

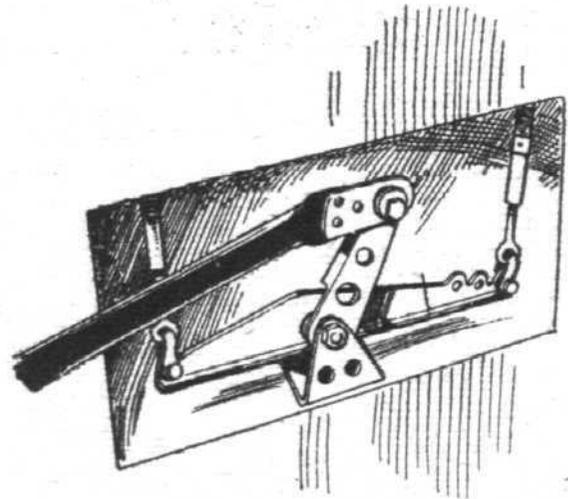
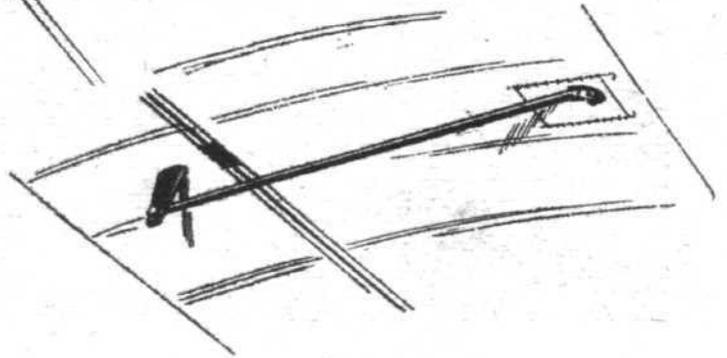
THE D.H. 29 MONOPLANE : The Pilot's Cockpit is placed above the top of the Fuselage and just in front of the Wings.

at Le Bourget, while Buc, Villacoublay or St. Cyr reported clear weather. If the passengers did not know of this, unnecessary uneasiness might be saved them by an explanation from the navigator.

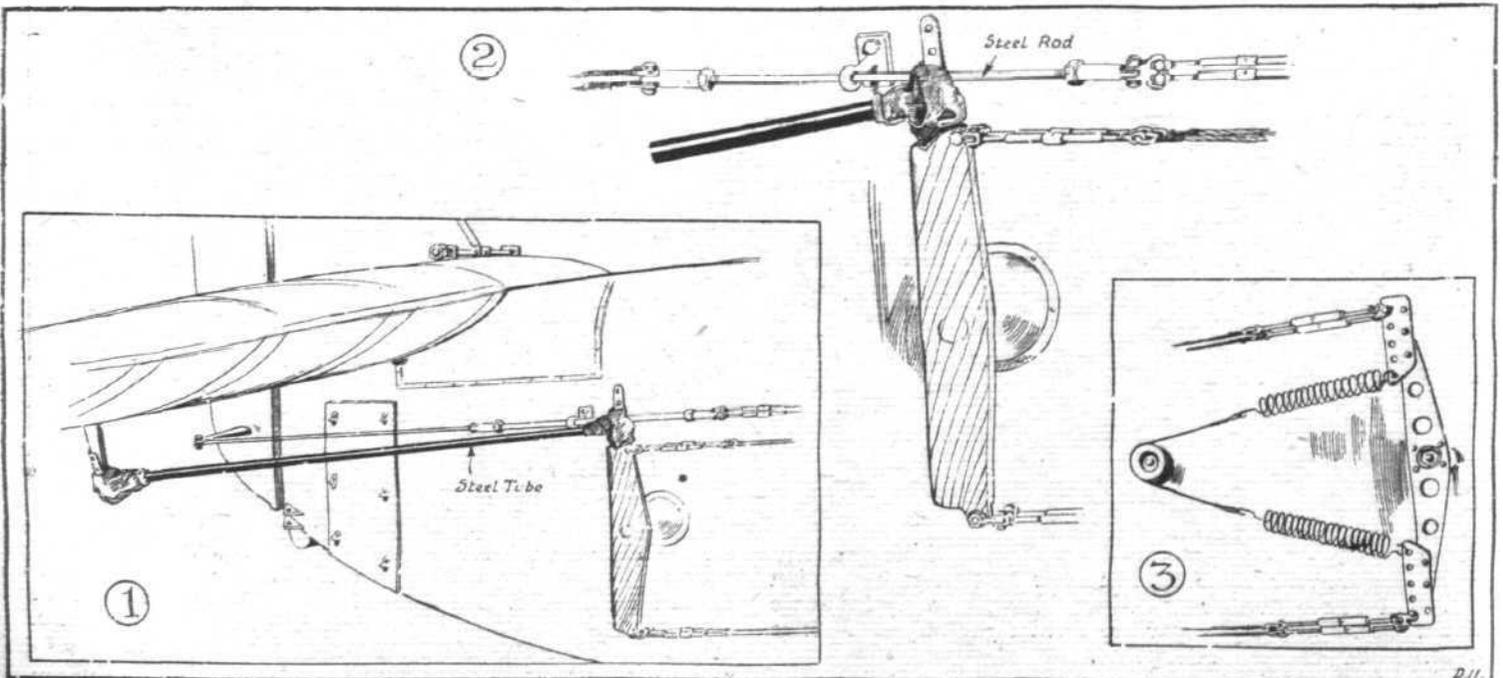
This is only one example of the way in which Capt. de Havilland has studied the comfort and wellbeing of the passengers. There are many others. To take the questions of lighting and ventilation. Most probably the chief causes of air sickness in rough weather arises from bad lighting and ventilation. In the D.H. 29 large windows are fitted in both sides of the cabin, so that not only do the passengers obtain an excellent view, especially in the absence of a lower plane, but also the cabin is extremely light. Skylights are to be fitted in the roof, which will further increase the light in the cabin. The exact form which these skylights will take has not yet been decided upon, but probably they will be in the form of light frames with a white fabric covering which, doped with clear dope, will allow a considerable amount of light to filter through. If doped on to the roof of the cabin they will form excellent emergency doors, as a slight pressure would be sufficient to force them off.

Heating and ventilation are also to be provided for, although the actual details have not as yet been finally settled. The heating will probably be by exhaust gas, and hot or cold air will be admitted by one valve, operated from inside the cabin. Fresh air and an equable temperature should therefore be available under all conditions.

Reference has already been made to the emergency doors in the roof, which form one item in the safety provisions. Another is formed by the ply-wood construction of the fuselage, which, in conjunction with watertight door joints, enables the machine to remain afloat for a considerable period should a forced descent in the sea ever have to be made. Owing to the wide fuselage, especially at the floor, the displacement is considerable, and the machine would probably float with only a relatively small portion of the body submerged. The doors in the roof would enable passengers to climb on to the top of the wings if rescue were delayed until the machine had settled up to the



THE D.H. 29 MONOPLANE : The ailerons are given a differential action by having the arms of the rockers of unequal length. A steel tube runs from the rocker to the aileron crank.



THE D.H. 29 MONOPLANE : 1, The steel tube which runs from the transverse shaft to the elevator crank is provided with leather protectors. 2, Steel rods are employed wherever the control cables have to pass through guides. 3, A spring loaded setting of the elevator takes the place of the usual trimming tail plane.