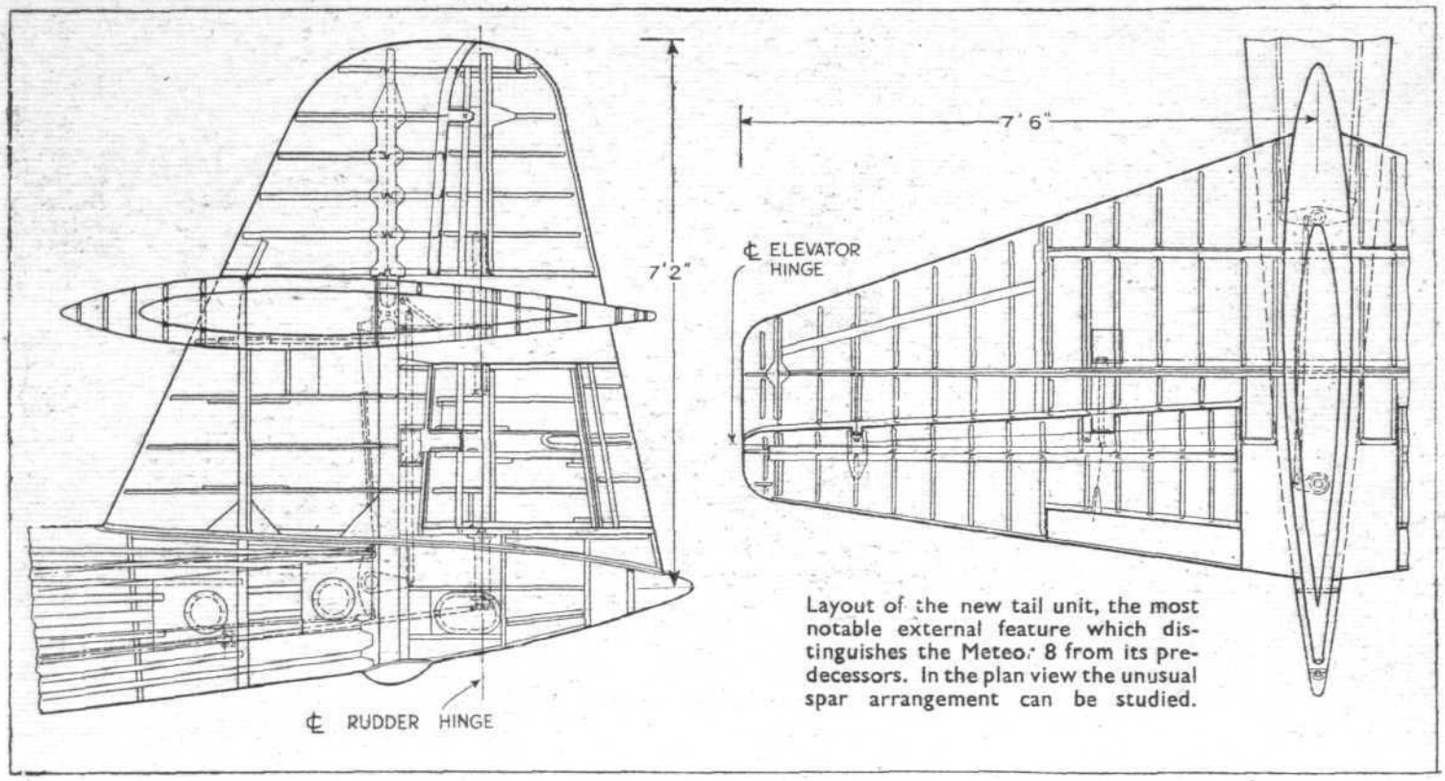


Layout of the new tail unit, the most notable external feature which distinguishes the Meteor 8 from its predecessors. In the plan view the unusual spar arrangement can be studied.

METEOR 8 . . .

demonstrated at Farnborough last month, is the most powerful single-seater in the world and climbs to 40,000 ft in little more than four minutes.

Characteristics which distinguish the Meteor 8 from the standard Mk. 4 include a completely redesigned tail unit; lengthened fuselage; revised cockpit enclosure and wing-root fillets of different contour. The leading edge of the tailplane has a pronounced sweep-back and the tailplane/elevator assembly is square-tipped. Elevator and rudder areas have been decreased and, from one degree, tailplane incidence has been reduced to zero. The sections of all surfaces are thinner than formerly. Familiar on all earlier Meteors, the lower fin-cum-skid has been deleted, but the upper fin has been correspondingly increased in area and, as our illustration shows, completely changed in outline. The fuselage now terminates in a cone-shaped fairing. Revision of the wing-root fillets was undertaken in the interests of production and has no aerodynamic significance.

The new clean-lined cockpit enclosure is electrically opened and closed by a push button, and a Martin-Baker ejector seat is standard equipment.

Dimensions of the Meteor 8 are: span, 37 ft 2 in; length, 44 ft 7 in; height, 13 ft 10 in.

PYTHON TYPE-TEST

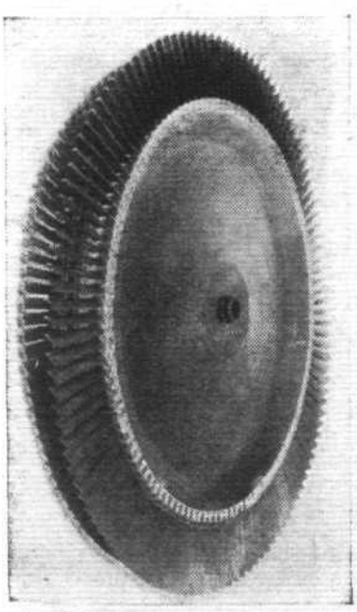
Armstrong Siddeley Turboprop's Strenuous 194 Hours

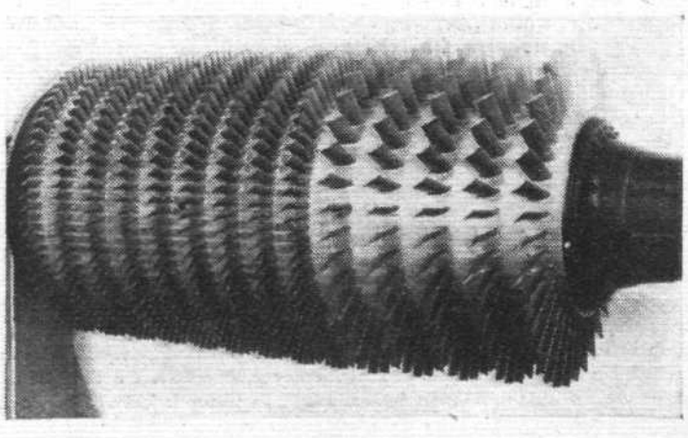
FOLLOWING the recent conclusion of the 150 hours' civil/military type test on the Armstrong Siddeley Python, it is now possible to give a *résumé* of the test. The actual running time on test was 194 hours with the power unit mounted in the hangar test-bed and driving a 14ft-diameter, eight-bladed Rotol contra-rotating airscrew. The schedule of running was as follows:—

7½ hr at minimum idling speed = 4,000 r.p.m.
7½ hr at minimum flight idling speed = 6,400 r.p.m.
45 hr at intermediate cruising speed = 6,400 r.p.m. to 7,600 r.p.m.
80 hr at maximum cruising speed = 7,600 r.p.m.
10 hr at maximum climbing speed = 7,800 r.p.m.
10 hr at maximum take-off conditions = 8,000 r.p.m.

During the course of the test, which was made under official supervision, 160 accelerations from minimum power to take-off power were made, whilst the total number of starts made was 100. Maximum take-off power for the type test was over 4,000 equivalent horse-power, although 4,350 e.h.p. was developed during the overspeed test (at 8,300 r.p.m.) included in the schedule. In this connection, rated maximum powers of such an order are comfortably within the Python's capacity, for powers of very nearly 5,000 e.h.p. have been recorded during development running.

Understandably enough, type-test conditions are of considerably greater severity than those normally found in flight; some indication of this is given by the calculation that, with the Python installed in a modern fighter aircraft, the amount of running under scheduled test conditions was equivalent to 50,000 miles' flying. An extremely severe Parthian shot after 180 hours' running was the conclusion with 10 hours at maximum climb conditions. Assuming an initial rate of climb of 5,000ft/min, this is equivalent to the aircraft making 100 continuous climbs to 30,000ft. The condition of all the components, when the unit was completely stripped after test, is officially stated to have been excellent.





The cleanliness of these (untouched) principal components of the type-tested Python is indicative of the unit's quality.