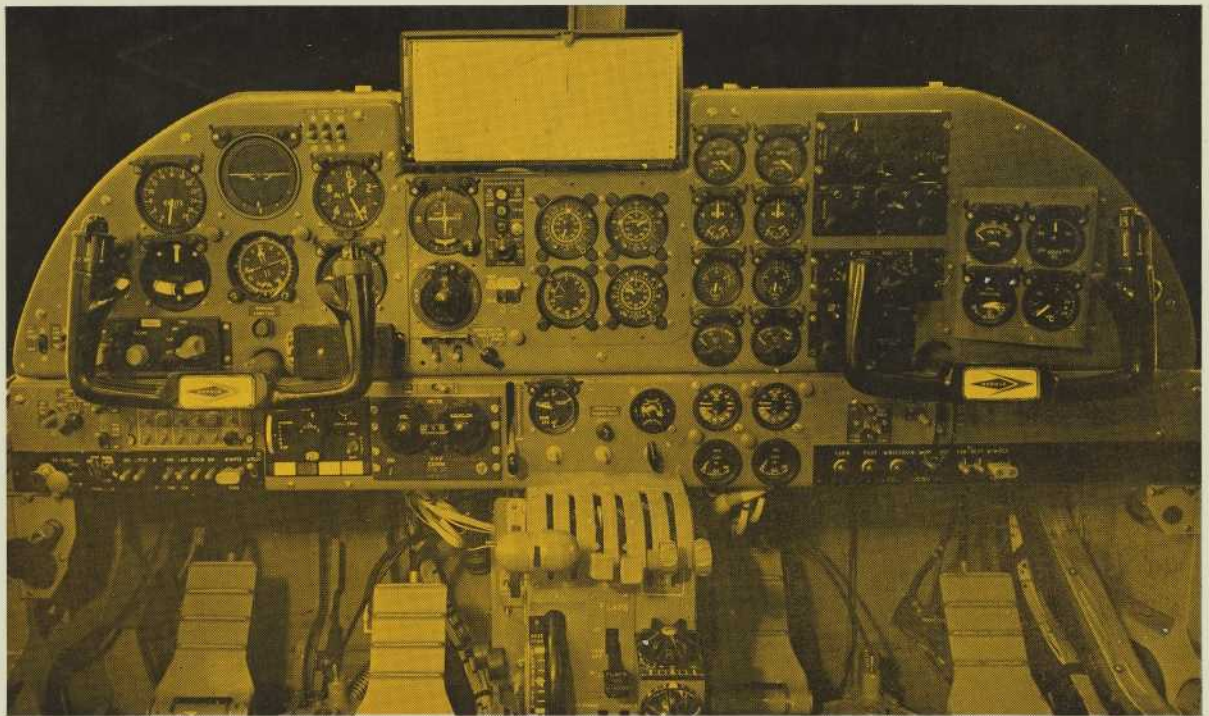


BEAGLE NEWS



1965

4



SPERRY IN THE BEAGLE B.206

Each of the 22 Basset aircraft ordered to date by the Ministry of Aviation will have a complete Sperry flight control system comprising a CL.6 Gyrosyn† Compass System, Horizon Gyro Unit and SP.3 Auto-pilot. The civil version also incorporates the SP.3. Auto-pilot and Sperry panel instruments.

†Gyrosyn—Registered Trade Mark



AERONAUTICAL GROUP

SPERRY GYROSCOPE COMPANY LTD., BRACKNELL, BERKS. PHONE: BRACKNELL 1301.



BEAGLE NEWS

EDITOR : F. J. JACKSON

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Front cover photograph

The Beagle B.206-S undergoing flight tests at Shoreham. This aircraft is featured elsewhere in this issue.

NEXT ON THE LINE — *The photograph above shows the prototype Beagle B.242 on a test flight from Shoreham. Good progress is being made with the development flying of this promising new Beagle type.*

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AT TOPCLIFFE—The Old and the New—a Beagle BASSET upon arrival at R.A.F. Topcliffe is seen here with an Anson of R.A.F. Transport Command, Northern Communications Flight. This Flight is now being re-equipped with Beagle BASSETS.

BEAGLE PERSONALITIES

No. 4—Mr. A. L. PICKETT

ARTHUR PICKETT is Production Manager at the Beagle, Rearsby works. As such, he is well known to many British aircraft owners and operators as a very sound engineer who has an intimate knowledge of aircraft and engines. His opinion is one which can always be regarded as honest and to the point.

Arthur served his apprenticeship with a Southampton ship building company. On completion of his apprenticeship he worked for several years in the automobile industry. In the early 1930s he transferred to the de Havilland Aircraft Company and from that time aircraft have been his working life.

In 1940 Arthur joined Taylorcraft Aeroplanes (England) Limited, and has been at Rearsby since that time serving in various supervisory capacities in all production departments.

Being an enthusiastic motorist and a keen follower of both motor and motorcycle racing, Arthur spends most of his spare time assisting his eldest son in his motorcycle racing activities.





MINISTERIAL TRANSPORT—Mr. John Stonehouse M.P. The Parliamentary Secretary, Ministry of Aviation (left) is seen here with Mr. Peter Masefield and Mr. T. D. R. Carroll (right) of Beagle inspecting the B.242 at Shoreham recently.

KENNEL NOTES

Progress of new Beagle types

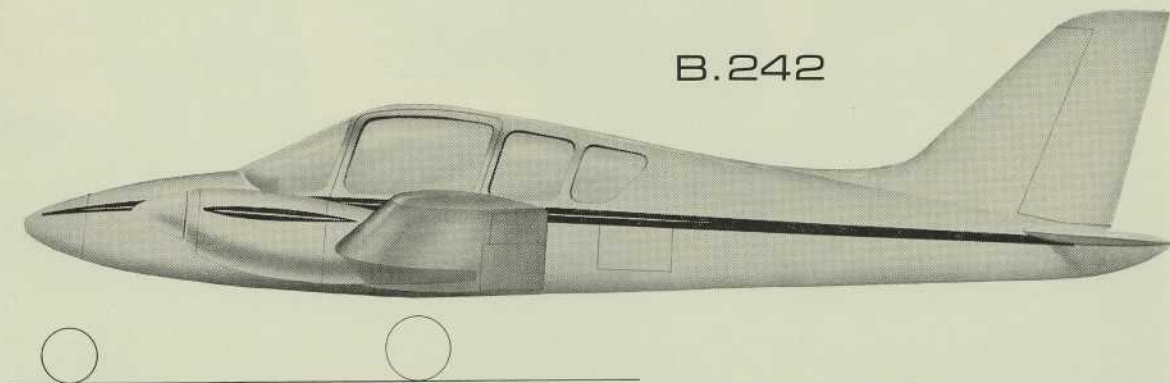
When the prototype Beagle B.242 four-seat light twin first flew a year ago it aroused a great deal of enthusiastic interest. But Beagle Aircraft's commitment on the B.206 and Basset was onerous and the amount of effort that could be devoted to the B.242 was necessarily limited. Now that the B.206 and its supercharged version, the B.206-S, are established in production, however, the main development effort of the Company can be switched to the B.242 and its single-engine derivative, the B.123.

The development work that has gone on during the past year with the B.242 has indicated that

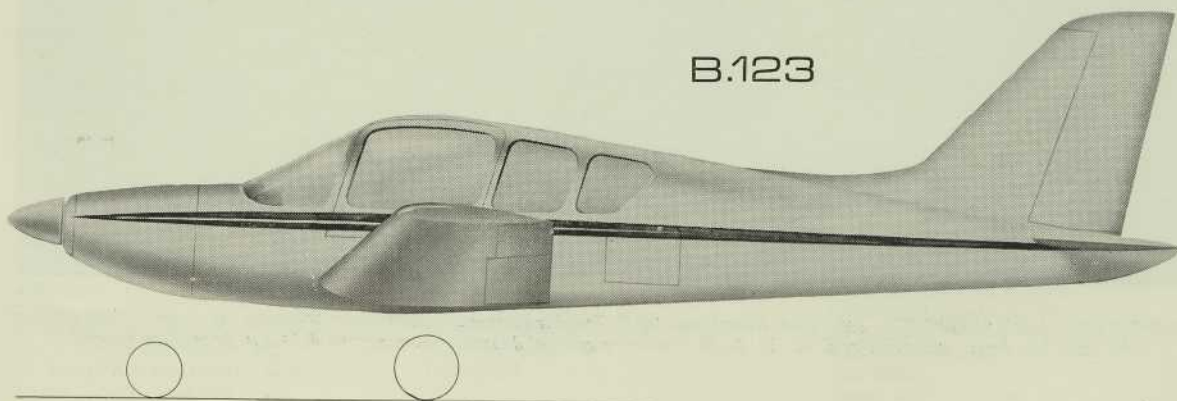
certain design changes could still further increase its competitive appeal, for example a reduction in dihedral, a modification of fin/rudder relationship and the use of a fixed tailplane. Whilst these are being integrated in the design process, opportunity is being taken to rationalise the common design so that both the B.242 and the B.123 can be built off basically the same production jigs and tools.

The manifold tasks involved in bringing an aircraft into production are complex, lengthy and costly, but preparations are well in hand and B.242s off the production line will be flying next year.

B.242



B.123

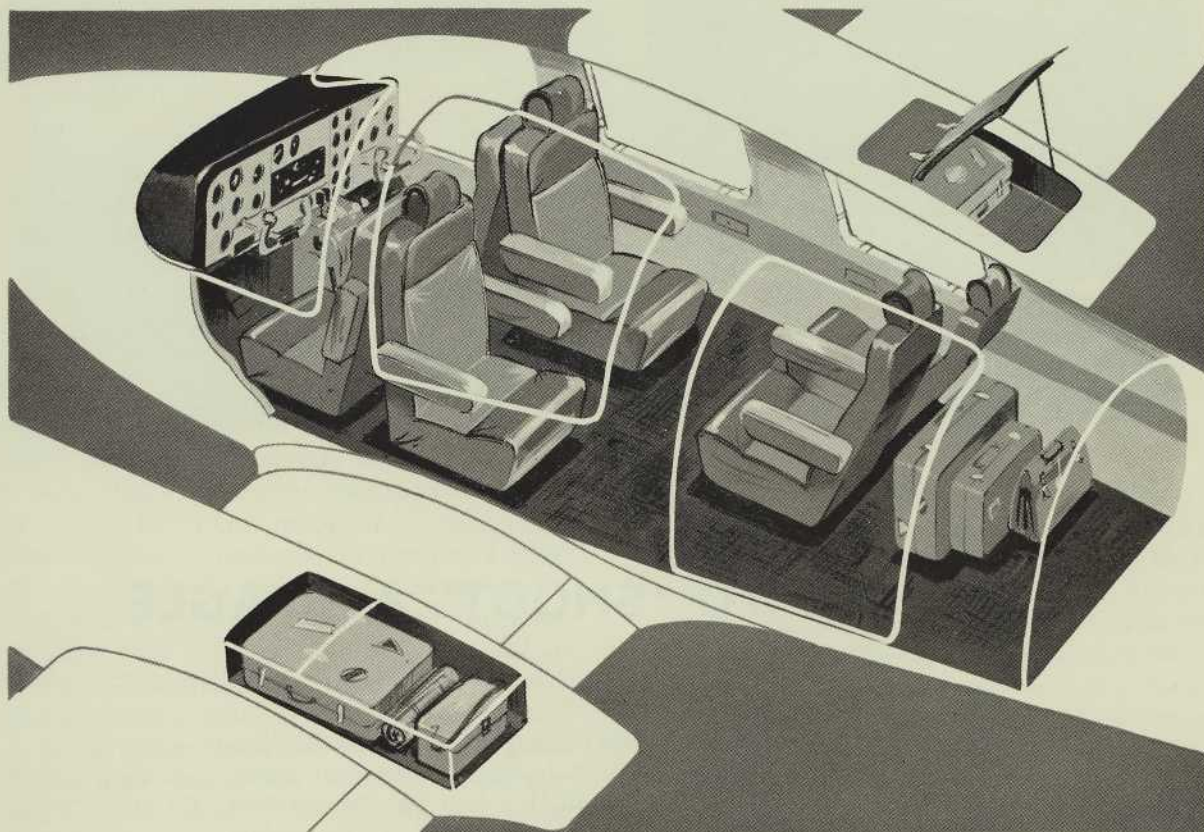


KENNEL NOTES (Continued)

B.206-S Supercharged Aircraft

Flight testing of the prototype B.206-S continues and the aircraft has recently completed its tropical trials in Spain and North Africa. Deliveries of production aircraft will start at the end of this year. In the meantime we take the opportunity to provide our readers with brief information on this aircraft. Such information obviously must be

gines makes possible a longer nacelle without drag penalty and a total of 12 cubic feet of additional baggage space has been provided in each nacelle. At the same time a large rear door replaces the B.206's over-wing door. Its dimensions of 3ft 1in \times 3ft make possible the loading of very large packages up to 97in \times 32in \times 23in. A forward bulk-



general in nature pending completion of the flight test programme.

In all major respects the B.206-S carries forward the fine characteristics of the B.206. Opportunity has been taken, however, to incorporate a number of detailed refinements in the supercharged version. For instance, the high thrust-line of the new en-

gines, giving a separate pilot's compartment, will be a standard feature, and accommodation is provided for up to eight occupants.

A further refinement of the B.206-S is the coupling of the flap control with the elevator trim, so that all trim changes are eliminated with either the raising or lowering of flaps.

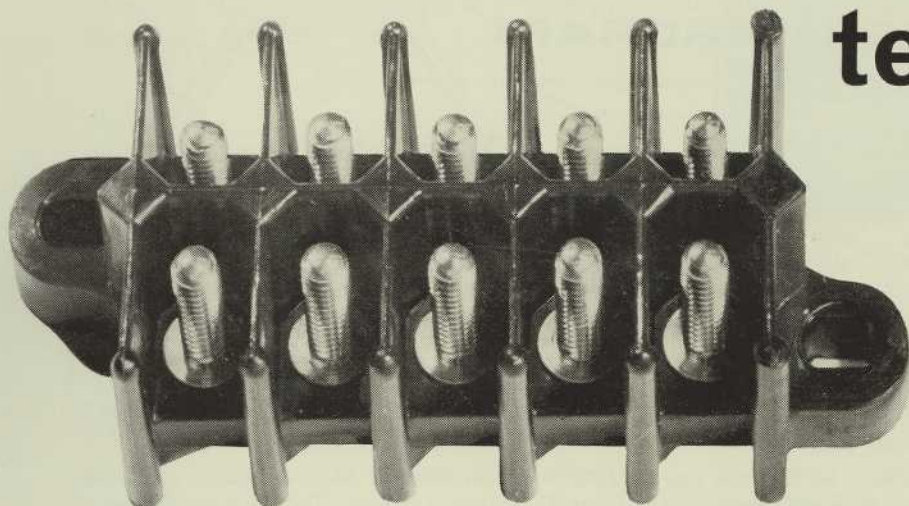


A BEAGLE TO 'SHOOT' A BEAGLE

In our previous issue we mentioned the acquisition of a Beagle Airedale by Searchlight Films of London. In the rather unusual photograph above, the Airedale 'Searchlight 1', is seen with the rear door removed, being used as a camera in the 'shooting' of a recent film featuring a Beagle B.206 aircraft.

We have been advised by the directors of Searchlight Films that their Airedale is proving to be such a sound investment that consideration is now being given to the purchase of a larger Beagle in the near future.

TEN GOOD REASONS for choosing this WARD BROOKE terminal block



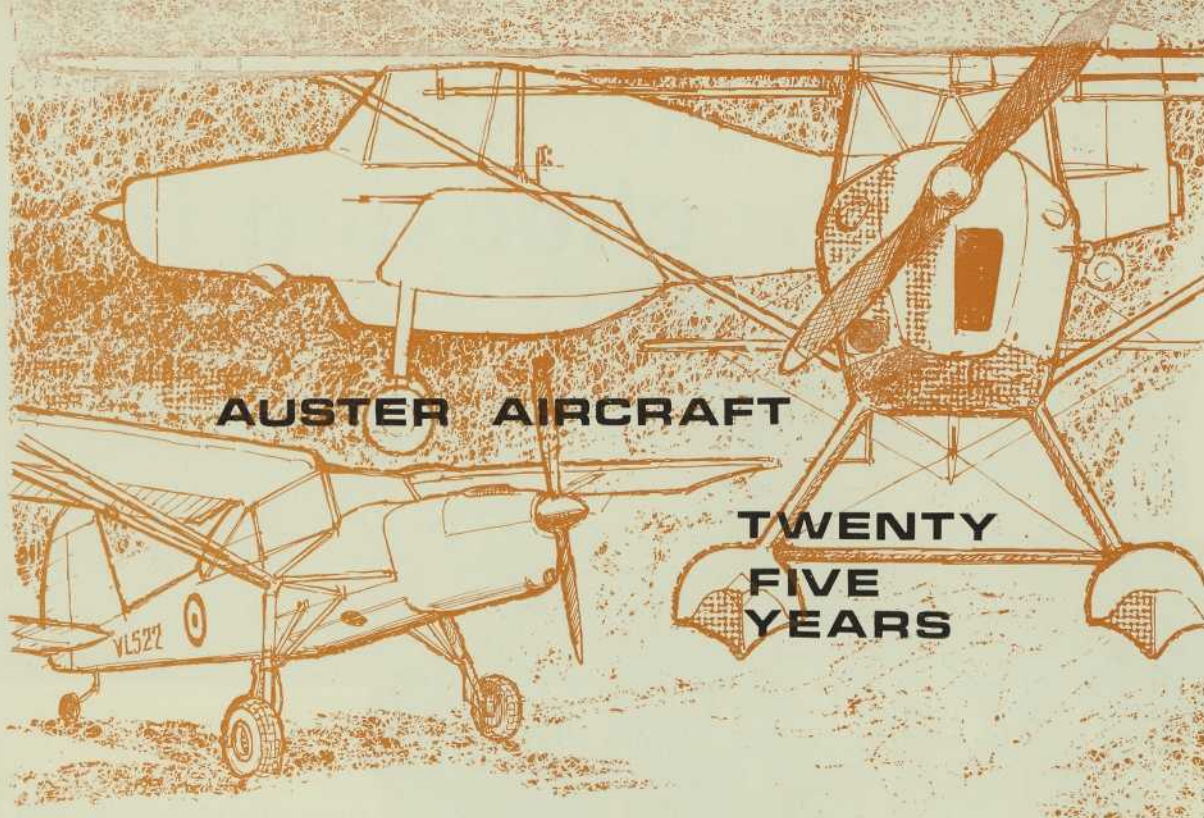
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There is a very large range of Ward Brooke terminal blocks, fuse holders, conduits, helical wraps, 'Nylon Layflat Sleeving', ratchet and 'P' Clips, lamp-holders, etc. These products are type approved. Every British aircraft being built today uses Ward Brooke parts in their electrical systems. Why not write to the Sales Department for further details of the range?

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Fassetts Road, Loudwater, High Wycombe, Bucks. Telephone: High Wycombe 4531. Telex 83173



The former Auster Aircraft Company of Rearsby was taken over by the Pressed Steel Company of Cowley in November 1960 to form part of British Executive and General Aviation Limited. The Rearsby factory is now the main production plant of Beagle Aircraft Limited. During the 25 years that light aircraft have been built at Rearsby, many thousands of various versions of the familiar Austers were built and subsequently found homes in many corners of the World. Large numbers of these aircraft are still in operation and the Beagle Service and Spares Departments will continue to assist in keeping these aircraft operational wherever possible. Many recipients of the 'News' will have been associated with Austers at some time or other and we thought this might be an opportune time to include in our magazine something of the history and achievements of that Company. The following article is the first in a series by Norman Ellison.

CHAPTER 1

Taylorcraft U.S.A. and the County Flying Club

Auster and Rearsby – throughout the Aviation World these two names are known as the name and home of the most famous British light aircraft produced since the Second World War. To most people the single engined high wing light aircraft seen on nearly every civil aerodrome are just “Austers”, probably due to the fact that they all look somewhat alike, and only the enthusiast would appreciate the subtle differences of the individual types. However, as with a great many other aircraft manufacturers only a small proportion of the original designs ever reached the pro-

duction line, and those that were produced in quantity were all developments of the original product. The object of this narrative therefore is to give a brief history of the Company, with a note on the subsequent events at Rearsby, and to give an account of all the designs produced by the Design Office.

The history of Auster Aircraft begins not in England, but in the United States as far back as 1928 when C. G. Taylor, an Englishman from Nottingham, opened a factory at Bradford, Pennsylvania to manufacture aircraft of his own design. One of the directors of the board of the Taylor Brothers Aircraft Corporation was William T. Piper, who later became treasurer of the company when it was re-organised after the American depression as the Taylor Aircraft Company.

In 1930 C. G. Taylor designed the Cub and this was produced in various forms up to and throughout the war, and became the design upon which most of the pre- and post-war Piper high wing aircraft were based. In 1936 C. G. Taylor sold his share of the company to W. T. Piper, and he moved to Alliance, Ohio where he founded the Taylor-Young Airplane Corporation, and the Taylor Aircraft Company, the original firm, changed its name to the Piper Aircraft Corporation.

Taylor's next design was the Taylorcraft Model A, a two seat side by side aircraft, a layout which he had first tried in 1929 but which had to be abandoned due to the depression. This new aircraft was a success and was produced in large numbers, some of which found their way to England. One of these Model A aircraft was bought in 1938 by the County Flying Club at Rearsby, Leicestershire. It is here that the connection between Rearsby and Taylorcraft – later Austers commences, but a note here about this club is appropriate.

The County Flying Club was formed as the Flying Pou Club in 1935 at the height of the Flying Flea craze in this country. The initial moves

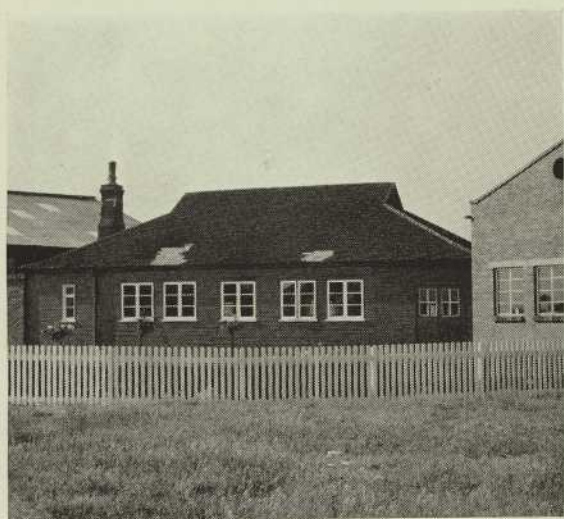


*An American built Taylorcraft Model A.
(Photo: Dimit Bros., Alliance, Ohio)*

were made at the beginning of October with the announcement in the 'Leicester Evening Mail' on October 3rd that an enthusiast would like to form a club to build a Flying Flea. A meeting was subsequently held at the former 'Stag & Pheasant' Hotel in Leicester on the 24th October and 40 founder members were enrolled. Construction of the Flea started immediately in a local tannery on Frog Island, Leicester, and a flying ground was found near the Craven Lodge, Melton Mowbray.

After the general Flying Flea ban was imposed the club sought new equipment, and the use of a Kronfield Drone and Kronfield Trainer was acquired but this necessitated a larger airfield. The well known Leicestershire aviator Mr. (late Sir) Lindsay Everard came to their aid and in 1937 gave them the use of some of his land on the Gaddesby Lane just outside Rearsby. The club then changed its name to the County Flying Club, and Lindsay Everard was later appointed President of the club. He was also President of the Leicestershire Aero Club and the Member of Parliament for the Melton Division of Leicestershire.

The County Flying Club initially moved to Ratcliffe whilst work was put in hand to make the Rearsby airfield ready for use by 1938. The hangar from Melton was brought over and erected and a small shed built for use as a clubhouse. The Flying Flea, being of no further use, was ceremonially burnt as the centre piece of the club's 1937 Guy



The Clubhouse of the County Flying Club as it is to-day.

Fawkes celebrations. The new airfield was levelled and drained by Messrs. En-Tout-Cas Ltd. of Syston, to give an area of 96 acres of "beautiful level flying ground". This quotation is taken from the publicity booklet issued by the Club for the 1938 season, and although by 1937 standards it probably was excellent compared with most airfields, it is presumed that the now well known hollow on the airfield developed one dark foggy night during the war after the airfield was extended.

The booklet also announced that a well appointed clubhouse was to be built and this was finished in time for the official opening of Rearsby Aerodrome. This clubhouse was built by the Walker Brothers of Sileby, with the help of the members,

and is still in use today as the main canteen of Beagle Aircraft Ltd. The whole aerodrome was completed at a cost of about £1,000 which shows the enthusiasm there must have been amongst the club members. There was also a town clubhouse at 4 New Bond Street, Leicester, and the aircraft fleet owned by the Club was increased by the purchase of three American Taylor Cubs.

The official opening of Rearsby aerodrome took place on Saturday the 23rd July 1938, and was followed by an air display which was so successful that it was repeated the following day. Amongst those taking part in the display were Alex Henshaw, that year's winner of the Kings Cup, and Baron de le Grange, President of the French Aero

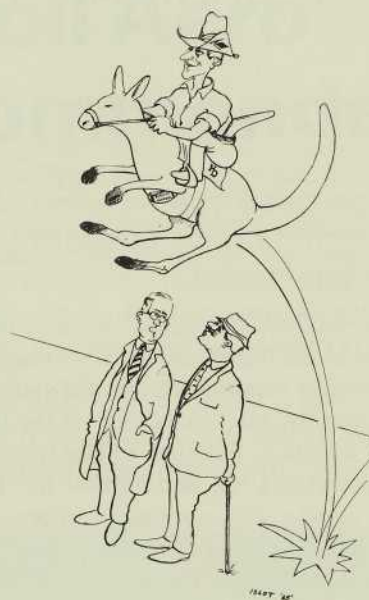


REARSBY OPENING—Visit to Rearsby of Senator Baron de le Grange, third from right, and other members of the French Parliament, with the late Sir Lindsay Everard second from the right.

Club, who had flown over for the occasion in his Farman aircraft. The opening ceremony was carried out by Air Commodore J. A. Chamier, and it was announced that a new Government scheme was to be set up to train pilots. This scheme was called the Civil Air Guard and its object was to prepare an Air Force reserve for use in an emergency. It enabled people to fly at the low cost of two shillings and sixpence an hour, and the flying club to which these pilots belonged earned a subsidy of £30 to £50 for each pilot completing his training.

The County Flying Club took part in this scheme from October and this enabled the Club to purchase additional aircraft. Initially an American Taylorcraft Model A was bought and later the locally produced Taylorcraft Model C's. However all club flying ceased upon the outbreak of war and the Civil Air Guard scheme was disbanded. All the club's aircraft were then stored in the garage of Crawford, Prince & Johnson Ltd. on the Melton Road in Queniborough.

After the war the County Flying Club amalgamated with the Leicestershire Aero Club.



Yes, he's been like it since we returned from Australia

Continued on Page 17

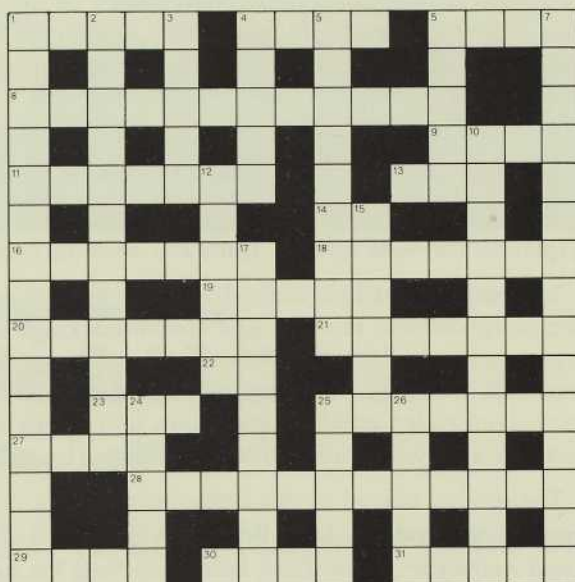
BEAGLE NEWS CROSSWORD

ACROSS

- 1 Senior member of a religious order (5)
- 4 Unfair hitting lower than this (4)
- 6 Hill trout of Wales go out cleaning (4)
- 8 It just can't be denied (12)
- 9 Brace (4)
- 11 Neat ten? (7)
- 13 Evergreen (3)
- 14 Male pronoun (2)
- 16 A mistake? make this then (7)
- 18 Modern dances once (3-4)
- 19 Bird that gets the worm (5)
- 20 Fun to be found in making uniform (7)
- 21 Mostly sounds like a pleasurable time but is wholly a law term (7)
- 22 Road saint (2)
- 23 Love in tennis (3)
- 25 Entertain others (7)
- 27 Sent to hold the eggs? (4)
- 28 Pops ice aside (12)
- 29 Insidiously undermines (4)
- 30 Old kind of harp (4)
- 31 Mistake made out of terror (5)

DOWN

- 1 No chain store, this (7, 8)
- 2 Could be tooth-marks (12)
- 3 Trees put the stones back (5)
- 4 Unpleasant tough (5)
- 5 Fool whale! - left it all (4, 5)
- 6 Move quietly, confused. Rubber soles? (5)
- 7 Gift is a large part of this, to deputise for one who hoards (9, 1, 5)
- 10 Maker of pails (1, 5, 6)
- 12 It is said there is no company in going about in these! (6)
- 15 French President's official residence (6)
- 17 April 22nd 1962 (6, 3)
- 24 Mites for the agenda! (5)
- 25 Chatter (5)
- 26 Frill (5)



TECHNICAL PUBLICATIONS

DEPARTMENT

Continuing our series of articles relating to the services and facilities Beagle offers to industry, we feature in this issue the Technical Publications Department. This department forms part of the Beagle Design Organisation at Shoreham.

'Can you produce a technical brochure on the Mark Eleven in Hebrew by 12 o'clock next Tuesday?' said the voice on the telephone. The day was the previous Wednesday and the time was May 1963; Beagle was on the verge of breaking into World markets with its range of aircraft and requests like this were commonplace. Inwardly, our hearts sank at the prospect of producing text and illustrations written in a 'not-so-familiar' language, but after frantic telephone conversations with the Israeli Embassy and numerous local Rabbi, everything was laid on and the Technical Publications Department was ready to go. In fact, the Hebrew version was eventually dropped, but we did produce two other versions by the same date – in French and English. From these early 'instant deadline' days, a team of highly proficient authors and illustrators has grown. This team is now available to produce technical literature for almost any eventuality at the drop of a hat, exercises the one described having served to increase the flexibility of the department.

Working in association with the Sales, Service and Publicity Departments, the Technical Publications Department is now mainly engaged in the production of manuals associated with the maintenance and operation of military and civil variants of the B.206, and employs a staff of twenty-two.

Ministry publications are produced to their specifications and are printed on the premises under H.M.S.O. contract, and the manuals produced for the Basset were first of a new Specification aimed at standardisation within the Armed Forces. The presentation and layout of these manuals turned out so well that a scheme is currently under review by the S.B.A.C. with the object of adopting the majority of the system for general civil use. These publications in Civil form have now been supplied to B.206 customers and are now recognised as unsurpassed in presentation and technical content for the type of aircraft represented by the B.206.

The Technical Publication team includes experienced authors, illustrators and spares compilers working closely with the design office, whose members provide the relevant technical data.

The illustrating section is skilled in the art of producing line, half-tone and colour illustrations, either 'exploded' for Parts lists, or 'Cut-away' to show operation or function of an object or system.

The basic production method is offset litho printing, with justified or unjustified text set on I.B.M. electric typewriters, headings and special markings being handset by the illustrating section. The printing department includes offset litho presses and equipment for darkroom, photographic and platemaking processes. Collating, punching, binding and dispatch are completed in another section. All processes are carried out under qualified supervision, and Beagle are currently on H.M.S.O.'s list of approved printers and may at any time undertake printing for Her Majesty's Government should loading permit.

The services offered by this department have in the past included work for the following :-
Aircrow Jicwood Co. Ltd., British Oxygen Co. Ltd., Atomic Energy Authority, Vickers-Armstrong Ltd., Local Authorities, Shell, Esso, Batchelors Food Products.

Mobiloil Aero is recommended

All over the world people enjoy Beagling, and all over the world Mobiloil Aero branded oils are the aviation lubricants recommended for the Beagle's engines by their manufacturers—Lycoming and Rolls-Royce Continental.

In all facets of aviation, the world over, Mobil provides the lubricants *and* the services that do the job efficiently and economically.



WORLD WIDE AVIATION SERVICE

BEAGLES IN AUSTRALIA

The first Beagle B.206 to be sold to an Australian owner was recently handed over at Gatwick Airport. This first B.206 will be used as a demonstrator and communications aircraft for Beagle Aircraft Sales (Australasia) Pty. Ltd. This new Company, in association with Helicopter Utilities of Sydney, will market the Beagle range of aircraft in Australia. Further orders for Beagle aircraft have been placed by the Australian Company and deliveries will follow at intervals over the next few months. Amongst the aircraft to be delivered will be further B.206-S, the supercharged version of the standard B.206 aircraft.

Mr. L. C. Williams, General Manager of Beagle Aircraft Sales (Australasia) Pty. Ltd. receiving the aircraft documentation from Beagle Managing Director Mr. P. G. Masefield (left) at the handing over of the aircraft at Gatwick Airport.



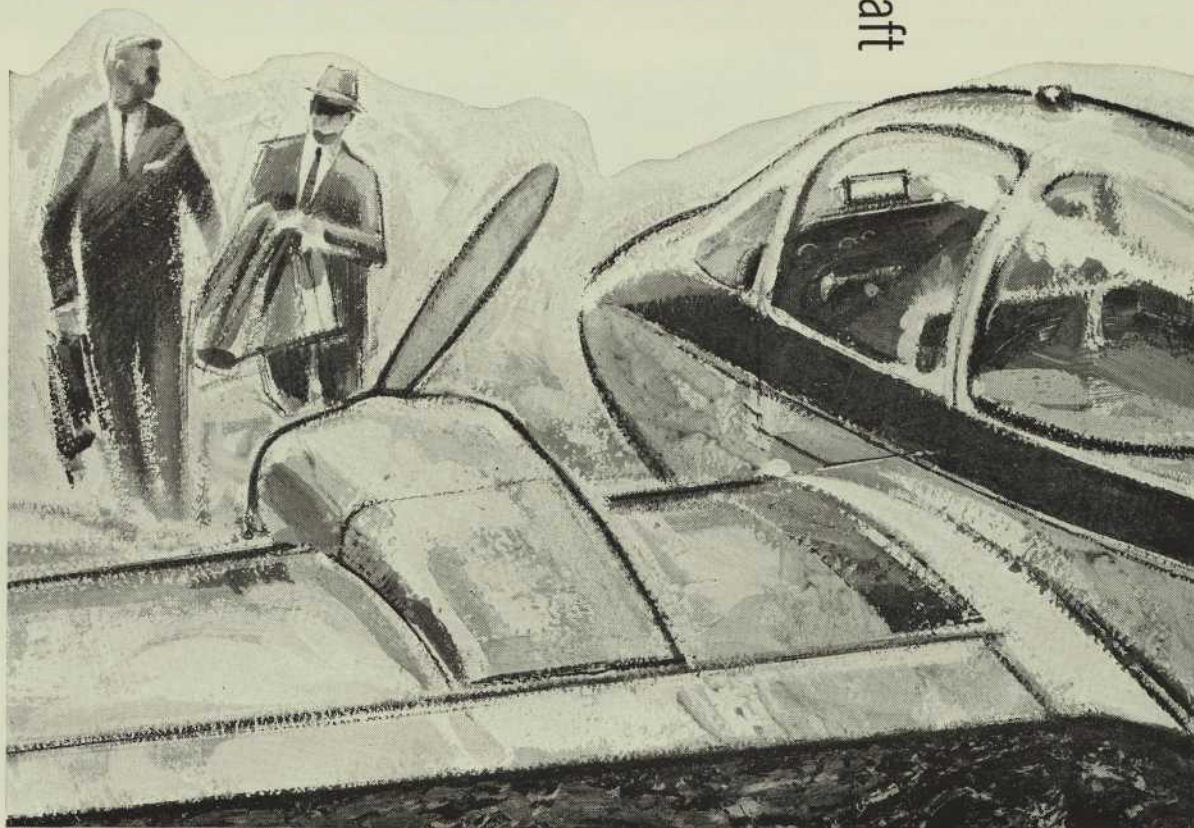
AUSTRALIA BOUND—Beagle B.206 G-ATDD at Gatwick Airport immediately prior to its take-off for Australia.

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The Decca Navigator System offers many advantages to owners of executive aircraft ■ Accurate navigation from take-off to touch down, on or off airways, unaffected by altitude or terrain ■ Pictorial Presentation —which shows the pilot continuously and automatically his exact position and track over the ground ■ In many areas Decca's precision enables it to be used as an approach aid at airfields with limited facilities ■ All this adds up to safer flying in shorter time at lower cost ■ A copy of our brochure **Decca for Executive Aircraft** is yours for the asking

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Continued from Page 11

CHAPTER 2

The formation of Taylorcraft Aeroplanes (England) Limited

As mentioned in the previous chapter, the first American Taylorcraft arrived at Rearsby in the latter half of 1938 and this created a great deal of interest amongst the club members. One, Mr. A. L. Wykes who had been a pilot in the First World War, was so impressed by the Taylorcraft that he decided to see if he could arrange to manufacture these aircraft in England. For this he was fortunately placed as he was already Managing Director of Crowthers Ltd., Thurmaston, Leicester, a company which he had started in 1919 with Mr. F. Bates for the manufacture of textile machinery.

The decision to enter the World of aircraft was a sudden inspiration of A. L. Wykes, and after preliminary arrangements by cable with the American company the firm of Taylorcraft Aeroplanes (England) Ltd. was registered as a private company on the 21st November 1938. The nominal capital of the new company was £15,000, and the entire production and selling rights were obtained for the British Empire and Europe from the Taylor-Young Airplane Corporation, Alliance, Ohio and the Fairchild Aviation Inc., New York. The two directors of Crowthers, together with Mr. P. Wykes – uncle of A. L. Wykes, became directors of the new company, with the Registered Office at Britannia Works, Thurmaston, Leicester.

Mr. A. L. Wykes, known to all as "A. L.", went to America to finalise the licence agreement, study the methods of production, and generally to get to know the aircraft they had decided to build. Whilst he was over there he purchased 50 engines, a main fuselage jig, and he obtained drawings and full details of materials required. These were all sent back to his uncle who purchased all the materials. These together with the jig from



AUSTER BIRTHPLACE—*Britannia Works, Thurmaston.*

America were placed in some spare buildings at the rear of Britannia Works which became the centre of Taylorcraft's activity.

A. L. also purchased one of the American firms' new aircraft, the Taylorcraft Model B, or Taylorcraft 50 as it was generally known, and it was decided to make this new version in England rather than the Model A.

Manufacture started at Thurmaston at the end of February 1939 with hardly anyone on the firm having had previous aircraft experience, but A. L. on his return from America brought with him an engineer from Taylorcraft and together they gradually sorted out the production line. The first aircraft was completed on the 24th April and was taken by road to Sir Lindsay Everard's aerodrome at Ratcliffe where, after assembly, it made its first flight on the 3rd May with Mr. G. Wynne-Eaton at the controls. A. L. then took his uncle up for a flight and promptly looped it. It was later delivered to the County Flying Club at Rearsby.

As many refinements and alterations were incorporated in the new British aircraft, including the use of 45 ton steel tubing in place of the American 22 ton standard, and the use of wing spars "twice the thickness of the American spars", it was decided to call the new aircraft the Model C, and the word "Plus" was added for good measure. The purchase price of the Taylorcraft Plus Model C was £500.



EARLY AIRCRAFT—*Model C aircraft at Ratcliffe awaiting delivery.*

After the first flight of the prototype, production was built up to about one aircraft per week from the small works. The test flying was carried out at Ratcliffe by the test pilot Albert Coltman and the ground engineer Albert Codling*, with deliveries of the aircraft undertaken by A. L., and later Miss Toni Strodl. Ratcliffe was used for test flying until the move to Rearsby in 1940.

23 Civil Plus C's were built before the type went out of production in August 1939. Six were delivered to private owners and the remainder were sold to flying clubs, namely the County, West Suffolk, Coventry, Luton, Romford, Derby, and the West Malling clubs, and the Wiltshire School of Flying. the 11th aircraft built was modified to have a 90 h.p. Blackburn Cirrus Minor 1 engine and was supplied to the R.A.F. for trials, as T 9120.

The R.A.F. had in 1939 carried out trials at Larkhill, the School of Artillery, to test modern methods of Artillery Observation. The idea of a Gunner piloting himself in a light aircraft whilst observing the fire of guns under his command originated amongst members of the Royal Artillery Flying Club. This Club consisted of Gunner officers who had learnt to fly on light aircraft and autogiros at their own expense.

The Club was formed in November 1934 and the President was Brigadier H. R. S. Massey, who was Brigadier, Royal Artillery, Southern Command, and the secretary was Captain H. C. Bazeley R.A. These two officers were largely responsible for formulating the plan of using unarmed light aircraft for A.O.P. purposes. One



The cockpit of the Model C.

(Reprint from "Flight" of 3rd August 1939)



T 9120, the first military Taylorcraft.

large problem was under whose control would the A.O.P. aircraft operate? Should they be Gunners seconded to the R.A.F., or should they be formed into an "Army Air Arm"? On two points they were certain, that the pilots must be trained gunners who would know the capabilities of their own guns, and also be completely up to date with the current tactical situation, and secondly, that the aircraft must be able to take off from unprepared ground with a short take off and landing run.

As a result of these plans being submitted to the War Office by the General Officer Commander-in-Chief, Southern Command, the War Office asked the Air Ministry for trials to test these theories. In December 1938 Captain Bazeley and two other Gunners were seconded to the R.A.F. and in February 1939 trials were carried out with Audax and Lysander aircraft. These aircraft were found to be too fast and too heavy for A.O.P. work and further trials were carried out during the summer of 1939 with lighter aircraft and autogiros. The Taylorcraft seemed to show the most promise of the aircraft tested but its main drawbacks were the fact that it was not fitted with flaps, the vision was poor in the upwards direction and virtually nil in the rearwards direction.

Meanwhile Taylorcraft followed up T 9120 by producing the Plus Model D which was virtually the same as the Model C but it was fitted with the Blackburn Cirrus Minor engine. The first aircraft

was granted its Certificate of Airworthiness four days before the outbreak of the War, and so the Plus Model D as a type never had a pre-War life.

(to be continued)



G-AFWN the prototype Model D, at Rearsby in 1941.

* *Albert Codling, previous to his joining Taylorcraft, was the ground engineer for Sir Lindsay Everard and was loaned to the County Flying Club. He is now Chief Inspector at Rearsby of Beagle Aircraft Ltd., and thus has a longer association with Rearsby than anyone else. Two other employees who joined Taylorcraft in 1939 and are still employed at Rearsby are Herbert Thompson, now Chief Development Planning Engineer, and L. (Gus) Morris, now Tool Controller and part-time test pilot.*



THE BEAGLE B206 ABOVE ALL

Now in full
production in
World Wide
operation

Beagle leads with the B.206.
Most modern, most versatile
light twin piston-engine
military and civil communications
aircraft available in production
for world markets.
Powered by Rolls-Royce

Among its many outstanding qualities:

- * EXCEPTIONALLY WIDE INSTRUMENT PANEL (54 inches) making possible fully duplicated blind flying panels and full radio and navigational aids.
- * SPECIAL ATTENTION to layout of flight deck which meets I.A.T.A. and Transport Command requirements for transport aircraft.
- * HYDRAULICALLY OPERATED AIR-STAIRS/BAGGAGE door for ease of entrance and self-contained operation in the field.
- * LARGE DOORS FOR ENTRANCE AND FREIGHT LOADING to accommodate packages 56" x 40" x 31" (with loading ramp).
- * STRONG FLOOR—designed to accommodate loads of up to 250 lb. per sq. ft.
- * FULLY DUPLICATED electrical system.
- * GUARANTEED FATIGUE LIFE of 15,000 flying hours.
- * DESIGN FOR MAINTENANCE backed by provision of a full 'exchange/overhaul' scheme for all components.



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BEAGLE SERVICE BULLETIN

ISSUE No. 4



Any questions on the subject matter of these Bulletins or on other subjects relating to the operation and maintenance of Beagle aircraft, should be addressed to the Service Department, Beagle Aircraft Ltd., Shoreham Airport, Sussex.

BULLETIN No. A.14

Replacement of Toxic Type Fire Extinguishers

Aircraft affected –

A.61 A.61 SERIES TERRIER,

A.109 AIREDALE

Modification No. 4179

Compliance – This Modification has been classified as Mandatory by the Air Registration Board, and must be embodied in all aircraft on the British Register as soon as possible, and in any case not later than September 30th, 1965.

A.R.B. Notice No. 30 gives notice of restrictions relating to hand-held fire extinguishers. The text of this notice is reproduced herewith:-

'1. Now that efficient hand-held fire extinguishers containing extinguishants having a much lower order of toxicity than Methyl Bromide or Carbon Tetrachloride are readily available, it has been decided by the Board, in conjunction with the Ministry of Aviation, to prohibit the use in aircraft of all hand-held fire extinguishers containing these fluids.

2. As soon as possible, but in any case not later than 30th September 1965, all hand-held fire extinguishers containing Methyl Bromide or

Carbon Tetrachloride fitted to aircraft must be replaced by suitable approved extinguishers.'

Beagle Modification No. 4179 makes provision for the fitting of hand-held fire extinguishers capable of dealing with all classes of fire, namely:

Class A. Freely burning materials, e.g. wood, paper, cloth.

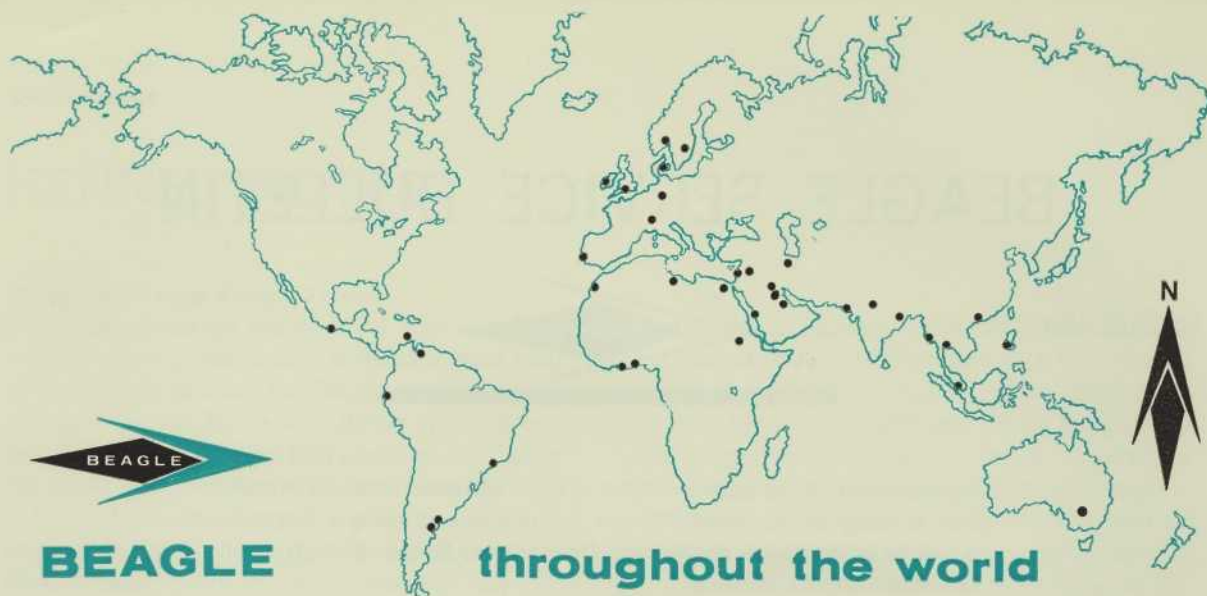
Class B. Vapourising liquids, e.g. Kerosine, hydraulic oil, petrol, etc.

Class C. Electrical fires

The modification allows the choice of fitting either Graviner or Pyrene extinguishers using Bromochlorodifluoromethane (BCF), which is virtually non-toxic and is discharged in the form of a heavy vapour. It has no corrosive effect on materials normally to be found in aircraft, and leaves no harmful deposit after use.

Some of the A.109 aircraft may be fitted with an Anti-fyre Pistole. This extinguisher uses a powder charge, and meets the requirement of A.R.B. Notice No. 30.

In the modification kit, provision has been made on the mounting brackets for the BCF extinguishers to enable them to be assembled without further change to the existing fittings of all of the affected aircraft.



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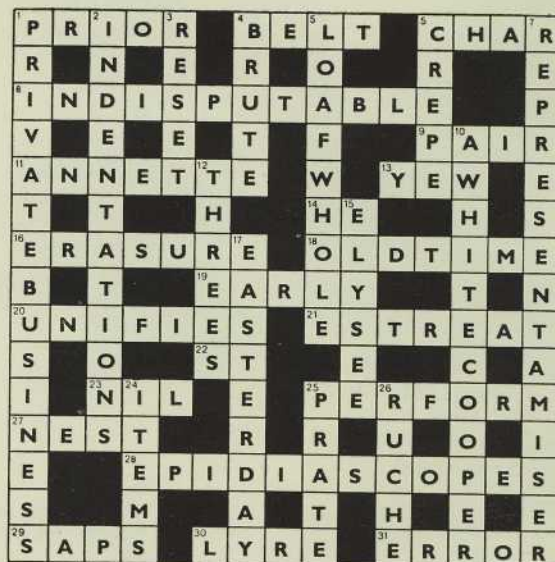
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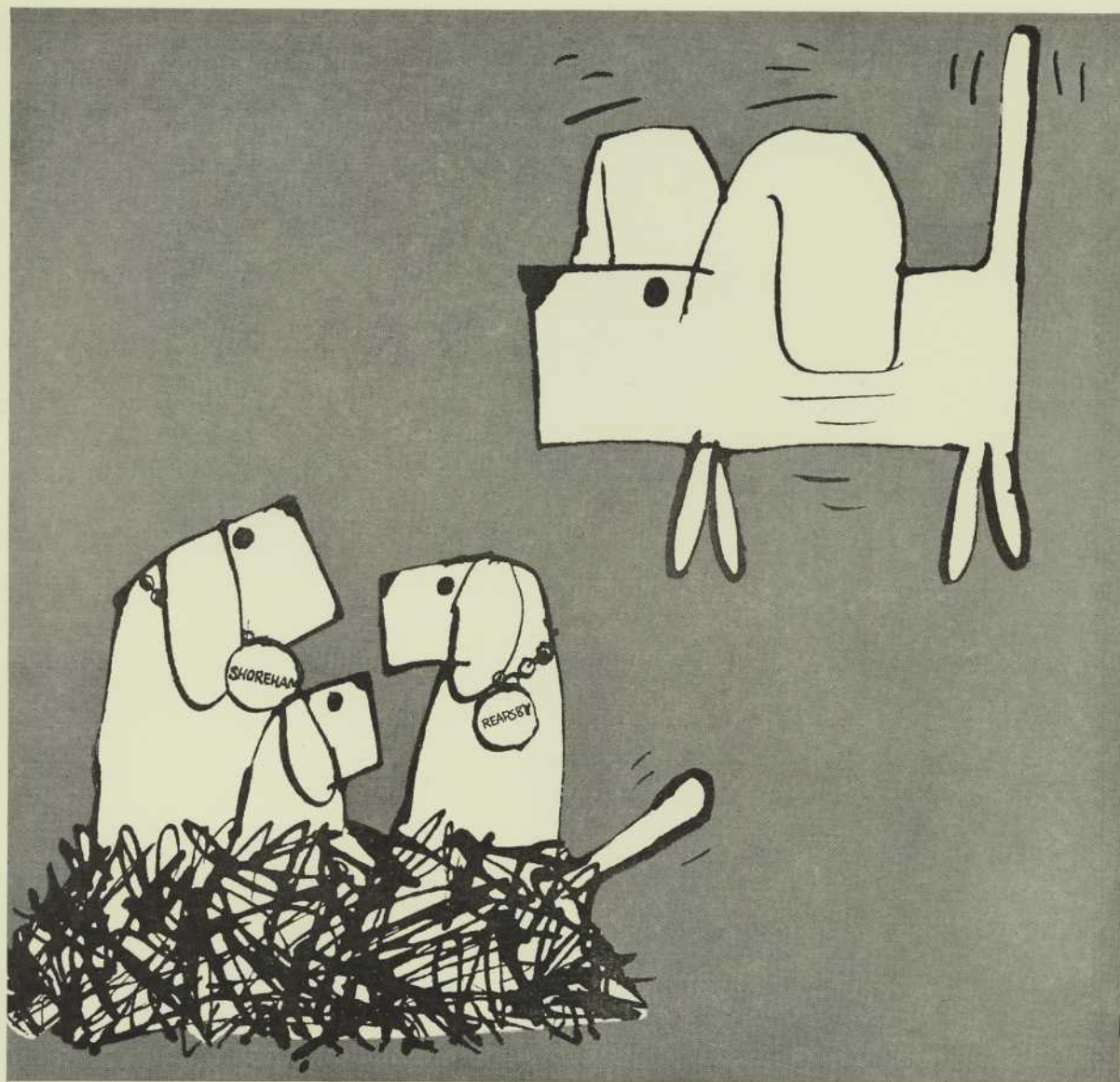
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