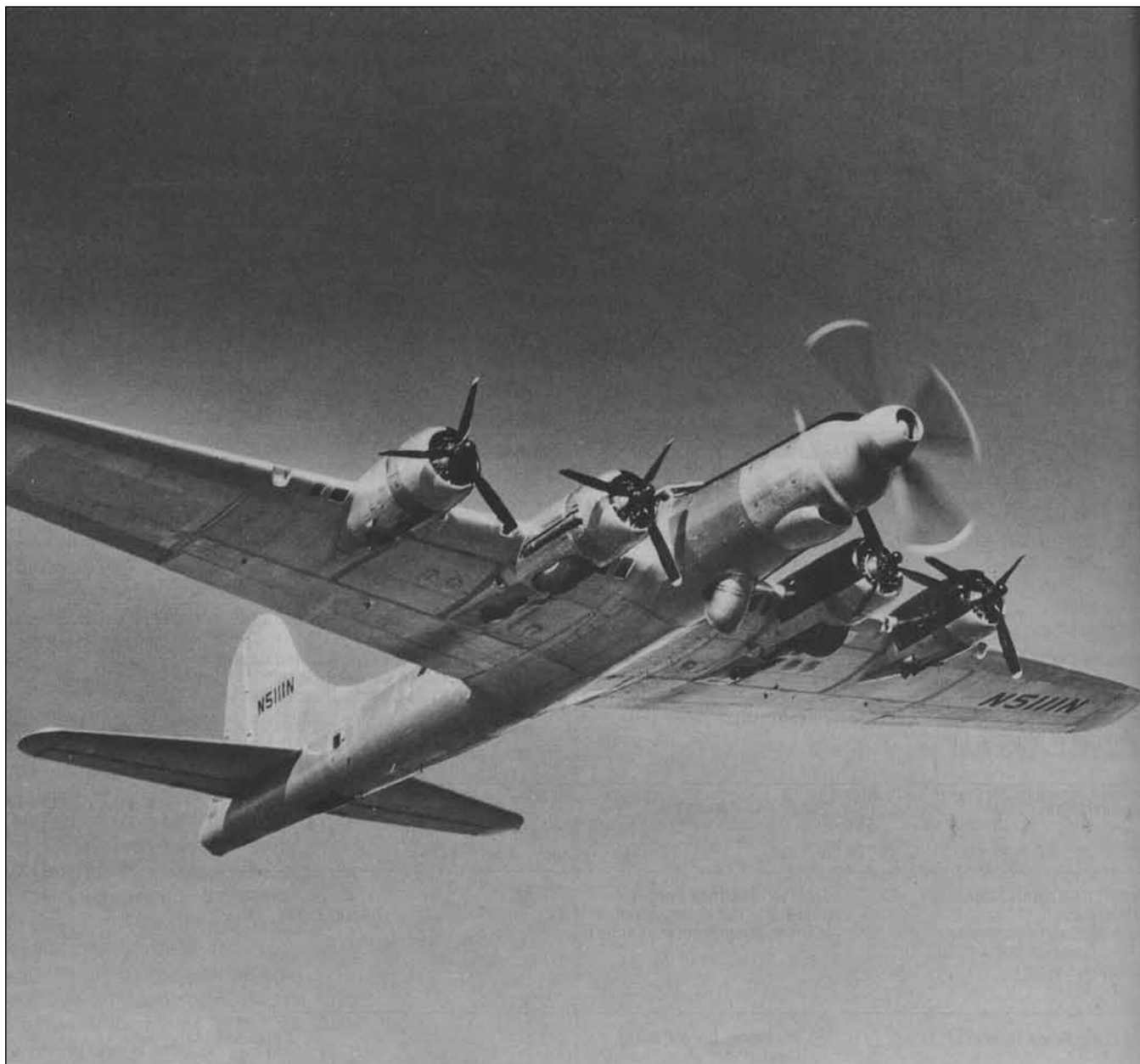


Four Feathered



In 1946, as engine manufacturers were developing turbojet and turboprop technology, Boeing drastically modified two B-17G Flying Fortresses as flying test-beds for the new engines. These airframes, model number 299-Z, had all military features removed, and the pilot's compartment was moved aft. The nose was modified to accommodate either the Wright XT-35 Typhoon or the

Pratt & Whitney XT-34 turboprop engine where the bombardier and navigator stations had been. In flight, the B-17's standard engine propellers were feathered; the 5,700-horsepower turboprop XT-34, above, was more powerful than all four piston engines put together. Note the duct under the fuselage for jet exhaust.