



'49 Filton Fashion . . .

now exists at Filton a runway capable of serving any aircraft, either in existence or currently envisaged, both as regards landing weight and take-off run.

It may be apposite to reiterate a few of the more factual details of the Brabazon I. Accommodation is provided for 70 to 100 sleeping passengers or 120

sitting passengers, plus a crew of 12, including 5 stewards. The wing span is 230ft and the fuselage length 177ft. The first aircraft, as shown in the accompanying photographs, is powered by eight coupled Centaurus XX 18-cylinder, sleeve-valve, air-cooled engines, giving a total maximum output of 20,400 b.h.p., each pair of engines driving through a common reduction gear box serving the Rotol co-axial airscrews. The second aircraft will be powered by eight Proteus gas turbines, driving co-axial airscrews through reduction gears of design essentially similar to, yet differing in detail from those used with the Centaurus engines.



THIS series of photographs taken recently by Flight's W. McLaren, admirably portrays the beautiful form and the salient features of the prototype Brabazon. That the aircraft is of high aerodynamic efficiency is quite patent, whilst those items of detail design which are apparent in some of the illustrations display the intrinsic quality which characterizes the machine as a whole. At the top of the opposite page, the Brabazon can be seen to the left of a B.O.A.C. Constellation, Filton having now become the Corporation's maintenance base for the North Atlantic service. It is worth noting that the shrouded mass balances which can be seen on the Brabazon control surfaces are a precautionary measure against the possibility of flutter which might occur with operation of the hydraulic powered-control system. These may well be deleted after experience had been gained from the initial flight trials.

