



Two British Aircraft types, the Eagle (above) and the Pobjoy-engined Swallow. The new alternative version of the former, with fixed undercarriage, is illustrated, and the Swallow is, of course, available with the Cirrus Minor engine. (*Flight* photographs).

### AERONCA

**A** DEVELOPMENT of the well-known Aeronca light cabin monoplane, the *Ely*, is to be first production of the re-constructed Aeronautical Corporation.

In comparison with the Aeronca, the side-by-side cabin has been widened and fitted with a door on each side, the forward view has been improved, a larger roof window has been arranged with a rearward view mirror, the wing-bracing wires have been replaced by struts, and the fuel tank is of 30 per cent. greater capacity.

Apart from the new wing bracing system, the construction will follow the straightforward methods used in the original Aeronca, with a welded steel fuselage and tail unit, and a braced, fabric-covered wooden wing. Two *Ely* models will be available: a trainer with "service" finish and full dual control, and a private type in which there is a solo control system with rather more specially considered upholstery. The latter is readily convertible to the former. The standard instrument equipment includes a cross-level and Sestrel compass, but a turn indicator, fore-and-aft level and Mk. IIIA compass can be fitted to order.

The engine is the Aeronca-J.A.P., which gives 34-36 b.h.p. at 2,400 r.p.m.; the long-distance cruising revolutions are 2,250, at which the cruising speed of the machine is 72 m.p.h.—or 82 m.p.h. at 2,400 r.p.m.

Aeronautical Corporation of Great Britain, Ltd., Walton Works, Peterborough.

### BRITISH AIRCRAFT

**E**ACH filling a special niche in the light aeroplane market, the Swallow and the Eagle have been on the market for several years.

The *Swallow*, which, is a lightly

An interesting development of which more may be seen when suitable power units are available—the twin-engined Baynes Bee. (*Flight* photograph).

loaded low-wing monoplane, has been adopted as a training type by a number of clubs and schools, and its safe and easy flying characteristics are coupled with a performance which is extremely good when its low power and landing-speed are taken into consideration. Its construction is straightforward, and during the past season the machine has been available with either a Pobjoy Cataract III or a Cirrus Minor engine, the performances being generally similar with each power unit.

A three-seater low-wing cabin monoplane, the *Eagle* cruises at 130 m.p.h. with a D.H. Gipsy Major engine. The occupants sit in an adequately windowed and soundproofed cabin—in fact, the machine has a reputation for being one of the quietest single-engined machines on the market. The construction, again, is of wood, and the machine is especially interesting because the undercarriage is retractable. Those who shirk the slight responsibility of this arrangement can now obtain the *Eagle* with a clean fixed cantilever undercarriage with Lockheed Airdraulic legs. The reduction in cruising speed is very small and, apart from a slight saving in weight, the fixed undercarriage permits a shorter take-off run, due to the reduced drag and the greater effective wing-area.

British Aircraft Manufacturing Co., Ltd., Hanworth Aerodrome, Victoria Road, Feltham, Middlesex.



### CARDEN-BAYNES

**U**NTIL a suitable British engine becomes available the *Baynes Bee*, a light twin-engined two-seater, described in *Flight* in the issue of March 18 this year, will not be put into production. This machine, it may be remembered, is a side-by-side seater, with the two pusher engines faired into the high wing and a number of other interesting features. The cantilever wing, tail plane and fin are, for instance, each built round what are virtually two parallel spars with laminated webs on one side only, these spars being joined by diaphragms or bulkheads and covered above and below by ply sheeting. The wing is attached at three points, the withdrawal of two pins allowing it to swivel round into a fore-and-aft position for storage purposes.

Meanwhile, work is going on with the design of the Baynes B.4, which will be made by a new company, Baynes Aircraft, which will acquire the present undertaking. No details of this project are at present available.

Carden-Baynes Aircraft, Ltd., Heston Airport, Middlesex.

### CHILTON

**N**EARLY a year ago the two people behind Chilton Aircraft, Messrs. Dalrymple and Ward, started serious work on the design and construction of an ultra-light single-seater which was intended to be really outstanding both in practical performance and economy. The machine was flying early in the summer, and, once minor cooling and airscrew difficulties had been overcome, showed that both its cruising speed and general handling qualities exceeded expectations.

The construction of the *Chilton*, which is a low-wing monoplane, is quite orthodox, and the designers have concentrated largely on the business of making the machine as practical as possible. It is clean enough to travel at what, on 32 h.p., is quite a remarkably high speed—112 m.p.h.—and practicability in this case obviously demanded the use of split flaps both to steepen the approach and reduce the landing speed. The engine at present fitted is a converted Ford Ten, for which Chilton Aircraft are now responsible, but the machine may be fitted with any other engine weighing less than 200 lb.—the French 44 h.p. Train four-cylinder being suggested as a useful alternative for the pilot who requires an even more exciting performance.

Chilton Aircraft, Hungerford, Berks.

### C.-W. AIRCRAFT

**T**HE first private-owner type in the smaller class to be designed on an all-metal stressed-skin basis, the C. W.