THE BEARDMORE AERO ENGINES

During the war some 3,000 Beardmore aero engines were produced and supplied to the British Government. After the war all the engines with corresponding numbers of spares, left over as Government surplus were bought back by the manufacturer, with the result that Wm. Beardmore and Co. are now in a position to supply from stock complete engines and spares at the shortest possible notice. The Beardmore engines, notably the 160 h.p. size, have a reputation for reliability, although they are not as light per horse-power as some modern engines. On the other hand, they are sturdily built, and are economical in fuel and oil consumption. The engine is already well known and requires no description here.

Mr. Alan Chorlton, chief designer of Beardmore Aero Engines, has during the last year or so been busily engaged upon the production of an engine of entirely novel type, as far as aero engines are concerned. The subject of the latest experiments is a semi-Diesel type, designed to burn heavy oil in place of petrol. It has been thought by many that it was not yet possible to reduce the weight of an engine of this type sufficiently to make it suitable for aircraft work, but Messrs. Wm. Beardmore, Ltd., think otherwise, and from what can be gathered they appear to have advanced a long step towards the production of a heavy oil engine the weight of which is not prohibitive for aviation purposes.

Naturally enough, considerable secrecy surrounds this latest Beardmore product, but it will easily be realised that if such an engine prove a practical proposition, it will go a long way towards making flying safe and economical. The fuel consumption of heavy-oil engines is low (per horse-power developed), and the cost of the heavier oil is lower than that of petrol. A further very great advantage is that the risk of fire is considerably lessened, while the high-compression engine retains its power better at great altitudes than does the petrol engine of normal compression.

The development of the Beardmore semi-Diesel aero engine will therefore be watched with more than ordinary interest, and if the difficulties can be overcome its production will mean a great step forward in aircraft development.

THE "BRISTOL" AERO ENGINES

Although the Bristol engines are a somewhat late development of the Bristol Aeroplane Co., Ltd., whose other activities have been dealt with elsewhere in this issue, they have already made quite a fine reputation for themselves. It may be