



MARCH 1975

THE  
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JOURNAL



THE ROYAL AERONAUTICAL SOCIETY

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## contents

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### Cover picture:

The engine installation of the Jetstream, now being produced by Scottish Aviation, is exceptionally neat due to the low frontal area of the Turbomeca Astazou turbo-prop engine. The aircraft shown is a Series 100 with Mk XIVc engines. In his paper which appears in this issue J. Szydlowski of Société Turbomeca argues the case for the fixed shaft constant speed variable torque gas turbine. One of the advantages of this layout, which is now becoming of greater importance, is its outstanding economy.

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