



The Handley Page H.P.115

BUILT UNDER a Ministry of Aviation contract, the Handley Page H.P.115 "the world's slenderest delta" research aircraft will be used to examine the handling characteristics of a supersonic airliner in the low-speed range. The Supersonic Transport Aircraft Committee, set up for joint research by Government departments and the aircraft industry, provided the basic information necessary for the development of a supersonic transport, and the committee's investigations showed the obvious advantages of using the narrow delta wing similar to that now fitted to the H.P.115. The high-speed research programme will be handled by a Fairey FD2 delta, which Bristol Aircraft are to modify for trials. The H.P. 115 is a single-seat aircraft powered by one Bristol Siddeley Viper BSV.9 turbojet engine of 2,000 lb. thrust mounted in a dorsal position on top of the wing and rear fuselage. A bulbous cockpit is situated ahead of the wing and merges with the fuselage at about one-third of the wing chord. A fixed nosewheel tricycle undercarriage is fitted and two, fairly large, vented airbrakes are located ahead of the main units. Leading edge of the wing, which is swept back nearly 80 degrees, is detachable and this allows for considerable variations in shape to be incorporated. The large acorn fairing projecting from the leading edge of the fin contains a camera to record the behaviour of wool tufts attached to the wing, and immediately above the jet pipe is an anti-spin and breaking parachute. Serial number of the 155 is XP841. Data: Wing span 20 ft. 0 in., length 49 ft. 11 in. (over nose probe), 45 ft. 0 in. (over fin and nose), height 12 ft. 9 in., wing area 430 sq. ft.

