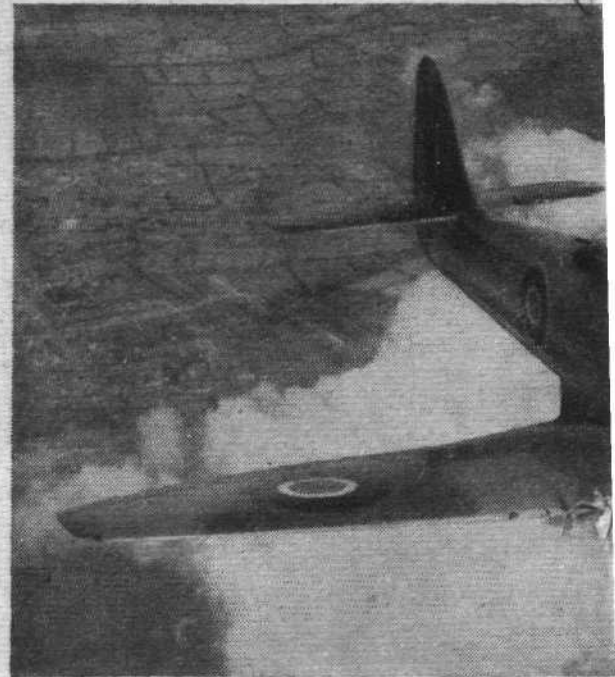


Developed specifically for operation from aircraft carriers, the Short Sturgeon has twin Rolls-Royce Merlins driving Rotol contra-rotating airscrews.



The latest Hawker piston-engined fighter, the Sea Fury X, with Bristol Centaur.

It was at Farnborough in June that the prototype Sturgeon, with its twin Merlins and contra-rotating Rotol airscrews, made its debut. Prototypes of the Supermarine S.14/44 amphibian flying boat with variable-incidence wing and of the Heston twin-boom Air Observation Post aircraft were under construction as the year closed.

THE OLD YEAR

There were some particularly interesting and significant developments among military training aircraft. Large orders were placed not only by the R.A.F. but by foreign Governments for the Percival Prentice which introduces a new training technique whereby a third man is able to note the instructor's movements and comments. The Boulton Paul P. 108 was not announced as having flown during the year, but released particulars showed it to be a machine of exceptional promise. It is the first of the new trainers to have a gas turbine power plant (Armstrong-Siddeley Mamba or Rolls-Royce Dart). Both the Spitfire and Firefly I were developed as dual-control trainers.

Civil Transports

Particularly is it true of British civil aircraft that the year was notable for consolidation and development; not until 1947 and 1948 will most of our new transports, e.g., Bristol 167, Ambassador, Nene-Tudor, Mamba-Marathon, Concordia, AW55 and Viceroy, be ready to fly.

It was not however, left entirely to the Yorks and Lancastrians, the Sunderland, Halifax, Anson and Oxford conversions, the DC-3s, and the rest, to bear the entire load on our transport system. Useful quantities of Vickers Vikings and Bristol Wayfarers and Freighters began to

The convenience, enjoyment and the safety of passengers were primary concerns of the Chrislea Ace's designer.



take their place alongside these hard-pressed stalwarts. Meanwhile the Avro Tudors I and II were flying their trials before reinforcing the transport fleets in 1947. The first of the Short Solents was launched and flown in December.

The New Year should see increasing use of gas turbines, the final emergence from its experimental state of the pressurized cabin and the more general introduction of tricycle undercarriages, as frequently advocated in *Flight*. Throughout the Old Year designers have worked for safety, particularly in symmetric flight at take-off, and, on the insistence of the Air Registration Board, they will progressively apply new aids towards reducing danger.

With specific reference to new and improved types of aircraft which flew during 1947, the long-fuselage Mk I B Vickers Viking completed its trials and passed into service. This 24-27 passenger machine, with the new civil-rated Bristol Hercules 634 engines, weighs 34,000 lb, and cruises at 210 m.p.h. at only 50 per cent power. A project was announced for substituting twin Rolls-Royce Nene turbine-jets for the Hercules, to attain cruising speeds up to 393 m.p.h. at 10,000ft Vickers-Armstrongs further released preliminary particulars of the VC2, or Viceroy, with four Rolls-Royce Dart airscrew-turbine units. Designed to Brabazon II requirements, this is a parallel development with the AW 55.

The second prototype of the Handley-Page Hermes I/Hastings I flew in an exemplary manner during May and, paced against a Spitfire, attained a maximum speed of 355 m.p.h. As the year progressed Handley-Page revealed more and more details concerning their Hermes development programme. This is now known to include

Introducing a new training formula to the R.A.F. the (seater).

