

THE COMPER "SWIFT"

A Fast Single-Seater with A.B.C. "Scorpion" Engine

DESIGNED as a low-powered, low-priced single-seater, with a performance equal to that of the modern two-seater light 'plane, the Comper "Swift" is the first machine to be produced by F/Lt. Nicholas Comper since he left the R.A.F. and formed The Comper Aircraft Co., Ltd. That is not to say, however, that the "Swift" is the work of a beginner. Far from it. Before joining the R.A.F. several years ago, Mr. Comper was in the drawing office of the Aircraft Manufacturing Company, and after joining the service he designed, it will be remembered, the series of Cranwell machines, C.L.A. 1, C.L.A. 2, C.L.A. 3, and C.L.A. 4, for the Cranwell Light Aeroplane Club. These machines all showed originality coupled with common sense, and Mr. Comper is one of the few designers who has for many years held the belief that high power is not necessarily required in order to get a good performance out of a light 'plane.

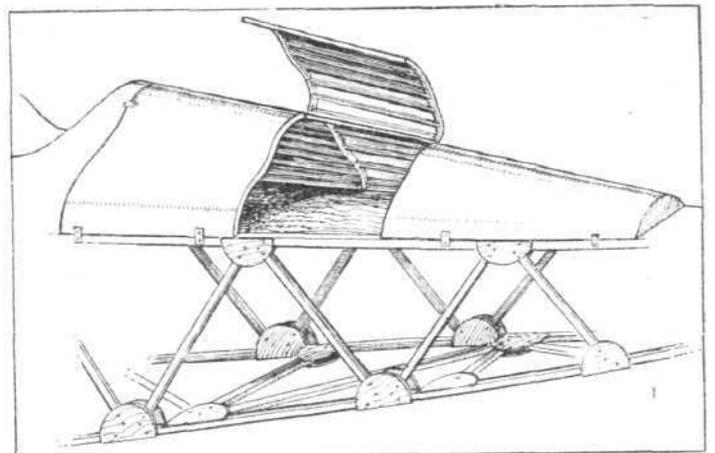
The C.L.A. 2 was a side-by-side two-seater with Bristol "Cherub" engine, and at the Lympne Light 'Plane Meeting of 1924 this machine piled up, during the meeting, just under 18 hours' flying and a mileage of 762.5 miles, thereby winning the £300 Reliability prize offered by the S.M.M.T. for the greatest number of completed laps of the Lympne course.

The C.L.A. 3 was quite a different type of machine, being a parasol single-seater monoplane with Bristol "Cherub" engine. That machine made its first public appearance at the Lympne race meeting of August, 1925, when it won the International Scratch Speed Race for light aeroplanes, and was favourably commented upon for its high speed and good manoeuvrability.

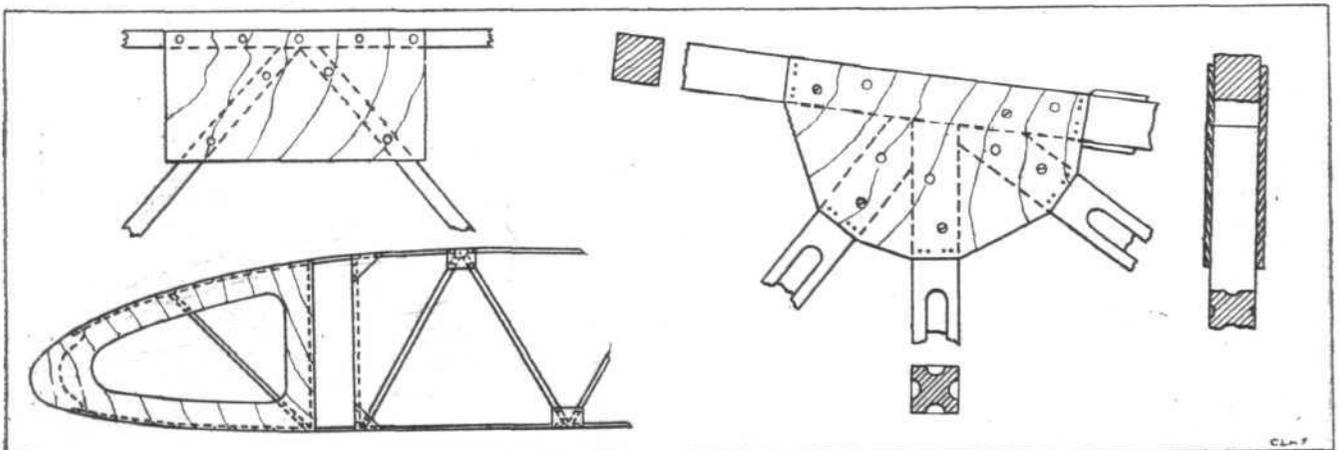
Finally, it may be recalled that the C.L.A. 4 was designed and built for the *Daily Mail* two-seater light 'plane competition held at Lympne in 1926. The design of this machine was based upon the Pobjoy engine, but as that engine did not manage to pass its tests for the Air Ministry C. of A. in time, a Bristol "Cherub" of much lower power was fitted.

Although this naturally detracted from the performance, the C.L.A. 4 was still a very nice little machine, and had a very good performance for the power of the engine. Its most unusual feature was that, although a *sesquiplane*, its top wing was smaller in span and chord than the lower wing.

Of previous Comper designs, the C.L.A. 3 was that which the new "Swift" most closely resembles, and from which it may, in fact, be said to have been evolved. That the "Swift" represents a very considerable improvement on the C.L.A. 3 is hardly to be doubted, and this improvement is not confined to performance only, *i.e.*, speed, climb, etc.



The deck fairing is detachable so as to facilitate fuselage inspection, and contains a luggage locker. (FLIGHT Sketch.)



The Comper "Swift": On the left, details of rib construction. The nose ribs are covered with plywood up to the front spar. On the right, a typical fuselage joint. (FLIGHT Sketches.)