

Boeing 377 Stratocruiser



A New U.S. Transport Developed from the B-29 Superfortress : Very Low Operating Cost for High Performance

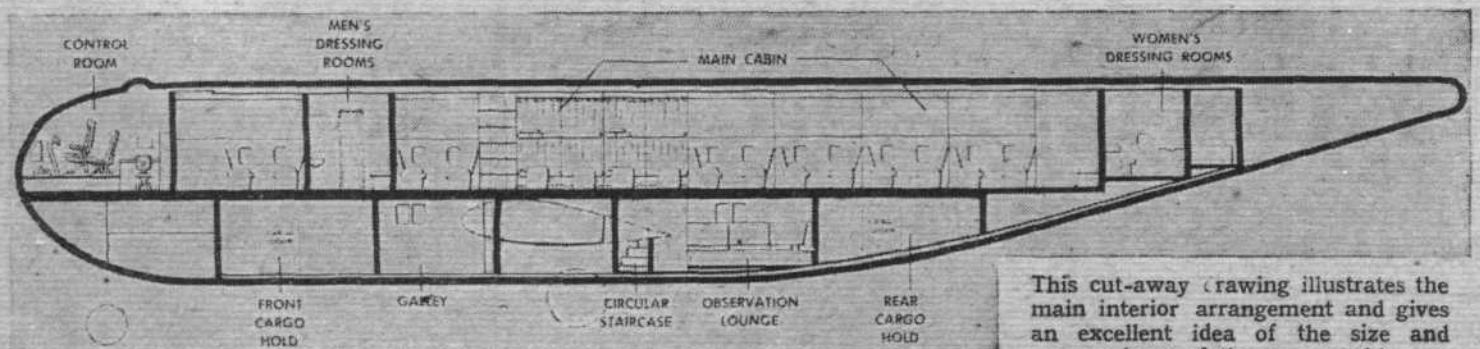
EMPHASIS that our friends on the other side of the Atlantic do not allow grass to grow under their feet is evidenced by the fact that they have already developed a commercial air liner from the famous B-29 Superfortress—what is more, the "military" prototype of the new machine has been built and is at present undergoing test. Boeings say that "all present models of the 377 will be for military service," but nevertheless this should not blind anyone to the fact that the Americans have the first of the greater post-war super-transport aircraft *already built and flying*. What is more, the Stratocruiser is a larger and more commodious and higher-powered aircraft than our British Tudor and Hermes which, one may reflect, are not yet built.

We have no doubt whatsoever that if the Government would authorise M.A.P. to give our aircraft manufacturers *carte blanche* (within the limits of war requirements) to produce the sort of post-war commercial aircraft they want to produce, then, within a year, we could have flying at least two, probably three, world-beaters. In the face of the sort of competition of which the new Stratocruiser gives concrete evidence, it is essential that this country of ours gets off to a start which will not penalise further

our already heavily handicapped industries. Our start of this war should paint a sufficiently vivid picture of the costs of unpreparedness. There is nothing to show that post-war aeronautical rivalry will be any less cut-throat than its wartime image—if anything, the reverse is indicated.

Present Indications of Future Trends

There are so many indications of the peacetime commercial trend of the world that it would seem impossible for anyone of unveiled perception not to see the way things are heading. As an example: France is at present eager to buy American aircraft. These, we will grant, are military machines—but, we must ask, are British aircraft manufacturers so pressed that we cannot afford to supply France with aircraft for her needs? We do not need to ask if our aircraft are inferior to American types. But if France is prepared to go at once to America for her military aircraft, is there any reason why she should not do the same thing for her commercial machines? Unfortunately the answer is No. America has more to offer than we have, and we have no reason to believe that we can give the U.S. *any* start she wants and still beat her. We



This cut-away drawing illustrates the main interior arrangement and gives an excellent idea of the size and roominess of the new machine.