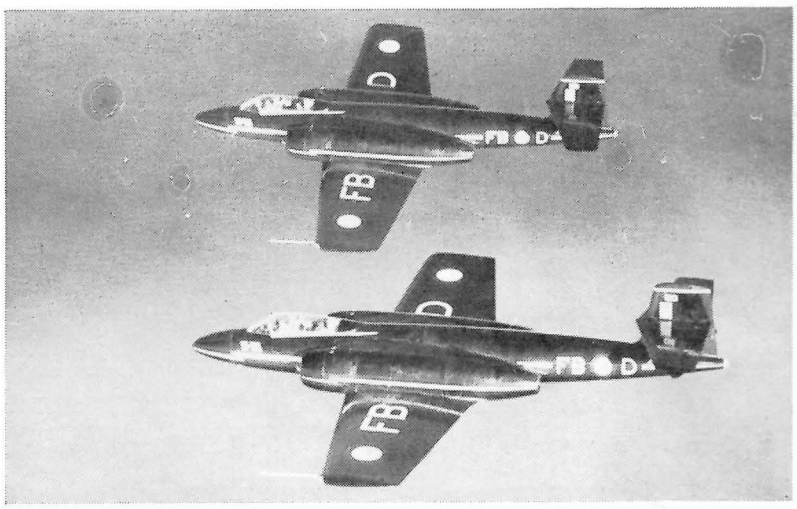
be able to operate with two-thirds payload at a one-way passenger fare of under $300. A fleet of three would be able to maintain seven return services a week.

The prototype Brabazon was never intended for air line service but it has been suggested that it might be equipped for anything up to 200 passengers and used for short-stage services, such as the London-Paris route which is usually heavily booked, especially during the holiday period. Whether such suggestions will be adopted in another year or so remains to be seen but meanwhile the Brabazon has created a very favorable impression and won many converts to its size.

Comet Maintenance: Interesting information about the maintenance of the Comet during its first 250 hours' flying have been given by Rex King, manager of the Experimental Department of de Havillands. In order to keep up with the high average of flying which was attained by the Comet during its first 10 months — one hour a day — and so that there should be no delays on the ground the Ghost engines have been replaced whenever a snag occurred. In all, 12 engine changes have been made during the first 250 hours (or 1000 engine hours) for eight different causes — all of them minor, and most trifling, and in each case clear diagnosis and modification has been possible so that the trouble cannot recur. The speed with which the engine changes have been made is remarkable. In the very early stages of flight trials a team of 12 men removed the four engines from the wings, gave them a routine inspection and replaced them in 16 hours. Later. when an actual engine change was made, three men completed the work in an hour — which augurs well for air line service.

None of the major components of the Ghost engines gave any trouble at all; the cabin-pressurization system has operated without trouble and the lack of vibration, compared with piston-engined aircraft, has shown already to great advantage in the freedom from failure of power-plant items. The life of the Comet's instruments is said to have been increased by 30 to 40 per cent. because of the absence of vibration. The instrument panel on the Comet for the automatic recorder was mounted rigidly to the aircraft structure and has given far less trouble than many elaborate shock-proof installations. In time, jet engines will probably make rubber-mounted instruments superfluous and the cost, weight and added complication of special mountings will be saved.

But the real reason for the lack of trouble experienced with the Comet during its flight tests — and the ease with which any necessary maintenance and servicing has been accomplished is undoubtedly because of the de Havilland Company's determination to achieve simplicity and an easily-maintained airplane and the exhaustive testing that was done of components, units and all equipment before the first Comet began to take shape in the shops.



No, there were not two CF-100's formating the picture at top is merely one of those freaks that happen from time to time. Evidently two exposures were made on the same film at least a few seconds apart, for though it is not too evident in the reproduction, the original photograph shows that the crew members are looking in different directions in each image. In addition, the angles of the aircraft vary slightly. Incidentally, Avro photographers swear that the photo is not a fake. The lower picure is one of the better photographs that have been taken of this much photographed aircraft and strikingly illustrates the clean lines on the underside.

It is still planned, of course, to fly the CF-100 across the Atlantic in time for the SBAC show in Britain this fall. The flight will be non-stop, it is expected, the first such flight to be attempted by a jet. Pilot for the trans-Atlantic flight will be S/L W. A. Waterton, but at time of writing a navigator had not definitely been chosen.

At present the prototype is in the Avro shops undergoing some modifications. Meanwhile, the second CF-100 is nearly completed and should be ready to fly before too much time elapses.