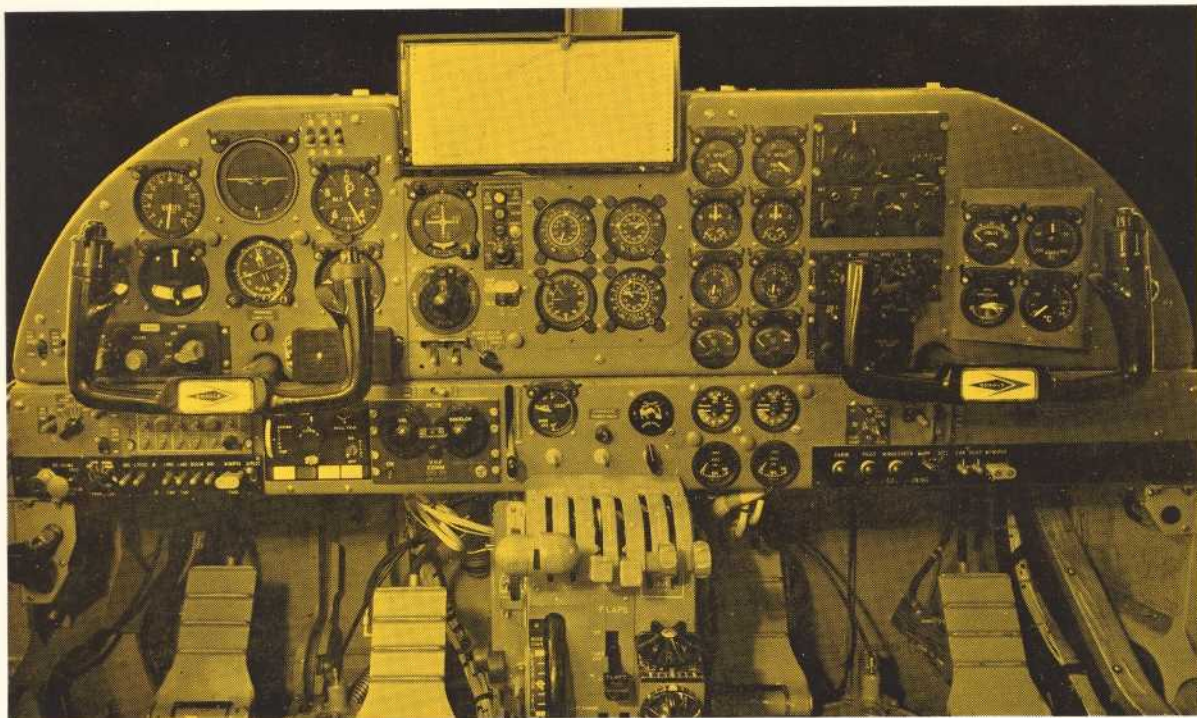


BEAGLE NEWS





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

'Bassets' of Northern Communications Squadron, R.A.F. Topcliffe.



flight testing the

B.206-S

turbo-supercharged

J. W. C. JUDGE
(Chief Test Pilot Beagle Aircraft)

Beagle were quick to take advantage of the appearance of the new generation of Turbo-Supercharged light aircraft engines, the result being the Beagle B.206-S (or Series 2) powered by two Rolls-Royce Continental GTS10-520.C engines which maintain 340 h.p. from sea level to 16,000 feet (at 34.5 inches Manifold Pressure and 3200 r.p.m.).

The first production civil B.206, G-ASMK, which had already seen quite intensive service as a firm's demonstrator as far afield as the Middle East, Pakistan and Scandinavia, was chosen to be converted to the prototype B.206-S and entered the Experimental Hangar at Shoreham at the end of March 1965 for this work to be undertaken.

Meanwhile a new set of production wings were having new nacelles built up on them to take the Turbo-Supercharged engines and these replaced G-ASMK's original wings, while the first GTS10-520.C engine was installed in the engine test cell at Rearsby for initial running to prove the automatic Turbo-Supercharger control system and other installation details.

G-ASMK was extensively instrumented for its flight test programme, with particular reference to the engine installation.

The first flight of the prototype B.206-S

took place at Shoreham on the 23rd June 1965 and gave an impressive demonstration of its performance when it 'left standing' on the climb the B.242X chase 'plane (specially chosen for this task because of its high rate of climb!).

The flight trials progressed well and following the granting of a Special Category Certificate of Airworthiness, the aircraft departed on the 19th July for Torrejon near Madrid for the initial stage of its tropical trials, covering operation from relatively high altitude airfields, returning to Shoreham on the 6th August.

The final stage of the tropical trials at Tripoli, involving higher temperatures and field performance at lower altitude was due to commence on the 25th August, but two days prior to the departure date the writer distinguished himself by tumbling off an aircraft and breaking a wrist. Trevor Howard, the Beagle Senior Test Pilot at Rearsby, stepped into the breach however and the trials continued with minimal delay.

Temperate performance, handling, flight resonance and engineering tests were completed back at Shoreham prior to submitting the aircraft to the Air Registration Board for clearance to full Transport Category Certificate of Airworthiness.

On production B.206-S aircraft off the line at Rearsby the overwing entry door is replaced by a new large 'lift up' rear entry door and the cabin interior has been

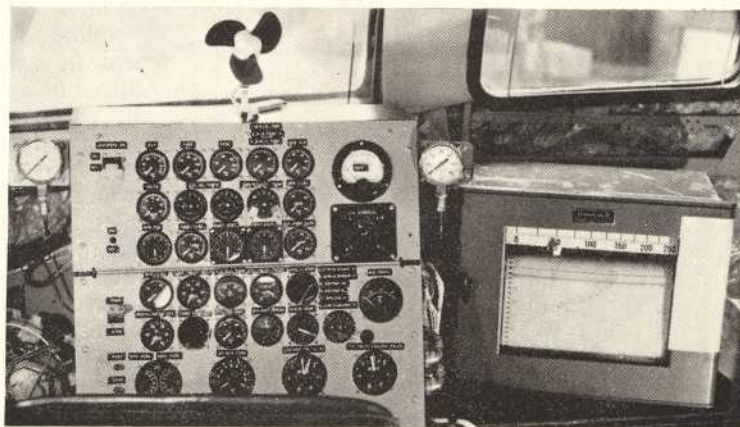
re-designed to improve its spaciousness and standard of comfort (although earlier B.206 aircraft cannot by any means be accused of lacking either of these).

The prototype B.206-S commenced its flight trials with long nacelle tails extending aft of the wing trailing edge which were intended to incorporate additional luggage lockers, but the increased space available in the re-designed cabin and the extension of the luggage bay aft into the rear fuselage made these no longer necessary (it was felt to be preferable to retain all the luggage in one bay, accessible in flight and, important at the high altitudes attainable, heated by the normal cabin conditioning system). New low line nacelle tails were therefore developed which both reduced drag and enhanced the effectiveness of the double slotted flaps, resulting in an increase in cruising speed and a reduction in stalling speed.

Other modifications incorporated during the development flying of the B.206-S include a chordwise increase in rudder area with a larger mass balance, a small change in the shape of the tailplane tips and various improvements in the exhaust ducting to the turbo-superchargers.

The B.206-S has evolved into an aircraft with high performance, particularly in 'hot and high' locations, a high standard of comfort and handling characteristics as good as and in some cases better than the standard B.206.

Flight test instrumentation installed in Beagle B.206-S G-ASMK.



BACKGROUND TO BEAGLE

CHAPTER 3 Army Trials

AUSTER AIRCRAFT twenty five years

On the outbreak of the war on the 3rd September 1939 the Government stopped all private and club flying, and the manufacture of civil aircraft officially came to a halt. This left Taylorcraft with nothing to do. Eventually, after some weeks had elapsed, the firm obtained a contract from the Standard Motor Co. for the manufacture of seats for Airspeed Oxford trainers and another contract was later received for the manufacture of fins for the Hawker Hurricane.

Meanwhile the Army had been pressing the Air Ministry for further trials of light aircraft and these were scheduled to take place at Larkhill in December. Taylorcraft were asked to supply more aircraft for these tests, and they managed to build these from parts which had been nearly completed at the outbreak of the war. Altogether six PLUS D aircraft, complete with Army radio sets, were supplied for test and acceptance trials.

The French Air Ministry were also interested in the Taylorcraft, and a Count, representing the French Government, came over to see the aircraft. The day before he arrived Ratcliffe was covered with the deepest snow of the winter, and A. L. who was in London, was informed that take-off would be impossible. He then asked for skis to be fitted and by the time he reached the aerodrome the following day they had been designed, made, and the MODEL C was ready to fly. This was the first time a Taylorcraft had flown on skis in England, and the information gained from this experiment came in very useful later in the war. Although the French Government was very impressed with the aircraft, France capitulated before any order could have been received, and so Taylorcraft still awaited the large demand for the aircraft which they felt must come at any time.

In the summer of 1940 the firm was asked if it had any room to undertake the repair of aircraft parts. After agreeing to do this new line of work Taylorcraft became a Civilian Repair Unit, repairing Tiger Moth aircraft at Thurmaston and in a barn at Syston. This was empty at the



The first HURRICANE to be repaired at Rearsby. This particular aircraft was delivered to the Royal Air Force in February 1941.



NOT TO AIRLINE STANDARD – the cockpit and instrumentation of the AUSTER Mk. 1.
(Photo. Crown Copyright)



A production AUSTER Mk. 1 – one hundred aircraft of this type were built by the Auster Company.

time and was taken over to provide extra space. The first Tiger Moth was completed and dispatched to the R.A.F. in October 1940. Crowthers' main factory now became No. 1 Works and was also the main machine shop, No. 2 Works were the buildings at the rear of Crowthers and these were used for the assembly of the repaired Tiger Moths. No. 3 Works, to-day a woodworking machine tool manufacturer's factory, became the welding and detail fitting shop.

Towards the end of 1940 Taylorcraft were asked, by telephone, if they would undertake the repair of Hurricanes. Not having had any previous experience with stressed skin, light-alloy aircraft they asked the authorities to spare them a crashed Hurricane to study. Two complete damaged aircraft arrived by road the following morning! The firm agreed to repair the Hurricanes, but additional floor space was required for this work. As a result they were granted the use of a factory in Mountsorrel as a sheet-metal shop, the workshops of En-Tout-Cas Ltd. at Syston, and Rearsby Aerodrome. Ratcliffe aerodrome was by this time used by the A.T.A. as a Ferry Station. Mountsorrel became No. 4 Works, En-Tout-Cas Ltd. No. 5 Works and Rearsby No. 6 Works, where a new hangar, to-day the main assembly hangar, was planned and built. This was used for the repair of the Hurricanes and the airfield was extended towards Gaddesby to cater for the longer take-off run required by these aircraft. The first Hurricane was delivered to the R.A.F. in February 1941. At the same time all the tools and jigs for the MODEL D aircraft were brought up to Rearsby from Thurmaston and laid out in the old County Flying Club hangar.

This last operation paid dividends a few months later when an official from the Air Ministry came to Taylorcraft to see if they had any civil aircraft in store to impress into the R.A.F. for communication duties etc. At this time many pre-war light aircraft were taken into the R.A.F. for general duties, the R.A.F. having no light aircraft at all at that time. The official was only mildly interested in the PLUS C



The TAYLORCRAFT MODEL D. Six of these aircraft were supplied to the Army for acceptance trials at the end of 1939.

aircraft until he was shown all the jigs and tools in store. When it was realised that spares could be provided for the aircraft, the firm was asked to obtain from all over the country as many PLUS C's as they could, service and repaint them, and deliver them to the R.A.F. All except one of the PLUS C aircraft were found and impressed, apart from two which had been destroyed. Taylorcraft were then given a contract to convert most of the MODEL C's to MODEL D standard, complete with radio sets, and the last aircraft so converted was handed over to the R.A.F. on the 11th October 1941.

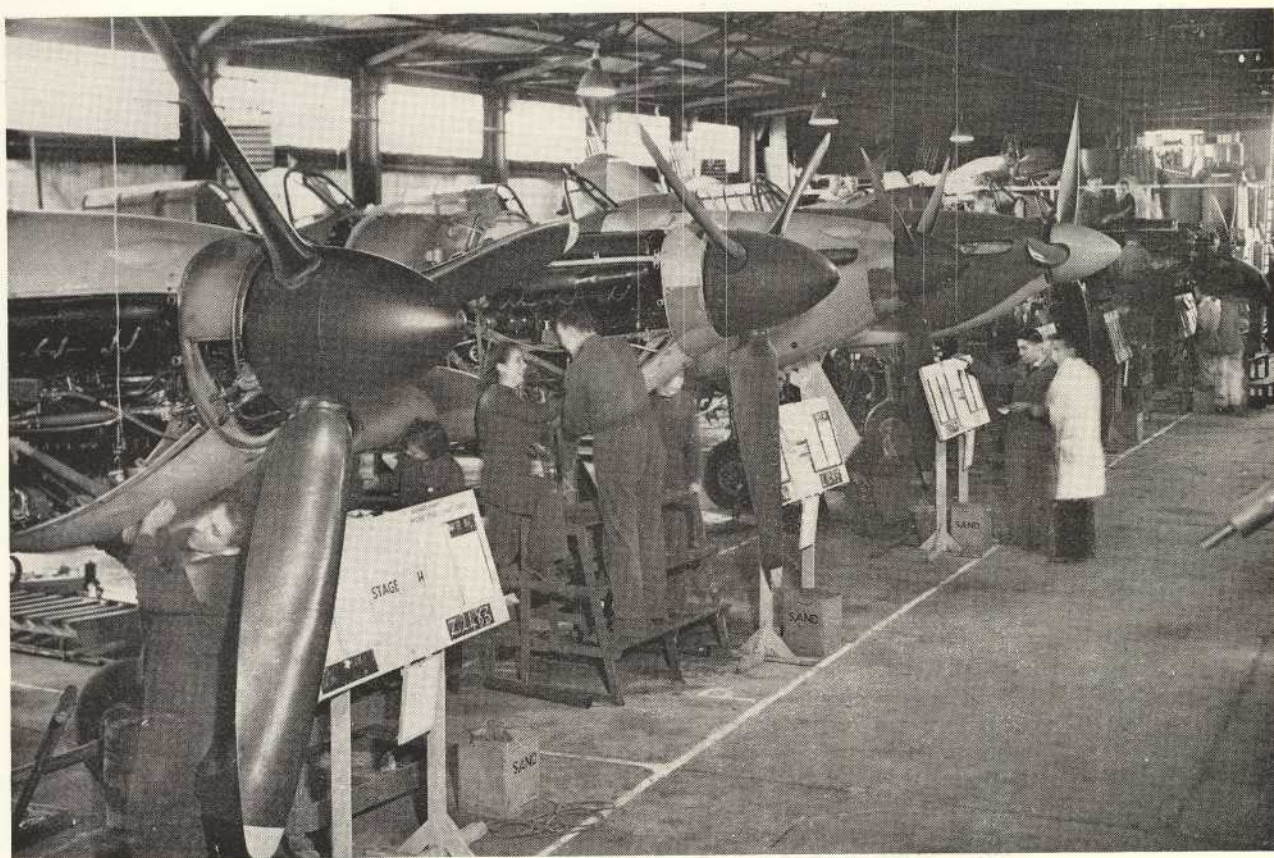
Meanwhile, in February 1940, 'D' flight, Air Observation Post at the School of Army Co-operation at Old Sarum, was formed following the successful tests of the Taylorcraft aircraft in December, and the Flight was flown to France on the 19th April 1940 and based at Mailly. Trials were to be carried out against a real enemy. On the 9th May Captain Bazely and Major A. G. Matthew flew up to the Saar to do preliminary reconnaissance, but in the early hours of the 10th May the German offensive started. This upset all the plans of the trials, and the Flight was finally withdrawn on the 20th May and flown back to Old Sarum.

However, the idea of using light aircraft for A.O.P. work was not dropped and after considerable discussion at high levels, and also the study of similar work

taking place in America, it was decided to go ahead. A contract was placed with Taylorcraft for 100 aircraft, and they were asked to think of a better name for the aircraft, as 'PLUS MODEL D' was not suitable for military use. A. L. suggested 'Icarus' after the early mythological aviator and son of Daedalus, but the Ministry pointed out that he had flown too high and too near the sun and his wings had melted and fallen off. They suggested 'AUSTER', the name given in Roman times to a warm dry south-westerly wind, and so the name AUSTER became associated with Rearsby.

The AUSTER Mk. 1 was not considered to be the ideal aircraft for A.O.P. work, for reasons stated before, and so a search was undertaken by the Ministry for a

better aircraft. The American A.O.P. aircraft the Stinson Vigilant was considered by some to be more suitable as it had many high-lift devices and a very good slow-speed performance, but it was large and complicated. However, a large number were ordered and the first batch were shipped over to England. They were stowed beneath a load of cheese and, as a result of a rough crossing, they were found on unloading to have been flattened! The few that survived this ordeal were assembled and flown against the AUSTER in trials but although they were good aircraft to fly they were too big for the Army's requirements. The AUSTER therefore was accepted as the A.O.P. aircraft for the Royal Air Force.



1941 – a line of HURRICANES undergoing repair at No. 6 works, Rearsby. This repair shop, very much extended, now houses the main BEAGLE B.206 production line.

(Photo. A. W. Kerr)

CHAPTER 4

Wartime expansion

In order to produce the AUSTER Mk. 1, Taylorcraft required further factory space, as the existing space was already full catering for Hurricane and Tiger Moth repairs. A 'boot and shoe' factory was therefore taken over, in Broad St. Syston, and all the jigs and fixtures were taken out of the old hangar at Rearsby and transferred on February 22nd 1942 to the new factory, which was named No. 7 Works. The first aircraft left this new production line on the 29th April, and was test flown at Rearsby on the 7th May.

The new factory was not set up easily however and in the rush of wartime the initial temporary production layout created a few major problems. About four weeks after production had started at No. 7 Works a complaint from a lady, whose house was next door to the factory, was brought to Mr. K. Sharp, the Manager at No. 7 and later a Director of Taylorcraft. The lady said she realised that they were very busy making aeroplanes for the war effort, but her chickens in her back yard had turned green! Upon investigation it was found that her whole garden was bright green, due to the fact that the extractor fans from the priming paint booths took all the excess paint straight into her garden. In the rush to get the factory working someone had forgotten to find out what was on the other side of the wall when the spray booth fans had been fitted! In spite of all the difficulties however, the production rate increased and the last AUSTER Mk. 1 was completed in December 1942.

The North African campaign opened at Casablanca with Operation 'Torch' on the 8th November 1942, and on the 12th the follow-up convoy reached Algiers. On board was a section of No. 651 A.O.P. Squadron under the command of Major Bazeley. It was here in North Africa that all the A.O.P. theories and exercises that had been worked out in England over the past few years were tried out and either proved or modified in the light of experi-

ence until an effective A.O.P. system was in operation. AUSTERS then became essential items on every front in the war and served in many parts of the world. Apart from doing the ordinary job as Air Observation Posts, AUSTERS did many other jobs such as communications, message dropping, cable laying, and V.V.I.P. transport when H.M. King George VI was flown from Radda to Sienna in Italy in July 1944.

At the same time that the A.O.P. Squadrons were improving their techniques Taylorcraft were endeavouring to improve the AUSTER which, as mentioned before, had many snags for A.O.P. work. Two alternative engines of greater power were considered for the AUSTER, the American Lycoming O-290, and the D.H. Gipsy Major, both of 130 h.p. These two AUSTER versions were known as the MODEL F, or AUSTER Mk. 2, and the MODEL E AUSTER Mk. 3. The Gipsy Major version was completed first and flew for the first time on 28th September 1942, and the Lycoming version flew later in the year on the 30th December. Both machines were evaluated by A.A.

The observation blister fitted to the AUSTER Mk. 1, an innovation that was subsequently considered to be unsatisfactory and thus was never put into production.



& E.E. at Boscombe Down but the Lycoming engines, being of American manufacture, were in rather short supply due to the efforts of the U-Boats in the Atlantic. It was decided to go ahead with the AUSTER Mk. 3 which was immediately put into full scale production. Split-flaps and a cabin heater were introduced and the rearward view was improved by the introduction of larger perspex windows behind the pilot, although, as a first step, a blister was fitted on the starboard side of the cabin roof. This was fitted to an AUSTER Mk. 1 but was not considered to give enough vision.

The first production AUSTER Mk. 3 flew in January 1943 and production continued throughout 1943 until December, when a total of 469 aircraft had been completed, but the AUSTER Mk. 3 was not considered an ideal A.O.P. aircraft as the rearward view was still poor. In February 1943 Taylorcraft were again requested to look into the possibilities of improving this matter, and a radical re-design of the cockpit area took place. The 'mock-up' produced was accepted by the Ministry and a request was received for a flying version. This was completed, together with the fitting of a 130 h.p. Lycoming engine – these were now coming into England readily – and this aircraft

became known as the MODEL G, or AUSTER Mk. 4, with markings MT 454. It flew for the first time on May 3rd 1943, and production of the AUSTER Mk. 4 commenced in December.

Other Taylorcraft events in 1943 were the decision on the 16th June to proceed with the MODEL H, but in May the first repaired Hawker Typhoon was delivered to the R.A.F., and these gradually replaced the Hurricanes in No. 6 Works, the last Hurricane being delivered in October. The MODEL H was an assault training glider version of the AUSTER Mk. 3 in which the engine was replaced by a glazed front portion with a seat for one person in front of the two main seats. This glider was first tested at Rearsby on the 6th July. It was very similar to the American Taylorcraft TG-6 and was built as a private venture, but it was never put into production as Ministry requirements had changed even before it had been evaluated.

1944 saw AUSTERS in operation on all battlefronts. After the battlefields of North Africa had been cleared up, the A.O.P. squadrons moved over to Sicily and Italy. Two days after 'D Day' on the 6th June, 662 Squadron A.O.P. landed in France. 656 Squadron had left England in September 1943 for India and went into



The prototype AUSTER Mk. 2. Due to the short supply of Lycoming engines at that time, the Mk. 2 was abandoned in favour of the Mk. 3, which was fitted with the more readily available DH Gypsy Major 1 engine.

(Photo. Crown Copyright)

**BACKGROUND
TO
BEAGLE**

action, in Burma, for the first time on 28th January 1944. Operating AUSTERS in the severe hot climate of the jungle posed many problems that had not been met before. Cold climates did not seem to affect AUSTERS very much – apart from the fact that any slight draught in the cockpit felt about ten times colder than it really was, but in hot tropical climates the AUSTERS suffered worse than the pilots. In 1944 the fabric lasted about four months in the jungle before it rotted through. The wooden propellers and the cabin perspex needed replacement after the same amount of time, and the wooden wing spars had to be watched continuously. In some instances if the aircraft had been delayed en route by sea the fabric and the spars had begun to rot even before the aircraft reached the front line. However, new aircraft dope was introduced and this solved many, but not all, of the problems.

In all there were twelve A.O.P. Squadrons and they served in France, North

Africa, Sicily, Italy, Austria, Belgium, Holland, Germany, India, Burma, Malaya and Java. 594 officers were trained as A.O.P. pilots up to V.J. Day, and only 61 were killed whilst flying, 24 of these being non-operational casualties. 118 officers received awards for bravery.*

In March 1944 the last repaired Tiger Moth was delivered to the R.A.F., and the repair department at Rearsby was then fully occupied with the repair of Typhoon aircraft. The AUSTER Mk. 4 continued in production until the beginning of May 1944 when 245 had been built. The AUSTER that replaced it on the production lines at Syston was probably the most important AUSTER ever produced.

* *These figures are taken from the book 'Unarmed into Battle', by Major-General M. J. Parham and E. M. G. Belfield, which gives a full account of the war-time A.O.P. squadrons.*



The MODEL H ASSAULT TRAINING GLIDER. Changing Ministry requirements precluded this type from going into production.



The AUSTER Mk. 3. The first production aircraft of this type flew in January 1943 and a total number of 469 of these aircraft were built during the course of that year.

The prototype AUSTER Mk. 4. With increasing availability of the Lycoming engine, the Mk. 3 was subsequently re-engined and became known as the Mk. 4. Production of this type began in December 1943.

(Photo Crown Copyright)



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



'BASSETS' in Service

with the Royal Air Force

The Basset C.C.1 – A few words of appraisal by Flt./Lt. H. R. Harriss, O.C. Basset Conversion Flight, Northern Communications Squadron, R.A.F. Topcliffe.

Since the introduction of the Beagle B.206 into the Royal Air Force as the Basset, a number of crews have been trained to fly the aircraft to the high standard rightly demanded by Transport Command. The conversion flight is based at Topcliffe in the North Riding of Yorkshire, and the distinctive note of the twin Continental engines is already familiar to the inhabitants of such towns as Ripon, Thirsk, Northallerton and Harrogate.

Any pilot would confirm that the Basset is a pleasant and easy aeroplane to fly.

One hour dual would be enough to see the average pilot off solo. However, the course at Topcliffe, consists of twenty-five flying hours. Two hours are spent learning to fly the aircraft, the next twenty-three learning to use it. The Basset as flown by Transport Command is a very sophisticated little aeroplane, and a pilot must learn to fly it on any major trunk route with the utmost confidence and expertise. Indeed mere piloting takes second place, it is the qualities of Captaincy which are looked for. At the end of the course the student is tested by a member of the Transport Command Examining Staff and he is expected to reach the same standard as any other Transport pilot whether they fly the Comet or the Basset.

Your product is truly in very safe hands.



Left to right – Flt./Lt. W. G. Downing, Flight Commander; S./Ldr. J. R. Tucker, O.C. Northern Communications Squadron, Transport Command; Flt./Lt. H. R. Harriss, O.C. Basset Conversion Flight.



B.206-S

turbo-supercharged

The Beagle B.206-S provides a substantially enhanced high-altitude performance, for a relatively small increase in cost, by the use of two 340 h.p. Turbo-Supercharged Rolls-Royce Continental GTS10-520C engines in place of the 310 h.p. engines in the B.206. The Supercharged version thus has ten per cent more power available at Sea Level and an increased power is maintained, up to 16,000 feet. Cruising at 12,000 feet the B.206-S has 67 per cent more power available than has the unsupercharged B.206.

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 additional refinements. The B.206-S incorporates a large entry door on the port side, aft of the wing. Entry to the cabin is made by way of a simple 'three-step' pull-down stair. The re-positioning of the entry door, in turn, provides for increased space and comfort in cabin layout.

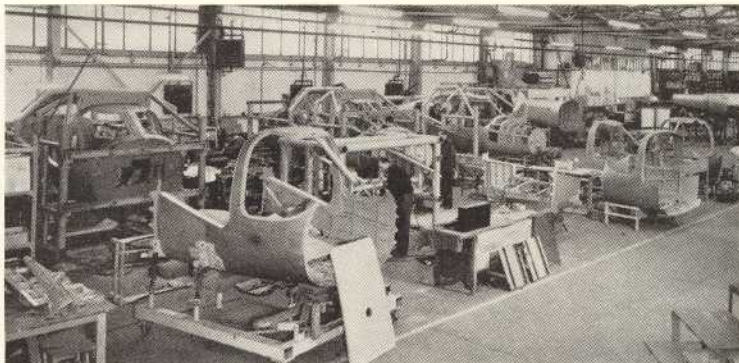
The exceptionally wide cabin (62 inches) of the BEAGLE B.206-S makes possible first class airline standards of seating not normally found in aircraft of this category. With a total cabin volume of 224 cubic feet (some 20 per cent greater than other contemporary aircraft in its class) the B.206-S is ideally suited for a variety of accommodation layouts to suit the specific requirements of operators. In all configurations the interior styling is of modern and pleasing design providing outstanding comfort. A bulkhead separating the flight deck from the main cabin may be fitted as an optional extra. The well upholstered seats, together with pile carpeting, give a limousine character to the cabin.

In its freighter role, the B.206-S has a usable cable volume of 216 cubic feet. The extra large entry door 40 inches high, by 34 inches wide facilitates the loading of bulky freight.

Entry to the cabin is made by way of a simple 'three-step' pull-down stair. The re-positioning of the entry door, in turn, provides for increased space and comfort in cabin layout.



B.206-S fuselage centre sections in various stages of construction.



B.206-S assembly shop at Beagle Aircraft Rearsby.



Ample accommodation for six persons is provided in the standard version which has two forward and two rearward facing seats in a separate cabin. Seven and eight seat versions are also available.





performance summary

Initial rate of climb: 1,340 feet/min, at 7,500 lb.

Take-off to 50 feet in I.S.A. conditions, Sea Level, 10 knot wind at 7,500 lb.: 1,880 feet.

Cruising speed: 191 knots (220 m.p.h.) at 8,000 feet (70% Max. S.L. power).

Cruising speed: 191 knots (220 m.p.h.) at 12,000 feet (65% Max. S.L. power).

Maximum still air range: 1,400 Nautical Miles.



Maximum speed: 222 knots (255 m.p.h.) at 16,000 feet.

Single engine service ceiling (50 feet/min.): 12,500 feet at 7,000 lb.

A.P.S. weight: 5,040 lb. (includes 215 lb. for pilot and oil).

Disposable load: 2,460 lb.

The B.206-S thus offers outstanding performance, under either temperate or tropical conditions for operation anywhere in the world and – like the B.206 – it is backed with Beagle, Rolls-Royce and Continental after-sales service.

OGMA.

OFICINAS GERAIS DE
MATERIAL AERONAUTICO



One facet of Beagle activity not widely publicised is the manufacture, under licence, of Beagle aircraft in Portugal.

The aircraft being manufactured are the D.5/160 and the D.4/108. The current licence agreement is for 150 aircraft and it is anticipated that the total number of aircraft will be completed within the next twelve months.

The D.5/160, which forms the greater part of the contract, is the forerunner of the Beagle Husky, from which aircraft it differs only in detail and engine capacity.

To ensure the successful manufacture of this aircraft in Portugal, it was necessary to supply full details and technical information from Rearsby. This was readily understood and acted upon by the Portuguese engineers to enable them to produce an identical product giving full interchangeability with the original Beagle design. Various improvements and modifications have been carried out to the aircraft by OGMA's skilled engineers, including adaptation for supply dropping and an ambulance modification which has been used with great success for

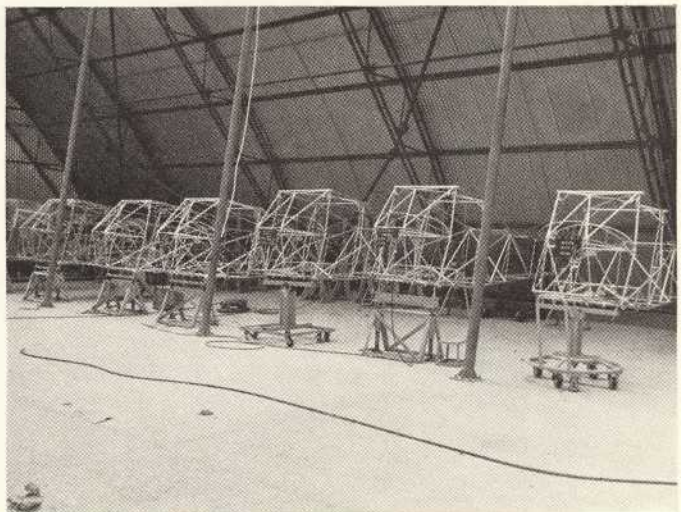


emergency evacuations from isolated areas.

Manufacture of these aircraft in Portugal is being undertaken by the Oficinas Gerais de Material Aeronautico (OGMA), which is responsible for the maintenance and repair, at Depot level, of all aircraft, ground communications and radar equipment of the Portuguese Air Force.

OGMA, under the direction of Colonel Fernandes Alberto de Oliveira, is also responsible for the manufacture of training aircraft and miscellaneous equipment. As a Government organisation, the primary function of the organisation is to meet the requirements of the

Completed fuselage frames ready for covering.



O.G.M.A.



Portuguese Air Force. Subject to this priority, OGMA is established as an industrial organisation, operating on private industry principles and featuring a self-contained administration. In this capacity it undertakes overhaul and major repair work for domestic and foreign airlines and Air Forces as well as for private operators.

OGMA is located fifteen miles north of Lisbon, at Alverca do Ribatejo, on flat ground on the right bank of the river Tagus, and has a runway of 10,000 feet (*not really necessary for Beagle aircraft*).

A neat single-stretcher installation.

Certain aircraft are specially modified to facilitate the dropping of supply cases through an aperture in the fuselage floor.





Completed aircraft showing insignia of the Portuguese Air Force.

OGMA was first organised in 1918, and has been in continuous operation since. Until 1940, due to the limited maintenance requirements of the rather simple aircraft of those days, the main activity was concentrated on the manufacture of engines and aircraft for the Portuguese Air Force. These aircraft and engines were of both British and French origin, built under licence. The period 1940-1950 was marked

by a great increase in floor-space, new departments being created, and general modernisation of the establishment. During this period Tiger Moth and Chipmunk aircraft were manufactured under licence. The present floor-space of approximately 600,000 sq. ft., up-to-date equipment and highly skilled personnel, allow a wide variety of aircraft manufacture and maintenance work to be undertaken.

focus



C.O.'s INSPECTION — Air Marshal Sir Kenneth Cross, K.C.B., C.B.E., D.S.O., D.F.C., A.O.C.-in-C, R.A.F. Transport Command, with his A.D.C., takes a look at the prototype Beagle B.242 during their recent visit to Shoreham. Also in the picture are — left to right: Peter W. Brooks (Deputy Managing Director), Thomas D. R. Carroll (Chief Designer and Chief Engineer), and Peter G. Masefield (Managing Director), all of Beagle Aircraft Limited.



BEAGLE LINE-UP — B.206 eight-seat executive aircraft lined up outside the new General Aviation Terminal at Gatwick Airport.

The B.206 can accommodate up to eight persons in airline comfort; it has a cruising range of up to 1,400 miles at more than 200 m.p.h.

Deliveries of the supercharged version are now being made to Australia, Sudan, Spain, Brazil and South Africa.

KEEPING UP TO DATE WITH BEAGLE— Former Airedale owner Mr. Charles Smith of Maidenhead is now the owner of a larger Beagle aircraft, this time a B.206. Shown in the picture with Mr. Smith (centre) are, (left) Trevor Howard, Beagle Aircraft, and (right) Eric Davies.



Terrier incident



It is not often that one has the opportunity of seeing an aircraft 'take off' from a main road; such an opportunity was, however, recently given to the local inhabitants of Waltham-on-the-Wold in Leicestershire. In the following article our Senior Test Pilot at Rearsby, Mr. Trevor Howard, tells how this came about.

Recently I had the unusual experience of taking off in a Beagle Terrier (G-ASYN) from a main road. The events which led up to this somewhat odd behaviour began when two of our Company pilots, Mr. (Johnny) Lee and Mr. Conway, set off for Skegness by air to collect a Terrier aircraft and bring it back to Rearsby for C. of A. renewal.

Prevailing weather was mediocre, with a tendency to drizzle en-route, but despite such conditions the Terrier was duly collected by Mr. Lee and both aircraft 'took off' for the return flight to Rearsby, with Mr. Lee leading. However, having nearly completed their journey, a sudden deterioration in cloud base and visibility occurred. So rapidly did conditions worsen that Mr. Lee, who had by now lost sight of his companion, decided that under the circumstances a forced landing could not be avoided. He duly chose a field, which subsequently turned out to be exceedingly soft, having recently been ploughed. Nevertheless a very good landing was made – the Terrier coming to rest in the centre of the field which was a little over 400 yards long. Unfortunately, on coming to rest, the wheels sank in the mud up to the axles, bringing the tail up with consequent damage to one propeller blade tip – the propeller having stopped at the vertical position when the engine was switched 'off'. Having secured the aircraft, the pilot made his way to the nearby road where he 'thumbed' a lift to the nearest Police station, which happened to be at Waltham-on-the-Wold.

Meanwhile Mr. Conway, in the second aircraft, had run into similar troubles but was more fortunate in that he located R.A.F. Cottesmore, where he landed without further incident. As this had all taken place around 4 p.m. nothing further could be done until the next morning.

A survey of the situation next morning confirmed the very slight damage to the Terrier, but as all the surrounding fields were also ploughed there was no hope of moving the aircraft to another field for a 'fly-out'. However, the adjacent roadway

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looked extremely inviting, being quite straight and not obstructed by the usual telegraph poles, etc. and, as it happened, dead into wind.

I decided to arrange for a new propeller to be brought out by the 'working party' who, incidentally, were fully expecting to de-rig the aircraft and transport it back to Rearsby by road. My next task was to visit Divisional Police Headquarters at Melton Mowbray to report my findings and to ask their permission to take off from the roadway, my argument being that such a course of action would result in less inconvenience to traffic than would be the case if the aircraft was de-rigged and transported by road. Quite expecting a firm refusal, I was both astonished and delighted when told that permission had been granted, provided we gave about half-an-hour or so's notice to enable the Police to close up the portion of the road we wished to use.

Our next problem was to get the aircraft out of the field onto the roadway – quite a formidable task. We were fortunate in that the farmer who owned the land came to our aid with two tractors with which we were able to haul the aircraft across the field to a convenient gateway to the road. The gateway presented the next obstacle, and in order to clear the bracing struts a ramp was built to raise the aircraft

above the gate posts, and by the use of the tractors and a great deal of brute force the aircraft was finally pulled onto the roadway, where by putting the tail of the aircraft almost into the hedgerow we were able to keep one lane open for traffic.

The new propeller was then fitted, the Police Road Patrol alerted and final preparations made for the take-off.

The available road-way was limited at the start by two 'Clearway' signs through which it was necessary to manoeuvre the aircraft. It was then clear for 225 yards, where a wood extended up to the road-side on the left, the right hand side continuing clear for a further 150 yards to where a large elm tree stood back from the road.

Thus with the engine warmed up the take-off was made relatively easily into a wind of approximately 5 knots, making a right turn to clear the large tree and then setting course for Rearsby; the Police then unleashed the traffic on the roadway which had been closed off for about 10 minutes only.

In my view this incident proved the outstanding virtues of the Beagle Terrier. Very few aircraft could consider a 400 yard ploughed field as a landing ground and, still less, be in a flyable condition afterwards.

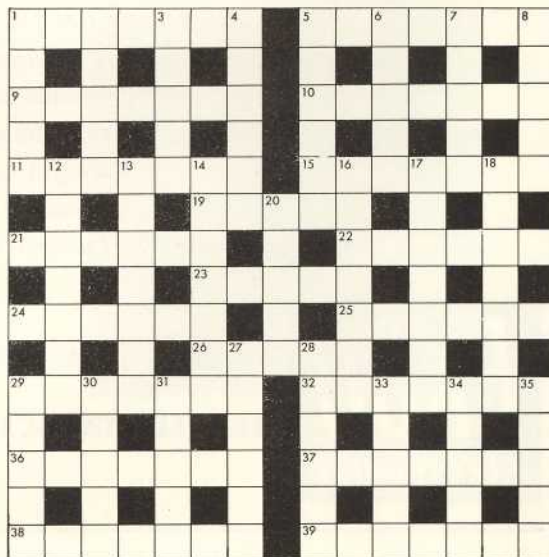
beagle news crossword

ACROSS

- 1 Heavenly bodies containing a narrow way (7)
- 5 Can be classed as seafood (7)
- 9 The one who cadges can also soak up (7)
- 10 Stifle your feelings – and smooth again (7)
- 11 Not frivolous (7)
- 15 One who keeps order or just listens (7)
- 19 Presses (5)
- 21 Air (2, 4)
- 22 No mansion, this (6)
- 23 A key for one not of age (5)
- 24 Spicy fare (6)
- 25 Schoolboy's choice? (6)
- 26 Obviously not calm (5)
- 29 Affair of the heart (7)
- 32 A point to be avoided in tribal warfare (7)
- 36 Second above the deck (7)
- 37 Unhinge (7)
- 38 Would it chase the Mad March Hare? (7)
- 39 Gently glowing (7)

DOWN

- 1 A step to sticking (5)
- 2 Love in France (5)
- 3 A glee (5)
- 4 Rat sat (6)
- 5 Crustacean (6)
- 6 More than half snake, all tree (5)
- 7 The chosen (5)
- 8 Medicine man? (5)
- 12 Uncle's wife, could be (4, 3)
- 13 Child's nurse, Northern region (7)
- 14 Takes this to stay the course (7)
- 16 Fine feathered fishers (6)
- 17 Frozen mass on the move (3-4)
- 18 Unusual musical instrument (7)
- 20 The lord of it owns the land (5)
- 27 To tie again, go up (6)
- 28 Fifth century destroyer (6)
- 29 A trick to hold (5)
- 30 More mature (6)
- 31 Hails from an Arab kingdom (5)
- 33 Ecclesiastical name for Salisbury (5)
- 34 Aladdin's friend (5)
- 35 Silly, this (5)



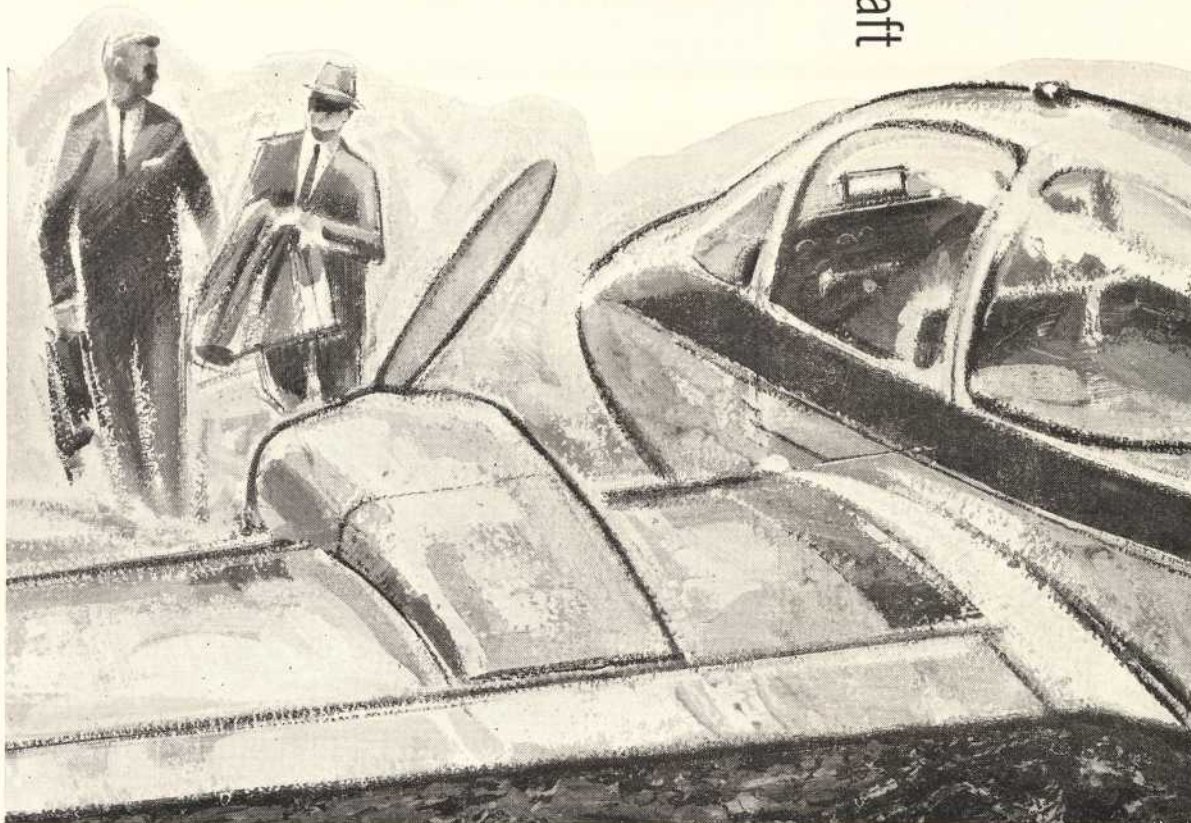
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crossword solution

1	P	L	A	N	E	T	S	5	S	E	A	W	E	E	D	8
	A	M	A	T					H	S	L	O				
9	S	P	O	N	G	E	R	10	R	E	P	R	E	S	S	
	T	U	L	A					I	E	C	E				
11	E	A	R	N	E	S	T	15	M	O	N	I	T	O	R	
	U	O						20	T	A	M	P	S	C	C	
21	A	N	A	R	I	A			A		P	R	E	F	A	B
	T	L						23	M	I	N	O	R	F	R	
24	S	A	L	A	M	I	O				E	C	L	A	I	R
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29	C	A	R	D	I	A	C				A	S	S	E	G	A
	A	I									A	N	A	E	N	
36	T	O	P	S	A	I	L				D	E	R	A	N	G
	C	E									A	U	I	P		
38	H	A	R	R	I	E	R				L	A	M	B	E	N



We thought readers of our article 'Background to Beagles' would be interested in the accompanying photograph which shows members of the Taylorcraft 'Thirty Nine' Club. It is interesting to note that four of the people in the picture are still with us in Beagle.

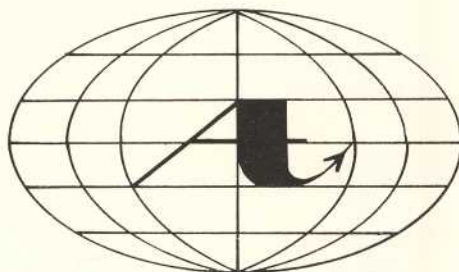
1. J. R. B. (Joe) Eames, Manager No. 5 Automotive Works (Rearsby).
2. Albert Codling, Chief Inspector of Aircraft Division (Rearsby).
3. Herbert Thompson, Senior Planning Engineer of Aircraft Division (Rearsby).
5. L. (Gus) Morris, Aircraft Jig and Tool Control (Rearsby).

Also in the picture (No. 4) is Mr. F. Bates, Managing Director of the former Auster Aircraft Company.

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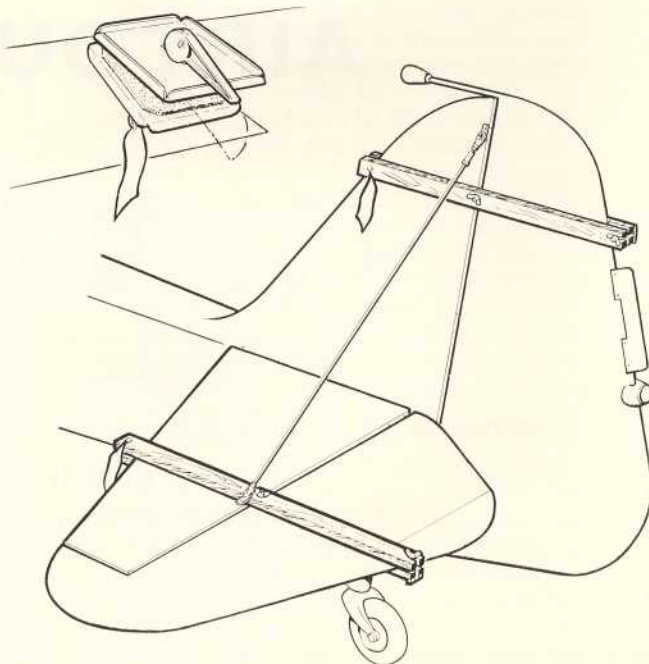


service bulletin

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