

British Paramount News

NOTES ON BRISTOL TYPE 167 & ON BRISTOL HELICOPTER

General

News of Britain's greatest airliner is released - "Brabazon Type I" built by the Bristol Aeroplane Company and designated their Type 167. Views of this leviathan of the skies were filmed at the works in Bristol.

Wing span is 230 feet, ~~more than twice the span of a Lancaster bomber~~ - ^{an} aeroplane whose wing span would stretch from one side of Piccadilly Circus to the other. Length 177 feet and to weigh 110 tons - over 5 times as much as Britain's largest airliner of 1939.

This aeroplane will be able to fly non-stop from London to New York and in the super-luxury types for trans/Atlantic use, there will be sleeping berths for 72 passengers in addition to a lounge with its cocktail bar, ^{and cinema} lavatories and dressing rooms. In the kitchen on the lower deck meals will be provided to equal those served in the world's most exclusive restaurants. For short daytime journeys, the aeroplane will be able to carry no less than 224 passengers.

The Engines

8 Bristol radial "Centaurus" engines will provide the power to drive the airliner forward at a cruising speed of 250 m.p.h. 8 engines each developing over 2500 horse power, engines which can be serviced by the engineers from inside the wing during flight.

The airliner under research and construction

In an aeroplane of this huge size the Chief Engineer, Mr. L.G. Frise, and the Chief Designer, Mr. A.E. Russell, have had to solve problems not encountered hitherto in aircraft construction. They have had to evolve new methods to measure the stresses and strains to which such an aircraft may be subjected in North Atlantic winds. There must be a margin of safety far in excess of every possible anticipated vagary of wind or weather.

You can telephone to any part of the world during flight

X 280050

In addition to the conventional wind tunnel tests - in which a scale model is suspended upside down in a wind current moving at speeds in excess of 100 m.p.h. - the Bristol engineers are building a half-~~scale~~^{size wing} model for test purposes. This will be an exact replica of the finished structure of the wing and it will be subjected to searching tests to ensure that safety margin. Every part that goes into the construction of this inner wing section shown in the film is carefully measured to a 10,000th part of an inch.

What it ^{will} look like

So that the airline operators of the world may judge what this huge airliner will offer in the way of passenger accommodation and so that details of the cockpit and the radio operator's and engineers' stations may be worked out, a full-scale wood "mock-up" of a part of the airliner has been built in the Company's shops. In the film just over half the length of the fuselage is seen and the inner section of the port wing. Inside, various cabin arrangements are tried out and temporary seats and berths are fitted so that every passenger need may be foreseen. In the cockpit all the instruments are mocked-up in wood so that those who will fly the airliner may ensure that the lay-out is that which is most convenient. Throttle controls must be placed just right for the Captain's ~~right~~ hand, instrument dials must be read with a glance of the eye.

When it will fly

Such a project must take many months to complete but it begins to take shape to carry the British Civil Air Ensign to the cities of the world. Before another two years have passed Brabazon Type I will be completing her trials.

Helicopter

Air transport does not end with airliners any more than surface travel ends with railway trains. Bristol is building a 4 seater helicopter to take passengers from city to city in Britain, to carry passengers to the great airports - the taxi of the air.

Much research is yet necessary before any helicopter can be foolproof: the Company's designer, Mr. R. Hafner will leave nothing to chance.

MR. GEMMELL.

X-800050

BRITAIN'S BIGGEST AIR LINER, the BRABAZON 1,
ALSO HELICOPTER TAXI.

Report to MR. BAILEY AT THE BRISTOL AEROPLANE
CO'S WORKS, Filton House, Bristol. (Mr.

Bailey is acting for their publicity chief,
Mr. Macauley).

They are trying to arrange for the designer of
the Brabazon 1, Mr. Frise, to be present but
this may not be possible.

They will have Mr. Raoul Hafner, the designer of
the helicopter, present.

VOLTAGE 240.

-AND LUXURY AIR LINER FOR MILLIONAIRES



A model of the giant Brabazon air-liner with its helicopter taxi.

Britain plans a 'Heli-taxi'

By Daily Mail Air Correspondent

SIDE by side with their 110-tons, 224-seater Transatlantic air liner, the Brabazon, the Bristol Aeroplane Company are building a four-seater taxi helicopter which may one day be used in conjunction with it.

Travellers bound for Canada or the United States in the Brabazon may be taken in helicopter taxis to the Transatlantic airport from rooftop aero parks in Central London.

Yesterday, at the Bristol Company's works at Filton, I saw wooden "mock ups" of both these planes, giant and baby. Engineers were working on the prototype of the Brabazon, but the day on which it will fly is still far off.

The "Brab" has a still-air range of 5,000 miles which making allowance for head winds and petrol reserves, should mean non-stop flights between London and New York, with more than 50 passengers sleeping in luxury berths.

Leaving England after dinner, her

passengers would be in New York for lunch the next day.

More than 50 tons of petrol may have to be carried on the London-New York run to feed the eight Centaurus engines, fitted into the wing in twos to drive four pairs of contra-rotating propellers, developing a total of 20,000 h.p.

This power plant, which may later be replaced by the gas turbines the Bristol Company is now developing, will give an economical cruising speed of 250 m.p.h. and will be powerful enough to carry 224 passengers on short-range flights.

The Bristol helicopter, which may not be flying until the end of next summer, has been designed by Mr. Raoul Hafner, pioneer experimenter with rotating-wing aircraft, who is in charge of the helicopter department.

It is similar to the Sikorsky in design, with a three-blade rotor and a little propeller on one side of the tail to counteract torque.

SENTRIES FOR WAREHOUSES

Armed guards may be posted at all tobacco warehouses in the London area to check the increasing thefts of cigarettes.

It is estimated that £500,000 worth of cigarettes—most of them intended for the troops—have been stolen during the past year or so, and these losses have been made good by drawing on civilian supplies.

One man 'bread strike' over

The strike threat to London's bread supplies ended last night when nearly 1,000 carmen and flour mill workers accepted their union's advice to resume work this morning.

Stoppages, caused by one man's dismissal, extended yesterday to several other mills in the London area.