



5. Junkers-Großflugzeug G 38 (1930).

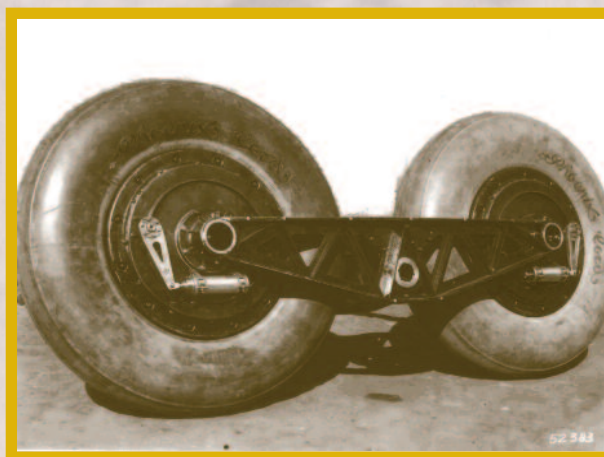
Junkers G.38

First air brake system

The Junkers G.38 first flew in 1929. Two prototypes were constructed in Germany. The G.38 carried a crew of seven. Structurally the G.38 conformed to standard Junkers' practice, with a multi-tubular spar cantilever wing covered, like the rest of the aircraft in stressed, corrugated duraluminum. The undercarriage was fixed, with double tandem main wheels that were initially enclosed in very large spats. In flight tests, the G.38 set four world records including speed, distance and duration for airplanes lifting a 5000kg payload. The G.38, during its early life was the largest land plane in the world. Passenger accommodations were sumptuous by today's standards and were meant to rival those offered by the competing Zeppelin service offered by Delag. The plane was unique in that passengers were seated in the wings, which were 1.7m (5feet 7inch) thick at the root. On 1 July 1931 Lufthansa initiated regularly scheduled service between Berlin and London

on flights carrying firstly up to 13 passengers. Six passengers were carried in two compartments in the leading edge of each wing. An air brake system with a tandem undercarriage for the wheels was used for the very first time.

Today's braking evolution systems brings the ultimate solution as explained in our 'Brake-to-Vacate' article (see page 17) to ease airport congestion and enhance passenger comfort.



Junkers G.38
Tandem carriage

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