

these engines, which are neatly cowled-in and fitted with a spinner. The cowling is securely clamped with Verville quick-release fasteners. The carburettor is fed by gravity from two elliptical welded aluminium tanks of 25 or 35 galls. capacity, located in the wing, one on each side of the fuselage. The feed lines are of 1/2-in. copper tubing, equipped with three-way valves. Lubricating oil is carried in a 5-gall. tank located in the fuselage forward of the cabin.

On the experimental machine no exhaust collector ring has been installed, although this, as well as a silencer, heater and cabin ventilator, will be standard jobs on the production models. A Heywood starter is fitted at present, but this will be interchangeable with the Eclipse type.

The landing chassis is of the split-axle type, and utilises the sponsons as bracing for the Oleo shock struts. Disc wheels with faired hub caps, and fitted with 28 by 4-in. Goodrich tyres, are used. The disc tail wheel, also employing an Oleo shock absorber, carries a 14 by 3-in. tyre of the same make. The main wheels are fitted with Bendix brakes. Landing stress is distributed through tubular pyramid trussing between the two sponsons.

The tail-wheel assembly can be removed through the bottom of the fuselage simply by loosening two nuts, while in the top of the fuselage at this point is a 24 by 10-in. hand hole for the inspection and adjustment of the wheel assembly and tail-adjustment gear.

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SOME STAG LANE STUDIES



"FLIGHT" Photographs

THESE photographs are indicative of the widespread popularity of the de Havilland "Gipsy Moth." The photograph in the top left-hand corner shows five of these machines, of which four have been specially fitted to take large aerial cameras. These machines are to be employed for survey work by a newly formed Spanish company. The fifth "Moth" is a coupé type which belongs to the Duke of Estremera, and which is shown in flight in the inset. On the right are the Spanish crews of the five "Moths." From left to right, Dorronsoro, Pardo, the Duke of Estremera, Tortilla, Ruiz de Alda, Antonio Ansaldo, and Rein. In Norway also the "Moth" is finding favour, and the group in the lower left-hand corner shows three Norwegian officers on a visit to Stag Lane. They are, from left to right: Lieut. Motzfelt, chief instructor of the Norwegian Army Flying School; Mr. Gunnestad and Mr. Meyer, Norwegian Army Corps Reservists. The thrills of dirt-track racing do not preclude enjoyment of flying, and recently Col. the Master of Sempill gave passenger flights at Stag Lane to two famous motor-cyclists who are now learning to fly. Our group shows, from left to right, Mr. Frank Arthur, Col. Sempill, Mr. Billy Lamont, and Capt. H. Broad.

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Hull Municipal Aerodrome

THE Finance Committee and a Joint Committee of the Parliamentary and Property Committee of Hull Corporation have decided to purchase Hedon Racecourse as a site for a municipal aerodrome at a cost of about £17,000. The

Hedon Racecourse is situated about five and a-half miles from Hull, and has not been used as a racecourse for many years. It is to the east of Hull, and only about three miles from the banks of the Humber estuary. Negotiations are also proceeding for the acquisition of a seaplane base nearby.