

# HANDLEY PAGE

## HP120

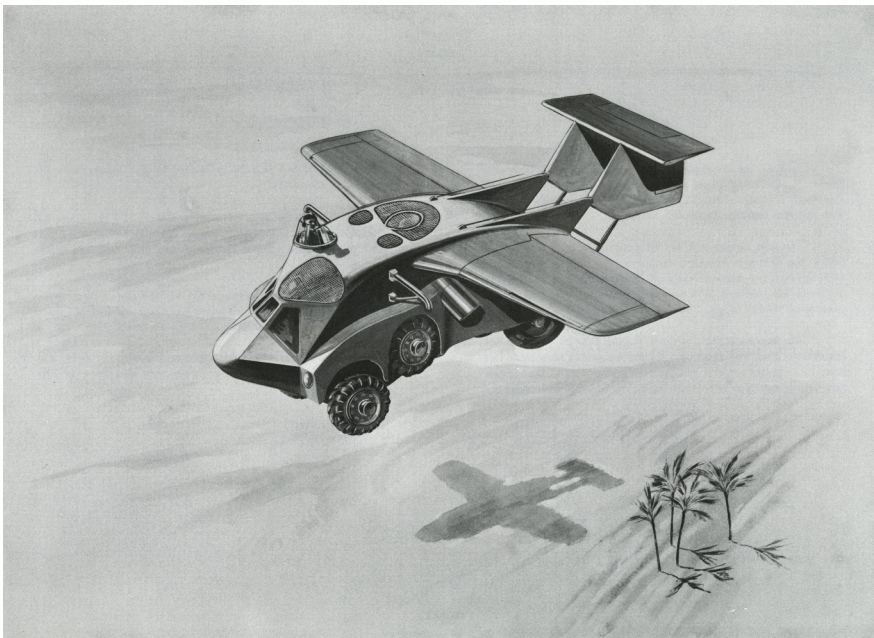
### 1961

**CANCELLED**



The use of flying cars has often featured in films and books imagining our future. In the 1960s aircraft companies tried to make this a reality, designing motor vehicles which could hop or fly over obstacles such as rivers and woodland.

Two versions of the Handley Page HP120 were designed. Type A was a wingless vehicle capable of jumping. Type B had folding wings and had a flying range of 72 km (45 miles) at low altitude. However, it lacked a powerful engine to provide enough lift and was never built.



PC98/173/6676/3 © RAF Museum

Handley Page HP120 Type A required a fan-jet engine to provide direct lift for hedge-hopping and short flights at low altitude.

# PANAVIA TORNADO

## 1974

**SUCCESS**



The Panavia Tornado was a result of a partnership between Britain, Germany and Italy. It was designed to perform well at low heights as a multi-role combat aircraft.

Variable wing geometry reduced drag as the wings could sweep back at different angles. With this feature the aircraft could dash quickly at low levels.

The Panavia Tornado served over 30 years in the RAF (who nicknamed it Tonka) with continuous enhancements and upgrades.



451 50905 © Crown Copyright

In 2013 a Tornado equipped with 3D printed parts had a successful test flight, demonstrating the possibility of making replacement parts quickly and cheaply.

## AVRO 707 1949

# SUCCESS



The Avro 707 was an experimental aircraft designed to explore the advantages of the delta wing. It contributed to the development of the Avro Vulcan, the high-flying bomber of the Cold War which can be seen in Hangar 5.

The Avro 707 was also tailless, only maintaining a vertical fin. After the first flight of the Avro Vulcan prototype, the Avro 707 continued to be used to train pilots in the control and handling of delta aircraft. It was retired in 1967.



PC98/173/6534/6 © RAF Museum

The Avro 707 was a third of the size of the Avro Vulcan. Its wing span was the size of one and a quarter London buses.

# BRITISH AIRCRAFT CORPORATION TSR2 1964

**CANCELLED**



In the early 1960s, the RAF needed a high-speed, low altitude strike and reconnaissance aircraft because of the Cold War threat from supersonic fighters and ground-to-air missiles.

British aircraft companies merged, becoming the British Aircraft Corporation, to develop the TSR2. The first prototype flew in 1964 and the design at first appeared successful. However, rising development costs led to the UK Government cancelling the project. It is believed that the cancellation led to nearly 2,000 British Aircraft Corporation employees being made redundant.



PRB28700 © Crown Copyright

TSR2 stood for Tactical Strike Reconnaissance. A full-size TSR2 can be seen at the RAF Museum, Cosford.

# GLOSTER JAVELIN

## 1951

**SUCCESS**



The Gloster Javelin was the first twin jet delta wing fighter in the world. It was an all-weather day and night fighter and featured a distinctive large T-shaped tail.

Fitted with an airbrake, it could descend rapidly when required. The airbrake reduced the aircraft's speed, so it could land quickly. The Javelin was upgraded many times producing several variants. It eventually retired from RAF service in 1968.



PC98/173/6701/2 © RAF Museum

During a test flight of the Gloster Javelin, a pilot accidentally achieved supersonic speed while distracted by a problem with oxygen supply.