cross-country trips more comfortable.

The Tipsy has a C. of A. in the normal category, but by this time it is possible that an aerobatic version of the certificate will have been obtained.

**TIPSY data:**—Span, 31ft. 6in.; length, 23ft.; all-up weight, 1,074 lb.; weight empty, 618 lb.; maximum speed, 110 m.p.h.; cruising speed (2,600 r.p.m.), 100 m.p.h.; stalling speed, 37 m.p.h.; rate of climb, 650 ft./min.; range at cruising speed, 350 miles; and price, £675.

**WICKO**

AFTER initially interesting experiments with a machine powered by a specially modified Ford engine, the Foster Wikner Aircraft Company settled down at Southampton two years ago to the production of a machine with a conventional power unit. The Wicko monoplane has been designed with the idea of providing a machine which is not only cheap to make and to maintain, but which has a very modern design and is amply strong for all training work. The machine is fitted with a Gipsy Major engine and is constructed on not-too-conventional lines.

For instance, the wing, though strut-braced, has a ply-skin covering to take drag and incidental loads. The fuselage is of the ply-covered box-type, but here, again, an interesting method has been evolved of reducing the usual jiggling complications. Each of the four sections making the box is built up with its own half-longerons, and these are glued together so that the halves become single laminated wholes.

In layout the Wicko, which is a side-by-side cabin two-seater high-wing machine, tends to possess the best features of past and present design. The high-wing layout gives an adequate measure of stability and safety at the stall, while large-area contour-changing flaps are fitted to the trailing edge. The machine is very robustly constructed, and Mr. G. N. Wikner, who is both the designer and the test pilot, had no difficulty in obtaining a C. of A. in the aerobatic category. He is, incidentally, a designer of quite long standing, though his earlier machines saw the light of day in Australia.

The Wicko possesses a number of outstanding characteristics, not the least important of which is a stall of an unusually innocuous nature, with the flaps either up or down.

**WICKO data:**—Span, 31ft. 6in.; length, 23ft. 3in.; weight empty, 1,255 lb.; all-up weight, 2,060 lb.; wing-landing, 13 lb./sq. ft.; power-loading, 15.3 lb./h.p.; maximum speed, 140 m.p.h.; cruising speed, 122 m.p.h.; landing speed, 45 m.p.h.; range, 500 miles; and price, £895.

**Makers:**—Foster Wikner Aircraft Co., Ltd., Municipal Airport, Southamp
ton (Eastleigh 8738); and Colin Street, Bromley-by-Bow (East 5020).

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**ROTATING-WING AIRCRAFT**

A Temporary Hold-up in Production

No special significance should be attached to the fact that at the present moment no rotating-wing aircraft suitable for the private owner is in production. It just so happens that the firms which have specialised on this type of machine are in process of changing over to the next type, which in most cases will represent a very marked departure from previous models.

Unfortunately it is not possible to publish details, but it may be stated that not only are gyroplanes with improved performance and better control being developed, but the next year or so is likely to see the introduction of helicopters. In Germany the Focke-Achgelis firm has shown that controllability can be obtained, although from a performance viewpoint the twin-rotor helicopter, with its drag-producing outriggers, appears to be somewhat handicapped. In this country the designs are in existence which promise to give full controllability with a single rotor, and their generally clean aerodynamic design should make them comparable with fixed-wing aircraft in the matter of performance. They will, of course, have the added advantage of being capable of hovering flight, and of vertical ascent and descent when desired.

Great Britain has contributed greatly to the evolution of rotating-wing aircraft, and there is no cause for viewing the future with alarm. Our position is likely to be maintained.

Primarily concerned in this connection are three firms—the Cierva Autogiro Co., Ltd. (London Air Park, Feltham, Middlesex)—this firm is also interested in the Weir Autogiro; the A.R. III Construction Co., Ltd., of Feltham, Middlesex; and Kay Gyroplanes, Ltd., Southampton Municipal Airport, Eastleigh, Hants.

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**VICKERS REORGANISATION**

Last week we briefly announced an impending change of considerable importance in the organisation of the Vickers group of companies.

Now comes the announcement, by the Air Ministry, that arrangements have been concluded between the Air Ministry and Vickers-Armstrongs, Ltd., for the creation, with the aid of their whole organisation, of a widespread sub-contracting system to be employed on the manufacture of aircraft. This system will feed component parts for final assembly into a new central factory to be controlled by Vickers. The necessary sub-contracts are already being placed in connection with a large initial order, whilst active measures are in train for the provision of the central factory.

Vickers (Aviation), Ltd., announce that Mr. Alex. Dunbar, director and general manager of the English Steel Corporation, Vickers Works, Sheffield, is leaving Sheffield to take up a new appointment as chief of the aviation side