. He was impressed by the aircraft's performance and saw the potential for its use in warfare. In 1911, he joined the RNAS as a reserve officer and began to design and build flying boats for the service.

McClean's flying boats were among the most advanced in the world at the time. They were fast, maneuverable, and reliable, and they played a vital

role in the RNAS's operations during the First World War. McClean's work also helped to develop the doctrine of naval aviation, and he is considered to be one of the fathers of the modern aircraft carrier.

After the First World War, McClean continued to work on the development of naval aviation. He served on the Air Council and the RNAS Board of Admiralty, and he helped to shape the development of the RAF. He also remained active in the Royal Aeronautical Society, and he served as its president from 1926 to 1928.

McClean died in 1941, but his legacy continues to this day. He is considered to be one of the most important figures in the history of aviation, and his work helped to establish the Royal Navy as a leader in naval aviation.

## **Early Life and Career**

Frank McClean was born in London on March 13, 1867. He was the son of Frank McClean, a wealthy businessman, and Laura Cadogan. McClean's father was a member of Parliament and a director of several companies. McClean's mother was the daughter of the Earl of Cadogan.

McClean was educated at Eton College and Trinity College, Cambridge. He studied engineering and mathematics at Cambridge, and he graduated in 1889. After graduating from Cambridge, McClean worked as an engineer for several years. In 1899, he became one of the first people in Britain to build and fly an aircraft.

McClean's first aircraft was a monoplane that he built in his backyard. The aircraft was powered by a gasoline engine and had a wingspan of 20 feet.

McClellan flew the aircraft for the first time in 1899, and he quickly became one of the most experienced aviators in Britain.

In 1902, McClellan helped to establish the Aero Club of Great Britain. The Aero Club was a group of aviation enthusiasts who promoted the development of aviation in Britain. McClellan served as the club's secretary from 1902 to 1904.

In 1908, McClellan became the first president of the Royal Aeronautical Society. The Royal Aeronautical Society is a professional organization for people who are involved in aviation. McClellan served as the society's president until 1910.

## **Naval Aviation**

McClellan's interest in naval aviation began in 1910, when he witnessed a demonstration of the Short S.27 flying boat. The S.27 was the first successful flying boat in the world, and McClellan was impressed by its performance. He saw the potential for the use of flying boats in warfare, and he began to design and build flying boats for the RNAS.

McClellan's first flying boat was the Short S.38. The S.38 was a two-seat flying boat that was powered by a single engine. The aircraft was armed with a machine gun and a bomb rack. The S.38 was a successful design, and it was used by the RNAS during the First World War.

McClellan also designed the Short S.60. The S.

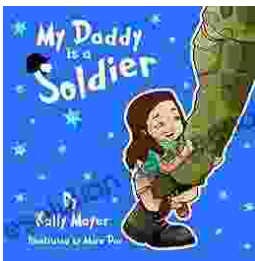
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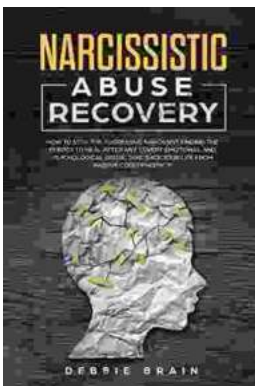


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