

BRITISH PLANES HIT FRONT PAGE

The Tudor IV airliner has proved itself. ^{Returning to} ~~Back at~~ Heathrow after flying to South America and back Air Vice-Marshal Bennett was presented with a silver salver commemorating the flight by an Avro apprentice, Kenneth Yeomans.

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In the Avro drawing office draughtsmen drew great ^{satis} ~~amaz~~ faction from the Tudor's performance, especially when told by Air Vice Marshal Bennett that the Tudor is equal ^{another British stable} to the best. From ~~xxxxxxxxxxxx~~ comes the Viking, best medium range airliner in the world. In the supreme class also are British power units, crated for export ^{fast} as ~~much~~ as they can be turned out. In the production of jet turbine engines Britain leads the world, a fact acknowledged by the flow of orders from Russia and Turkey as well as from North and South America.

(Paris)

It was the Viking that was chosen by the King on the South African tour. Denmark has a fleet of them in operation. Small wonder that ~~that~~ the British Aircraft Industry claims to be without a superior.

And now comes the Brabazon, far and away the biggest ^{trans-ocean} ~~ocean-~~
~~going~~ airliner ~~to be~~ built in this country, ^{and} ~~at Filton,~~

~~At Filton, the aircraft is named after one of the~~
 great pioneers of aviation, ^{in a ceremony at Bristol,} Eight air-cooled Bristol

²⁵ Centaurus eighteen-cylinder engines will give the Brabazon
 a total of twenty thousand horsepower. In the presence
 of Lord Brabazon and officials of the Bristol ~~Aircraft~~

~~Company~~
 a total of twenty thousand horsepower. In the presence
 of Lord Brabazon the aircraft was named by Air Marshal
 Coryton .

The doors of the special assembly hall then opened to
 receive the aircraft. In this enormous building, three
 hundred and fifty ^{yards} ~~yards~~ in width, a hundred and forty
 yards long, the Brabazon will be completed. The purpose
 of the aircraft will be to determine whether airliners
 of this enormous size are the most suitable for trans-
 Atlantic service. The designers believe that just as
 the Queen Mary and her sistership are supreme on the sea
 so will the giant airliner eventually rule the skies.
 Brabazon will fly next summer.

BRITAIN SUPPLIES WINGS TO THE WORLD.

Serious criticism was recently made given against the efficiency of British aircraft in general.

In particular, two types were singled out for special attention, viz: the Avro Tudor and the Vickers Viking.

Taking the Tudor first, this aircraft was a post war design and after prolonged tests over the North Atlantic under extremely bad weather conditions, it was found that the aircraft would be considerably improved by certain minor modifications. This is quite a normal practice in all newly designed aircraft for there has never been an aeroplane designed to meet all exacting requirements of Civil air transport and embodied in one aeroplane. Modification does not necessarily mean that the aircraft is not thoroughly air worthy. For instance, undercarriages are lengthened or stiffened to meet varying conditions of runways at aerodromes on specified routes, or intakes for the engines are modified for aircraft operating in tropical and dusty climates. Wings and wing routes are strengthened for operation over routes where more turbulent air conditions persist.

Contrary to statements already made, the Avro Tudor aircraft is in full production and is being supplied to many foreign Governments and will shortly be fully employed on the South Atlantic and West Indies routes.

The Viking aircraft, far from being too costly to operate, is being used exclusively by British European Airways for all their feeder line services throughout Europe and elsewhere. It is also being used and constantly replacing American Dakotas for all main line European air routes. It is also being supplied as fast as production schedules permit to foreign Governments such as Denmark, the Argentine etc. etc. as well as to the Indian Airways and South African Airways and Aerlingus Airways. These aircraft have been found by British European Airways to be more economical to operate than the well tried Dakotas.

We are years ahead of any other country in the world with our jet engine and jet turbine engines. We hold the world's air speed record in the Gloucester Meteor Mark 4, powered by jet engine and we are

supplying jet engines to the United States of America, Canada, Russia, the Argentine, Turkey, etc.

These types of engines are being produced in large quantities by Rolls Royce Company at Derby, makers of the finest engines in the world. What better ^{proof} ~~proof~~ can one have that Britain leads the world both in aircraft and engine design.

Incidentally the Vickers Viking was considered to be the best and most safe aircraft for the use of the Royal Family in South Africa during their tour.