



**The BEAGLE Mark Eleven**



## The **BEAGLE** Mark Eleven

Shorter take-off, higher cruising speed and faster rate of climbing; these are all features of the new BEAGLE Mark Eleven A.O.P. aircraft, with the Rolls-Royce Continental 260 b.h.p. engine and constant speed propeller.

Like its predecessor, the Mark Nine, the Beagle Mark Eleven is primarily a two seat A.O.P., but has many improvements including the better all-round performance, and revised and greatly improved instrument layout for both pilot and observer, adds considerably to its effectiveness.

The Mark Eleven is easily adapted to other tasks as well, and will take casualty evacuation, light liaison, supplies and mail dropping, cable laying, aerial photography and light freighting in its stride.

Small fields or clearings, cart tracks or sodden jungle strips can all be used for operating the Mark Eleven. Liquid springs on the sturdy undercarriage, together with large diameter, low-pressure tyres virtually eliminate rebound and allow early braking on the landing run. The tail unit is similarly equipped and fully castored. Combined with the large wing area and highly effective flaps the scope of this aircraft is considerable.

The Mark Eleven is fully equipped with both instruments and controls. For instructional purposes both flying controls and brakes can be quickly duplicated.





### Construction

The welded steel structure of the fuselage is immensely strong. The fabric covering is easily repaired and carefully positioned access panels reduce maintenance costs and time. An unusual feature of the cockpit is the rear floor, which by the removal of six bolts can be lowered from the aircraft and a new floor with different equipment attached, substituted.

The wings are of all-metal construction, apart from the plastic tips and a fabric covering aft of the main spar.

The tail unit is of tough all-metal cantilever construction, the exception being the tips of the rudder and elevators which are reinforced plastic mouldings.



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## Leading Particulars

### WEIGHT

|              |   |   |   |   |   |          |
|--------------|---|---|---|---|---|----------|
| A.O.P. Min.  | - | - | - | - | - | 2119 lb. |
| A.O.P. Max.  | - | - | - | - | - | 2352 lb. |
| Rec/Co. Max. | - | - | - | - | - | 2550 lb. |

### FUEL

|         |   |   |   |   |                     |
|---------|---|---|---|---|---------------------|
| A.O.P.  | - | - | - | - | 15 Imperial Gallons |
| Rec/Co. | - | - | - | - | 30 Imperial Gallons |

### ENGINE

Rolls-Royce Continental IO-470 - D of 260 b.h.p. with constant speed metal propeller

*All descriptions and illustrations and also specifications and particulars relating thereto, are subject to variation/modification and shall not be deemed to form a part of any contract.*



## Designed Performance

At. I.S.A. sea level conditions

|   |             |   |   |   |               |
|---|-------------|---|---|---|---------------|
| Take-off run zero wind                    | A.O.P. Min. | - | - | - | 92 yards      |
| Total take-off distance to clear 50 yards | A.O.P. Min. | - | - | - | 179 yards     |
| Max. Cruise Speed                         | A.O.P. Min. | - | - | - | 128 knots     |
| Initial rate of climb                     | A.O.P. Min. | - | - | - | 1630 ft./min. |
| Endurance at 80 knots                     | A.O.P. Min. | - | - | - | 2.4 hours     |
|   | Rec/Co.     | - | - | - | 4.2 hours     |
| Total Landing Distance from 50 ft.        | A.O.P. Min. | - | - | - | 187 yards     |
| Landing run                               | A.O.P. Min. | - | - | - | 68 yards      |

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BA3 SEPTEMBER 1961