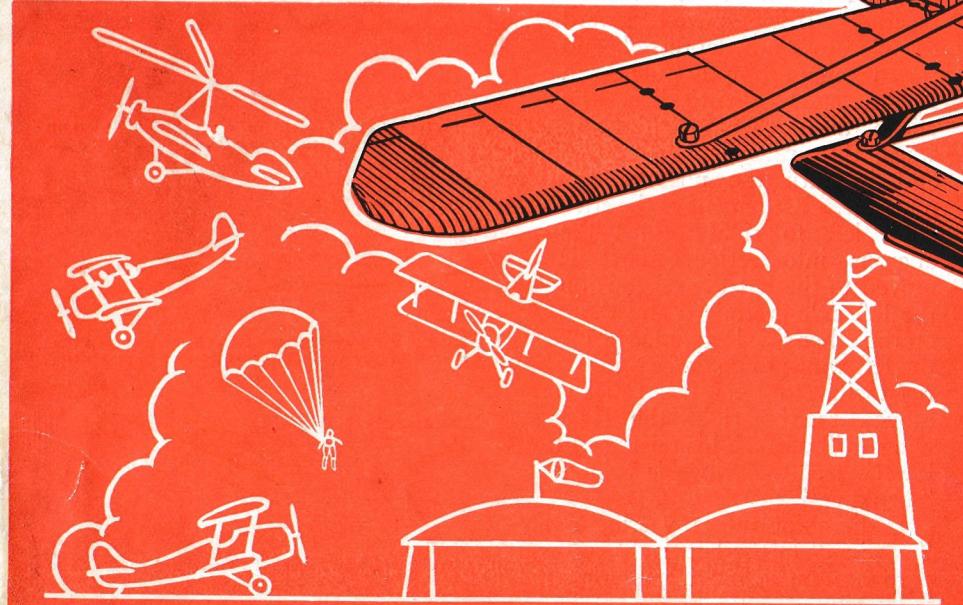


SPECIAL AEROPLANE CONSTRUCTOR

OUTFITS
Nos. 1 AND 2

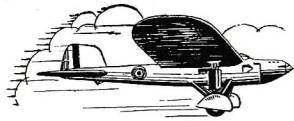


16

INSTRUCTIONS

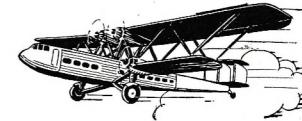
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SPECIAL

AEROPLANE CONSTRUCTOR



The aeroplane is rapidly taking its place as a regular means of high speed transport, and the time is not far distant when we shall use it as readily as to-day we employ the train, the steamship and the motor car. In future we shall cross the oceans in giant flying boats that will traverse well-marked routes, and overland airways will be even more numerous than those across the sea.

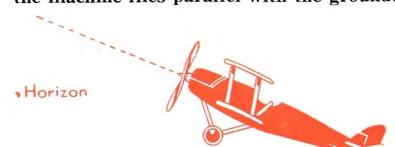
Now is the time for every boy to learn how aeroplanes are designed and constructed, and to recognise at a glance the different types. The best way of doing this is for a boy to build aeroplanes for himself, and the Special Aeroplane Constructor Outfits have been designed for this purpose. This Manual shows how to construct 44 different types, and a large number of other splendid machines may be built by varying the positions of the parts. These parts are all interchangeable on the Meccano principle, and can be used in conjunction with standard Meccano parts.

The Parts of an Aeroplane

The fun of building aeroplanes with Special Aeroplane Constructor Outfits is greatly increased if we know something of the parts of a real machine and of the manner in which aeroplanes are controlled in flight.



When the control column or "joy-stick" is vertical, the elevators are horizontal, and the machine flies parallel with the ground.



When the stick is pulled back, the elevators are raised and the machine climbs.



Pushing the stick forward causes the machine to put down its nose and dive.

The aeroplane is really a simple structure. It consists essentially of a long body or fuselage, which houses the cockpit or cabin for the pilot and passengers. At the front end of the fuselage is usually placed the engine, except in multi-engined aeroplanes in which the power units are frequently carried in nacelles, which are egg-shaped casings, often built into the wings. In a single-engined machine the wings are usually situated a short distance behind the engine. The rear of the fuselage carries the empennage or tail unit, which is made up of rudder, fin, elevators and tailplane. Below the front portion of the fuselage is the undercarriage, which may be provided with wheels for landing on an aerodrome, or with floats for alighting on water. Some machines are provided with both floats and wheels, arranged so that the wheels can be lifted above the floats when the machine is alighting on water.

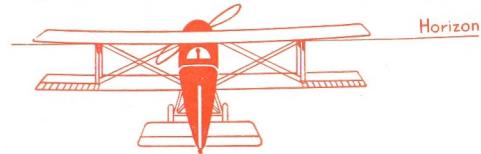
How an Aeroplane is controlled

What strikes anyone on examining an aeroplane for the first time is the simplicity of the manœuvring mechanism, everything being done by means of three levers. The first of these, the control column or "joy-stick," is not unlike the gear lever of a motor car, and is connected to two controls, the ailerons and the elevators. The ailerons are small movable flaps arranged along the trailing or rear edge of the wings; and the elevators form one of the two main parts of the tail unit. The second lever, the rudder bar, is arranged near the floor of the cockpit, and is operated by applying the feet to its ends. This bar is connected to the rudder, which is the second main portion of the tail unit. The third lever is the throttle control, and in British machines this is always placed on the left-hand side of the cockpit, except when it is necessary for the lever to be operated from either of two seats arranged side by side in the pilot's cockpit.

The Joy-stick

The joy-stick is the most fascinating factor in the control of an aeroplane. In order to fly level the stick is kept in a central and vertical position. If it is moved forward the elevators are depressed, and the machine promptly puts down its nose and begins to dive. To climb, the stick is pulled backward, thus raising the elevators and in turn the nose of the machine. Movement of the stick from left to right brings the ailerons into action. If it is moved to the left the ailerons on the left side are raised and those on the other side lowered, causing the left wings to go down and the right wings to rise. If the stick is moved to the right the right wings will drop. This raising and lowering of the wings is termed "banking."

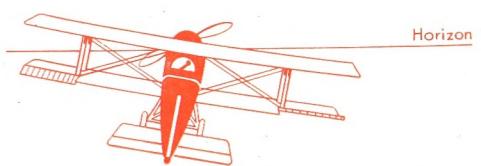
If the aeroplane is veering or "yawing" to the left, right rudder is put on by moving the right



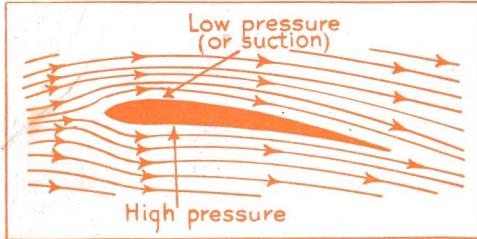
When the joy-stick is vertical the machine flies on an even keel, the wings being parallel with the horizon.



When the stick is moved to the left, the ailerons on that side are raised and the left wings go down, producing left bank.



A right bank is brought about by moving the stick to the right.



How air flows round an aeroplane wing.

instead. That is to say, rudder and bank are applied together in the direction in which it is wished to turn.

The throttle control in the cockpit is used to vary the speed of the machine. It is connected with the carburettor of the engine, and if it is pushed forward the throttle is opened and more petrol is admitted into the cylinders of the engine. Consequently the propeller turns quicker and the machine goes faster. When it is desired to slow down, the throttle control is pulled back.

When a pilot has entered the cockpit of his machine he always "warms up" his engine before taking off. At first the engine is only run at a comparatively slow speed, but when the temperature indicator on the dash-board shows that the correct temperature has been reached, it is run all out for a few seconds while the pilot watches his instruments to make sure that the engine is making its full revolutions. When this has been done satisfactorily, the pilot glances at the wind stocking, which is a canvas cone raised on a mast in some prominent part of the aerodrome, in order to discover in which direction the wind is blowing. The chocks are then removed from under the wheels, and the machine is taxied into the wind. It is kept pointing in the correct direction by means of the rudder, the stick being kept slightly forward of the point at which all controls are neutral. When flying speed is attained, the stick is eased gently back, and the machine almost imperceptibly rises up into the air.

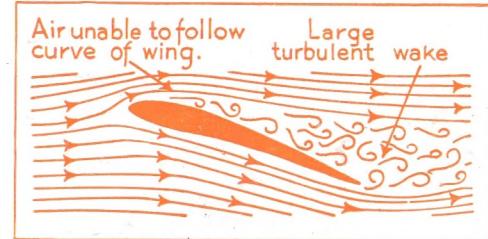
In landing, the pilot approaches the aerodrome into the wind, shuts off his engine, and comes down in a glide or a series of gliding turns. At 15 ft. or 20 ft. above the ground the glide is eased by pulling the joy-stick slightly backward. Then, at about 2 ft. off the ground, the stick is pulled gently backward until the aeroplane is in such a position that it lands with the wheels and the tail skid touching the ground together.

Landing to Fly

The aeroplane used for training purposes have two cockpits, one in front of the other, the controls in each being interconnected. This arrangement enables the pupil in the

foot gently forward; similarly veering to the right is corrected by applying left rudder. The rudder must not be used alone to turn the aeroplane round, for the machine would then skid in a somewhat similar manner to a motor car racing round a bend on an unbanked road. It is impossible to bank the air, and therefore the aeroplane is banked

rear cockpit to follow all the manipulations made by the instructor in front, and also allows the instructor to correct any mistakes made by the pupil. Communication between instructor and pupil is maintained by means of earphones attached to the helmets and to tubes that can be plugged into connections in both cockpits. A safety belt is fastened round the body with a pin fastening that can be undone instantly.



What happens when an aeroplane climbs too steeply

How an Aeroplane Flies

So far we have dealt with piloting an aeroplane, but we have not said what actually keeps the machine in the air. Many people think that the lift obtained from the wings is due to the upward pressure of the air below them. Actually a certain amount of lift is gained in this way, but a far greater lifting effect is obtained from a vacuum that forms just above the upper surface of the planes, as may be seen from the diagram in the upper left-hand corner of this page.

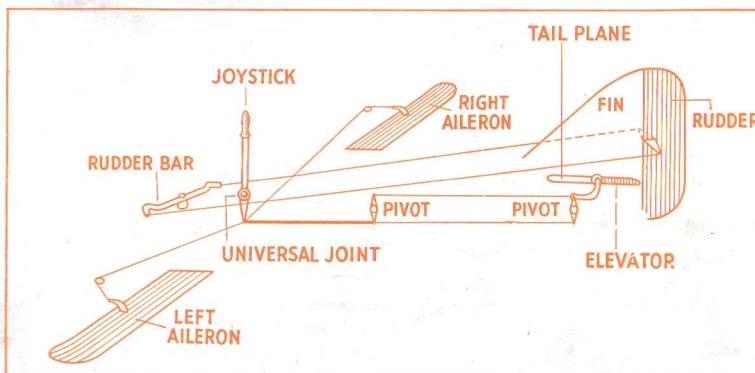
There is a definite speed at which all aeroplanes must fly in order to remain in the air, speeds below this being insufficient to keep them up. This speed differs in various types, and is known as the "flying speed" of the machine.

An aeroplane will fly normally so long as it is travelling at about its flying speed, but if it is then made to climb steeply, the forward speed drops, the airstream cannot flow over the wings and flying speed is lost. The aeroplane is then said to be "stalling", and a nose dive results. A stall can easily be corrected if the machine is at a good height, by easing the stick forward so that the nose dips and flying speed is regained. A stall that occurs as the result of climbing too steeply just after taking off is dangerous, owing to the closeness of the machine to the ground.

Many schemes have been tried to overcome this difficulty, including a shrill whistle that is set up when stalling speed is approached; but the best known and the most effective safety device is the Handley Page automatic slot. This consists of a hinged flap placed on the leading edge of the planes, only the upper wings being fitted with it in the case of a biplane. When the machine is in normal flight the slots remain closed, but as the speed decreases they are forced forward by the action of the air suction on top of the wings. This allows a stream of air to flow through the slot and over the upper portions of the wings, thus delaying the stall. The remarkable effect of the slot is well shown in the centre illustration on this page.



How the Handley Page automatic slot deals with the conditions shown in the upper right-hand drawing.



The controls of an aeroplane and their methods of operation

How to Build Model Aeroplanes with Special Aero Parts

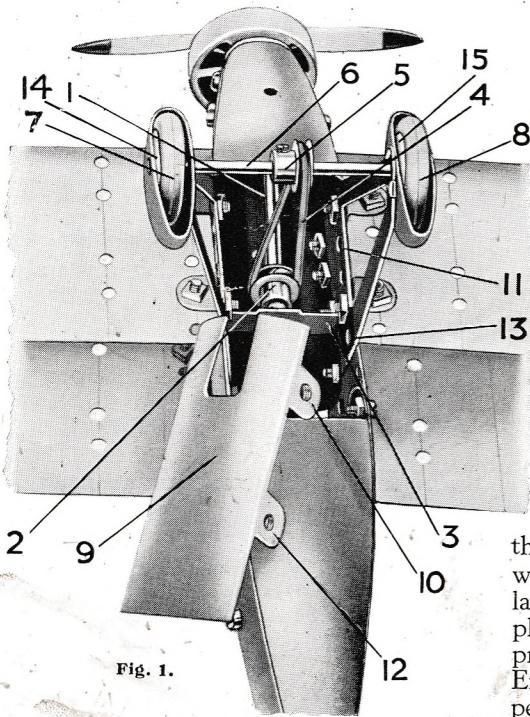


Fig. 1.

and also through the lower hole in the Fuselage Front.

A nut is screwed on to the Stud, and the centre holes in the Engine and Townend Ring are lined up with the hole in the Fuselage Front by passing one end of the Drift through these parts. The nut on the Engine stud is then locked.

Variations in Fuselage Design for Different Types of Aircraft

The Fuselage Underside Front is placed in position and bolted to the Sides Front by means of two bolts. The Fuselage Sides Middle are placed against the flanges of the Fuselage Top Front and bolted in position. If a large cabin machine is being built, the Cabin Head (part No. P184) is fitted over the Fuselage Top, and the Fuselage Sides Middle are mounted so that the sides carrying the representations of cabin windows and door are outermost. The section bearing the door is fitted to the left-hand side of the machine, and in the case of models with an extended fuselage should be at the rear. The left-hand front section differs from the right-hand sections, and is distinguished by a letter A stamped on it. This section is placed under the rear section so that the two sets of windows come close together. Both right-hand sections are alike.

In fitting the Cabin Head the holes in the side flanges of the Head can be brought into line with the top perforations in the Fuselage Sides by inserting the tapered end of the Drift into the holes and moving it from side to side.

The construction of any of the models shown in this Manual should be commenced by building up the fuselage. The Fuselage Front, Fuselage Top and Fuselage Sides Front are first of all assembled together. If a Radial Engine is to be mounted on the nose of the machine, it should be bolted to the Fuselage Front before this part is assembled, otherwise it will be found difficult to lock the engine securing nut in position. To attach the engine assembly, the Townend Ring is placed against the Fuselage Front so that the smaller hole in the back of the Ring coincides with the lower hole in the Fuselage Front. The Engine is then placed in the Ring, and the projecting screwed stud on the Engine is passed through the perforation in the Townend Ring

the back of the Ring coincides with the lower hole in the Fuselage Front. The Engine is then placed in the Ring, and the projecting screwed stud on the Engine is passed through the perforation in the Townend Ring

The plain Fuselage Top Rear is used for a single-seater machine, but for a two-seater the Fuselage Top Rear section with cockpit opening is used. Two Pilots are shown in two-seater machines, although only one is included in each Outfit. The extra one may be obtained separately if required.

The Assembly of the Undercarriage and Propeller Drive

The undercarriage assembly and propeller drive may now be assembled, as shown in detail in Fig. 1. First of all the Propeller Bracket 3 is bolted in place between the Fuselage Sides. A Propeller is next mounted on one end of the $6\frac{1}{2}$ in. Axle Rod 1, and the Rod is pushed through the centre hole in the Engine and through the hole in the nose of the fuselage. The $\frac{1}{2}$ in. Fast Pulley 2 and the Rubber Band 4 are next placed on the Rod, and the end of the Rod is passed through the centre hole in the Bracket 3. A Collar is now pushed on to the portion of the Rod 1 projecting beyond the Bracket, and locked in position by means of its grub screw, so that the shaft 1 is free to rotate but cannot be drawn out of its bearings. The two Undercarriages with Wheel Shields are now fitted in position so as to provide bearings for the landing Wheel Axle. The Undercarriage Right-hand and Left-hand sides are bolted to the Fuselage Sides Middle sections, the lower rows of holes being used. It should be noted that in biplane and low-wing monoplane models the bolts holding the Vee struts in position also secure the Angle Brackets to which the lower wings are bolted, and the securing bolts should therefore be passed through the round holes in the lugs of these Brackets before being placed in the Fuselage section.

After bolting the Undercarriage in place, the Landing Wheels and Landing Axle are mounted in position. First, the Landing Wheels 14 and 15 fitted with Tyres 7 and 8 are placed in their respective Wheel Shields, and the $3\frac{1}{4}$ in. Axle 6 is passed through the left-hand Shield and through the centre hole in the Wheel 14. The $\frac{1}{2}$ in. Fast Pulley 5 is next slipped on to the end of the Rod, and the Rubber Driving Band 4 is drawn up and passed round the groove of the Pulley.

The method of locking the Wheels to the landing Axle is illustrated in Fig. 2. The Rubber Tyre 7 is first of all rolled to one side with the fingers so that the grub screw in the Wheel can be located. When the position of the screw is found, the Tyre is stretched to one side so that the grub screw can be turned, thus locking the

SPECIAL NOTE :—The scope of the Special Aeroplane Constructor Outfits No. 1, and No. 2 has been greatly extended by the addition of one pair of Commercial Mainplanes (Parts Nos. 151a and 152a) bearing civil registration letters on their top sides. These new parts can be used in place of the plain Mainplanes and Military Discs, for building models of civil aeroplanes.

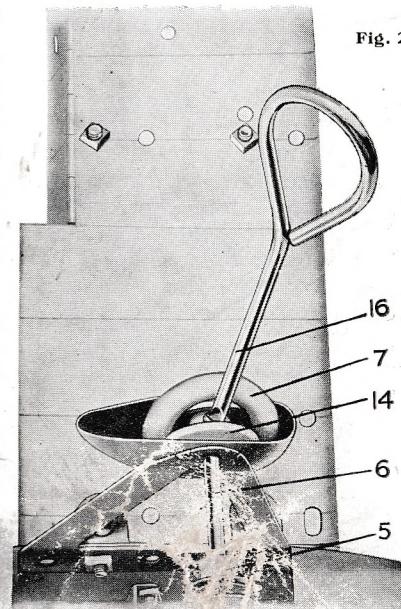


Fig. 2

Wheel to the Axle. To do this, the blade of the Screwdriver 16 is inserted between the rims of the aero Wheel 14 and placed in the slot in the end of the grub screw. It should be noted that the Screwdriver supplied with the Outfit is of suitable diameter to pass between the rims of the aero Wheel, the blade of an ordinary screwdriver being too wide for this purpose.

To complete the propeller driving assembly, the $\frac{1}{2}$ in. Fast Pulleys 2 and 5 are locked in position on their respective shafts. In placing the Rubber Driving Band 4 around the Pulleys 2 and 5, care should be taken to see that it is arranged so that the Propeller rotates in a clockwise direction when the model is pushed forward along the ground. (For correct method, see Fig. 1.)

Tail Units for Landplanes and Flying Boats

The tail unit or "empennage" of the model aeroplane should next be built up. This is shown partly assembled in Fig. 4. First, the Fin 1 is pushed into position between the Fuselage Sides Rear and the slotted end of the Fuselage Top Rear, the projection on the lower edge at the front of the Fin being inserted in the slot in the Fuselage Top Rear located at 2 in Fig. 4. The Fin is held in position by means of two bolts. Next, the Elevator Coupling Piece 3 is pushed over the inner ends of the elevators 4 and 5 attached to the right and left-hand Tail Planes. The Tail Planes complete with coupled elevators are now moved into place so that the perforated flanges slip in between the Fuselage Sides and the Top section. The Planes are then pressed down so that the holes in the lugs coincide with the holes 6 and 8 in the fuselage sides (only two of these holes can be seen in Fig. 4). The $\frac{3}{8}$ in. Bolt 7 is then passed into the hole 6 and through the fuselage and Tail Planes. A nut is screwed on to the projecting shank of the Bolt 7, and bolts are also passed through the holes 8 and fitted with nuts so as to make everything rigid.

The construction of a braced flying boat tail is shown in Fig. 3. In this case the Fin 1 is secured to the fuselage in a similar manner to that described above, and is fitted with the Rudder 9 by means of the Pin 10. The Tail Planes with Elevators are bolted to the Fin instead of the Fuselage, and braced by means of Float and Centre Section Struts 2. The bolts 3 securing the Struts to the planes each carry two Washers for spacing purposes, and the $\frac{3}{8}$ in. Bolt 7 carries a Washer between each Strut and the fuselage. The Struts are omitted in some models, and in all cases where this form of construction is employed for the tail unit the Elevator Coupling Piece cannot be used.

Fitting the Fuselage Underside Sections

The Fuselage Underside Rear is now placed in position and bolted to the Fuselage Sides by two bolts at the front end. The tail end of the Underside Rear is slotted, and the Tail Skid (No. P55) is placed in position in the slotted portion before the rear end of the Underside is bolted in place. A $\frac{7}{32}$ in. bolt 11 (see Fig. 4) is then passed through the Fuselage Sides, Underside and Tail Skid, and a nut is screwed on so that all four parts are locked together.

If a model of a civil machine is being built, the plain Rudder (No. P196) is used; while if a military aeroplane is under construction, the military type Rudder is employed, this Rudder being painted with red, white and blue bars in accordance with the colours of the Royal Air Force. The method of fitting either the military or civil pattern of Rudder is exactly the same. To

change from one to the other the Pivot Pin 10 must be withdrawn before one Rudder can be removed and the other fitted in place. If it is found that the Rudder 9 turns too easily about its pivot, the Pin 10 should be withdrawn and the straight portion given a slight "wave" or bend, the Pin afterwards being reinserted in the hinge loops.

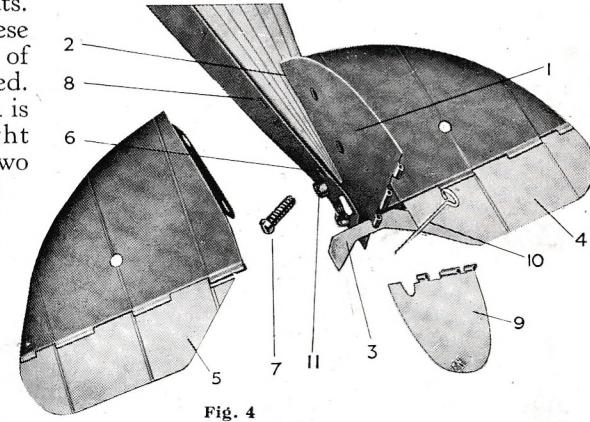
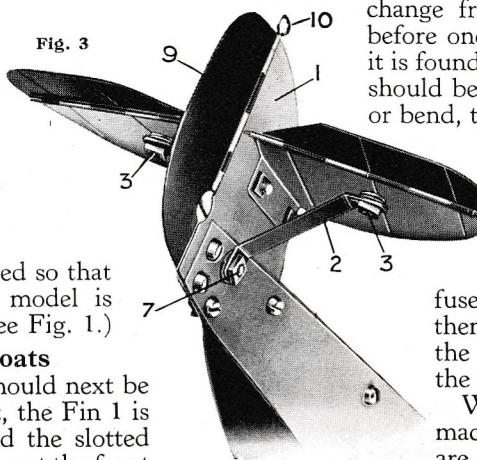
In Fig. 1 is shown the Fuselage Underside Middle section 9, which covers the centre portion of the Fuselage Underside. It is provided with four perforated lugs, the holes in the lugs being tapped so that bolts can be screwed into them. The Underside Middle section is placed in position so that the tapped hole 10 coincides with the hole 11 in the fuselage, and the hole 12 is in line with the hole 13. Bolts are then passed through the holes 11 and 13 and are screwed into the threaded holes 10 and 12. Bolts are also passed through the fuselage at the opposite side into similar threaded holes.

When an extended fuselage, such as is used in large cabin machines, is being built, the extra pair of Fuselage Sides Middle are used in conjunction with the Underside Extension piece.

This part is not provided with tapped holes as is the Underside Centre, and it is therefore necessary to secure it in place by means of nuts and bolts. The Underside Extension must be bolted in position with slot placed forward before the Middle section is fitted. The slot allows the Rubber Driving Band to be used, as shown in Fig. 1, in models with an extended fuselage.

Wing Construction—Struts and their Uses

The assembly of the main planes of any of the models will be clear from the illustrations. In order to facilitate the identifying of the different Struts, each one is stamped with its part number, and before the wing construction is commenced the appropriate Struts should be selected by referring to the list of "parts required" given for the model. If a model of an unstaggered biplane is to be built, the Straight Interplane Struts (Nos. P28 and P187) are used in conjunction with Straight Centre Section Struts (P29). On the other hand, if a model of a biplane with staggered wings is under construction, the Staggered Struts (Nos. P24-5 and P185-6) are substituted for the straight pattern. Many military biplanes have very greatly staggered wings, the planes being connected to each other by "N" struts. In order to reproduce these features a special form of construction is employed. The "N" strut formation is built from one Straight Strut (No. P187) and two Staggered Cross Struts (P190 or P191). The lower planes are bolted to the fuselage by Angle Brackets as in the case of a normal biplane, but the top plane is held to the fuselage by means of two "V" type Cross Struts (P188 and



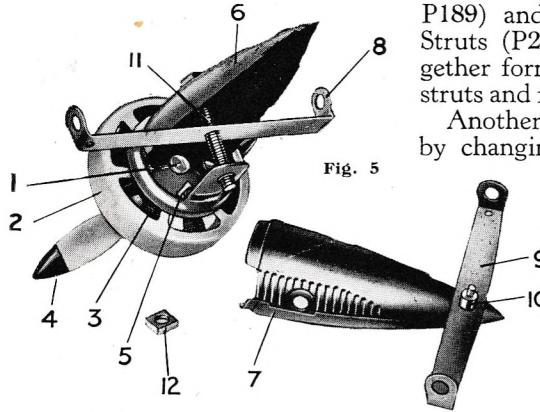


Fig. 5

P189) and two Straight Centre Section Struts (P29), these parts when used together forming a pair of miniature "N" struts and following actual practice closely.

Another variation in wing form is made by changing the span or overall length. For an equal span biplane the top wing may be composed of one Right-hand and one Left-hand Top Mainplane and the Centre Section or an Extension Plane, the lower wing consisting of one Right-hand and one Left-hand Lower Mainplane, the width of the fuselage making

up the required span. An equal span biplane of greater size results from the use of four Mainplanes, a Centre Section Plane and two Extension Planes, the Extension Planes being used to increase the span of the lower pair of wings. A biplane of this pattern can conveniently be built as a "two-bay" machine by using two sets of Interplane Struts for each wing.

For an unequal span machine the Centre Section Plane may be used to increase the span of the top plane, or two Extension Planes bolted together serve the same purpose. In an unequal span model the planes are connected together by means of the Angled Struts (P26 and P27). The "N" type of interplane strutting can be used in an unequal span machine by using the Angled Cross Struts (P192 and P193) in conjunction with the standard Angled Interplane Struts (P26 and P27). The well-known sesquiplane or "one-and-a-half wing" type of aircraft is reproduced by using two small Mainplanes for the lower wings.

The ailerons of the Top and Bottom Large Mainplanes are coupled together by means of the Aileron Connecting Wires. The Short Aileron Connecting Wires (No. P162) are used to couple the Ailerons when the Straight Interplane Struts (No. P187) are used. The Medium length Wires (No. P161) are employed when the Staggered Struts (No. P185 and P186) are fitted, while the Long Aileron Connecting Wires (No. P163) are fitted to machines incorporating the Staggered Cross Struts (No. P190 and P191).

The Engine Units—Air-cooled and Water-cooled

There are three main types of engine used in aircraft to-day. These are multi-cylinder radial air-cooled engines, the "in line" pattern of air-cooled engine, and the water-cooled type. These three patterns are represented in the special Aero Outfits by two engine unit assemblies. The type shown in Figs. 5 and 6 represents the radial air-cooled engine and its accompanying streamlined nacelle, while the assembly shown in Fig. 7 does duty for either the cowled "in line" air-cooled engine or a water-cooled engine with cylinders set in "V" or "W" formation.

The Special Aeroplane Constructor Engine Units are designed to be fitted in various positions in a model. For instance, the radial air-cooled engine may be mounted

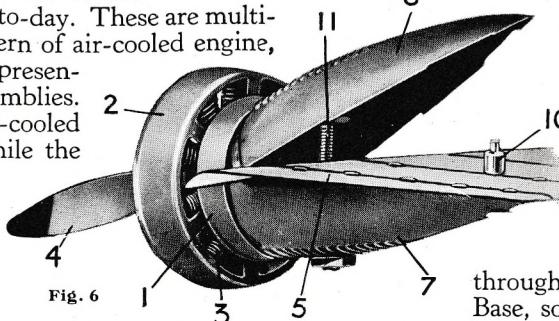


Fig. 6

on the Interplane Struts midway between the wings of a biplane, as shown in Fig. 5, or above or below the main wing in a mono-plane model. It may also be bolted directly into the "leading" or front edge of the wing, the halves of the Nacelle being placed against the top and bottom surfaces (see Fig. 6).

In Fig. 5, showing the "between wing" assembly, the Axis Pin 1 is first pushed through the Nacelle Front (Part No. P210) and the Townend Ring 2 is placed in position. This is followed by the Radial Engine 3, the screwed stud being pushed through the hole in the Townend Ring and through one of the holes in the Nacelle Front, a nut 5 being finally screwed on to the projecting end. The Propeller 4 is then mounted on the projecting end of the Axis Pin 1. The Nacelle Side 6 (Part No. P211) is pushed into position and the Screwed Rod 11 fitted with a nut is pushed through the hole in the Nacelle Side, and through the hole in the lug of the Nacelle Front. The Interplane Strut 8 is next slipped on to the Rod 11, and a similar Strut 9 is fitted over the pin 10 of the second Nacelle Side 7 (Part No. P212). The piece 7 is then placed in position so that the end of the pin 10 fits into the small hole in the Side 6. The Screwed Rod 11 is pushed through the hole in the Nacelle Side 7 and fitted with a nut 12, that is screwed up tightly to hold the assembly together.

Wing Mounting for Radial Air-cooled Engine

When the engine assembly is to be mounted direct to the leading or front edge of the wing, the Radial Engine 3, complete with Townend Ring 2, Axis Pin and Propeller, is assembled to the Nacelle Front 1, as shown in Fig. 6. The Nacelle Side 7 is then placed underneath so that the pin 10 projects through the hole in the wing. The Screwed Rod 11 with lower nut in position is then passed through the Nacelle Side and Front Sections and through the wing, and the Nacelle Side 6 is lowered into place to be secured by the second nut on the Rod 11.

The construction of the water-cooled type of cowling is shown in Fig. 7. The Propeller 2 is mounted on the Axis Pin 1 that is inserted in the bush fitted to the Base of the Casing. To assemble the cowling between the wings of a

model biplane, a Pierced Interplane Strut is inserted in the slot 9 in the piece 3. To do this, the perforated lug of the Strut is placed in the slot and the Strut is then turned at right angles so that it can be passed up through the slot. The Top piece 4 is next pushed into place over the Base, and the Screwed Rod 5 is passed through the holes in the Top portion, and through the lugs in the Base piece 3 and the perforation in the Interplane Strut. The Screwed Rod is held in place by means of nuts 6 and 7 screwed on at each end. The rear Interplane Strut is pushed into the slot at the back of the casing, and a bolt is passed through the holes 8 in the casing Top and through the lugs on the Base, so as to lock the cowling to the Strut.

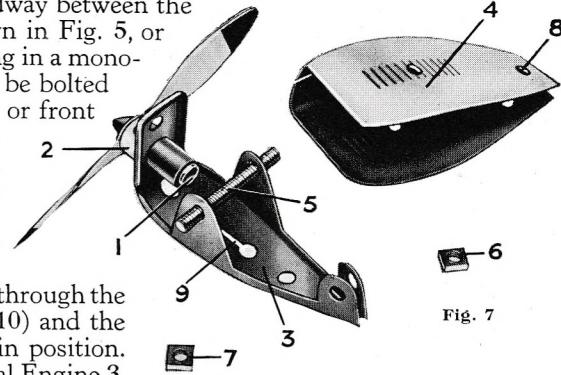


Fig. 7

Run your Models with an Aero Clockwork Motor

To obtain the greatest amount of pleasure from the Aeroplane Constructor Outfits the models should be set in motion by means of the Aero Clockwork Motors. Two different types of Motors are available for this purpose, and are specially designed to fit inside the fuselage of a model aeroplane. The No. 1 Motor drives the Propeller at high speed and adds tremendously to the realism of the aeroplane, giving it a life-like effect. The No. 2 Motor drives the Propeller and also the Landing Wheels, so that the complete model taxis along the ground just like an actual machine. It may be made to travel in a straight line or in circles as desired, by adjusting the special Tail Wheel supplied with the Motor to replace the usual Tail Skid.

Both the No. 1 and the No. 2 Motors are supplied with a Propeller Control Rod and Extension Piece, and these should be fitted in place before either of the Motors is placed in position. The method of procedure is the same for both Motors, and Fig. 2 shows the positions occupied by the Control Rod and Extension.

In this illustration the flanges of the Fuselage Top Front and Front sections are shown cut away to reveal the construction more clearly. The Propeller Control Rod 7 is inserted through the slot in the Fuselage Top Front, and its plain end is passed through the small hole in the Fuselage Front. This should be done before the two parts are bolted together, two bolts afterwards being inserted to secure the Fuselage Top Front, Sides Front and Front Sections together. The remainder of the fuselage is constructed in the usual way, but the Underside Middle and Undercarriage are omitted. The Underside Middle section cannot be fitted to models using a Clockwork Motor.

The Extension Piece 8 is fitted to the looped end of the Control Rod by means of a nut locked firmly on each side of the loop. The purpose of the Extension Piece is to facilitate control in model biplanes where the loop is inaccessible, and also in models fitted with a Cabin Head. The Extension should be attached before the Cabin Head is lowered into place, and is passed through the slot provided for it.

The Propeller Control Rod is

pushed forward to prevent the Propeller from rotating while the Motor is being wound. It should not be pushed forward when the propeller is revolving.

The No. 1 Aero Motor

The No. 1 Aero Clockwork Motor, which is illustrated in Fig. 3, is supplied complete with Propeller Shaft 1, as well as with Propeller Control Rod and Extension Piece. The Collar 2 should be so placed that, when it rests against the inside of the Fuselage Front, the toothed end of the Propeller Shaft meshes

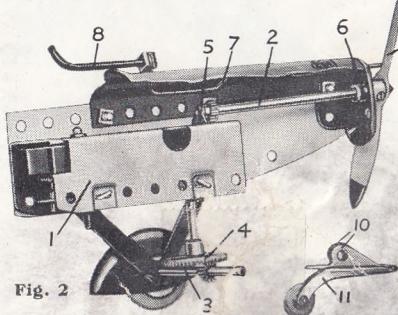


Fig. 2

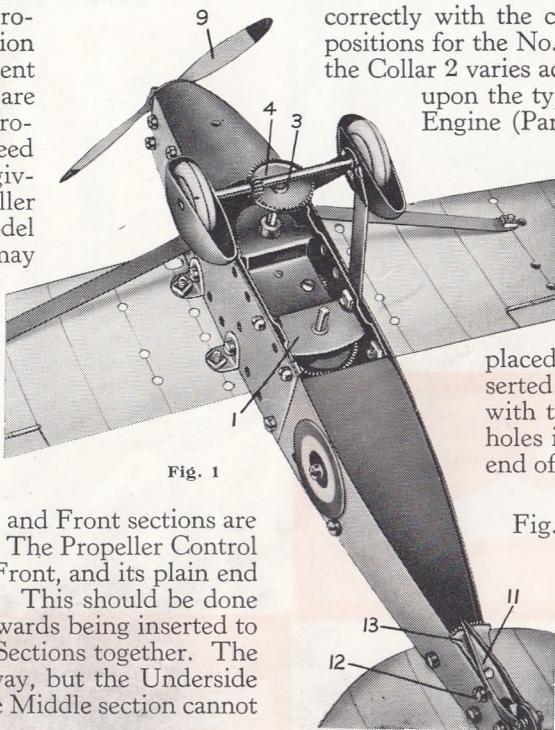


Fig. 1

correctly with the contrate wheel 4 of the Motor. There are two different positions for the No. 1 Motor in the fuselage, and consequently the position of the Collar 2 varies accordingly. The position occupied by the Motor depends upon the type of "engine" fitted to the model, the air-cooled Radial Engine (Part No. P203) necessitating the placing of the Motor $\frac{1}{2}$ in.

nearer the nose of the machine than is necessary if the external engine is omitted. The end of the Propeller Shaft 1 complete with Collar is pushed through the upper hole in the Fuselage Front, and the toothed end of the Shaft is passed through the hole in the bearing lug 5 on the Motor, so that the teeth mesh with the contrate 4. The Motor is finally settled in position, and at the same time the Undercarriage V Struts are

placed on each side of the fuselage before the fixing bolts are inserted. If a Radial Engine is fitted, the holes 6 should correspond with the front holes in the Fuselage Sides, and with the second holes if the Engine is omitted. The Propeller 3 is placed on the end of the Shaft 1 that projects through the Fuselage Front.

The No. 2 Aero Motor

Fig. 1 shows the No. 2 Aero Clockwork Motor in position, and Fig. 2 shows part of the nose cut away to reveal the arrangement of the various parts. Two Propeller Shafts are supplied with this Motor, the longer one being intended for use in models fitted with Radial Engines. The shorter Shaft is shown at 2 in Fig. 2. A Landing Wheel Axle 3 provided with special pinion is also included with the Motor, in addition to the Propeller Control Rod and Extension. The method of fitting the

Motor and Propeller Shaft is similar to that described above for the No. 1 Motor, but in this case there is only one position for the Motor, the front pair of holes corresponding with the second pair in the Fuselage Sides.

The Undercarriage is fitted so that the front holes coincide with the front holes in the Motor. This position cannot be varied, and in models Nos. 2, 4, 5, 11 and 14 it is necessary to move the Undercarriage back one hole if it is desired to fit the Motor. The Motor cannot be fitted to models Nos. 26, 28, 32 and 41 owing to the position of the Undercarriage. The Shaft 3 should be inserted so that the pinion meshes with the right-hand side of the contrate 4 as shown in Fig. 2.

The Tail Wheel is shown fitted in position in Fig. 1. The lugs 10 (Fig. 2) are inserted inside the Fuselage Sides Rear and secured by the $\frac{3}{8}$ in. Bolt 12. By adjusting the position of the wheel frame 11 on the toothed rack 13, the aeroplane may be made to travel in any forward direc-

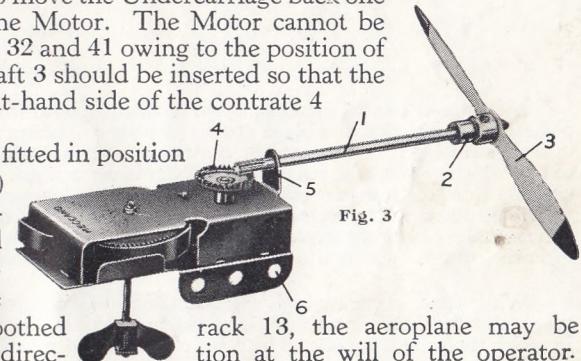
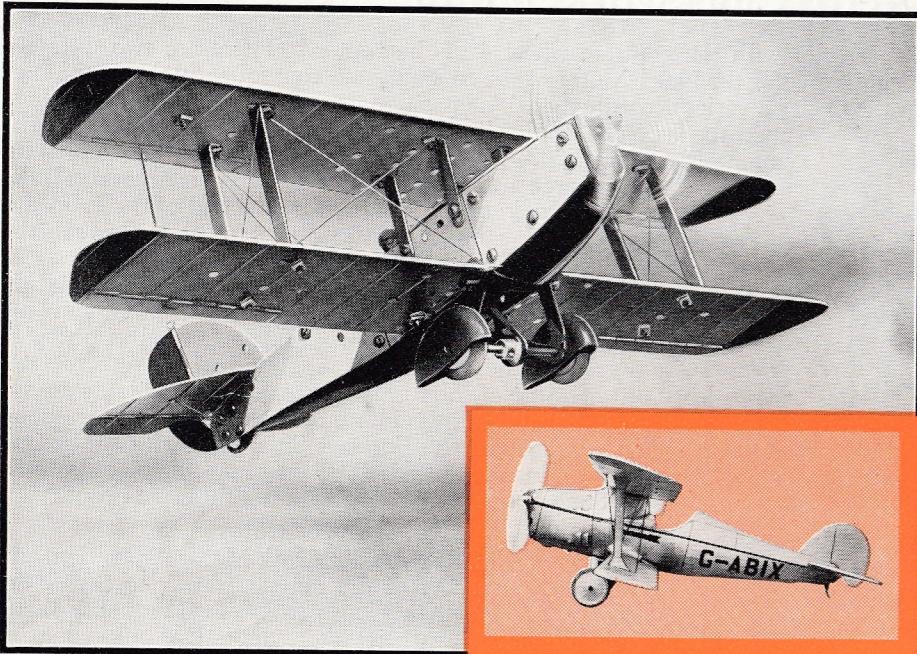


Fig. 3

MODELS Nos. S.1 TO S.20 CAN BE BUILT WITH SPECIAL AEROPLANE CONSTRUCTOR OUTFIT No. 1



Model No. S.2 Cantilever Parasol Monoplane

Parts required :

1 of No. P8	1 of No. P58	1 of No. P171	1 of No. P208
1 " " P15	1 " " P59	1 " " P172	1 " " P209
2 " " P18	1 " " P62	1 " " P173	1 " " 14
4 " " P29	1 " " P100	1 " " P175	2 " " 23A
2 " " P44	1 " " P151	2 " " P176	40 " " 537A
1 " " P52	1 " " P152	1 " " P178	42 " " 537B
2 " " P53	1 " " P164	1 " " P179	1 " " 611C
1 " " P54	1 " " P165	1 " " P196	
1 " " P55	1 " " P168	1 " " P198	
1 " " P56	1 " " P169	1 " " P203	

A cantilever parasol monoplane can be distinguished from an ordinary parasol monoplane by the fact that the plane requires no struts, except of course those that connect it to the fuselage. The wings of cantilever machines are built on a similar principle to that which governs the construction of cantilever bridges. This means that the stresses on one half of the plane are not all transferred to the fuselage in the usual manner, but are mainly compensated by stresses on the other half of the plane, thus making it possible to eliminate the customary struts and bracing wires that are used to take up the strain on an ordinary parasol. Other models of machines using cantilever wings are Nos. 5 and 11.

While there are many high wing cantilever monoplanes, there are few of the parasol type. A typical machine is the German Henschel Hs.122, a two-seater military monoplane in which the wing is supported by a series of inclined struts.

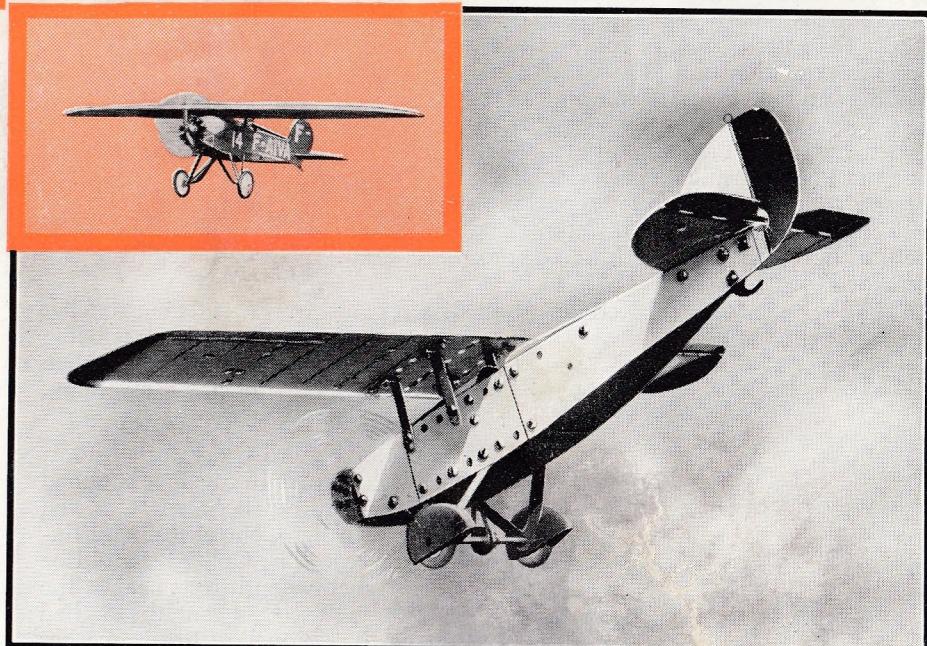
Model No. S.1 Light Single-Seater Biplane

Parts required :

1 of No. P8	1 of No. P58	1 of No. P168	1 of No. P208
1 " " P15	1 " " P59	1 " " P169	1 " " P209
2 " " P18	1 " " P62	1 " " P171	4 " " 12
4 " " P28	1 " " P100	1 " " P172	1 " " 14
4 " " P29	1 " " P151	1 " " P173	2 " " 23A
2 " " P44	1 " " P152	1 " " P175	46 " " 537A
1 " " P52	1 " " P155	2 " " P176	49 " " 537B
2 " " P53	1 " " P156	1 " " P178	1 " " 540
1 " " P54	2 " " P162	1 " " P179	1 " " 611C
1 " " P55	1 " " P164	1 " " P196	
1 " " P56	1 " " P165	1 " " P198	

The single-seater aeroplane makes a popular appeal by reason of its speed and lightness, and the small amount of space in which it can be housed. It is only comparatively recently that special attention has been given to the production of aeroplanes of this type, which may be described as the motor cycles of the air. Their price is relatively low and the cost of upkeep very small. They are capable of excellent performance, however, and are ideal machines for cross-country work.

The majority of modern single-seater civil aircraft are monoplanes, but a few civil biplanes are produced in Germany, Hungary and Italy. The German Bücker "Jungmeister" is a good example. This advanced trainer is noted for its aerobatic qualities, and has won first place in international contests in several European countries and in the United States.



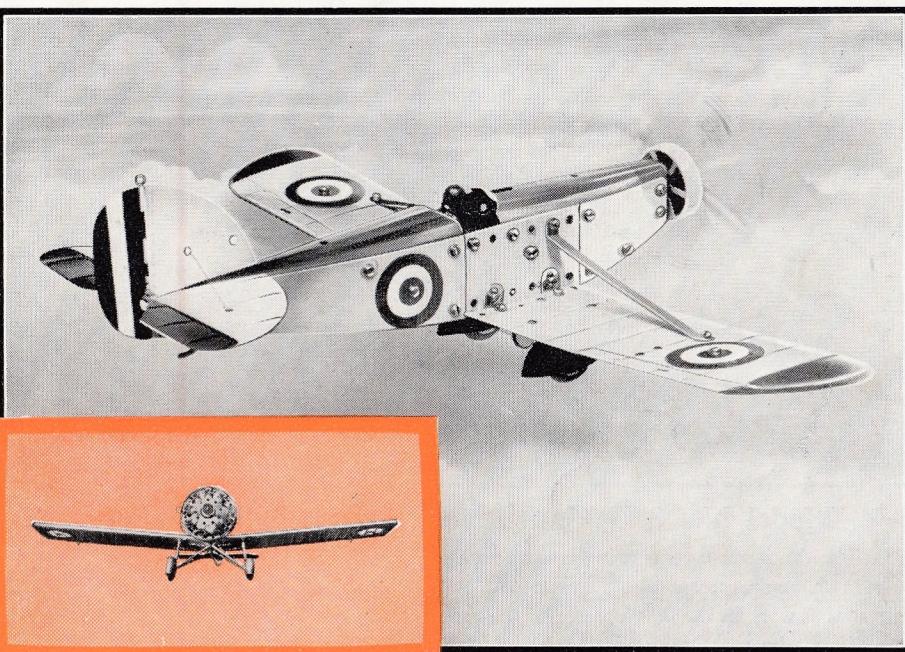
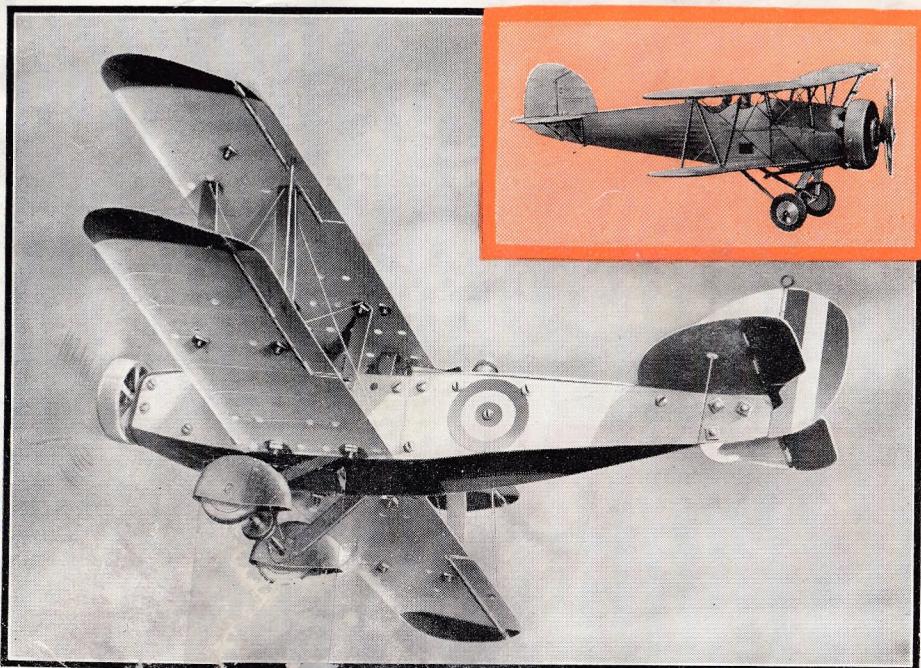
Model No. S.3 Low Wing Interceptor Fighter

Parts required :

1 of No. P15	1 of No. P62	1 of No. P171	1 of No. P203
2 " " P18	1 " " P100	1 " " P172	1 " " P208
2 " " P31	2 " " P101	1 " " P173	1 " " P209
2 " " P44	2 " " P102	1 " " P175	4 " " 12
1 " " P52	1 " " P151	2 " " P176	1 " " 14
2 " " P53	1 " " P152	1 " " P178	2 " " 23A
1 " " P54	1 " " P164	1 " " P179	42 " " 537A
1 " " P55	1 " " P165	1 " " P195	45 " " 537B
1 " " P56	1 " " P168	1 " " P198	1 " " 540
1 " " P58	1 " " P169	1 " " P201	1 " " 611C
1 " " P59			

The duty of the interceptor fighter is to take off from its aerodrome as soon as news is received that enemy bombers have crossed the coast, and to intercept the enemy machines before they have time to reach their objective and drop their bombs.

Two machines of this type have been produced by British aircraft firms. These are the Hawker "Fury" biplane, and the Vickers "Jockey" low wing monoplane, both of which are fast machines. The "Jockey," for instance, is capable of travelling at 218 m.p.h. at an altitude of 9,840 ft., and of climbing to a height of 19,860 ft. in 11.6 min. Its initial rate of climb is 1,850 ft. per min., and its absolute ceiling, beyond which it cannot ascend, is 31,500 ft. It lands at 62 m.p.h.



Model No. S.4 Day Bomber

Parts required :

1 of No. P8	1 of No. P59	1 of No. P168	1 of No. P201
2 " " P18	1 " " P62	1 " " P169	1 " " P203
2 " " P24	2 " " P100	1 " " P170	1 " " P208
2 " " P25	2 " " P101	1 " " P171	1 " " P209
4 " " P29	2 " " P102	1 " " P172	4 " " 12
2 " " P44	1 " " P151	1 " " P173	1 " " 14
1 " " P52	1 " " P152	1 " " P175	2 " " 23A
2 " " P53	1 " " P155	2 " " P176	58 " " 537A
1 " " P54	1 " " P156	1 " " P178	56 " " 537B
1 " " P55	2 " " P161	1 " " P179	1 " " 540
1 " " P56	1 " " P164	1 " " P195	1 " " 611C
1 " " P58	1 " " P165	1 " " P198	

Day bombers may easily be distinguished from night bombers by their much smaller size, and by the fact that they usually carry only a pilot and one gunner, whereas the crew of a night bomber may consist of four or five men. The night bomber relies upon remaining unseen by reason of its dark colour and the height at which it flies, and if discovered it trusts to its comparatively large number of machine guns to beat off attackers. The day bomber, on the other hand, obviously cannot be hidden, and depends principally upon its speed. Two types of day bombers used by the Royal Air Force are the Hawker "Hart," which has a top speed of 184 m.p.h., and the Hawker "Hind," a slightly slower type with a maximum speed of 154 m.p.h.



Model No. S.5 Cantilever Biplane

The cantilever type of wing construction is not only suitable for use in monoplanes, but also may be employed in biplanes. Much interesting work in the development of the cantilever biplane has been carried out by the Darmstadt University Aviation Society, which is composed of a group of students from the Darmstadt Technical High School who gain their practical experience by building aeroplanes of their own design. The first machines constructed were gliders, among which were some very famous types that have had a great effect upon German sailplane design. The first powered cantilever biplane to be built was the "Mahomed," which was made in 1924, and which secured several prizes in a number of competitions.

An interesting type built by the Society is the Darmstadt D.22, a two-seater light aeroplane in which the absence of all struts and bracing, made possible owing to the use of the cantilever wings, is particularly noticeable. Another outstanding feature is that the lower wing is set much farther back than the upper one. The machine is 24 ft. 3 in. in span and 21 ft. 2 in. in length, and is fitted with an "Argus" inverted engine that develops 150 h.p. It has a maximum speed of about 149 m.p.h. and a cruising speed of 136.6 m.p.h.; its landing speed is 43.6 m.p.h. It is interesting to note that the Darmstadt D.22 is developed from the D.18 cantilever biplane. This machine, equipped with an Armstrong Siddeley "Genet" engine, set up world speed and height records for its class.

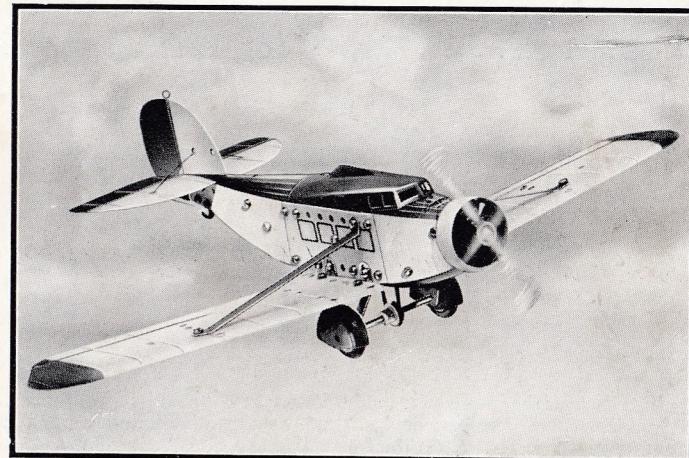


Parts required
to build Model No. S.5

1 of No. P8	1 of No. P169
2 " " P18	1 " " P170
4 " " P29	1 " " P171
2 " " P44	1 " " P172
1 " " P52	1 " " P173
2 " " P53	1 " " P175
1 " " P54	2 " " P176
1 " " P55	1 " " P178
1 " " P56	1 " " P179
1 " " P58	1 " " P196
1 " " P59	1 " " P198
1 " " P62	1 " " P203
2 " " P100	1 " " P208
1 " " P151	1 " " P209
1 " " P152	4 " " 12
1 " " P155	1 " " 14
1 " " P156	2 " " 23A
1 " " P164	43 " " 537A
1 " " P165	44 " " 537B
1 " " P168	1 " " 611C

Parts required
to build Model No. S.6

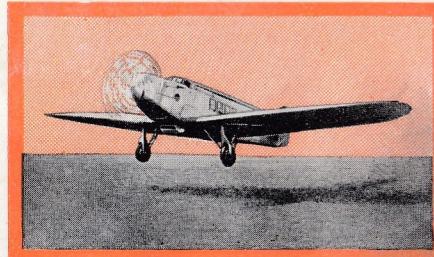
1 of No. P15	1 of No. P173
2 " " P18	1 " " P175
2 " " P31	2 " " P176
2 " " P44	1 " " P178
1 " " P52	1 " " P179
2 " " P53	1 " " P184
1 " " P54	1 " " P196
1 " " P55	1 " " P198
1 " " P56	1 " " P201
1 " " P58	1 " " P203
1 " " P59	1 " " P208
1 " " P62	1 " " P209
1 " " P151	4 " " 12
1 " " P152	1 " " 14
1 " " P164	2 " " 23A
1 " " P165	39 " " 537A
1 " " P168	41 " " 537B
1 " " P169	1 " " 540
1 " " P171	1 " " 611C
1 " " P172	



Model No. S.6 Commercial Low Wing Monoplane

This model is similar to Model No. 7, but it represents a somewhat larger type of machine, separate cabins being provided for the pilot and passengers. In small cabin machines the passenger or passengers are generally accommodated in the same cabin as the pilot, the seats being arranged either side by side or in tandem behind that of the pilot. Some idea of the respective sizes of a light cabin machine and a large commercial monoplane may be gained from the fact that the four-seater Percival "Vega Gull" has a span of 39 ft. 6 in. while the Junkers Ju. 52/3m seventeen-passenger low wing monoplane is 95 ft. 11 in. in span.

The low wing monoplane is very popular with continental aeronautical firms, notable examples being the French Dewoitine and German Junkers machines. The Dewoitine D-338 triple-engined 24-passenger monoplane is fitted with three 650 h.p. Hispano-Suiza engines. It has a maximum speed of 195.6 m.p.h. and a cruising speed of 173.8 m.p.h., with a range of 550 miles. When the machine is in flight the landing wheels fold back into the engine nacelles, thus reducing the wind resistance and effecting an increase in the speed and performance.



A well-known German single-engined commercial low wing monoplane is the Junkers Ju.160, which is a six-passenger cabin monoplane for express services. Equipped with a 750 h.p. B.M.W. 132A engine it has a maximum speed at 3,000 ft. of 211 m.p.h. and cruises at 198.7 m.p.h. Its tank capacity is sufficient to enable it to travel for a distance of 745 miles without refuelling.



Model No. S.7 Light Low Wing Cabin Monoplane

One of the most striking features of modern British aeronautical design is the rapidity with which the low wing monoplane has grown in popularity, about sixty machines of this type now being built in England. They range from the Percival "Mew Gull" single-seater to twin-engined air liners like the D.H. "Flamingo," and still larger aircraft, such as the Fairey "Hendon" night bomber, which has a span of more than 100 ft. and weighs nearly 8½ tons. In addition to its designed work of night bombing, the Fairey can be adapted for service as a troop carrier with accommodation for from 15 to 20 men.

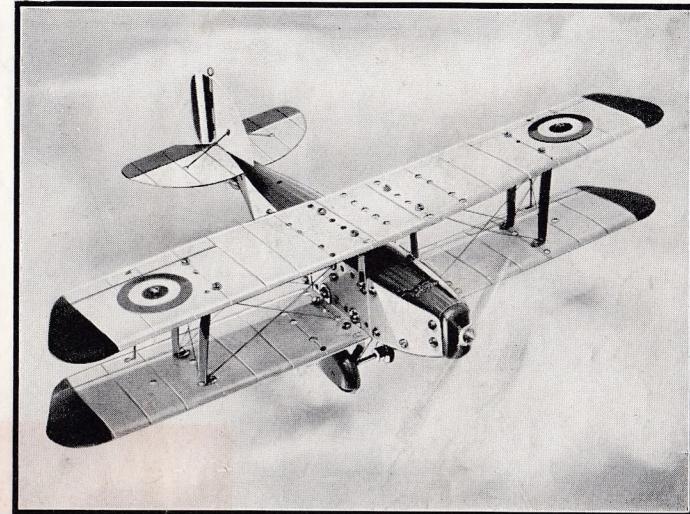
A typical British light low wing monoplane is the "Tipsy," a neat two-seater trainer with open cockpits. It measures 31 ft. 2 in. in span and 22 ft. in length, and is fitted with a 62 h.p. Walter "Mikron II" engine that gives it a top speed of 110 m.p.h., and a cruising speed of 100 m.p.h. The service ceiling of this monoplane is 15,000 ft. and sufficient fuel can be carried for a non-stop flight of 300 miles. It has a fixed undercarriage. Another aeroplane of this type is the Percival "Gull-Major," which is a three-seater machine equipped with a 130 h.p. D.H. "Gipsy Major" engine that gives it a maximum speed of 155 m.p.h. The machine cruises at a speed of 133 m.p.h. and has a range of 760 miles. It is capable of carrying nearly its own weight of disposable load, and when fitted with the more powerful D.H. "Gipsy-Six" engine, which is of 200 h.p., the performance is further increased.

Parts required
to build Model No. S.7

1 of No. P15	1 of No. P172
2 " " P18	1 " " P173
2 " " P31	1 " " P175
2 " " P44	2 " " P176
1 " " P52	1 " " P178
2 " " P53	1 " " P179
1 " " P54	1 " " P184
1 " " P55	1 " " P196
1 " " P56	1 " " P198
1 " " P58	1 " " P208
1 " " P59	1 " " P209
1 " " P62	4 " " 12
1 " " P151	1 " " 14
1 " " P152	2 " " 23A
1 " " P164	36 " " 537A
1 " " P165	39 " " 537B
1 " " P168	1 " " 540
1 " " P169	1 " " 611C
1 " " P171	

Parts required
to build Model No. S.8

1 of No. P8	1 of No. P164
1 " " P15	1 " " P165
1 " " P18	1 " " P168
2 " " P24	1 " " P169
2 " " P25	1 " " P171
4 " " P29	1 " " P172
2 " " P44	1 " " P173
1 " " P52	1 " " P175
2 " " P53	2 " " P176
1 " " P54	1 " " P178
1 " " P55	1 " " P179
1 " " P56	1 " " P195
1 " " P58	1 " " P198
1 " " P59	1 " " P208
1 " " P62	1 " " P209
1 " " P100	4 " " 12
2 " " P101	1 " " 14
2 " " P102	2 " " 23A
1 " " P151	48 " " 537A
1 " " P152	51 " " 537B
1 " " P155	1 " " 540
1 " " P156	1 " " 611C
2 " " P161	

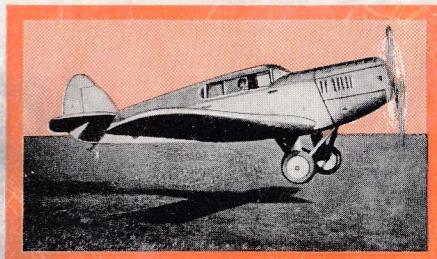


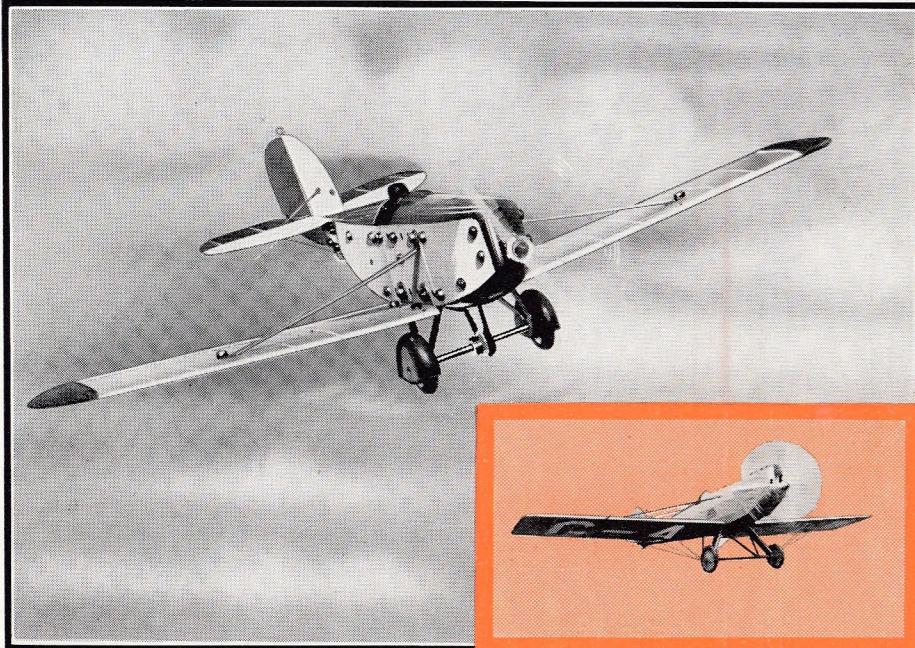
Model No. S.8 Interceptor Fighter

The interceptor fighter is a specialised development of the single-seater fighter that has been evolved in recent years. With the introduction into aerial tactics of the high-speed bomber, it became necessary to produce a very fast defensive machine, and so the interceptor fighter came into existence. It is distinguished from an ordinary single-seater fighter by the fact that in it speed and climbing power have been gained at the expense of endurance, and by cutting down the amount of military equipment carried. The interceptor fighter is not required to take part in the patrolling of areas that is carried out by an ordinary fighter, but is sent up into the air only when definite information of the approach of enemy aircraft has been received.

A highly efficient type of interceptor fighter used by the R.A.F. and the Air Forces of Norway and Portugal is the Hawker "Fury." This aeroplane has a top speed of 223 m.p.h. when at an altitude of 16,400 ft., and in 8 min. 36 sec. after taking off from an aerodrome at sea level, a pilot in one of these machines could reach a height of 19,840 ft. It is interesting to note that the "Fury," like all Hawker biplanes, is built on a

somewhat similar principle to Meccano aeroplanes. It is of all-metal construction, and the tubes used to build up the frame are flattened where they come into contact with one another, and joined together by means of flat plates and tubular rivets. The Fleet Air Arm version of the "Fury" is called the Hawker "Nimrod." It differs chiefly in having a greater wing area and fuel capacity, and in being specially strengthened for catapulting.





Model No. S.9 Single-Seater Low Wing Monoplane

Few single-seater low wing monoplanes are constructed in this country, as they are not so popular as machines that are capable of carrying at least one passenger in addition to the pilot. Single-seater aeroplanes are very economical in operation, however, and are therefore useful for pilots who have gained their "A" licence and are trying to obtain the flying experience necessary to make them eligible for the "B," or commercial, licence. Single-seater machines of this type are also useful for entry in racing events such as the King's Cup Air Race.

An interesting British high-speed monoplane of the single-seater low wing type is the Percival "Mew Gull." It is fitted with a 200 h.p. D.H. "Gipsy Six" in-line air-cooled engine giving it a top speed of 245 m.p.h. and a cruising speed of 230 m.p.h. The landing speed is about 60 m.p.h. The single cockpit is situated approximately in the centre of the fuselage and is totally enclosed by a cabin head that hinges to give access to the cockpit.

Parts required :

1 of No. P15	1 of No. P59	1 of No. P171	1 of No. P208
2 " " P18	1 " " P62	1 " " P172	1 " " P209
2 " " P31	1 " " P100	1 " " P173	4 " " 12
2 " " P44	1 " " P151	1 " " P175	1 " " 14
1 " " P52	1 " " P152	2 " " P176	2 " " 23A
2 " " P53	1 " " P164	1 " " P178	36 " " 537A
1 " " P54	1 " " P165	1 " " P179	39 " " 537B
1 " " P55	1 " " P168	1 " " P196	1 " " 540
1 " " P56	1 " " P169	1 " " P198	1 " " 611C
1 " " P58			

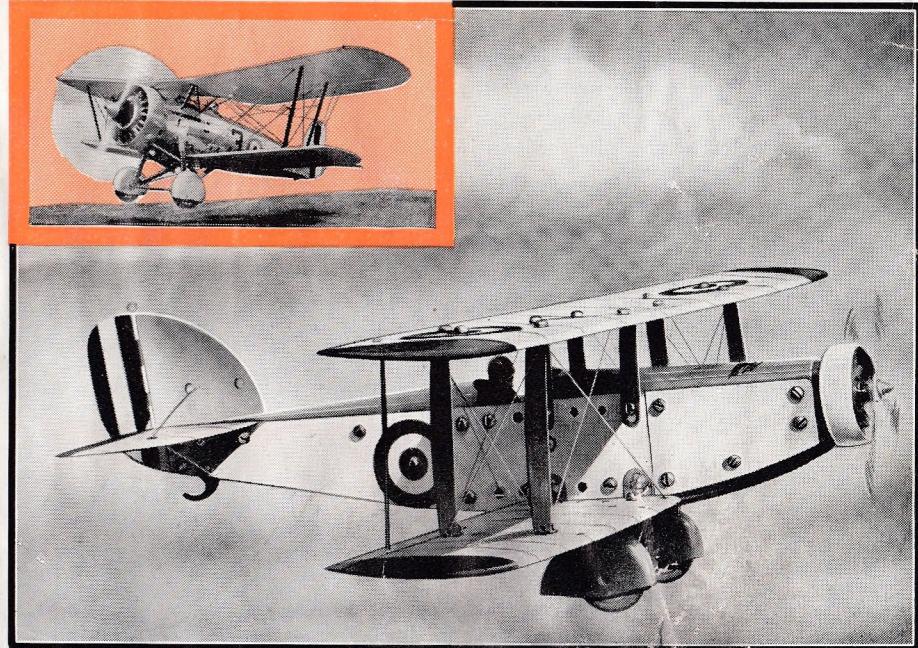
Model No. S.10 Single-Seater Fighter

The single-seater fighter is a fast machine with good climbing powers, whose duty is to patrol certain areas to see that no enemy aircraft get through. The machines are usually provided with two fixed machine guns synchronised to fire through the airscrew. One of the types of single-seater fighter extensively used by the R.A.F. is the Gloster "Gladiator." It is fitted with a Bristol "Mercury IX" engine and has a top speed of 250 m.p.h. at 15,500 ft. The armament consists of four machine guns, two of which are mounted in troughs one on each side of the fuselage. The other two are mounted below the lower wing and fire outside the radius of the airscrew.

The great popularity of monoplane aircraft has recently extended to fighter types, both in this country and abroad. Some very efficient biplane single-seater fighters, however, are still in production in certain European countries, especially Italy. Two prominent examples are the Italian Fiat C.R.32, which has a top speed of 242 m.p.h. and the Ro.41, which can attain a speed of 211 m.p.h. Each aircraft is armed with two machine guns synchronised to fire through the airscrew.

Parts required :

1 of No. P8	1 of No. P59	1 of No. P168	1 of No. P203
1 " " P15	1 " " P62	1 " " P169	1 " " P208
2 " " P18	1 " " P100	1 " " P171	1 " " P209
4 " " P28	2 " " P101	1 " " P172	4 " " 12
4 " " P29	2 " " P102	1 " " P173	1 " " 14
2 " " P44	1 " " P151	1 " " P175	2 " " 23A
1 " " P52	1 " " P152	2 " " P176	55 " " 537A
2 " " P53	1 " " P155	1 " " P178	57 " " 537B
1 " " P54	1 " " P156	1 " " P179	1 " " 540
1 " " P55	2 " " P162	1 " " P195	1 " " 611C
1 " " P56	1 " " P164	1 " " P198	
1 " " P58	1 " " P165	1 " " P201	



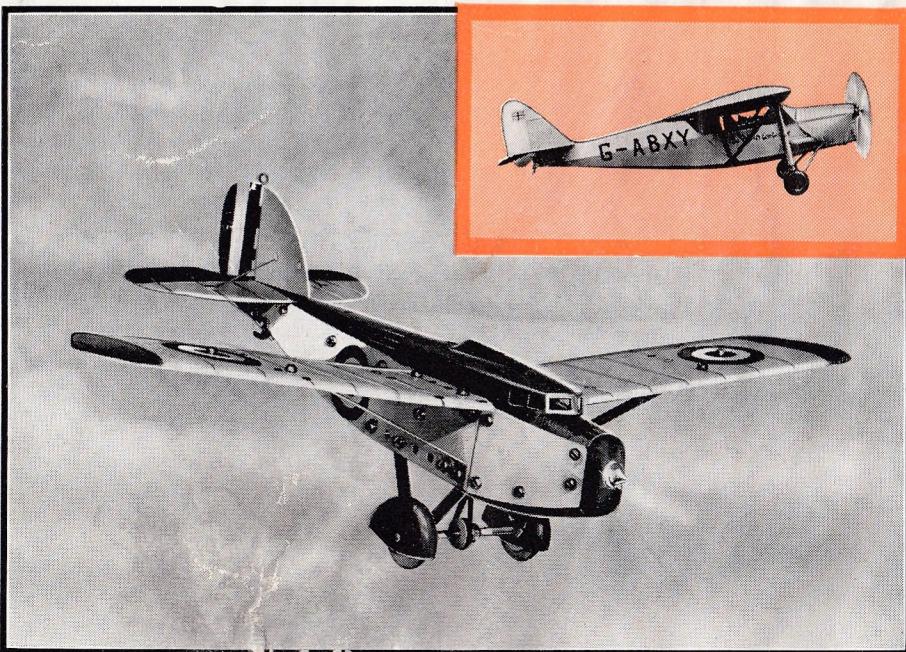
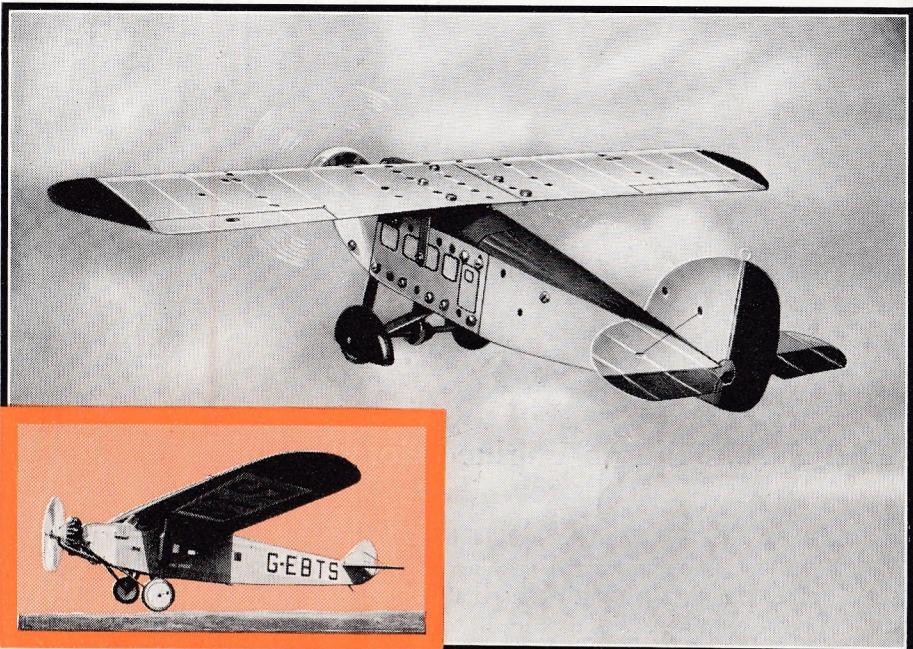
Model No. S.11 Cantilever High Wing Monoplane

The cantilever high wing monoplane is simply a high wing monoplane provided with wings built on the principle described in connection with Model No. 2. It is interesting to note that the late Mr. Anthony H. G. Fokker, the famous Dutch aero designer, always had great faith in this type, and the majority of Fokker aircraft are high wing monoplanes employing cantilever wings built on the special Fokker principle. His method of wing construction consists of the use of two box spars and a number of plywood ribs, the whole being covered with plywood. Wooden wings are almost always employed on Fokkers, even when the rest of the machine is built of metal.

One of the latest Fokkers is the T.5 twin-engined long-distance bomber monoplane. When fitted with Gnôme-Rhône 14N1 engines it has a top speed of 276.3 m.p.h. and a range of 1,012 miles.

Parts required :

1 of No. P8	1 of No. P58	1 of No. P172	1 of No. P203
1 " " P15	1 " " P59	1 " " P173	1 " " P208
2 " " P18	1 " " P62	1 " " P175	1 " " P209
2 " " P29	1 " " P151	2 " " P176	1 " " 14
2 " " P44	1 " " P152	1 " " P178	2 " " 23A
1 " " P52	1 " " P164	1 " " P179	39 " " 537A
2 " " P53	1 " " P165	1 " " P184	41 " " 537B
1 " " P54	1 " " P168	1 " " P196	1 " " 540
1 " " P55	1 " " P169	1 " " P198	1 " " 611C
1 " " P56	1 " " P171	1 " " P201	



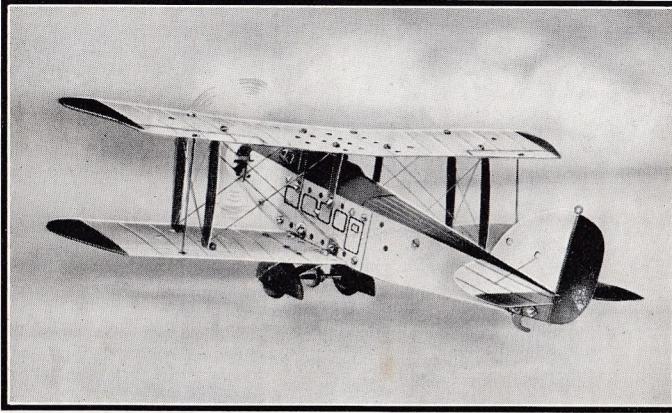
Model No. S.12 Light High Wing Cabin Monoplane

The light high wing cabin monoplane is a product of comparatively recent years. The type was designed to give more comfort than can be obtained in the open two-seater biplane. It is very popular with private owners, for it is not necessary to wear goggles or any extra clothing when flying a machine of this kind. This is a particularly valuable feature for those who have a private aeroplane for use on business journeys, as it enables them to keep clean instead of arriving at their destinations dirty and dishevelled.

Many famous flights have been made in light high wing cabin monoplanes. The late Mr. Bert Hinkler made the first non-stop east to west crossing of the South Atlantic in a light cabin machine, a D.H. "Puss Moth." This machine was also selected by Mr. J. A. Mollison for flights over both the North and the South Atlantic. A typical British light high wing cabin monoplane is the Hillson "Praga," the enclosed cabin of which has side-by-side seating for two persons.

Parts required :

1 of No. P15	1 of No. P59	1 of No. P171	1 of No. P208
2 " " P18	1 " " P62	1 " " P172	1 " " P209
2 " " P31	2 " " P101	1 " " P173	4 " " 12
2 " " P44	2 " " P102	1 " " P175	1 " " 14
1 " " P52	1 " " P151	2 " " P176	2 " " 23A
2 " " P53	1 " " P152	1 " " P178	44 " " 537A
1 " " P54	1 " " P164	1 " " P179	43 " " 537B
1 " " P55	1 " " P165	1 " " P184	1 " " 540
1 " " P56	1 " " P168	1 " " P195	1 " " 611C
1 " " P58	1 " " P169	1 " " P198	



Model No. S.13 Single-Engined Commercial Biplane

Immediately after the Great War, most of the aeroplanes employed for commercial purposes were military machines in which slight modifications had been made. For this reason, and also because the loads that had to be carried were for the most part light, as compared with those of to-day, single-engined machines were almost exclusively employed, even for flights that involved crossing over water, such as journeys across the English Channel. Nowadays, of course, multi-engined aeroplanes are always employed by air traffic companies for flights of this nature, single-engined machines being used only on lines that operate entirely over land. Even for this purpose, however, aircraft with more than one engine are used whenever possible, and actually no single-engined commercial biplane of any size is at present built in this country. The most recent was the D.H. "Giant Moth," a machine that was very popular a few years ago, and saw extensive service in various parts of the world. It was actually designed for Colonial use.

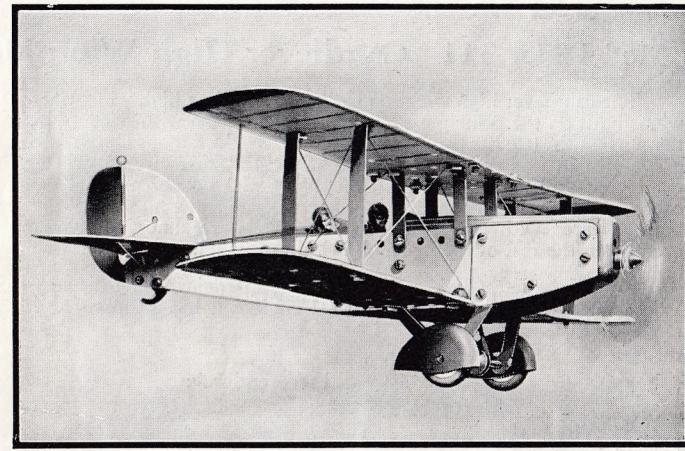
The American Bellanca "Aircruiser" is a large single-engined sesquiplane accommodating eleven to fourteen passengers. It is of particular interest on account of the unconventional design of the lower wing, the ends of which slope upwards to the upper wing and form bracing struts. With a Wright "Cyclone" air-cooled engine of 760 h.p. the machine has a speed of 165 m.p.h. and a range of 610-1,100 miles when travelling at a cruising speed of 137 m.p.h. The "Aircruiser" can be provided with two metal floats to replace the wheels.

Parts required
to build Model No. S.13

1 of No.	P8	1 of No.	P169
1 "	P15	1 "	P171
2 "	P18	1 "	P172
2 "	P24	1 "	P173
2 "	P25	1 "	P175
4 "	P29	2 "	P176
2 "	P44	1 "	P178
1 "	P52	1 "	P179
2 "	P53	1 "	P184
1 "	P54	1 "	P196
1 "	P55	1 "	P198
1 "	P56	1 "	P201
1 "	P58	1 "	P203
1 "	P59	1 "	P208
1 "	P62	1 "	P209
1 "	P151	4 "	12
1 "	P152	1 "	14
1 "	P155	2 "	23A
1 "	P156	47 "	537A
2 "	P161	49 "	537B
1 "	P164	1 "	540
1 "	P165	1 "	611C
1 "	P168		

Parts required
to build Model No. S.14

1 of No.	P8	1 of No.	P168
2 "	P18	1 "	P169
4 "	P28	1 "	P170
4 "	P29	1 "	P171
2 "	P44	1 "	P172
1 "	P52	1 "	P173
2 "	P53	1 "	P175
1 "	P54	2 "	P176
1 "	P55	1 "	P178
1 "	P56	1 "	P179
1 "	P58	1 "	P196
1 "	P59	1 "	P198
1 "	P62	1 "	P208
2 "	P100	1 "	P209
1 "	P151	4 "	12
1 "	P152	1 "	14
1 "	P155	2 "	23A
1 "	P156	52 "	537A
2 "	P162	55 "	537B
1 "	P164	1 "	540
1 "	P165	1 "	611C

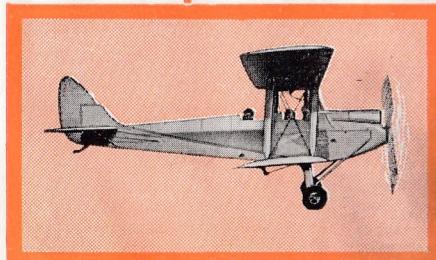


Model No. S.14 Light Biplane

Machines of the light biplane type have been specialised in by British aircraft designers, and British light aeroplanes are the best in the world. The most widely known are the D.H. "Tiger Moth" and the Avro "Tutor." Light biplanes were originally intended primarily for pleasure flying and training work at aero clubs, but they are now losing popularity to low wing monoplanes. They are still used for training purposes and the "Tutor" also for Air Force work.

The average span of a light machine is about 30 ft., or approximately half as long as a cricket pitch, and the length is about 24 ft. The D.H. "Tiger Moth" two-seater trainer corresponds almost exactly with these measurements, and it is capable of travelling at a maximum speed of 109 m.p.h. and of cruising for long periods at 93 m.p.h.

Another interesting machine is the Avro 626, which has been designed specially for instruction in all duties, including blind flying, navigation, gunnery and bombing. It is a two-seater with open cockpits, and a third cockpit at the rear can be provided with a rotating gun ring for the purpose of observer's gun instruction. The machine is never used as a three-seater.



Many excellent long-distance flights have been made in light biplanes, one of the most famous being the late Mr. Bert Hinkler's flight to Australia in 1927. This was made in an Avro "Avian," and was the first long-distance flight ever to be made in a light aeroplane. Since then many journeys from England to Australia and back have been made in different types of light aeroplanes.



Model No. S.15 Cabin Biplane

Most single-engined cabin aeroplanes are monoplanes of the light type, there being few cabin biplanes with only one engine. Biplanes of the cabin type generally have two or four engines mounted in the leading edge of the lower wing. Two current examples of this arrangement are the D.H. "Dragon Rapide," a twin-engined express passenger-carrying biplane that can accommodate 10 passengers, and the four-engined D.H.86B which is capable of accommodating 16 passengers.

A machine somewhat similar to the model shown above is the D.H. "Hornet Moth," a two-seater light biplane in which the seats are arranged side-by-side, and are fitted with dual control. It has a 130 h.p. D.H. "Gipsy-Major" four-cylinder engine of the inverted air-cooled type, and at sea level the maximum speed of the machine is 124 m.p.h. The cruising speed at 1,000 ft. is 105 m.p.h. and the machine has a range of 623 miles. The service ceiling is 14,300 ft.

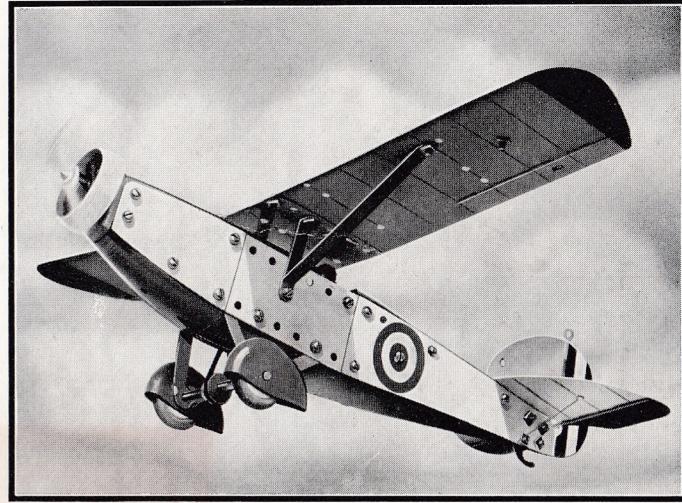
Another cabin biplane in the twin-engined class is the Boulton Paul P.71A. This has seating accommodation for seven passengers, and the two Armstrong Siddeley "Jaguar VI" radial air-cooled engines are mounted immediately beneath the upper plane.

Parts required
to build Model No. S.15

1 of No.	P8	1 of No.	P168
1 "	P15	1 "	P169
2 "	P18	1 "	P171
2 "	P24	1 "	P172
2 "	P25	1 "	P173
4 "	P29	1 "	P175
2 "	P44	2 "	P176
1 "	P52	1 "	P178
2 "	P53	1 "	P179
1 "	P54	1 "	P184
1 "	P55	1 "	P196
1 "	P56	1 "	P198
1 "	P58	1 "	P208
1 "	P59	1 "	P209
1 "	P62	4 "	12
1 "	P151	1 "	14
1 "	P152	2 "	23A
1 "	P155	44 "	537A
1 "	P156	47 "	537B
2 "	P162	1 "	540
1 "	P164	1 "	611C
1 "	P165		

Parts required
to build Model No. S.16

1 of No.	P8	1 of No.	P168
1 "	P15	1 "	P169
2 "	P18	1 "	P171
2 "	P29	1 "	P172
2 "	P31	1 "	P173
2 "	P44	1 "	P175
1 "	P52	2 "	P176
2 "	P53	1 "	P178
1 "	P54	1 "	P179
1 "	P55	1 "	P195
1 "	P56	1 "	P198
1 "	P58	1 "	P201
1 "	P59	1 "	P203
1 "	P62	1 "	P208
1 "	P100	1 "	P209
2 "	P101	1 "	14
2 "	P102	2 "	23A
1 "	P151	39 "	537A
1 "	P152	43 "	537B
1 "	P164	1 "	540
1 "	P165	1 "	611C



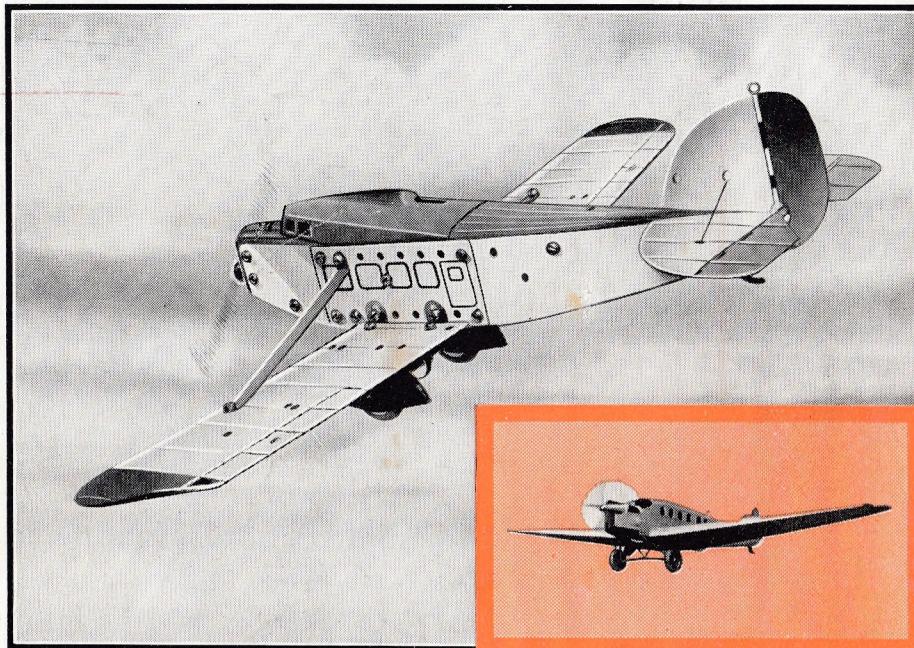
Model No. S.16 Light Parasol Monoplane

Light parasol monoplanes fall into the category of high wing machines but, as their name implies, the wing is held above the fuselage like a parasol, instead of being fixed to the upper longerons. The type is not particularly popular in England.

Several interesting types of parasol monoplanes are produced in France, chiefly by the Morane-Saulnier firm, whose parasol machines were extensively used during the early part of the Great War. Current types are the Morane-Saulnier 230 and 315 two-seater training machines. The 230 type is for advanced training and has a top speed of 128.5 m.p.h. The maximum speed of the 315 type is 105.5 m.p.h. The cockpits of these machines are arranged one behind the other, and the wings are braced by parallel and inclined struts arranged similarly to those shown in the model illustrated above.

A type of two-seater parasol monoplane that has been supplied in large quantities to the French Air Ministry for the "Aviation Populaire" movement is the Salmson "Cri-Cri." It has two open cockpits arranged in tandem and fitted with dual controls. The "Cri-Cri" can attain a speed of 93.7 m.p.h. and has a range of 310 miles.





Model No. S.17 Low Wing Cabin Monoplane

High wing monoplanes are usually more stable than low wing types and the view downward from them is much better, being unobstructed by the wings. This type of machine is now to be seen in all parts of the world, and those in regular use range from single-seaters to huge aircraft seating as many as 40 passengers. The Heston "Phoenix" is a typical example of a single-engined light cabin monoplane of the high wing type. Seating accommodation for five people is arranged in the cabin, the seats being placed in two pairs one behind the other, with the fifth seat between the rows.

A twin-engined example of a commercial high wing monoplane is the D.H. "Flamingo" 12 to 20-passenger air liner, the prototype of which made its first flying trials at the end of 1938.

Parts required :

1 of No. P15	1 of No. P59	1 of No. P173	1 of No. P208
2 " " P18	1 " " P62	1 " " P175	1 " " P209
2 " " P31	1 " " P151	2 " " P176	4 " " 12
2 " " P44	1 " " P152	1 " " P178	1 " " 14
1 " " P52	1 " " P164	1 " " P179	2 " " 23A
2 " " P53	1 " " P165	1 " " P184	37 " " 537A
1 " " P54	1 " " P168	1 " " P196	39 " " 537B
1 " " P55	1 " " P169	1 " " P198	1 " " 540
1 " " P56	1 " " P171	1 " " P201	1 " " 611C
1 " " P58	1 " " P172	1 " " P203	

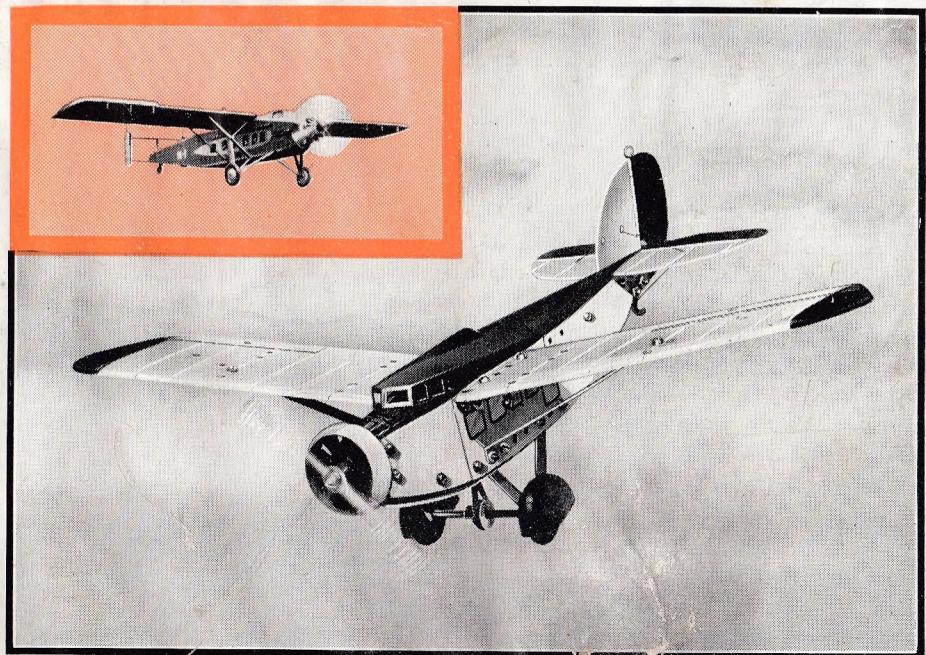
Model No. S.17 Low Wing Cabin Monoplane

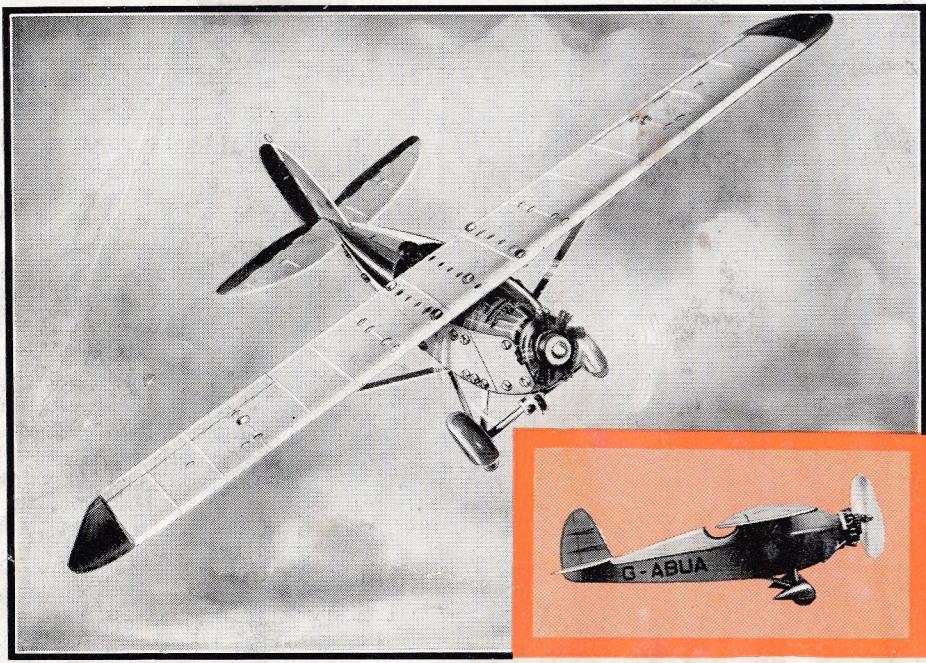
Low wing monoplanes have greatly increased in popularity in this country during recent years and a number of different types are now in regular use. Most of them are comparatively small, having accommodation for only a few passengers. For instance, the Percival "Gull-Major" and the Miles "Monarch" are three and two-seater machines respectively, while the Percival "Vega Gull" has accommodation for four passengers. The Percival "Gull-Major" is one of the smallest three-seater monoplanes, but it has a powerful engine giving it a high performance. There is a large door on each side of the cabin to give access.

The Junkers firm in Germany has specialised in the production of low wing monoplanes for passengers and freight carrying, and build single-engined and multi-engined machines. One of the larger machines, the Ju.52/3m. is fitted with three engines, and can provide cabin accommodation for 17 passengers, or can be used for carrying freight. The latest Junkers low wing monoplane is the four-engined Ju.90, which seats 40 passengers.

Parts required :

1 of No. P15	1 of No. P59	1 of No. P173	4 of No. 12
2 " " P18	1 " " P62	1 " " P175	1 " " 14
2 " " P31	1 " " P151	2 " " P176	2 " " 23A
2 " " P44	1 " " P152	1 " " P178	34 " " 537A
1 " " P52	1 " " P164	1 " " P164	37 " " 537B
2 " " P53	1 " " P165	1 " " P165	1 " " 540
1 " " P54	1 " " P168	1 " " P168	1 " " 611C
1 " " P55	1 " " P169	1 " " P169	
1 " " P56	1 " " P171	1 " " P171	
1 " " P58	1 " " P172	1 " " P172	
		1 " " P208	
		1 " " P209	





Model No. S.19 Single-Seater High Wing Monoplane

Many people think that light single-seater high wing monoplanes are only suitable for short cross-country flights and comparatively short racing events. This is not so, however, for while these machines are very economical in operation, they are also very reliable, an instance of this being an excellent flight from England to Australia made by a Comper "Swift" single-seater monoplane. A "Swift" also secured second place in the King's Cup Air Race in 1932 with an average speed of 155.75 m.p.h. The "Swift" was claimed to be both the smallest and the fastest standard light aeroplane in the world. It was only 24 ft. in wing span, and could be folded to a width of 8 ft. 1½ in. for garaging. Its maximum speed was 165 m.p.h. when fitted with a D.H. "Gipsy III" engine. The cruising speed was between 135 and 140 m.p.h., and the landing speed 50 m.p.h. The standard model employed a "Pobjoy R" engine, which had a rated output of 75 b.h.p. at 3,000 r.p.m. With this engine the maximum speed was 130 m.p.h., the cruising speed 120 m.p.h., and the landing speed 40 m.p.h.

Parts required :

1 of No. P8	1 of No. P58	1 of No. P171	1 of No. P208
1 " " P15	1 " " P59	1 " " P172	1 " " P209
2 " " P18	1 " " P62	1 " " P173	1 " " 14
2 " " P31	1 " " P151	1 " " P175	2 " " 23A
2 " " P44	1 " " P152	2 " " P176	35 " " 537A
1 " " P52	1 " " P164	1 " " P178	37 " " 537B
2 " " P53	1 " " P165	1 " " P164	1 " " 611C
1 " " P54	1 " " P165	1 " " P165	P196
1 " " P55	1 " " P168	1 " " P168	P198
1 " " P56	1 " " P169	1 " " P169	P203

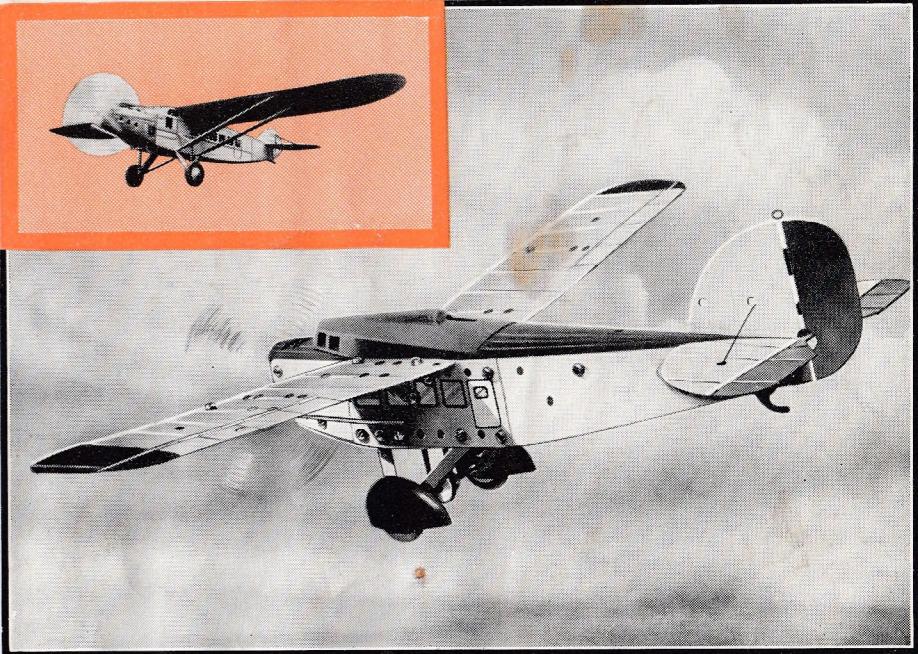
Model No. S.20 High Wing Cabin Monoplane

This model is another example of the popular high wing cabin monoplane. It represents a fairly large commercial cabin machine of the single-engined type, such as the French Latécoère 28-1, a type particularly suitable for the transport of mails and for passenger air traffic work. This Latécoère machine is 60 ft. in span and 44 ft. 3 in. in length, and it has a maximum speed of 149 m.p.h., and a cruising speed of 133.5 m.p.h. A 500 or 650 h.p. Hispano-Suiza 12-cylinder engine is usually employed in it.

The Latécoère machine is available in both land and sea forms and it holds 19 world's records, 14 of which were gained by the seaplane version and the remaining five when the aeroplane was fitted with a wheeled undercarriage. A Latécoère 28 machine also made the first commercial crossing of the South Atlantic. This was in May, 1930, and was in connection with the Compagnie Générale Aéropostale mail service between France and South America.

Parts required :

1 of No. P15	1 of No. P59	1 of No. P173	4 of No. 12
2 " " P18	1 " " P62	1 " " P175	1 " " 14
2 " " P31	1 " " P151	2 " " P176	2 " " 23A
2 " " P44	1 " " P152	1 " " P178	38 " " 537A
1 " " P52	1 " " P164	1 " " P179	39 " " 537B
2 " " P53	1 " " P165	1 " " P184	1 " " 540
1 " " P54	1 " " P168	1 " " P196	1 " " 611C
1 " " P55	1 " " P169	1 " " P198	
1 " " P56	1 " " P171	1 " " P208	
1 " " P58	1 " " P172	1 " " P209	





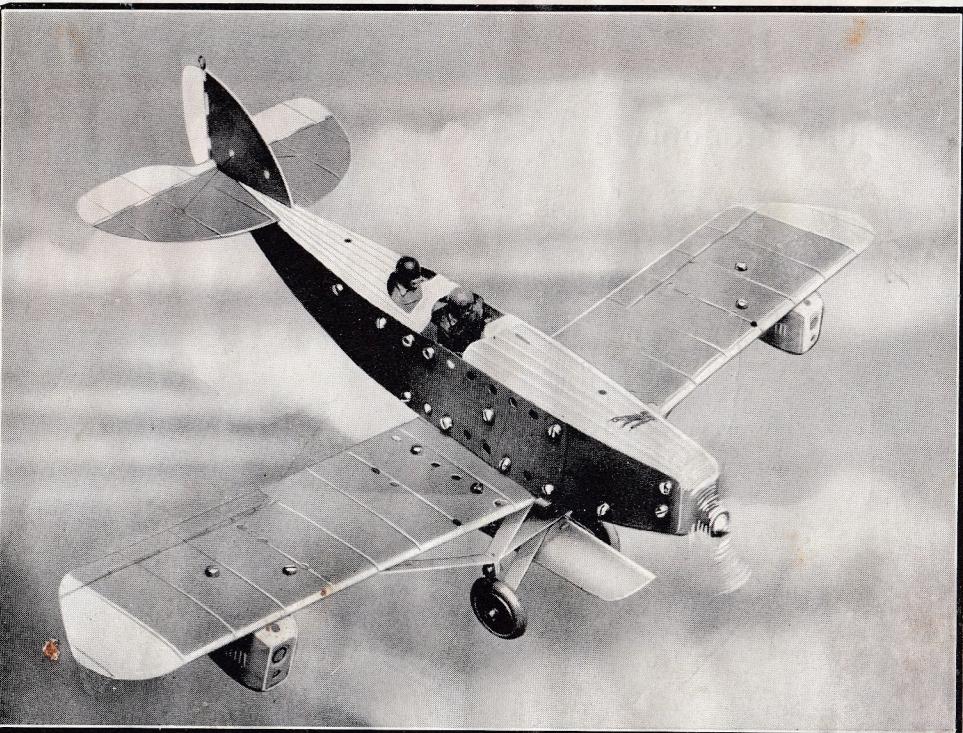
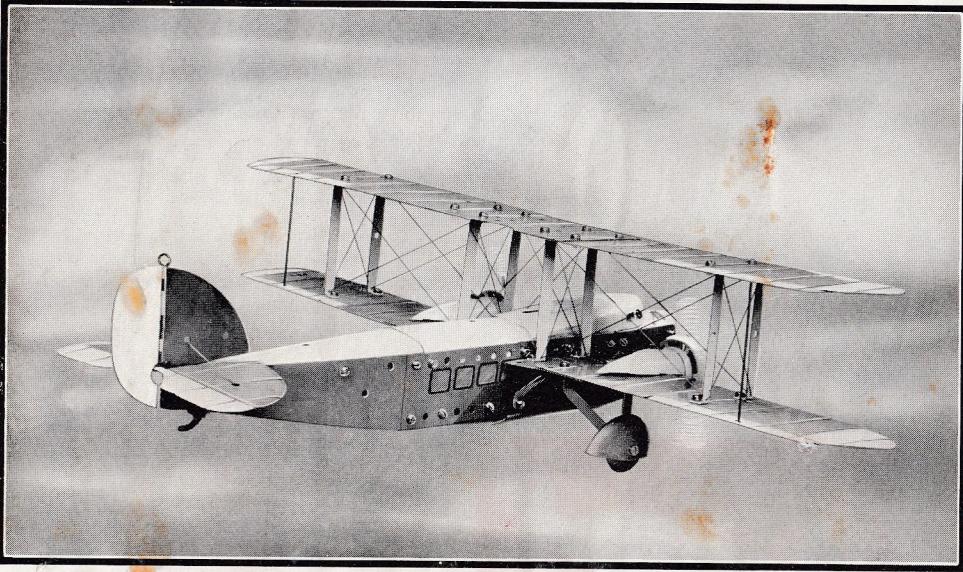
**Model No. S.21
Air Liner**

Parts required:

1 of No.	P7	2 of No. P162	2 of No. P199
2 "	P8	1 " " P164	2 " " P201
1 " "	P14	1 " " P165	2 " " P202
1 " "	P15	1 " " P168	2 " " P203
2 " "	P18	1 " " P169	2 " " P207
4 " "	P28	1 " " P171	1 " " P208
4 " "	P30	1 " " P172	1 " " P209
2 " "	P44	1 " " P173	2 " " P210
2 " "	P53	1 " " P174	2 " " P211
1 " "	P55	1 " " P175	2 " " P212
1 " "	P58	2 " " P176	4 " " 12
1 " "	P59	1 " " P177	66 " " 537A
2 " "	P60	1 " " P178	63 " " 537B
1 " "	P151	2 " " P179	1 " " 540
1 " "	P152	1 " " P184	1 " " 611C
1 " "	P155	4 " " P187	
1 " "	P156	1 " " P196	

This model is similar to the Airspeed "Ferry," except that it is a twin-engined machine while the "Ferry" was equipped with three engines. A unique feature of the "Ferry" was the disposition of its engines, for these were not arranged in the normal manner, that is, one in the nose and the other two on each side of the fuselage in the gap between the wings. Instead, one was mounted on the top wing directly above the fuselage, and the other two were on the lower wing. This enabled the engines, and particularly the centre one, to work more efficiently.

The "Ferry" was designed mainly for joy-riding, and for use on "feeder" air lines where the volume of traffic is not great. It had a maximum speed of 108 m.p.h. at sea level and cruised at between 85 and 90 m.p.h. The stalling speed was 49 m.p.h., and in still air the machine required a run of about 200 yds. in order to take off.



**Model No. S.22
Single-Float Amphibian**

Most of the float seaplanes seen in England are provided with twin duralumin floats but there is also a single-float type, and the Short "Mussel" was an interesting early example of this kind. In this the float was an amphibian undercarriage made of duralumin and secured below the fuselage by thin tubular struts, all the fittings and wiring lugs for the cross bracing being of stainless steel in order to prevent corrosion. The landing wheels were carried on special rubber-sprung legs mounted on an axle that rotated in bearings fitted inside the main float, and arranged so that they could be raised or lowered from the pilot's seat. A water rudder was provided at the rear of the float and connected to the rudder bar, so that it was operated automatically by the pilot. It served as a steering tailskid when the machine was on land.

The "Mussel" was followed by the "Gurnard," which was a biplane with a similar type of float and undercarriage, but both the "Mussel" and the "Gurnard" are not now in regular production.

Parts required:

2 of No.	P8	1 of No. P164	1 of No. P198
2 " "	P18	1 " " P165	2 " " P205
6 " "	P30	1 " " P168	2 " " P206
2 " "	P31	1 " " P169	2 " " P207
1 " "	P42	1 " " P170	1 " " P208
2 " "	P44	1 " " P171	1 " " P209
1 " "	P52	1 " " P172	4 " " 12
2 " "	P53	1 " " P175	1 " " 14
1 " "	P56	2 " " P176	57 " " 537A
2 " "	P60	1 " " P178	53 " " 537B
2 " "	P100	1 " " P179	1 " " 540
1 " "	P151	2 " " P187	3 " " 611C
1 " "	P152	1 " " P196	





Model No. S.23

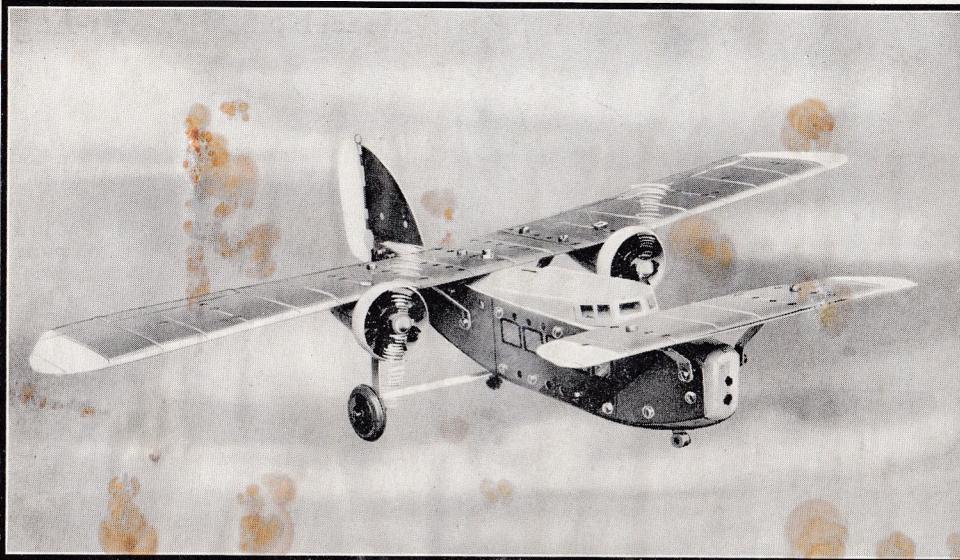
Tail-First Machine

Parts required:

1 of No.	P3	1 of No. P169	2 of No. P202
1 "	P4	1 "	P171
2 "	P8	1 "	P172
1 "	P15	1 "	P173
2 "	P18	1 "	P175
2 "	P29	2 "	P176
4 "	P30	1 "	P178
2 "	P44	1 "	P179
1 "	P52	1 "	P184
2 "	P53	2 "	P187
2 "	P60	1 "	P196
1 "	P151	2 "	P198
1 "	P152	2 "	P201

Tail-first machines, sometimes known as "duck"-type aeroplanes, fly with the small tailplane in front and the large mainplane at the rear, and thus when in the air they seem to be flying backward. Their most important feature is that the design makes it impossible to get into a spin or a nose dive. This is due to the small plane carrying the elevators that is fitted in front and is set at an angle to the main wing so that when the machine is climbing, the small front wing reaches the stalling point earlier than the main wing. It then loses all its lift and consequently all its powers as an elevator, making it impossible for the nose to be raised higher, and thus preventing the stall.

The most outstanding work in the development of this type has been carried out by the German firm of Focke-Wulf Flugzeugbau, and the best known machine produced by the company was the "Ente," shown above. This was a twin-engined commercial monoplane that had an overall length of about 34 ft. 6 in. and an overall span of 32 ft. 10 in. Its maximum speed was 88 m.p.h. and it cruised at 80 m.p.h. and landed at 52 m.p.h. The engines employed were of the Siemens and Halske S.H.11 type, each developing 110 h.p., and they were in nacelles on each side of the fuselage.



Model No. S.24

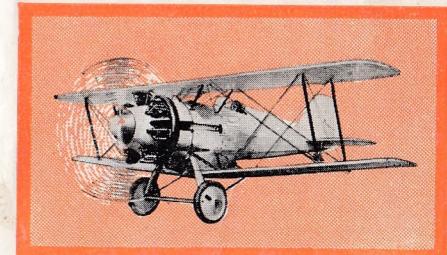
Light Fighter

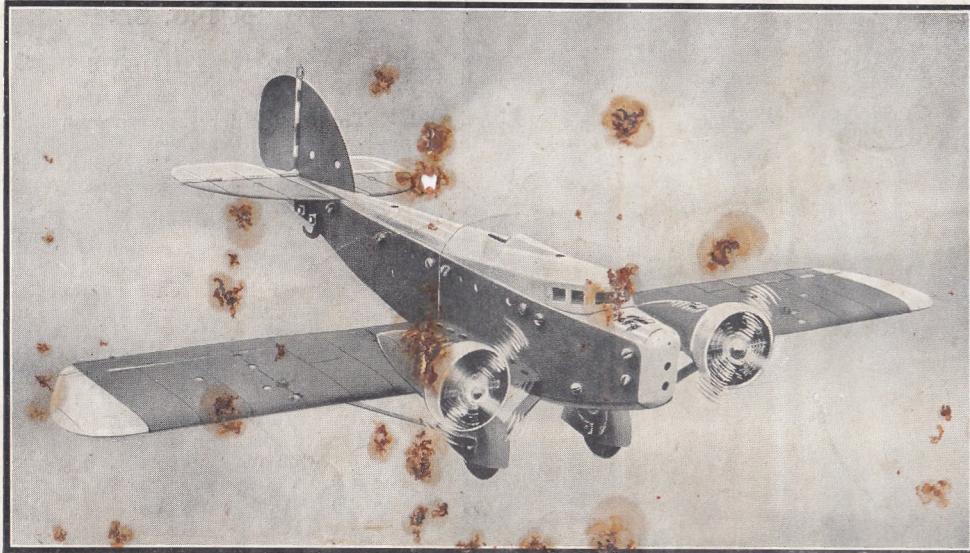
The light fighter was a type of machine produced several years ago, differing from the ordinary single-seater fighter in that it carried less military equipment. As an engine of less power than that used in a standard fighter was necessary, the machine was consequently more economical in operation and was admirable for training pilots for single-seater fighters. One of the most interesting light fighters was the Blackburn "Lincock" single-seater, which was a single-bay staggered biplane with wings of all-metal construction. In order to increase the manoeuvrability of the machine, ailerons were fitted on all four planes, whereas in light civil machines ailerons are usually fitted only on the upper or lower planes. The fuselage was of all-metal construction, although parts at the rear were covered with fabric.

In order to reproduce in the model the short fuselage of this type of machine a variation must be made from the standard fuselage construction. The Fuselage Top Rear with cockpit is used and the front of this is fitted under the rear edge of the Top Front. The rear sections of the Sides overlap the centre sections and are secured by bolts screwed into the tapped lugs of the Underside Middle Section.

Parts required :

1 of No.	P3	1 of No. P152	1 of No. P189
1 "	P4	1 "	P164
1 "	P8	1 "	P165
2 "	P18	1 "	P168
2 "	P29	1 "	P169
2 "	P44	1 "	P170
1 "	P52	1 "	P171
2 "	P53	1 "	P172
1 "	P55	1 "	P173
1 "	P58	1 "	P175
1 "	P59	2 "	P176
1 "	P62	1 "	P178
1 "	P100	1 "	P179
2 "	P101	2 "	P187
1 "	P151	1 "	P188





Model No. S.25 Twin-Engined Low Wing Monoplane

The low wing cabin type of aeroplane is becoming increasingly popular in this country. The twin-engined type is to be preferred to the single-engined type, for there is less danger in a forced landing being caused by engine failure.

One of the most interesting modern British aeroplanes is the G.A. Monospar "Universal" four-seater. It is a twin-engined low wing cabin monoplane, provided with a wing built up on what is known as the "Monospar" system of wing construction. This is exceptionally strong and makes possible a great saving in weight.

The "Universal" is 40 ft. 2 in. in span and 25 ft. 4 in. long. It has a top speed of 131 m.p.h. and a range of 49 miles. The cabin arrangements enable the aeroplane to be adapted quickly for use either as a passenger or freight transport, or as an air ambulance.



Parts required:

2 of No.	P8	1 of No. P165	2 of No. P201
1 "	P15	1 "	P168
2 "	P18	1 "	P169
2 "	P31	1 "	P171
2 "	P44	1 "	P172
2 "	P53	1 "	P173
1 "	P55	1 "	P175
1 "	P58	2 "	P176
1 "	P59	1 "	P178
2 "	P60	1 "	P179
1 "	P151	1 "	P184
1 "	P152	1 "	P196
1 "	P164	2 "	P199

2 " " P202

2 " " P203

2 " " P207

1 " " P208

1 " " P209

2 " " P210

2 " " P211

2 " " P212

4 " " 12

38 " " 537A

35 " " 537B

1 " " 611C

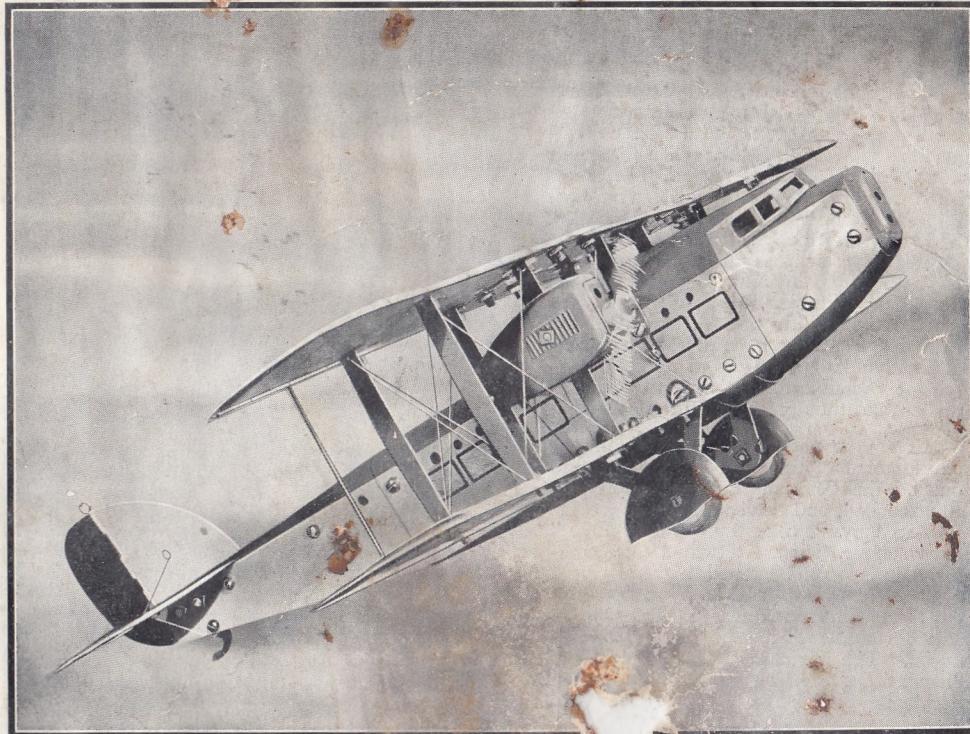
Model No. S.26 Twin-Engined Passenger Biplane

Parts required:

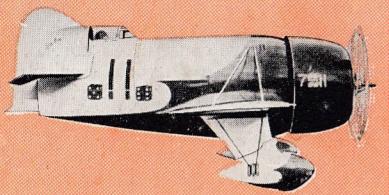
1 of No.	P7	1 of No. P156	1 of No. P184
2 "	P8	2 " " P162	4 " " P187
1 "	P14	1 " " P164	1 " " P196
1 "	P15	1 " " P165	1 " " P199
2 "	P18	1 " " P168	2 " " P202
4 "	P28	1 " " P169	2 " " P205
4 "	P29	1 " " P171	2 " " P206
2 "	P44	1 " " P172	2 " " P207
2 "	P53	1 " " P173	1 " " P208
1 "	P55	1 " " P174	1 " " P209
1 "	P58	1 " " P175	4 " " 1
1 "	P59	2 " " P176	76 " " 537A
2 "	P60	1 " " P177	75 " " 537B
1 "	P151	1 " " P178	1 " " 540
1 "	P152	2 " " P179	3 " " 611C
1 "	P155		

Twin-engined biplanes are really suitable for use only on air lines on which it is not necessary to make crossings of wide stretches of water, because if one of the engines breaks down, the work of the other one is greatly increased and consequently this may fail also. A forced landing with a large machine may be very difficult when the aeroplane is travelling over land, but when flying over water the results are almost certain to be serious unless there are ships in the neighbourhood. It is for this reason that only three- or four-engined aeroplanes are used by Imperial Airways for the operation of their cross-Channel service. Actually narrow stretches of water can be flown by twin or single-engined machines, for they are made to climb so high that in the event of engine trouble they can glide to land without any danger of having to descend upon the water.

The D.H. "Dragon Rapide" is a twin-engined biplane used extensively on overland passenger services. The accommodation is planned to seat from four to 10 people, according to requirements.



Model No. S.27 Racing Monoplane

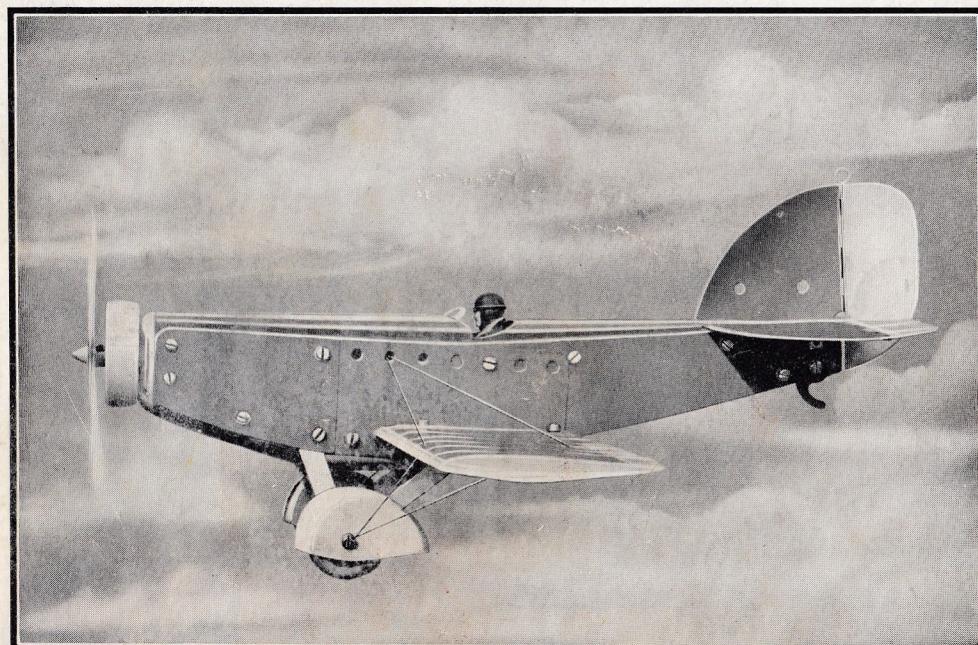


Parts required:

2 of No.	P18	1 of No. P165	1 of No. P198
2 " "	P44	1 " " P168	1 " " P201
1 " "	P52	1 " " P169	1 " " P203
2 " "	P53	1 " " P170	1 " " P208
1 " "	P55	1 " " P171	1 " " P209
1 " "	P58	1 " " P172	4 " " 12
1 " "	P59	1 " " P173	1 " " 16A
2 " "	P60	1 " " P175	29 " " 537A
1 " "	P100	2 " " P176	31 " " 537B
1 " "	P151	1 " " P178	1 " " 540
1 " "	P152	1 " " P179	1 " " 611C
1 " "	P164	1 " " P196	

Low wing monoplanes appear to have become definitely the machines for speed. The Vickers - Supermarine Rolls - Royce seaplanes that were built for the Schneider Trophy race in 1931, and the Italian machine that gained from England the world's speed record, were of this type, while the world's speed record for landplanes is also held by a low wing monoplane, the German B.W.F. Bf.109 single-seater fighter. The record speed, 379.39 m.p.h., was achieved on 11th November, 1937, by Herr Wurster, a German test pilot, when he flew one of these fighters fitted with a special Daimler-Benz engine, before a Commission of the Fédération Aéronautique Internationale at Augsburg. The previous world speed record for landplanes was 352 m.p.h., and this was set up by Mr. Howard Hughes, of the United States, with a low wing racing monoplane of his own design.

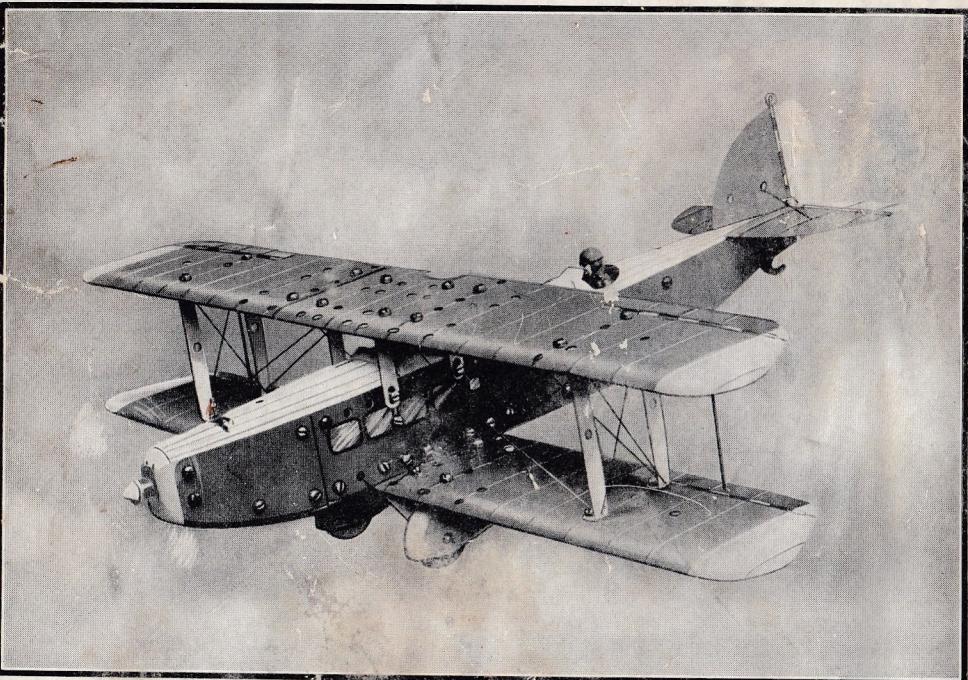
A world's speed record for landplanes was put up at Cleveland on 3rd September, 1932, by Mr. James Doolittle, the well-known American pilot, who flew a Gee-Bee "Super-Sportster" at a speed of 294.2 m.p.h. This low wing monoplane was a remarkable looking machine, as it was very fat and short, and the pilot was accommodated in a cockpit right at the rear. The pilot's seat was placed in this unusual position in order to offset the weight of the huge Pratt and Whitney "Wasp" supercharged engine.



Model No. S.28 Single-Engined Commercial Biplane

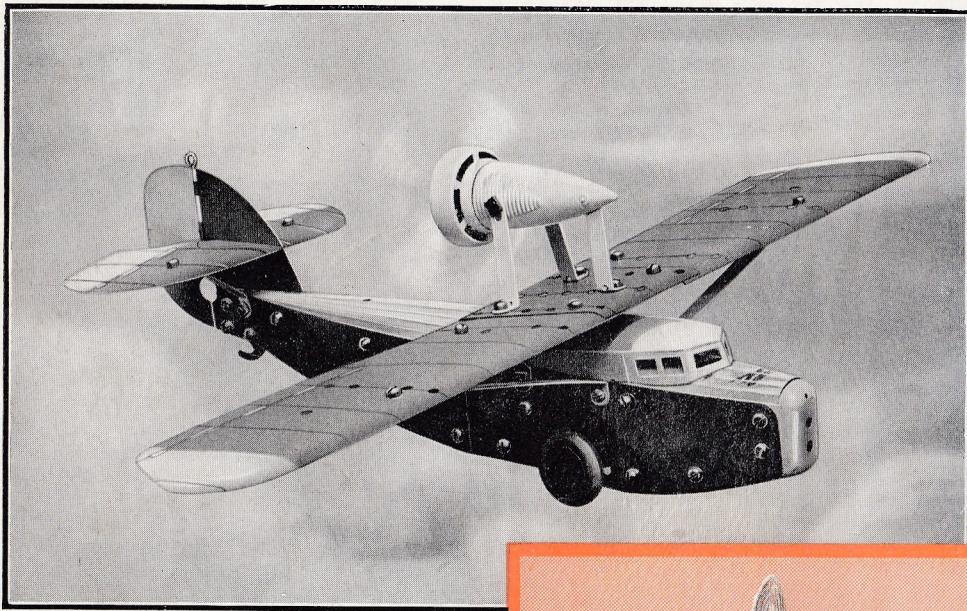
An interesting feature of the de Havilland "Fox Moth" biplane was that the pilot was accommodated in a cockpit behind and above the cabin for the passengers. The aeroplane was produced primarily as a "family conveyance," and another important feature was that as it was composed for the most part of units that were used in other machines in the de Havilland range, no difficulty was experienced in obtaining spares in any part of the world. The wings of the machine were those designed for use on the "Tiger Moth"; the tail unit or empennage being made up of parts from the "Puss Moth" and the "Gipsy Moth"; and the nose was similar to that used on the "Puss Moth."

A more recent production by the de Havilland firm is the "Hornet Moth" two-seater light cabin biplane. Fitted with a four-cylinder "Gipsy Major" engine of 130 h.p. it has a maximum speed of 124 m.p.h. and cruises at 105 m.p.h. when flying at a height of 1,000 ft. It can fly for about 623 miles without refuelling.



Parts required:	1 of No. P152	1 of No. P177
1 of No. P7	1 of No. P155	1 " " P178
2 " " P8	2 " " P156	2 " " P179
1 " " P14	1 " " P162	4 " " P187
2 " " P18	2 " " P164	1 " " P196
4 " " P29	1 " " P165	1 " " P198
2 " " P44	1 " " P168	1 " " P208
1 " " P52	1 " " P169	1 " " P209
2 " " P53	1 " " P170	4 " " 12
1 " " P55	1 " " P171	1 " " 14
1 " " P56	1 " " P172	70 " " 537A
1 " " P58	1 " " P173	73 " " 537B
1 " " P59	1 " " P174	1 " " 540
2 " " P60	1 " " P175	1 " " 611C
1 " " P100	2 " " P176	
1 " " P151		





Model No. S.29 Pusher-Engined Monoplane Amphibian

Model No. S.29 Pusher-Engined Monoplane Amphibian

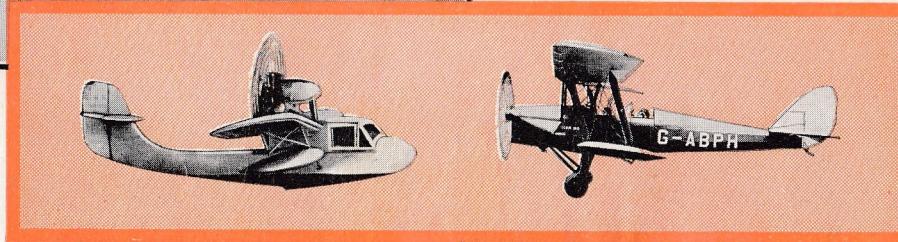
Parts required:

1 of No.	P8	1 of No.	P165	1 of No.	P202
1 „ „	P15	1 „ „	P169	1 „ „	P203
2 „ „	P18	1 „ „	P171	1 „ „	P207
3 „ „	P29	1 „ „	P172	1 „ „	P208
4 „ „	P30	1 „ „	P173	1 „ „	P209
2 „ „	P31	1 „ „	P175	1 „ „	P210
2 „ „	P44	2 „ „	P176	1 „ „	P211
2 „ „	P53	1 „ „	P178	1 „ „	P212
1 „ „	P55	1 „ „	P179	6 „ „	38
2 „ „	P60	1 „ „	P184	44 „ „	537A
1 „ „	P151	1 „ „	P196	42 „ „	537B
1 „ „	P152	1 „ „	P199	1 „ „	611C
1 „ „	P164	1 „ „	P201		

Small single-engined flying boats and amphibians are not very popular in this country, although several are constructed abroad. The Supermarine "Walrus" is a small biplane amphibian with a single engine driving a pusher airscrew, but most British flying boats are larger multi-engined machines. In France several single-engined flying boats have been produced, and one was built by Hydravions Shreck F.B.A., a firm that did much pioneer work for machines of this type. Another monoplane flying boat very similar to the model is the Loiré 130, a feature of which is the method of fixing the wings so that they can be folded for stowage aboard ship. Another French single-engined amphibian is the C.A.M.S. 37, a three-seater bombing or coastal-reconnaissance machine.

In Canada conditions are very favourable for the operation of flying boats, as there are so many lakes and rivers. The Canadian Vickers "Vedette VI" is a single-engined biplane flying boat, used for forest fire detection and photographic survey work. It has a single 300 h.p.

Wright "Whirlwind" air-cooled radial engine, mounted on a streamlined nacelle beneath the centre of the upper wing, and driving a pusher airscrew.

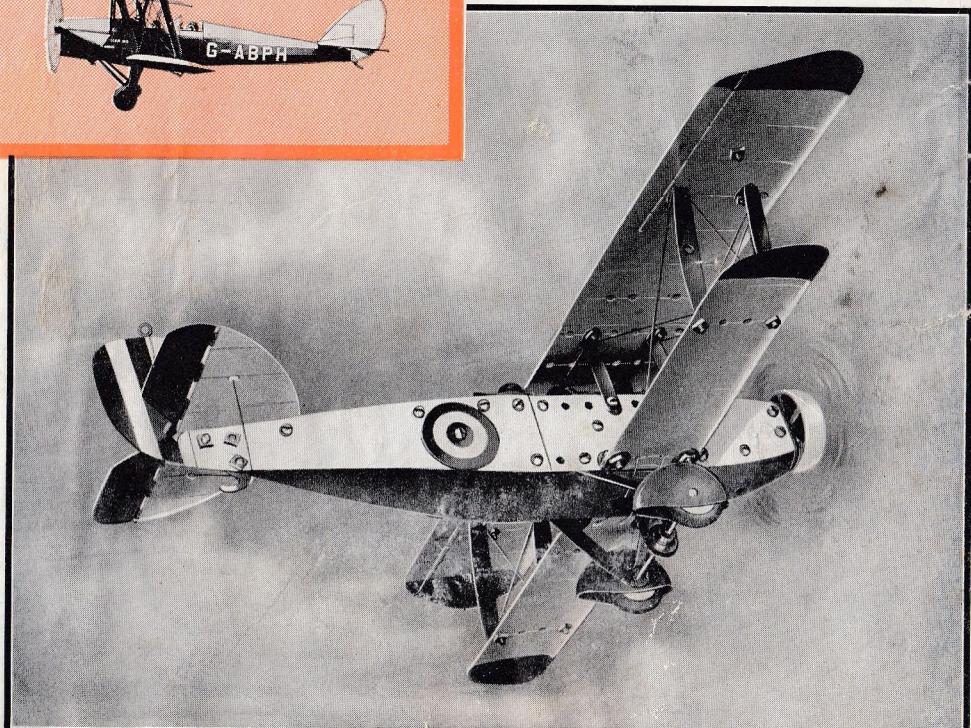


Machines used for elementary flying training are nearly always of the biplane type, as these are more stable than monoplanes, and therefore are usually easier to fly. The most famous training machine is the Avro 504K. The first edition of this appeared early in 1913, and the many types that have followed are only modified and slightly improved in various ways, all the essential aerodynamic features being maintained. Even the main dimensions of the original machine are still adhered to in the standard Avro trainer. It is claimed that more pilots have been trained on Avro 504's than on any other type of aeroplane, and it is interesting to note that the latest instructional aircraft used in the R.A.F. are Avro machines.

A training machine must possess certain definite qualities. It must, for instance, be easy to fly, and yet must not be too stable, or the student will not develop a sufficiently sensitive touch for more delicate types such as high-speed single-seater fighters. The machine must not possess any "vicious" characteristics, as these would be particularly dangerous during the first few solo flights made by a pupil, when he is apt to be extremely nervous and not to fly as well as he is really able. A typical training biplane is the de Havilland "Tiger Moth." The machine is equipped with a D.H. "Gipsy Major" engine and has a maximum speed of 109 m.p.h.

Parts required:

1 of No.	P3	2 of No.	P102	2 of No.	P185
1 „ „	P4	1 „ „	P151	2 „ „	P186
1 „ „	P8	1 „ „	P152	1 „ „	P195
2 „ „	P18	1 „ „	P164	1 „ „	P198
4 „ „	P29	1 „ „	P165	1 „ „	P201
2 „ „	P44	1 „ „	P168	1 „ „	P203
1 „ „	P52	1 „ „	P169	1 „ „	P208
2 „ „	P53	1 „ „	P170	1 „ „	P209
1 „ „	P54	1 „ „	P171	4 „ „	12
1 „ „	P55	1 „ „	P172	1 „ „	14
1 „ „	P56	1 „ „	P173	2 „ „	23A
1 „ „	P58	1 „ „	P175	53 „ „	537A
1 „ „	P59	2 „ „	P176	55 „ „	537B
1 „ „	P62	1 „ „	P178	1 „ „	540
2 „ „	P100	1 „ „	P179	1 „ „	611C
2 „ „	P101				



Model No. S.31 Torpedoplane

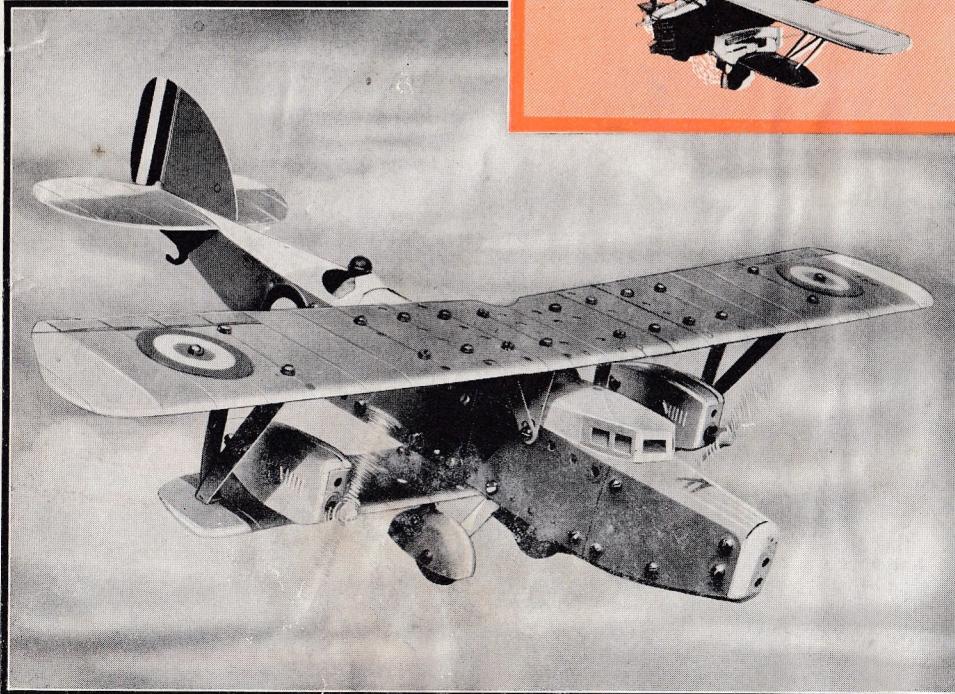
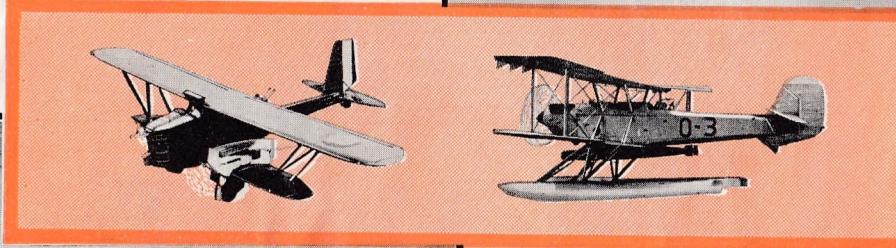
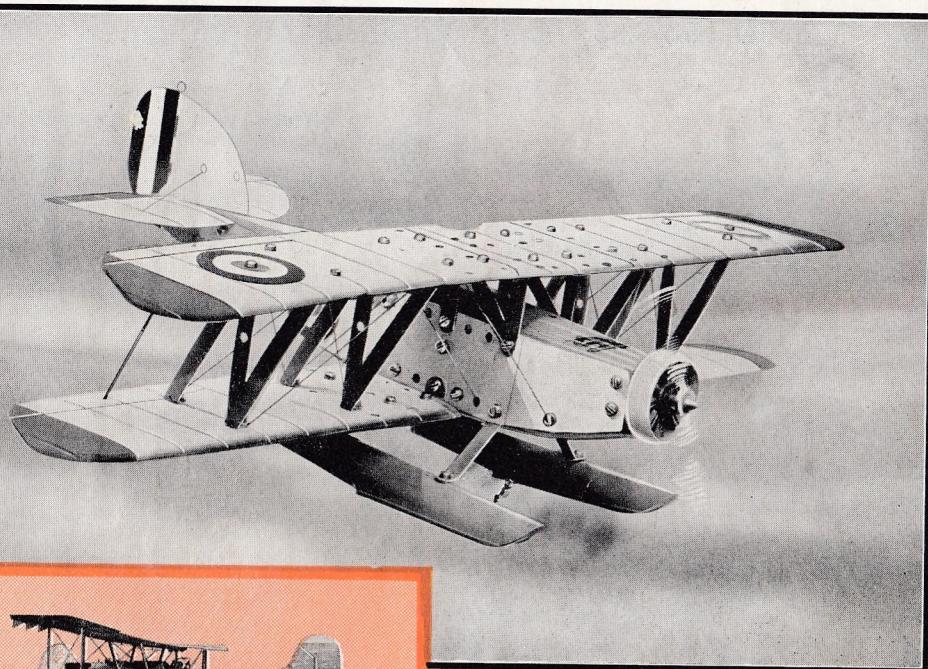
Aeroplanes intended to carry torpedoes may be fitted with undercarriages of either the wheel or the float type. Their duty is to travel on aircraft carriers or other vessels of the Fleet, and to attack enemy shipping with torpedoes.

A typical British machine of this type is the Blackburn "Shark" single-engined biplane, of metal construction. The wings are staggered and are of unequal span, and they can be folded back, thus facilitating the storing of the machine when serving with an aircraft carrier. The undercarriage is of the divided type, a very necessary feature, as any axles or cross-bracing would prevent the torpedo, or bombs, carried below the machine, from dropping into the water. When equipped with a landplane undercarriage the "Shark" has a top speed of 152½ m.p.h. at 5,500 ft. The service ceiling is 16,400 ft., and the range at cruising speed is 550 miles.

Another British machine of similar type is the Fairey "Swordfish." It is designed for torpedo-spotter and reconnaissance duties, and is a 2/3-seater unequal-span biplane, with open cockpits. It is armed with a fixed Vickers gun that fires through the airscrew, and a Lewis gun attached to a high-speed patent gun mounting at the back of the rear cockpit. Either a torpedo or a load of bombs can be carried. The "Swordfish" has a top speed of 154 m.p.h.

Parts required:

1 of No. P7	2 of No. P163	1 of No. P189
2 „ „ P8	1 „ „ P164	4 „ „ P190
2 „ „ P18	1 „ „ P165	4 „ „ P191
2 „ „ P29	1 „ „ P168	1 „ „ P195
4 „ „ P30	1 „ „ P169	1 „ „ P198
2 „ „ P42	1 „ „ P170	1 „ „ P201
1 „ „ P52	1 „ „ P171	1 „ „ P203
1 „ „ P56	1 „ „ P172	1 „ „ P208
2 „ „ P100	1 „ „ P173	1 „ „ P209
2 „ „ P101	1 „ „ P175	4 „ „ 12
2 „ „ P102	2 „ „ P176	1 „ „ 14
1 „ „ P151	1 „ „ P178	69 „ „ 537A
1 „ „ P152	1 „ „ P179	75 „ „ 537B
1 „ „ P155	4 „ „ P187	1 „ „ 540
1 „ „ P156	1 „ „ P188	1 „ „ 611C



Parts required:

1 of No. P3	2 of No. P102	1 of No. P184
1 „ „ P4	1 „ „ P151	1 „ „ P188
1 „ „ P7	1 „ „ P152	1 „ „ P189
2 „ „ P8	1 „ „ P164	1 „ „ P192
1 „ „ P14	1 „ „ P165	1 „ „ P193
2 „ „ P18	1 „ „ P168	1 „ „ P195
1 „ „ P26	1 „ „ P169	2 „ „ P199
1 „ „ P27	1 „ „ P170	2 „ „ P202
2 „ „ P29	1 „ „ P171	2 „ „ P205
2 „ „ P44	1 „ „ P172	2 „ „ P206
2 „ „ P53	1 „ „ P173	2 „ „ P207
1 „ „ P55	1 „ „ P174	1 „ „ P208
1 „ „ P58	1 „ „ P175	1 „ „ P209
1 „ „ P59	2 „ „ P176	4 „ „ 12
2 „ „ P60	1 „ „ P177	72 „ „ 537A
1 „ „ P100	1 „ „ P178	69 „ „ 537B
2 „ „ P101	2 „ „ P179	3 „ „ 611C

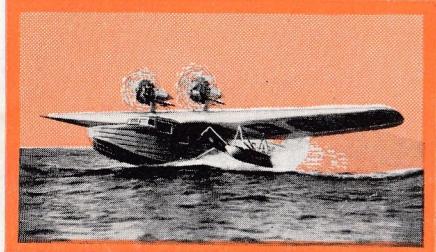
Apart from such machines as the Cierva "Autogiro" and various "Pterodactyl" types, most aeroplanes are very similar in general external appearance. An interesting type designed by the well-known French Breguet Company, however, differs from other aircraft by the fact that the fuselage stops short at a point about three-quarters of the total length of the machine, a metal girder then protruding from the bottom to carry the tail unit. This type of construction has been evolved for military aircraft in an endeavour to improve visibility for the gunner in the after cockpit, and also to increase the angle of fire. As far as possible all external bracing wires and struts have been eliminated in order to reduce drag, or wind resistance.

Several machines are built on this principle. They are of all-metal construction, hollow rivets being used to join the sheets together instead of welding or nuts and bolts. One of them is a twin-engined multi-seater fighter fitted with two 650 h.p. Hispano Suiza engines, which give it a speed of 192 m.p.h. at 13,120 ft. This machine has an empty weight of 7,700 lb. and a loaded weight of 12,760 lb.

Model No. S.32

Breguet Sesquiplane

Model No. S.33 Twin-Engined Amphibian



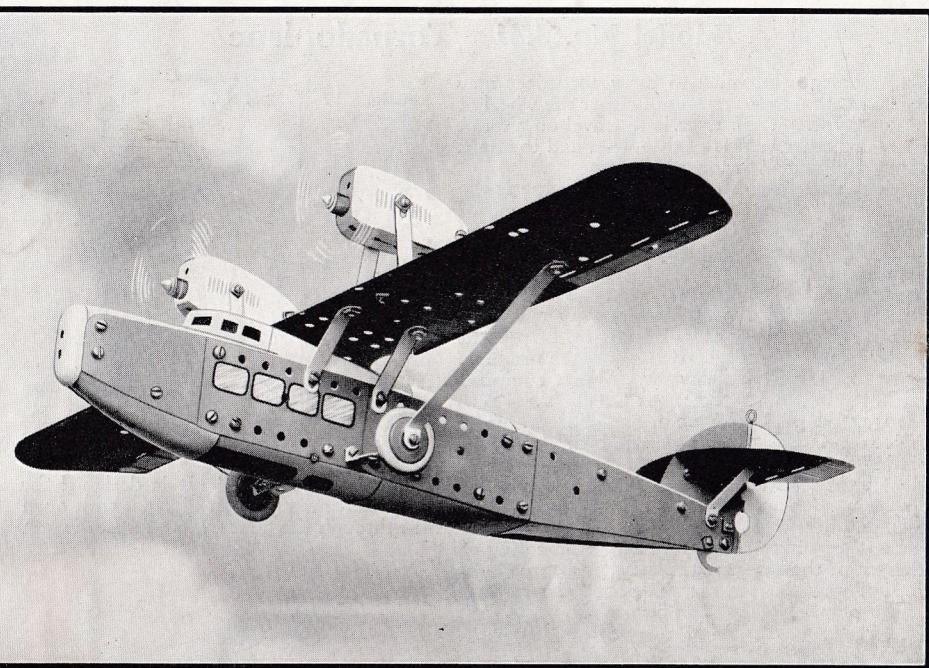
Parts required :

1 of No.	P7	1 of No.	P152	1 of No.	P196
2 "	P8	1 "	P164	2 "	P199
1 "	P14	1 "	P165	2 "	P202
1 "	P15	1 "	P169	2 "	P205
2 "	P18	1 "	P171	2 "	P206
4 "	P29	1 "	P172	2 "	P207
6 "	P30	1 "	P173	1 "	P208
2 "	P31	1 "	P174	1 "	P209
2 "	P44	1 "	P175	8 "	38
2 "	P53	2 "	P176	62 "	537A
1 "	P55	1 "	P177	53 "	537B
2 "	P56	1 "	P178	5 "	611C
2 "	P60	2 "	P179		
1 "	P151	1 "	P184		

118 m.p.h., a cruising speed of 95 m.p.h. and a range at normal speed of four hours. The two engines are of the Armstrong-Siddeley "Serval" air-cooled type, each developing 340 h.p.

An amphibian flying boat is a machine capable of taking off from, or alighting on, either land or water, the landing gear for use when alighting on an aerodrome being arranged so that it can be raised or lowered while the aeroplane is in flight. This type of machine is really of more value than the seaplane, for it is able to take advantage of any existing aerodrome or level stretch of ground, while if none is available it can alight on a lake or stream in a similar manner to a seaplane.

Very few amphibians are constructed in England. An interesting example built by Saunders-Roe, Ltd., is the Saro "Cloud," a twin-engined machine used by the R.A.F. for training pilots in flying and navigation, and also for coastal defence work. The large cabin enables several pupils to receive instruction at the same time. The "Cloud" has a span of 64 ft., a maximum speed of



Model No. S.34 Raised Fuselage Biplane

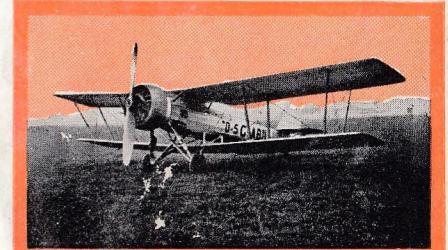


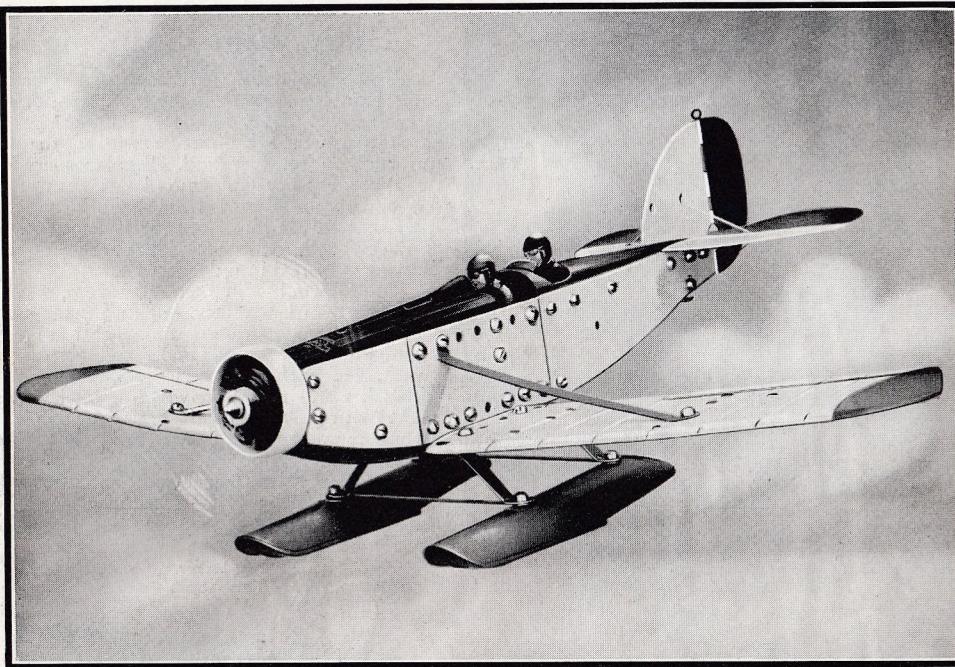
In most biplanes the lower wings are secured to the fuselage, but some machines are built with the fuselage either in between the wings or connected to the upper plane. A typical British example of this method of construction is the Handley-Page "Heyford" night bomber. There are various reasons for adopting this method of construction. There is less likelihood of the fuselage being damaged when landing in rough and unknown country, and the angle that the fuselage presents to the ground gives it a greater wind resistance when taxiing, and this acts as a sort of air brake.

It was an aeroplane of this type, the Vickers "Vespa" light biplane, in which Flight Lieut. C. F. Uwins put up a world's altitude record of 43,976 ft. on 21st September, 1932. It is interesting to note that the "Vespa" in which the successful attempt was made was a standard machine, and that it was marooned for some time at Nanking aerodrome, in China, with water up to its wings!

Parts required :

1 of No.	P7	1 of No.	P152	2 of No.	P186
2 "	P8	1 "	P155	1 "	P195
1 "	P14	1 "	P156	2 "	P199
1 "	P15	2 "	P161	2 "	P201
2 "	P18	1 "	P164	2 "	P202
2 "	P24	1 "	P165	2 "	P203
2 "	P25	1 "	P168	2 "	P207
4 "	P30	1 "	P169	1 "	P208
2 "	P31	1 "	P171	1 "	P209
2 "	P44	1 "	P172	2 "	P210
2 "	P53	1 "	P173	2 "	P211
1 "	P55	1 "	P174	2 "	P212
1 "	P58	1 "	P175	4 "	12
1 "	P59	2 "	P176	70 "	537A
2 "	P60	1 "	P177	67 "	537B
2 "	P101	2 "	P178	1 "	540
2 "	P102	2 "	P179	1 "	611C
1 "	P151	2 "	P185		





Model No. S.36 Commercial Flying Boat

The flying boat differs from the seaplane in the fact that the fuselage itself forms the hull or float, while in a seaplane smaller floats are held below the fuselage on an undercarriage. In addition, flying boats are usually much larger than float seaplanes.

Parts required:		
1 of No. P7	1 of No. P171	2 of No. P203
1 " " P15	1 " " P172	2 " " P207
2 " " P18	1 " " P173	1 " " P208
2 " " P26	1 " " P175	1 " " P209
2 " " P27	2 " " P176	2 " " P210
2 " " P30	1 " " P178	2 " " P211
1 " " P151	1 " " P179	2 " " P212
1 " " P152	1 " " P184	4 " " 12
1 " " P155	4 " " P187	6 " " 38
1 " " P156	1 " " P196	52 " " 537A
1 " " P164	2 " " P199	50 " " 537B
1 " " P165	2 " " P201	1 " " 540
1 " " P169	2 " " P202	1 " " 611C

Modern flying boats are capable of weathering quite severe storms, although a really fierce gale would be likely to wreck practically any type yet constructed, because of the unsteady effect of the wings. For this reason all commercial flying boats are of the multi-engined type in order to decrease the chances of a forced landing due to engine failure. The engines may be arranged in various ways. They may, for instance, be like those on the Saro "London," which has two engines mounted in the leading edge of the upper wing; or like those of the Short "Singapore III," which has four engines in tandem pairs between the wings. Each pair of engines is mounted in a streamlined nacelle.

Modern commercial flying boats are of the monoplane type, and generally have four engines, which are mounted in the leading edge of the wing. The famous Empire flying boats of Imperial Airways and the "Clipper" flying boats of Pan American Airways have this engine arrangement.



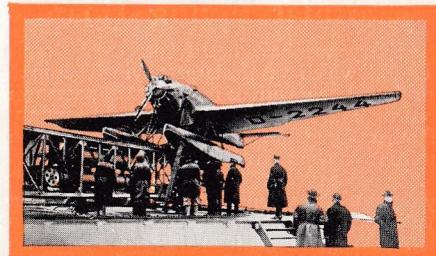
Model No. S.35

Civil Seaplane

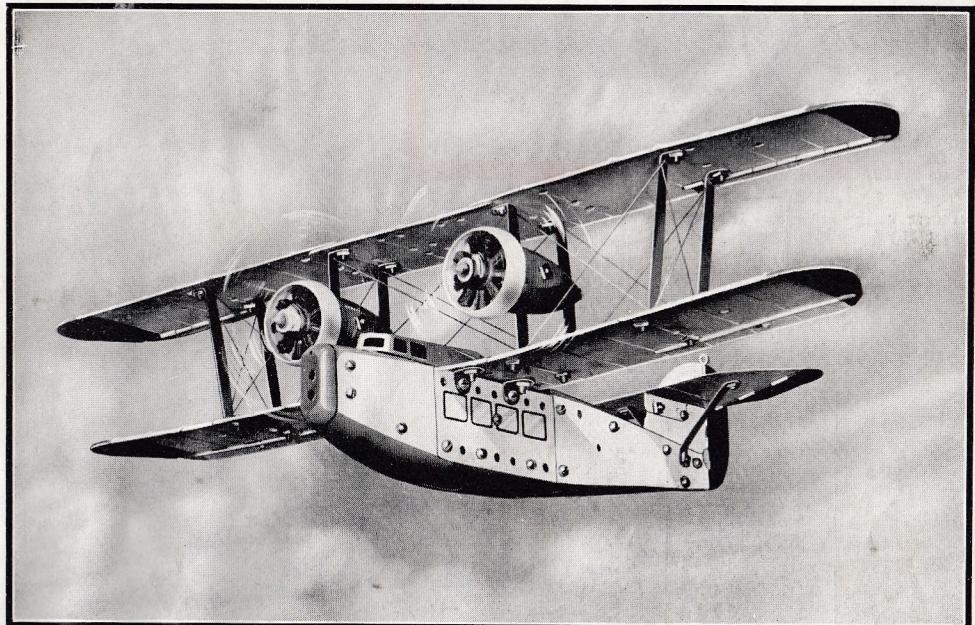
Many of the smaller civil aeroplanes can be obtained either as landplanes or fitted with floats for operation from water. The fitting of floats to an aeroplane very slightly reduces its speed and makes it more difficult to fly. The floats are usually made of duralumin, an aluminium alloy that is exceedingly light and does not readily corrode.

There are no civil seaplanes at present in production in this country. Two military types, however, are the Fairey "Swordfish" and "Seafox" reconnaissance biplanes. The Canadian Vickers-Northrop "Delta" is a single-engined low wing seaplane, with twin floats that can be replaced easily by skis or ordinary landing wheels. This type of aircraft is used by the Canadian Department of National Defence for aerial survey and high-speed air photography.

In Germany some very successful low wing seaplanes have been produced by the Aircraft Division of the famous shipbuilding firm, Blohm and Voss, of Hamburg. Their most recent civil aircraft of this type is the four-engined Ha.139. Two of these machines were built for the Deutsche Luft Hansa, and in 1937 they made 14 experimental transatlantic flights between the Azores and New York. In 1938 one of them, the "Nordwind," was employed on the D.L.H. regular South Atlantic air mail service, covering the ocean section between Bathurst, on the West Coast of Africa, and Natal, on the coast of Brazil.



Parts required:	1 of No. P168	1 of No. P201
2 of No. P18	1 " " P169	1 " " P203
4 " " P30	1 " " P170	1 " " P208
2 " " P31	1 " " P171	1 " " P209
2 " " P42	1 " " P172	4 " " 12
1 " " P52	1 " " P173	1 " " 14
1 " " P56	1 " " P175	45 " " 537A
2 " " P57	2 " " P176	51 " " 537B
2 " " P100	1 " " P178	1 " " 540
1 " " P151	1 " " P179	1 " " 611C
1 " " P152	1 " " P196	
1 " " P164	1 " " P198	
1 " " P165	1 " " P199	

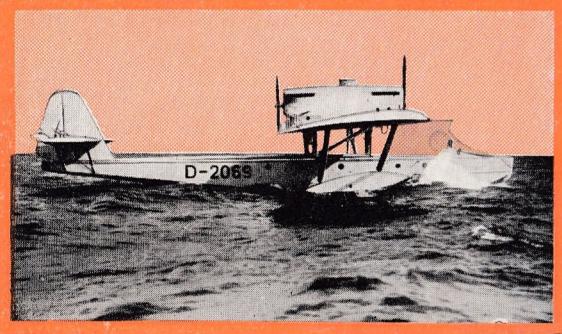


Model No. S.37

Dornier Flying Boat

Everyone has heard of the Dornier "Do.X," which was the largest flying boat in the world, and flew with as many as 169 passengers aboard. The Dornier Company build a number of other flying boats, including an interesting machine known as the Dornier Do.18, designed chiefly for ocean mail service. Most Dornier flying boats may easily be recognised by the fact that they have short wing roots sticking out on each side of the hull. These are known as sponsons, and their main purpose is to assist in stabilising the boat when it is on the water.

The Dornier Do.18 is provided with two engines arranged in tandem and accommodated in a nacelle placed on top, and in the centre, of the wing. The latest version of this aircraft is the Do.18F, which has a wing span of 86 ft. 3 in. and is 63 ft. 1 in. long. It is fitted with two 500-560 h.p. Junkers "Jumo 205" Diesel engines, and can attain a speed of 155 m.p.h. The large fuel tanks give it a range of 3,600 miles

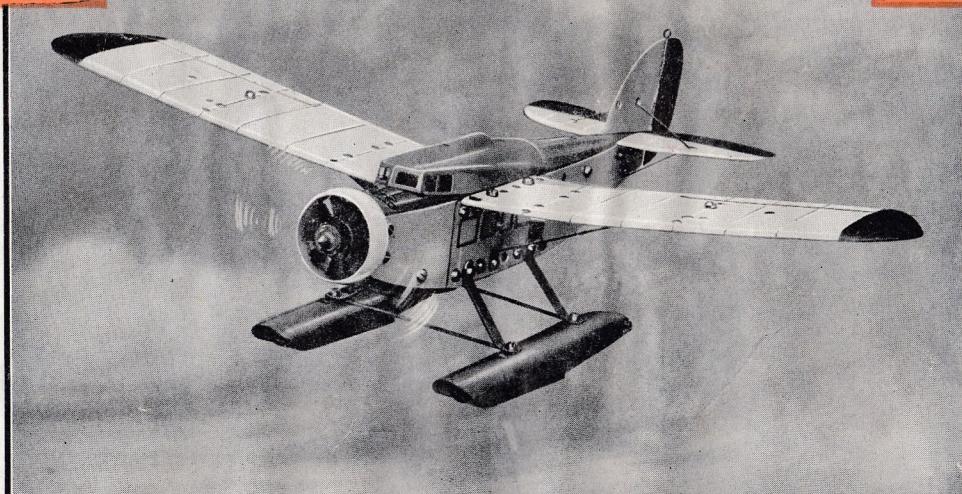
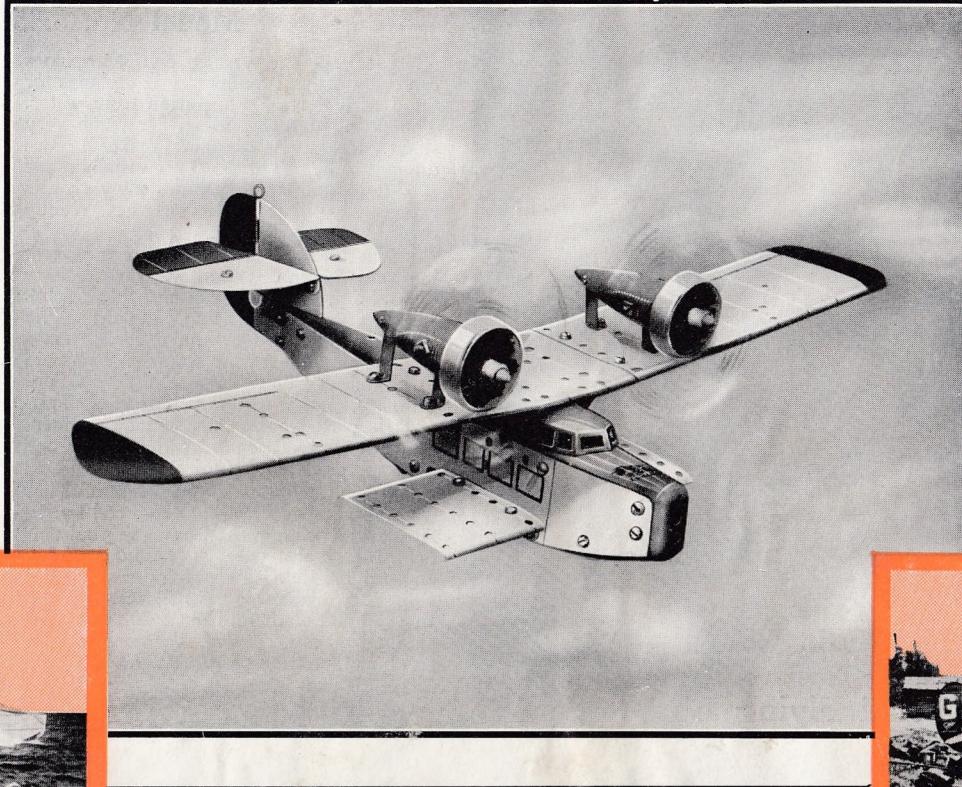


on one filling of oil. It can climb to a height of 18,370 ft.

Another and larger Dornier flying boat is the Do.26. This has four 600 h.p. Diesel engines mounted in pairs in two nacelles faired into the wing centre-section. It has a top speed of 208 m.p.h.

Parts required:

1 of No. P7	1 of No. P173	2 of No. P207
2 " " P8	1 " " P175	1 " " P208
1 " " P15	2 " " P176	1 " " P209
2 " " P18	1 " " P178	2 " " P210
6 " " P30	1 " " P179	2 " " P211
1 " " P151	1 " " P184	2 " " P212
1 " " P152	4 " " P194	4 " " 12
1 " " P164	1 " " P196	6 " " 38
1 " " P165	2 " " P199	55 " " 537A
1 " " P169	2 " " P201	50 " " 537B
1 " " P171	2 " " P202	1 " " 611C
1 " " P172	2 " " P203	



Model No. S.38 High Wing Seaplane

The essential difference between a seaplane and a landplane is that one is fitted with floats to enable it to alight on water, while the other employs a wheeled undercarriage so that it can land on solid ground. Seaplanes are of two types, the float seaplane that makes use of one or two floats carried on struts below the fuselage, and the hull seaplane, usually known as the flying boat, in which the whole of the fuselage is turned into one big float.

In England there are far fewer float seaplanes than landplanes, but in Canada, and some other countries, machines of this type and flying boats are the most common aeroplanes, because these countries are well provided with lakes and rivers on which seaplanes can alight with safety. In the winter when the ground is covered with snow and these lakes and streams are frozen over, the floats are removed from the seaplanes and replaced with skis so that pilots may land with safety on the level surfaces of the frozen lakes.



The Fairchild 82 single-engined high wing seaplane is a good example of this type of machine. It is extensively used on Canadian internal air routes and for air survey work. The twin-float undercarriage can easily be replaced by a twin-ski or two-wheeled one.

Parts required:

1 of No. P15	1 of No. P168	1 of No. P201
2 " " P18	1 " " P169	1 " " P203
4 " " P30	1 " " P171	1 " " P208
2 " " P31	1 " " P172	1 " " P209
2 " " P42	1 " " P173	4 " " 12
1 " " P52	1 " " P175	1 " " 14
1 " " P56	2 " " P176	43 " " 537A
2 " " P57	1 " " P178	49 " " 537B
1 " " P151	1 " " P179	1 " " 540
1 " " P152	1 " " P184	1 " " 611C
1 " " P164	1 " " P196	
1 " " P165	1 " " P198	

Model No. S.39

Single-Engined Biplane Amphibian

Single-engined biplane flying boats and amphibians are constructed in England, the United States and France, but in this country there is not a great deal of attention paid to them, British designers of marine aircraft having more faith in the multi-engined type. A British single-engined amphibian was built as early as 1912, however, and since then many similar machines have been produced. The Schneider Trophy was won in a single-engined Supermarine "Sea Lion" flying boat in 1922.

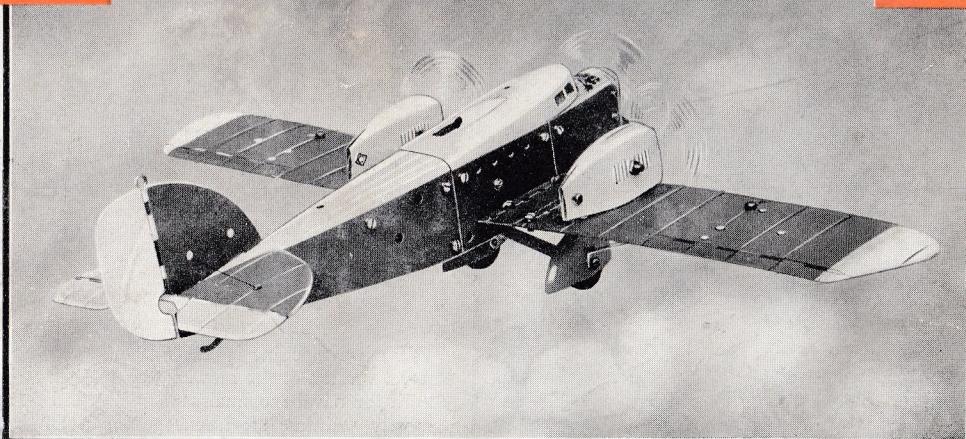
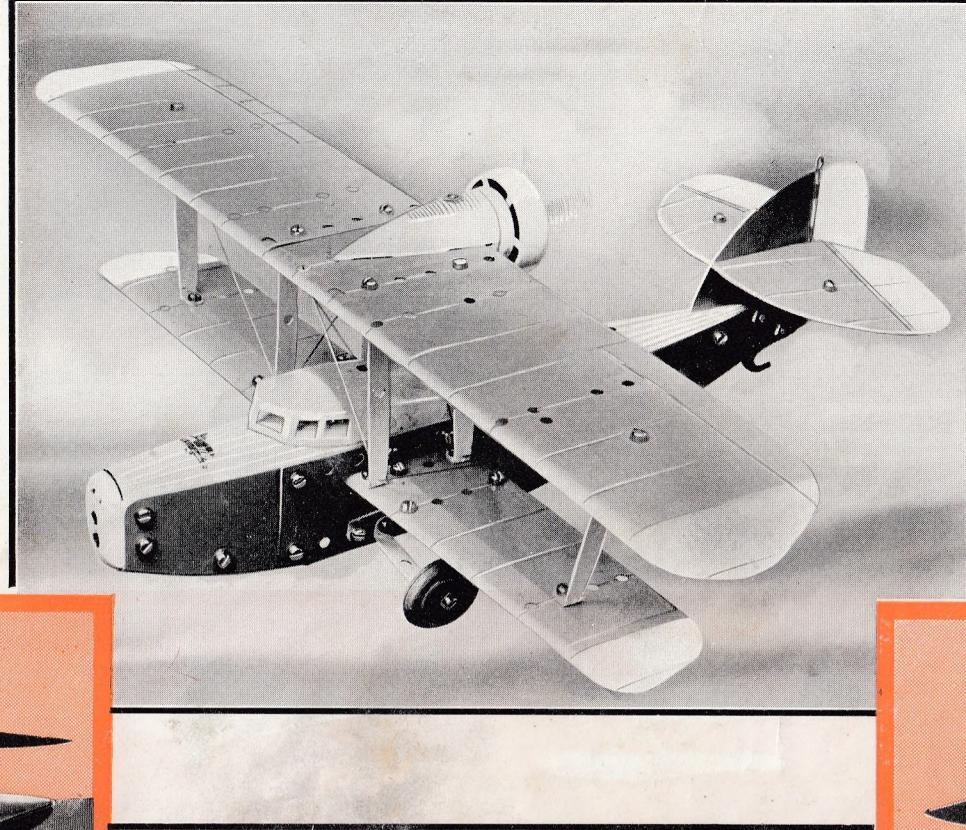
Most single-engined flying boats employ pusher airscrews, and usually are constructed so that they can be easily adapted for use either as flying boats or amphibians. The Supermarine "Walrus" is a single-engined biplane amphibian of equal span. When not in use the landing wheels fold away into recesses under the lower wings. Two gunners' cockpits are



situated one in the bows and the other aft of the wings, and the pilot and navigator are accommodated in a small cabin in front of the wings. A Bristol "Pegasus VI" engine driving a pusher airscrew is mounted on a nacelle carried on struts between the wings.

Parts required :

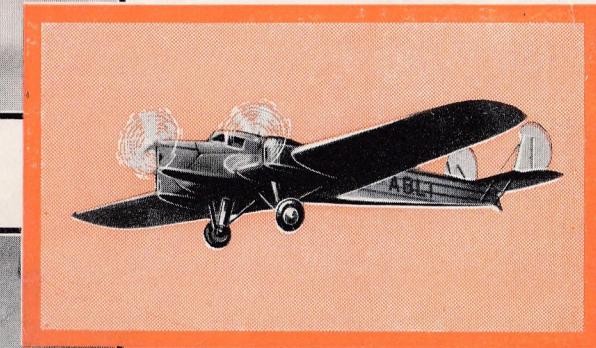
1 of No. P3	1 of No. P164	1 of No. P202
1 " " P4	1 " " P165	1 " " P203
1 " " P8	1 " " P169	1 " " P207
1 " " P15	1 " " P171	1 " " P208
2 " " P18	1 " " P172	1 " " P209
1 " " P26	1 " " P173	1 " " P210
1 " " P27	1 " " P175	1 " " P211
6 " " P30	2 " " P176	1 " " P212
2 " " P44	1 " " P178	4 " " 12
2 " " P53	1 " " P179	6 " " 38
1 " " P55	1 " " P 84	51 " " 537A
2 " " P56	4 " " P1.7	51 " " 537B
2 " " P60	1 " " P19c	1 " " 540
1 " " P151	1 " " P199	1 " " 611C
1 " " P152	1 " " P20†	



Model No. S.40 Triple-Engined Low Wing Monoplane

Low wing monoplanes have become comparatively popular among aircraft designers in this country during the last few years. Those built include single-engined racers, two and three-seater cabin machines, fast interceptor fighters, and medium-sized machines equipped with twin engines. There is no triple-engined monoplane being produced in this country at the present time. The best known foreign machine of this kind undoubtedly is the Junkers Ju.52/3m air liner. It has three 659 h.p. B.M.W. "Hornet" engines and can attain a maximum speed of 180 m.p.h. at 3,000 ft. It cruises at 162 m.p.h. and at that speed it has a range of 546 miles.

This air liner is of all-metal construction and can easily be converted into a seaplane by replacing the land undercarriage with twin floats. The pilot's cabin is in front of, and slightly higher than, the passenger cabin and has dual controls. The cabin can be arranged to seat from 14 to 17 passengers, or can be used for the conveyance of freight.



An interesting French triple-engined low-wing monoplane is the Dewoitine D-342, which is fitted with three Gnôme-Rhône 14 N.16 radial air-cooled engines and has an estimated speed of 167.6 m.p.h. It accommodates 27 passengers by day and 16 by night, in two compartments with convertible day and night equipment.

Parts required :

2 of No. P8	1 of No. P164	2 of No. P202
1 " " P15	1 " " P165	2 " " P205
2 " " P18	1 " " P168	2 " " P206
2 " " P31	1 " " P169	2 " " P207
2 " " P44	1 " " P171	1 " " P208
1 " " P52	1 " " P172	1 " " P209
2 " " P53	1 " " P173	4 " " 12
1 " " P55	1 " " P175	1 " " 14
1 " " P56	2 " " P176	48 " " 537A
1 " " P58	1 " " P178	47 " " 537B
1 " " P59	1 " " P179	1 " " 540
2 " " P60	1 " " P184	3 " " 611C
1 " " P151	1 " " P196	
1 " " P152	3 " " P199	

Model No. S.41

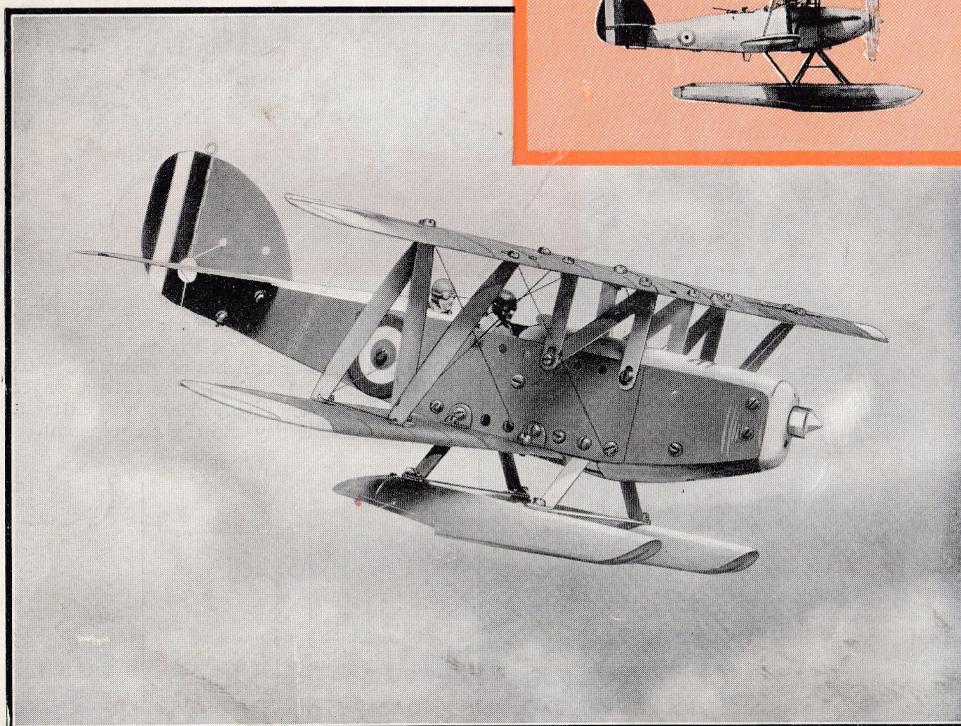
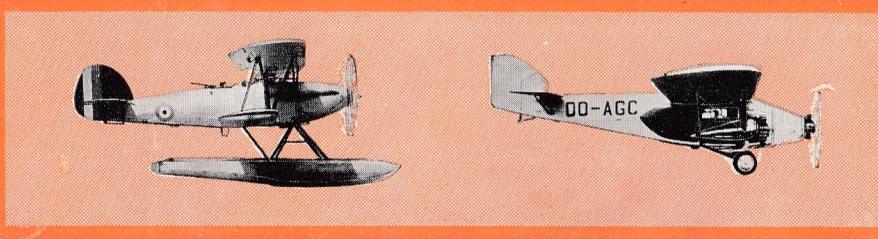
High Wing Air Liner

The high wing monoplane is popular with some air line companies. The machines used by Imperial Airways included, until recently, the Armstrong Whitworth "Atalantas," which were four-engined high wing monoplanes. These have been replaced by a fleet of A.W. "Ensign" air liners, which are also high wing monoplanes.

Although water-cooled engines are employed occasionally in machines of this type, they are usually fitted with radial air-cooled engines. The "Ensign" air liner, mentioned above, has four powerful radial air-cooled engines. The European version of this machine seats 40 passengers in four roomy cabins, and the Empire type with three cabins, accommodates 27 persons by day and 20 by night. Luggage and mails are carried in a hold above the centre cabin. The air liner has a span of 123 ft., and is fitted with a retractable undercarriage.

Parts required

1 of No. P7	1 of No. P152	3 of No. P199
2 „ „ P8	1 „ „ P164	3 „ „ P201
1 „ „ P14	1 „ „ P165	2 „ „ P202
1 „ „ P15	1 „ „ P168	3 „ „ P203
2 „ „ P18	1 „ „ P169	2 „ „ P207
4 „ „ P30	1 „ „ P171	1 „ „ P208
2 „ „ P31	1 „ „ P172	1 „ „ P209
2 „ „ P44	1 „ „ P173	2 „ „ P210
1 „ „ P52	1 „ „ P174	2 „ „ P211
2 „ „ P53	1 „ „ P175	2 „ „ P212
1 „ „ P55	2 „ „ P176	1 „ „ 16A
2 „ „ P56	1 „ „ P177	51 „ „ 537A
1 „ „ P58	1 „ „ P178	47 „ „ 537B
1 „ „ P59	2 „ „ P179	1 „ „ 611C
2 „ „ P60	1 „ „ P184	
1 „ „ P151	1 „ „ P196	



Model No. S.42

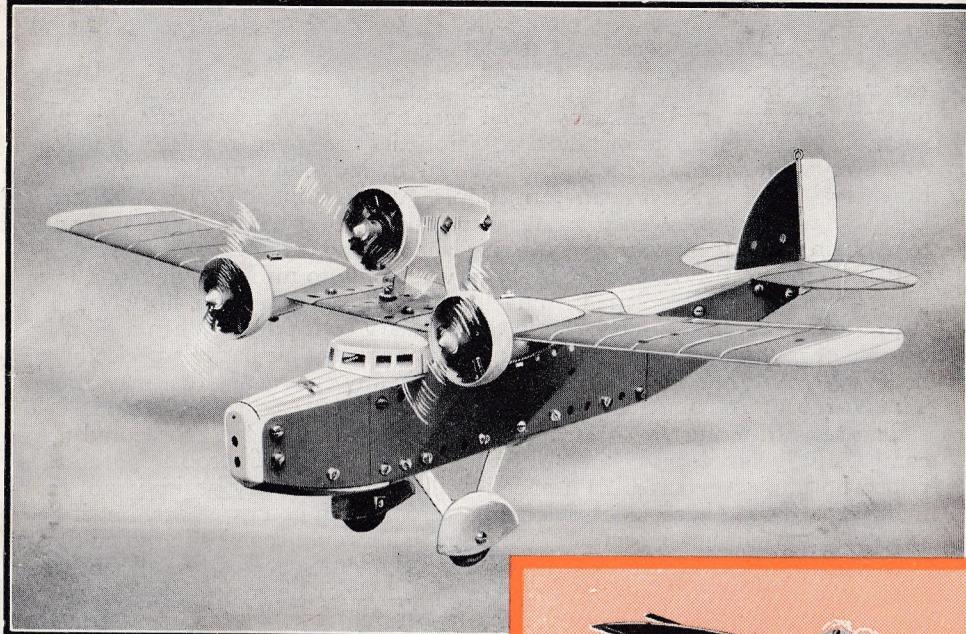
Fleet Seaplane

Parts required:

1 of No. P7	1 of No. P155	1 of No. P189
2 „ „ P18	1 „ „ P156	2 „ „ P192
1 „ „ P26	1 „ „ P164	2 „ „ P193
1 „ „ P27	1 „ „ P165	1 „ „ P195
2 „ „ P29	1 „ „ P168	1 „ „ P198
4 „ „ P30	1 „ „ P169	1 „ „ P208
2 „ „ P42	1 „ „ P170	1 „ „ P209
1 „ „ P52	1 „ „ P171	4 „ „ 12
1 „ „ P56	1 „ „ P172	1 „ „ 14
2 „ „ P57	1 „ „ P173	60 „ „ 537A
2 „ „ P100	1 „ „ P175	67 „ „ 537B
2 „ „ P101	2 „ „ P176	1 „ „ 540
2 „ „ P102	1 „ „ P178	1 „ „ 611C
1 „ „ P151	1 „ „ P179	
1 „ „ P152	1 „ „ P188	

Aeroplanes that are used for service with the Royal Navy may be operated from either warships or aircraft carriers. The types employed may be similar to those used from the ordinary aerodromes of the R.A.F., but they will be called upon to meet certain requirements that are peculiar to fleet work. They must, for instance, be provided with wings that can be folded back in order to facilitate storage in the limited space available on board ship, and they must be specially strengthened to enable them to withstand the stresses set up when being launched into the air by means of catapults. In addition it must be possible for the wheel undercarriage to be removed and replaced by floats without any difficulty.

Such a machine is the "Osprey," one of the Hawker series of military aircraft. It is the naval version of the Hawker "Hart" day bomber referred to on page 7, and which may be used both for naval reconnaissance work and for fighting. It is a two-seater built entirely of metal, mostly stainless steel, except for a fabric covering, and is equipped with the Rolls-Royce "Kestrel V" engine.



Model No. S.43 Triple-Engined Monoplane

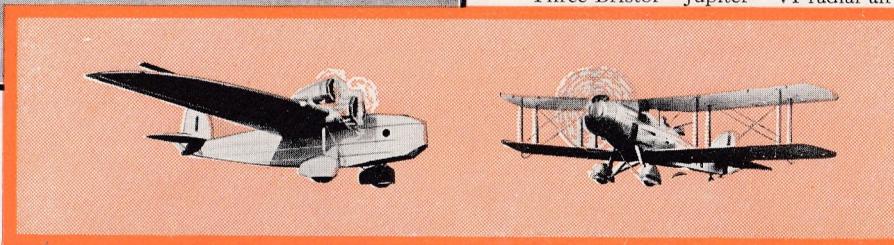
Parts required :

2 of No.	P8	1 of No.	P165	2 of No.	P202
1 „ „	P14	1 „ „	P168	3 „ „	P203
1 „ „	P15	1 „ „	P169	1 „ „	P205
2 „ „	P18	1 „ „	P171	1 „ „	P206
3 „ „	P29	1 „ „	P172	3 „ „	P207
2 „ „	P30	1 „ „	P173	1 „ „	P208
2 „ „	P44	1 „ „	P174	1 „ „	P209
1 „ „	P52	1 „ „	P175	2 „ „	P210
2 „ „	P53	2 „ „	P176	2 „ „	P211
1 „ „	P55	1 „ „	P177	2 „ „	P212
1 „ „	P58	1 „ „	P178	1 „ „	16A
1 „ „	P59	2 „ „	P179	8 „ „	38
2 „ „	P60	1 „ „	P184	54 „ „	537A
1 „ „	P151	1 „ „	P196	45 „ „	537B
1 „ „	P152	3 „ „	P199	4 „ „	611C
1 „ „	P164	3 „ „	P201		

In connection with Model No. S.21 we described the Airspeed "Ferry," an unusual machine on account of the disposition of its engines, one being carried on the upper wing instead of in the nose. Similar methods of arranging the engines are becoming increasingly popular, being employed to quite a large extent in flying boats and also in several landplanes. An interesting high wing monoplane in which the engines were arranged in this manner was the Dornier "Do.Y." a bombing machine built by the Swiss branch of the well-known German Dornier Company.

The Dornier "Do.Y." was a four-seater bomber. Its wings were of the cantilever type, with a span of 91 ft. 10 in. and were of typical Dornier construction, tapering in chord and thickness. The fuselage was rectangular in cross section and carried a tail unit of the normal monoplane type. The undercarriage was of the divided type, and was arranged so that the machine was very low on the ground when taxiing or at rest. The machine was piloted from a two-seat open cockpit immediately in front of the leading edge of the wing, and there were two other cockpits, one in the nose and one behind the wing.

Three Bristol "Jupiter" VI radial air-cooled engines were fitted, and these gave the machine a maximum speed at ground level of about 155 m.p.h. and a cruising speed of about 137 m.p.h.

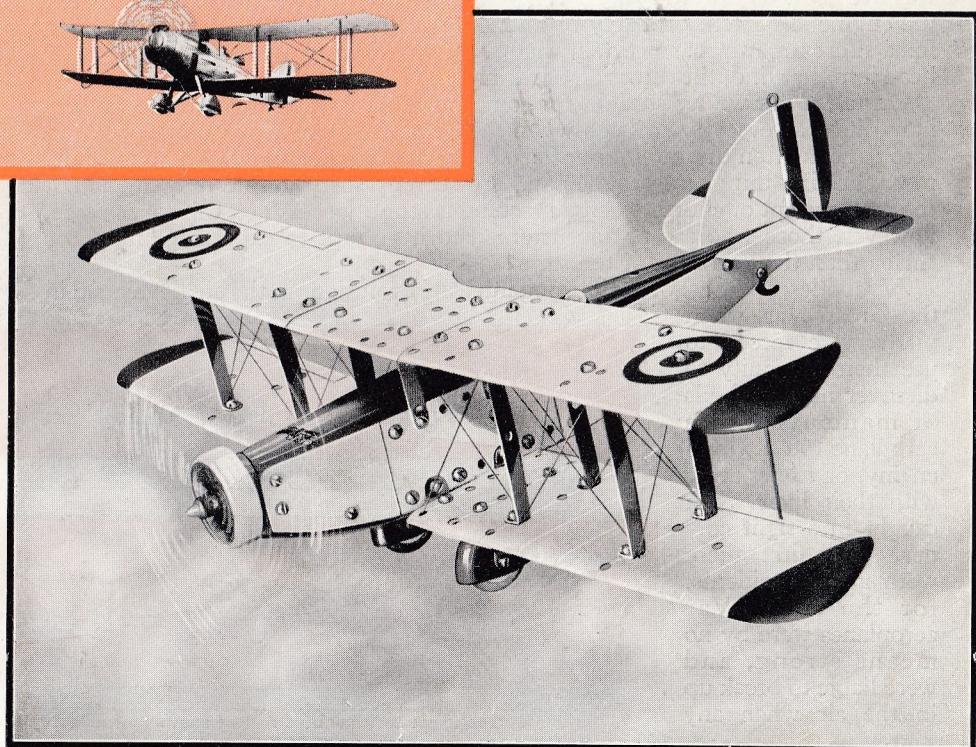


Model No. S.44 General Purpose Military Biplane

General purpose machines, as their name implies, are aeroplanes that have been specially designed to enable them to be used for various military purposes with a very small amount of alteration. Thus they can be used for training, bombing, army co-operation, and reconnaissance and many other duties. Two general purpose machines that are popular in the R.A.F. are the Vickers "Vincent" and the Hawker "Hardy." These machines are used by various squadrons, the "Hardy" being particularly well adapted for work in India and the Near East.

A famous general purpose aeroplane is the Westland "Wallace," for it was in two slightly modified machines of this type that the famous photographic expedition over Mount Everest and other mountains in the neighbourhood was made.

The "Wallace" has been developed from the "Wapiti," and in its construction great attention has been paid to streamlining and strength. Its wings have a spread or span of about 45 ft. 6 in., and in the landplane form it is about 34 ft. in length and 11 ft. 6 in. in height. A Bristol "Pegasus" 2.M. engine is employed.



ADVANCED FLYING AND AEROBATICS

At the beginning of this Manual we described how an aeroplane is controlled, and what keeps it in the air. We now propose to take our readers for an imaginary flight, during which we shall perform some of the most common "aerobatics," as stunts in the air are called. We will assume that we are not fortunate enough to own a machine, but that we are members of an aero club, and therefore shall make our flight in a club machine. These machines are usually two-seater light aeroplanes used primarily for instruction purposes, but also for hiring out to members of the club who have obtained an "A" licence, which entitles them to pilot a machine for pleasure, as distinct from commercial gain. A paragraph dealing with the test for the "A" licence appears at the end of this section.

When the day arrives we travel by car to the aerodrome, which is almost certain to be some distance out in the country. Most aerodromes are just large flat fields, usually with a surface of specially-prepared turf, and situated in as flat country as can be found in the neighbourhood. At the aerodrome is the club house and the hangars or sheds in which the aeroplanes are housed and where the mechanics overhaul the machines and keep them in repair.

Going Up for the First Time

After parking the car and donning suitable flying clothes we walk out on to the "apron," or concrete surface in front of the hangar, where the machine we have booked is awaiting us. When we have taken our places in the machine, the engine is started, probably by swinging the propeller, and after running it for a short time to make certain that everything is operating satisfactorily, we head into the wind, the direction of which has been noted from the wind cone.

On taking off we fly straight for some time, admiring the view, and finding how different everything looks when seen from the air. The first trip in an aeroplane is often disappointing, for most people expect flying to be one of the most thrilling things imaginable, and are secretly sorry to find that this is not the case, except of course when a machine is stunting. When this takes place, however, those who are not accustomed to it are apt to experience far more thrills than they care for at the time!

Aerobatics, or the art of performing intricate evolutions in the air, developed in the Great War, when pilots were forced to use their ingenuity to discover new methods of manoeuvring an aeroplane to outwit an enemy, or to get away with their lives when caught in a tight corner. At first there were many accidents, for the early War aeroplanes were by no means strong, and were liable to break up in the air when any

extra stresses were thrown upon them. Gradually the art of aerobatics progressed, however, and nowadays fatal accidents very rarely occur through stunting, and exhibitions of advanced aerobatics are given regularly at flying displays. Aerobatics are performed not only by individual machines, but also by several machines flying in formation. At the annual Royal Air Force Display it was a regular event for a number of flights of machines to take off and to perform intricate manœuvres in the air while linked together by elastic cords.

It is often stated that stunt flying is of value only to military pilots and test pilots employed by aeroplane manufacturers. This is a mistake, however, for such flying is of great importance to the ordinary civil pilot. When a pilot is capable of putting his machine into any position in the air he feels perfectly at home in it, and thus is able to keep his head in any emergency that may arise.

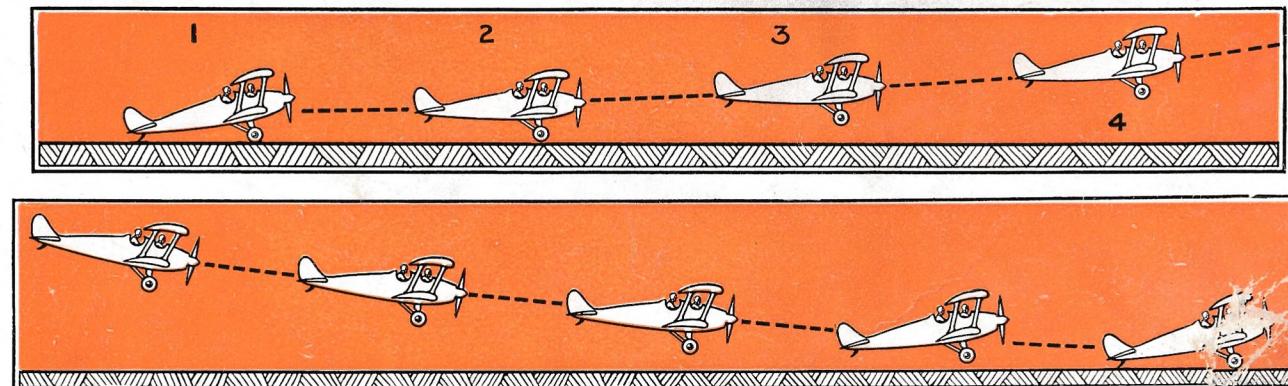
The Value of Aerobatics

The tests that must be passed before the "A" licence can be secured are comparatively simple and do not involve any knowledge of aerobatics; and a pilot who has just secured his licence is still only at the very beginning of his flying career. He is capable of flying an aeroplane in good weather, but if he were to be caught in a storm or among clouds he would soon be in difficulties. When flying among clouds even an experienced pilot may easily lose all sense of position and direction, and on emerging from them he may find that he is flying upside down. In such a predicament a pilot who had had even a little training in aerobatics would quickly recover himself, but one who was quite inexperienced would be in a serious position.

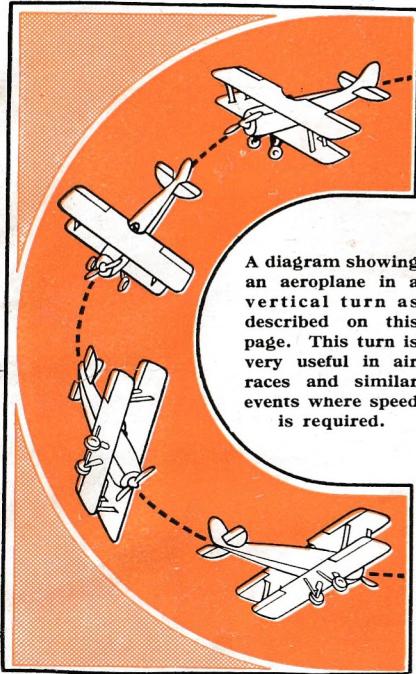
Aerobatics form also a very valuable means of publicity for flying. The exhibitions of stunt flying that have been given in many parts of the country have attracted large numbers of spectators, many of whom have been tempted to try the experience of a joy flight, and in this manner have taken the first step towards making use of air transport. In almost every instance, the only complaint of people who have been up for a first flight is that it was too soon over, and they are eager to go up again at the first opportunity.

Nearly all small machines can be put through many forms of aerobatics, and displays are given regularly in ordinary civil light aeroplanes such as the D.H.

"Tiger Moth." Large commercial machines, such as the D.H. "Express Air Liner" and the Short "Scion-Senior," are not used for aerobatics, for obviously they are too big for such a purpose. This does not mean that all big aeroplanes cannot be stunted if necessary. They can, but, not being built for such work, are slow on the controls.



The upper series of illustrations shows how an aeroplane takes off, and the lower series, how an aeroplane lands.



A diagram showing an aeroplane in a vertical turn as described on this page. This turn is very useful in air races and similar events where speed is required.

We described on page 1 how an aeroplane makes a normal turn. This, of course, is a simple everyday manœuvre, although beginners do not always find it so! In the War various other and more elaborate methods of turning were developed with the object of enabling a pilot to attain a position of advantage for attacking an enemy machine, or of extricating himself from a difficult position. The most famous of these war-time turns is that originated by the German pilot Max Franz Immelmann. The great feature of this turn is that the pilot not only faces his aeroplane about, but at the same time gains height rapidly.

In this manœuvre we start with a short power dive—that is, a dive with the engine on—in order to gain the necessary speed. When we are travelling fast enough, the exact moment being determined by experience and by the type of machine we are flying, we pull back the control stick. The aeroplane climbs steeply, and just as it turns over on to its back we pull the stick hard back and push the rudder control as far over as it will go in the direction in which we wish to turn. This causes us to make a half roll, and just as this is being completed we gently ease the stick forward and, by judicious use of the rudder and ailerons, prevent the machine from rolling any further. If we look now at the altitude indicator on the dashboard of the machine we shall find that we have gained several hundred feet in a few seconds in addition to having turned completely round.

Vertical Turn for Racing

When a pilot is taking part in an air race he may gain or lose a considerable amount of time by the way in which he takes corners, or races round the pylons that mark the limits of the course. An ordinary turn as described on page 1 would be quite unsuitable for use at high speed, and what is known as a vertical turn is usually employed. The method of doing this is made clear from the illustration above. As we are flying at our maximum speed we make a vertical bank. In this position the elevators may be regarded as assuming the duties of the rudder, as they are now vertical, and consequently we turn the machine round by moving them and not the rudder. The vertical turn is very similar to what is known as the climbing turn. In this the aeroplane banks almost vertically, and as it turns the nose is kept above the horizon so that the aeroplane climbs. The vertical turn is often done at air displays, as it is very effective and can be carried out near the ground, enabling photographers to secure good records for publication in the press.

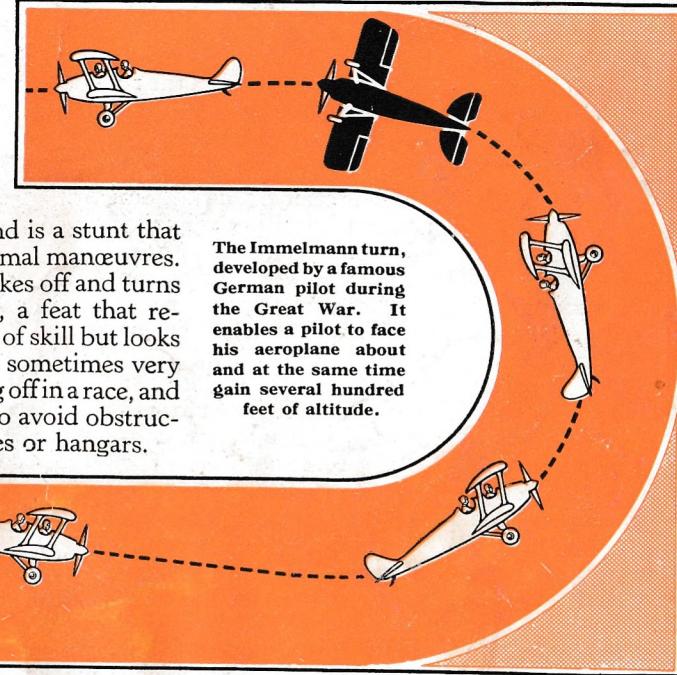
Another useful turn employed to head the aeroplane in the opposite direction without losing speed is the "Split-S" turn. This is done at the normal cruising speed by pulling the stick hard back and at the same time applying full rudder. The aeroplane naturally stalls and falls off on the side directed by the rudder, and we straighten out facing in the opposite direction. The manœuvre must not be carried out near the ground, for a considerable amount of height is lost during its execution. This turn is very attractive to watch.

A Useful Turn in a Forced Landing

The "Wing-over" is similar to the "Split-S" turn, the most important differences being that the aeroplane is completely under control throughout the manœuvre, and that little altitude or flying speed is lost. Starting from a level flying position, we gradually pull back the stick, thus pulling up the nose of the machine; and at the same time we commence a slight bank, gradually increasing this until the aeroplane is in a moderately steep vertical turn. The machine is now at right-angles to its original course, with its nose well above the horizon. By applying the necessary rudder the aeroplane goes over into a vertical spiral, from which we recover by pulling up the nose and applying aileron and rudder, and afterwards levelling off.

Still another type of turn is the "S" or "Figure 8" turn. This is made during a glide to land, and the manœuvre consists of a series of "8"s. It is of great value when forced landings are being made, as it enables height to be lost while the machine keeps over a small area. The "Figure 8" also allows the pilot to keep in sight the portion of ground he has selected for landing, during the whole of the time that he is losing height.

The climbing turn off the ground is a stunt that combines two normal manœuvres. In this the pilot takes off and turns at the same time, a feat that requires a good deal of skill but looks very simple. It is sometimes very useful when taking off in a race, and can also be used to avoid obstructions, such as trees or hangars.



Rolling consists of making the aeroplane roll round with its fuselage as the axis, and it is a very spectacular manœuvre when carried out properly. There are two distinct types of roll, the slow and the "flick," and we will begin with the former. To do this we dive slightly with the engine partly off, and when we have gained enough speed we push the stick over to the right and bring the rudder into action as necessary, which causes the machine to bank and eventually to roll slowly over on to its back. In

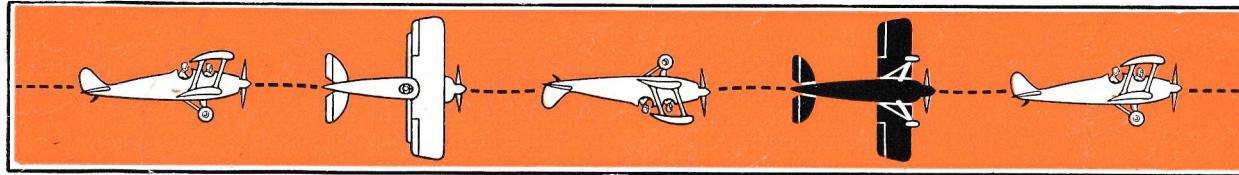
this position we are higher than when we entered the roll, and when we have completed it, and are right side up once more, we have climbed still further. The slow roll is usually carried out at a fairly good height, although it can be done quite close to the ground. Experienced pilots can even roll immediately upon taking off from the aerodrome and complete the manœuvre without rising higher than the tops of the hangars.

The flick roll is similar to the slow roll except that the machine rolls much more quickly. To begin with we fly at a speed some 30 or 40 m.p.h. less than our maximum. We now apply aileron in the direction of the roll and, increasing our speed, pull the stick back as far as possible and at the same time push the rudder bar hard over, causing the machine to roll very quickly. The roll is checked by centralising the stick and the rudder bar. It is difficult to make some aeroplanes perform this manœuvre, as they try to fly round instead of rolling. Any difficulty of this kind can usually be overcome by moving the stick and the rudder bar quickly into their proper positions for the manœuvre. Other aeroplanes will only do the roll properly in one direction.

The Half Roll and the Squadron Roll

The nature of the half roll is easily realised from its name. It is used by a pilot who wishes to fly upside down, for he flattens out when an ordinary roll is half completed. It is useful also when a half loop has been made, as it enables the machine to regain its proper flying position. This is described in the next column, in dealing with looping the loop.

Another manœuvre developed consists of a roll made by a number of machines flying in formation. This means that the complete flight, or squadron, as the case may be, rolls as one unit. The feat was first accomplished by pilots of the Royal Air Force and has been brought to great perfection. It is undoubtedly one of the most spectacular stunts that can be performed, and it has only been made possible by the production of such machines as the Hawker "Fury," and such engines as the Rolls-Royce "Kestrel" with which they are equipped. Striking exhibitions of the "squadron roll" are now usually given by the Royal Air Force at displays in which they take part.



This sketch illustrates the various positions into which an aeroplane goes in course of one complete roll.

and he gave exhibitions of it in this country on many occasions.

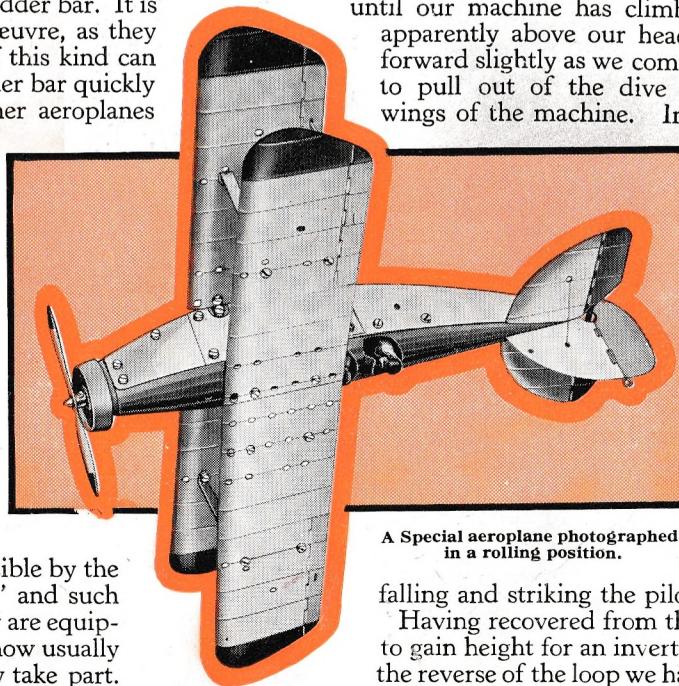
There are several kinds of loops, but we will start with what is known as a slow loop, probably the most graceful of all. First we glance at the altitude indicator to make sure that we have sufficient height, for as the speed of the machine during the manœuvre is at times only a little above stalling point, engine failure might have serious results if we were not high enough to have room to regain control.

A Popular Manœuvre—Looping the Loop

Before commencing the loop we fly level for a short time and then dive slightly, pushing the stick forward and keeping the rudder in the central position. We then slowly pull the stick backward, keeping the engine on until our machine has climbed on to its back and we can see the ground

apparently above our heads, when we throttle back and ease the stick forward slightly as we come down in a steep dive. We must take care not to pull out of the dive too quickly for this imposes high stresses on the wings of the machine. In the early days of flying many fatal accidents were caused in this way, aeroplanes then not being as strong as modern machines.

During the manœuvre the rudder must be applied to keep the machine straight, particularly when upside down at the top of the loop, for in this position there is a great tendency for the machine to fall to one side. When a pilot makes his first loop it is a common occurrence for him to forget to check his position by the horizon, the ground and the clouds, and then he may find himself coming out in a direction totally opposite to that which he expected. Another elementary mistake, caused by the slow speed at which the manœuvre is executed, is to hang on top of the loop too long, causing the machine to stall. Many accidents have occurred through loose articles



A Special aeroplane photographed in a rolling position.

falling and striking the pilot when the machine was upside down.

Having recovered from the effects of our first stunt we will proceed to climb to gain height for an inverted or "outside" loop, which, as its name implies, is the reverse of the loop we have just described. We begin by flying more or less

level, and then we put the nose of the machine down and dive instead of climbing as in the ordinary loop, climbing back to our original position with the engine on. This type of loop imposes a great strain on the wings of an aeroplane, and although it is not particularly difficult to perform it is not often done. We will next make a rocket loop, or a "zoom followed by a flick loop," as the manœuvre is sometimes termed. This is used when a pilot wishes to gain height rapidly and to continue flying in the same direction. We start with the engine on, the stick pushed forward, and the rudder in the central position. After diving slightly to gain speed we pull the stick back sharply and rocket vertically up. We are now at the top of our climb, and pushing the throttle wide open we pull the stick hard back in order to make the machine turn over. As we come down in a dive we close the throttle and push the stick forward, gradually pulling out into level flight. This manoeuvre is frequently carried out at displays by high-powered military machines that dive to within a few feet of the ground and then zoom upward.

Another variation of the loop is a half loop followed by a half roll. This is employed by pilots who wish to gain altitude rapidly and also to reverse their direction of travel. The first part of the manœuvre is the same as if we were doing an ordinary loop, but when we are hanging upside down on the top of the loop we roll, or twist over, so that the machine flies right way up, and proceeds in the opposite direction. A half outside loop followed by a half roll can also be done.

Diving and the Spinning Nose Dive

After flying normally for a short time to get over the effect of our rolls, we will try a few dives and spins. It is, of course, perfectly easy to dive. All we have to do is to switch the engine off and put the stick forward, and down we go; and the further forward we push the stick the steeper will be the dive. While doing this we must keep the rudder bar in the neutral position in order to keep the dive straight. To pull out of a dive we gently but firmly ease the stick backward, when the aeroplane will flatten out. Great care must be taken not to pull out too sharply, as the strain on the aeroplane is great. The machine should still be fairly high up when it is pulled out of the dive.

Diving is usually carried out as a preliminary to some other stunt, such as looping or zooming, in order to attain a higher speed than the normal maximum of the machine. A dive with the engine running is termed a "power dive," and when aeroplanes are being tested they are sometimes dived in this manner until what is known as the "terminal velocity" is reached. This means that the aeroplane has reached the highest speed of which it is capable, and no matter how long it may continue diving, this speed will not be exceeded owing to the tremendous air resistance that is set up.

The spin is a steep dive during which the aeroplane is turning rapidly round and round, with very unpleasant effects on the equilibrium of inexperienced occupants. It is probable that more serious aeroplane accidents have been caused by spinning than by anything else. In the early days of flying a spin was one of the most dreaded things that could happen, and a pilot who succeeded in recovering safely from one was looked upon as a brilliant airman. A spin is dangerous if it occurs at a low altitude, as for instance, after a stall caused by the engine cutting out directly after taking off. Even at a height sufficient to allow of recovery by an experienced airman, a beginner is liable to become confused by the continual whirling round of his machine. The result is often that, if he succeeds in bringing his machine into a straight dive, the slowing-up of the spinning motion produces the sensation of another spin in the opposite direction.

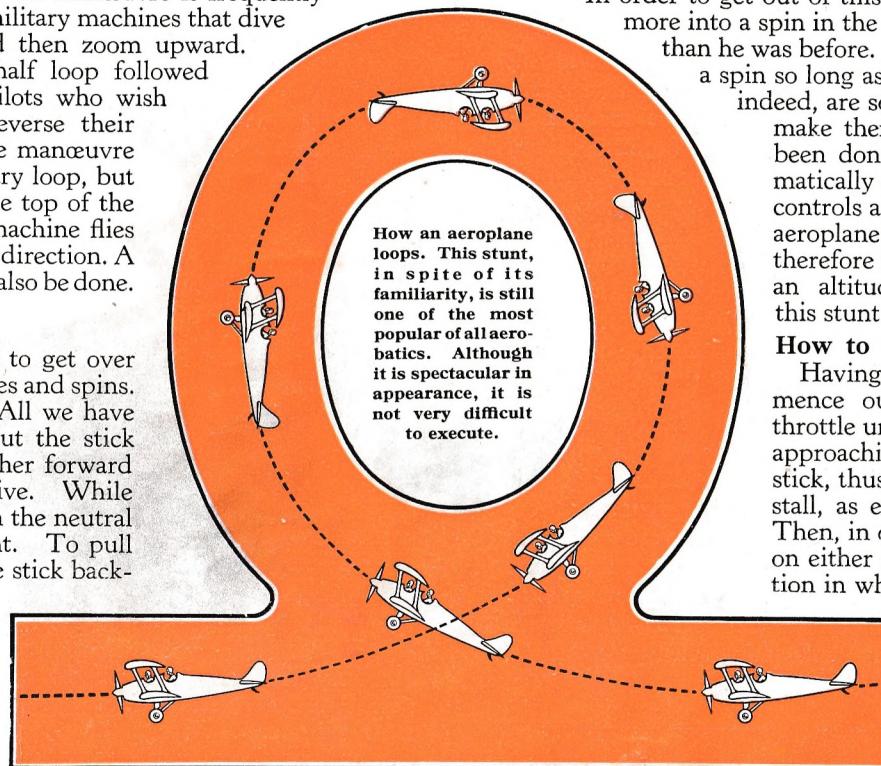
In order to get out of this apparent spin he throws the machine once more into a spin in the original direction, and is in a worse position than he was before. Nowadays no experienced pilot is afraid of a spin so long as he has enough height. Modern machines,

indeed, are so inherently stable that it is often difficult to make them go into a spin, and even when this has been done the machine will normally recover automatically and go into a straight dive as soon as all the controls are put in the neutral position. The spinning aeroplane may lose from 300 to 600 ft. in one turn, and therefore it is absolutely essential that we should have an altitude of at least 2,000 ft. before commencing this stunt. At this height there is no danger at all.

How to Get Out of a Spin

Having climbed to a sufficient height we will commence our spin. To begin with we reduce the throttle until the air speed indicator shows that we are approaching stalling speed, and then we pull back the stick, thus causing the nose to rise and the machine to stall, as explained at the beginning of this Manual. Then, in order to put the machine into a spin, we put on either right or left rudder, according to the direction in which we wish to turn. Having produced the spin and passed through a few turns we neutralise the controls and the machine goes into a normal straight dive, from which we pull it out gradually. The first spin is usually both alarming and uncomfortable, but after a few experiences the unpleasant sensations pass off.

and we do not think much about it. The reverse of spinning is the upward spin, which consists of making the aeroplane "corkscrew" as it climbs vertically. Having gained sufficient altitude we dive steeply with the engine running and then pull the stick back until the aeroplane is climbing almost vertically. The aeroplane is then rolled and when we have climbed high enough, we straighten out. This is a good method of gaining altitude, although in order to carry out the manœuvre really effectively a very powerful engine is required.



It is a remarkable fact that the most spectacular aerial stunts are often the simplest to perform, and the "falling leaf" is a good example of this. For some reason or other the manœuvre is not very frequently executed, although it never fails to impress those who witness it for the first time and have no idea as to how the pilot throws his machine about. It is illustrated on the next page.

The Spectacular "Falling Leaf"

Height is lost rapidly in doing the falling leaf, and so it is necessary to be fairly high up before we start. Pulling the stick back and opening up the throttle, we climb to the desired height, when we fly level once more and shut off the engine. Back goes the stick and the aeroplane stalls; and at this point we tip it over to one side with the ailerons, and then immediately apply aileron and rudder in the opposite direction. We continue in our original direction until the machine is just a little past vertical, when it begins to swing back to the side against which the controls are held. Immediately we move the controls over to the opposite side and repeat the sequence of operations. At each bank the aeroplane is really just on the point of spinning, but at the critical moment the spin is checked, principally by the rudder.

It is an interesting fact that the best machine for general purpose flying is not the best in which to carry out this manœuvre. The reason for this is that aeroplanes used for ordinary flying are very stable and under normal conditions are capable of flying for long periods when the pilot has hands and feet off the controls. In other words they are slow on the controls and the falling leaf is best carried out on a machine with very sensitive controls, such as a single-seater fighter.

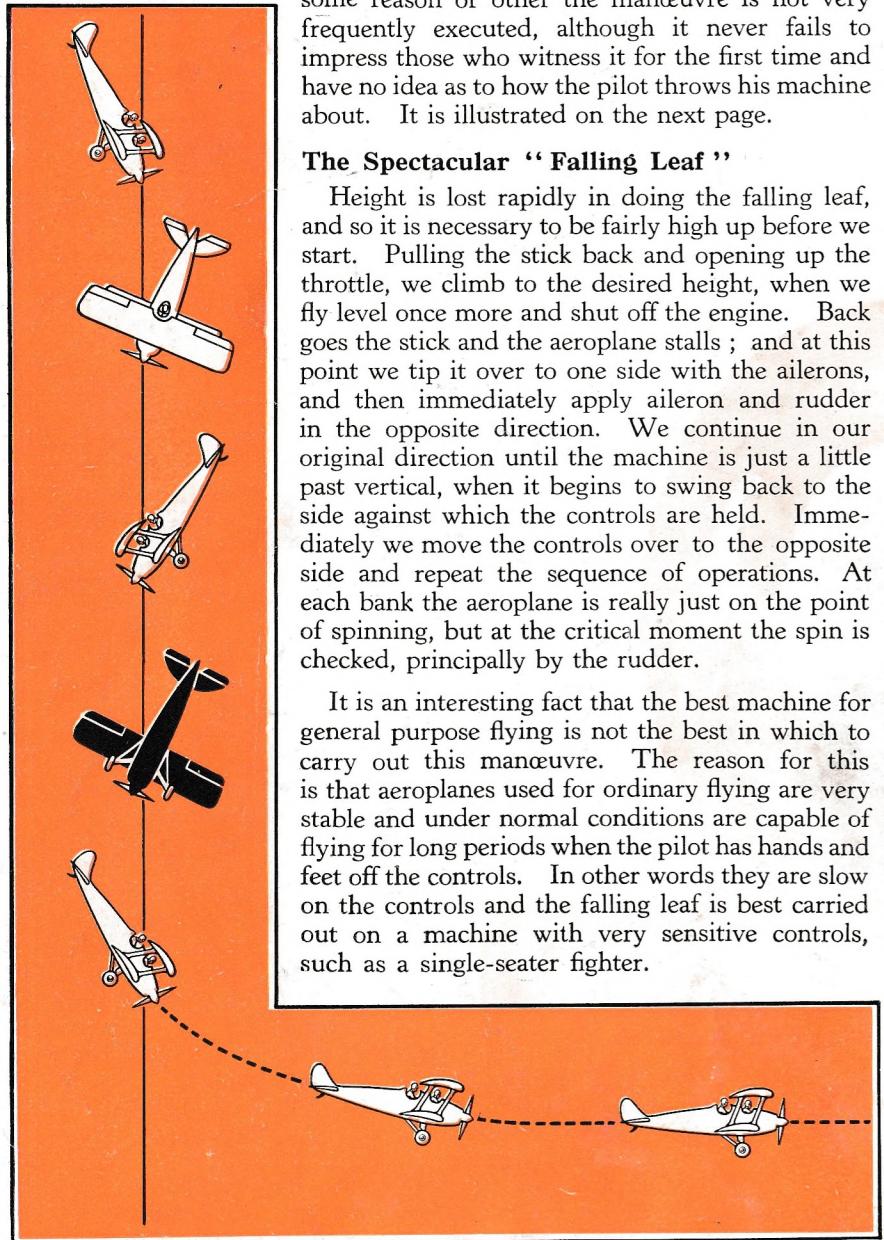


Diagram showing a spinning aeroplane and how it is levelled into straight flight after coming out of the spin.

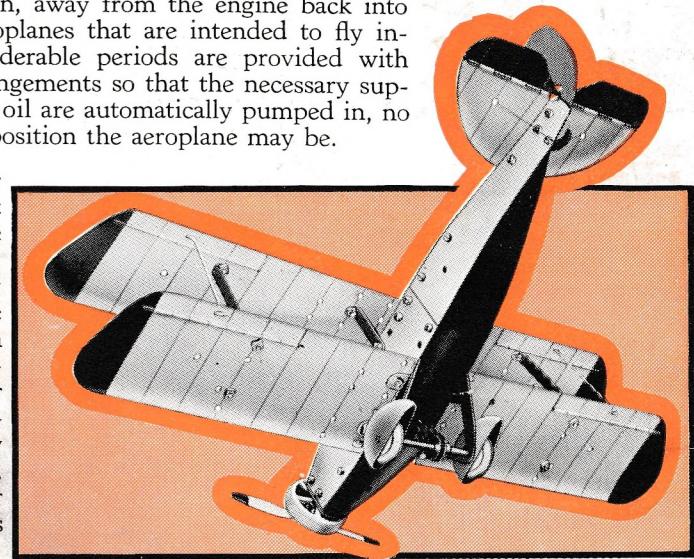
To finish our short display of aerobatics we will do a little inverted flying. We have, of course, already experienced the sensation of being upside down in an aeroplane, when we were rolling, and also when we were half-way through the loop. In order to get into position for flying upside down we make a half-roll. When in this position, strangely enough, we do not feel that we are upside down, but rather that the earth has changed places with the sky and is above our heads! If we wish to fly inverted for any length of time the engine must be provided with special lubricating and fuel systems or it will very quickly "seize up." The reason for this is that the oil and petrol are usually fed to the engine by gravity, and consequently when the aeroplane is upside down they drain in the opposite direction, away from the engine back into the tanks. Aeroplanes that are intended to fly inverted for considerable periods are provided with special feed arrangements so that the necessary supplies of fuel and oil are automatically pumped in, no matter in what position the aeroplane may be.

It is necessary to be an expert pilot, to be in the best of training, and to be securely strapped in the aeroplane, in order to fly upside down for long. The ordinary safety belt is of no use, and proper shoulder straps must be used. These straps are secured to the

longerons, or the main longitudinal "girders" of the machine, and are fixed on to the shoulders and thighs as tightly as possible, so that when they are in position the airman cannot lift from his seat or slide his hips forward. The world's best exhibition of inverted flying was probably that given at the Royal Air Force Display at Hendon, which was held annually until 1937. The Air Ministry have now abandoned the Display, and the only opportunity for the public to see the R.A.F. at work is provided by Empire Air Day, when a large number of R.A.F. stations are open for public inspection. At each station flying displays are provided by the local units, supplemented, in many cases, by demonstrations by aircraft from the other stations.

Formation Flying in the Royal Air Force

Formation flying, which is so fascinating to watch from the ground, plays an extremely important part in the training carried out in the R.A.F. The simplest formation is known as a "Flight." This may consist of three, four or five machines, although usually the number is five except in the case of bomber squadrons, when there are normally three aeroplanes. The machines



A Special aeroplane in a spinning position.



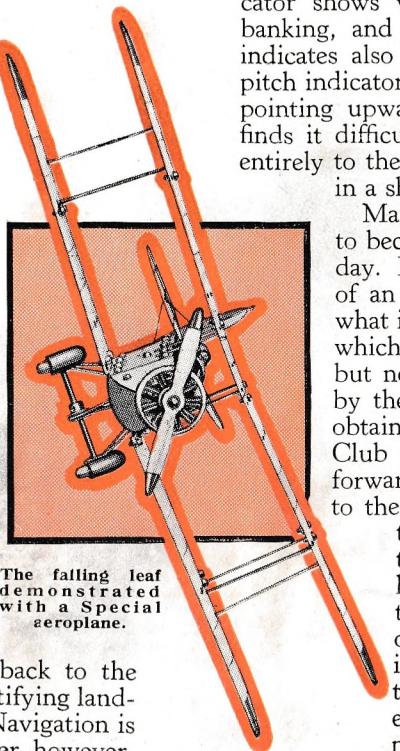
The upward spin, which is the reverse of the manoeuvre illustrated on the previous page.

of a Flight arrange themselves in the form of an inverted "V" with the leader of the Flight at the head. His machine can be distinguished from the others by the fact that it has a short streamer attached to the rudder. There are normally three Flights to every Squadron and it is customary for these to fly in what is known as Squadron Formation, which means that two Flights, each of five machines as just described, are situated behind and one on each side of the first Flight. The aeroplane in the very front of the Squadron is flown by the Squadron Leader, whose machine can always be picked out because streamers are attached to the tail and also to the wing tips.

More Interesting Formations

At times it is desirable for machines flying in this formation to break it and adopt another. The most common formation is known as the Squadron "V" or "Vic," when the whole fifteen machines form one big "V," still with the Squadron Leader in the front. In this position they are all out of each other's slipstreams, but each has a good all round view. Other formations are Line Abreast, which means that all the aeroplanes arrange themselves side by side; and Line Astern, when they are one behind the other. When these are carried out with the aeroplanes rising in steps, they are known as "echelon" formations.

It is now time to make our way back to the aerodrome, and we will do this by identifying landmarks that we pick out on the map. Navigation is not quite so simple as this in bad weather, however, and a special course of training, known as the Blind Flying Course, has been developed to enable pilots to fly with safety in fog or clouds. As we approach the aerodrome we may possibly see a machine in which blind flying training is being carried out. It will be easily distinguishable owing to the fact that a hood will be erected over the rear cockpit. This hood is made so that a faint light can penetrate it, as it is found that this reproduces more closely the normal effect of fog or cloud than if the pilot sits in complete darkness, but for illuminated instruments,



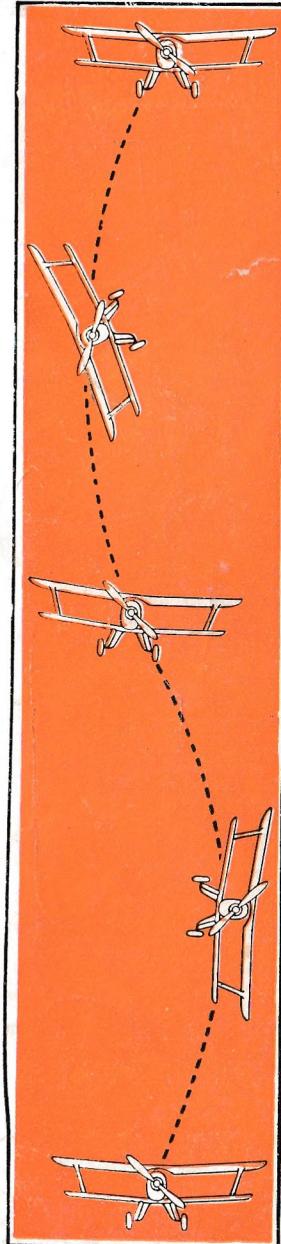
The falling leaf demonstrated with a Special aeroplane.

When flying under normal conditions the pilot of an aeroplane does not usually pay a great deal of attention to his instrument board, although of course he glances at intervals at his airspeed indicator, revolution indicator, and altimeter. When a flight is being made blind, however, all the pilot's normal flying senses are completely at fault, and therefore he has to rely entirely on his instruments. In addition to those just mentioned there are others of special importance. The turn and bank indicator shows when the machine is turning and banking, and the latest type of this instrument indicates also when it is side-slipping; and the pitch indicator shows if the nose of the machine is pointing upward or downward. At first a pilot finds it difficult to ignore his instincts and trust entirely to the indications of the instruments, but in a short time he does this automatically.

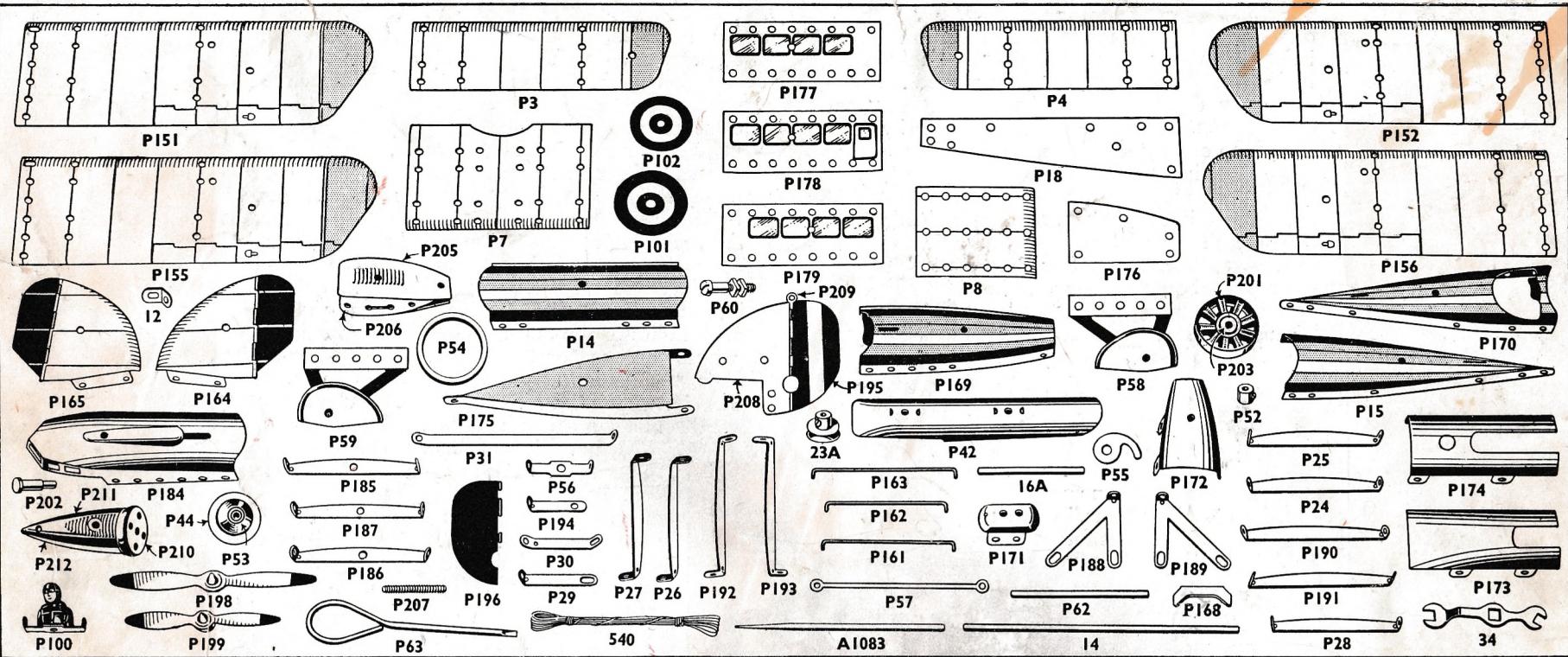
Many readers of this Manual will hope to become qualified aeroplane pilots some day. In order to be allowed to take charge of an aeroplane it is necessary to obtain what is known as the "A" Pilot's Licence, which allows holders to fly for pleasure, but not for profit. The licence is issued by the Air Ministry, and the method of obtaining it is first to take the Royal Aero Club Aviator's Certificate, and then to forward this, together with an application, to the Air Ministry. In order to secure the R.A.C. Certificate it is necessary to be at least 17 years of age, to have flown solo for a minimum of three hours, and to answer satisfactorily about 60 questions dealing with international rules regulating air traffic. In addition, a number of elementary flying tests must be passed. These include a flight during which a height of 6,000 ft. must be attained, followed by a glide to land, and a flight around two marks, making a series of five figure-of-eight turns at a height of not more than 600 ft.

The End of Our Flight

On arrival over the aerodrome we first ascertain, by means of the wind stocking, the direction of the wind, as this may have changed, and then, with the nose of the machine pointing straight into the wind, glide down and make a perfect three-point landing. So ends our first experience of aerobatics.



The falling leaf, shown in this diagram, is a very spectacular manoeuvre.



LIST OF PARTS FOR SPECIAL AEROPLANE OUTFITS

No.	Description	Outfit Contents.		
		1S	1AS	2S
P3	Mainplane—small, R.H.		-	1 1
P4	" L.H.		-	1 1
P7	Centre Section Plane		-	1 1
P8	Extension Plane	1	1	2
P14	Fuselage Top, Middle		-	1 1
P15	" Rear	1	-	1
P18a	" Side Rear R.H.	1	-	1
P18b	" " L.H.	1	-	1
P24	Interplane Strut, Staggered, R.H.	2	-	2
P25	" " L.H.	2	-	2
P26	" Angled, R.H.	-	2	2
P27	" " L.H.	-	2	2
P28	" Straight	4	-	4
P29	Centre Section Strut....	4	-	4
P30	Float and Centre Section Strut	-	8	8
P31	Wing Stay	2	-	2
P42	Float—Complete	-	2	2
P44	Tyre	2	-	2
P52	Collar	1	-	1
P53	Wheel—Disc Type	2	-	2
P54	Driving Band....	1	-	1
P55	Tail Skid—Fixed Type	1	-	1
P56	Rear Bracket for Propeller Shaft	2	-	2
P57	Tie-Rod for Float	-	2	2
P58	Undercarriage and Wheel Shield, R.H.	1	-	1
P59	" L.H.	1	-	1
P60	Pivot Bolt with 2 Nuts"	-	2	2
P62	Axle Rod— $3\frac{1}{4}$ " long	1	-	1
P63	Screwdriver	1	-	1
P100	Pilot	1	-	1
P101	Identification Disc, large	-	2	2

No.	Description	Outfit Contents.		
		1S	1AS	2S
P102	Identification Disc, small	-	2	-
P151	Mainplane—Top, R.H.	1	-	1
P151A	Mainplane—Top R.H. Commercial	1	-	1
P152	" L.H.	1	-	1
P152A	Mainplane—Top L.H. Commercial	1	-	1
P155	" Bottom, R.H.	1	-	1
P156	" L.H.	1	-	1
P161	Aileron Connecting Wire, medium	2	-	2
P162	" short	2	-	2
P163	" long	-	2	2
P164	Tail Plane and Elevator, R.H.	1	-	1
P165	" L.H.	1	-	1
P168	Elevator Coupling Piece	1	-	1
P169	Fuselage Top, Front....	1	-	1
P170	" Rear, with Cockpit	1	-	1
P171	Front	1	-	1
P172	Underside—Front....	1	-	1
P173	Middle	1	-	1
P174	Extension	-	1	1
P175	Rear End	1	-	1
P176	Side—Front	2	-	2
P177	" Middle, L.H. Front	1	-	1
P178	" " L.H. Rear	1	-	1
P179	" R.H.	1	1	2
P184	Cabin Head	-	1	1
P185	Interplane Strut—Staggered, Pierced, R.H.	-	2	2
P186	" " L.H.	-	2	2
P187	" Straight, Pierced"	-	4	4
P188	" V " Type Cross Strut—R.H.	-	1	1
P189	" L.H.	-	1	1
P190	Cross Strut—Staggered, R.H.	-	4	4

No.	Description	Outfit Contents.		
		1S	1AS	2S
P191	Cross Strut—Staggered L.H.	-	4	4
P192	" Angled, R.H.	-	2	2
P193	" "	-	2	2
P194	Strut for Nacelle	-	4	4
P195	Rudder, Military	1	-	1
P196	Commercial	1	-	1
P198	Large Airscrew	1	-	1
P199	Small Airscrew	-	3	3
P201	Townend Ring	1	2	3
P202	Axis Pin for Propeller and Radial Engine	-	2	2
P203	Radial Engine, small	1	2	3
P205	Engine Casing Top	-	2	2
P206	Base	-	2	2
P207	Screwed Rod— $1\frac{3}{8}$ " long	-	3	3
P208	Fin	1	-	1
P209	Rudder Pin	1	2	2
P210	Nacelle Front....	-	2	2
P211	" Side	-	2	2
P212	" " with Pin	-	2	2
P225	Manual of Instructions	1	-	1
A1083	Drift	1	-	1
12	Angle Bracket— $1\frac{1}{2}" \times 1\frac{1}{2}"$...	4	-	4
14	Axle Rod— $61\frac{1}{2}^{\prime\prime} \times 10^{\prime\prime}$...	1	-	1
16A	" " $2\frac{1}{2}^{\prime\prime}$ diam ...	1	-	1
23A	Fast Pulley— $\frac{1}{2}"$ diam ...	2	-	2
34	Spanner	1	-	1
38	Washers	-	8	8
537A	Nuts	60	40	100
537B	Bolts— $\frac{7}{32}"$ long ...	58	42	100
540	11ank of ...	1	-	1
611C	Bolt, $\frac{3}{16}"$...	2	3	5