

Sport and Business

A PRIVATE AIR RALLY for members of the Kelvin Hughes (Barkingside) Engineering Society was held at Stapleford Tawney on September 5. With the co-operation of the Herts and Essex Aero Club and the technical help of its chief flying instructor, Gerry Quinn, nearly 100 members and their friends enjoyed a day of competitions and displays. Bill Leary and his navigator, Susan Radnor, from the company's Basingstoke factory, won the Crompton Cup (a newly presented trophy); and second and third prizes went to Ron Turner and David Gully. Barry Radley of Hunting Aircraft gave a display of crazy flying and aerobatics.

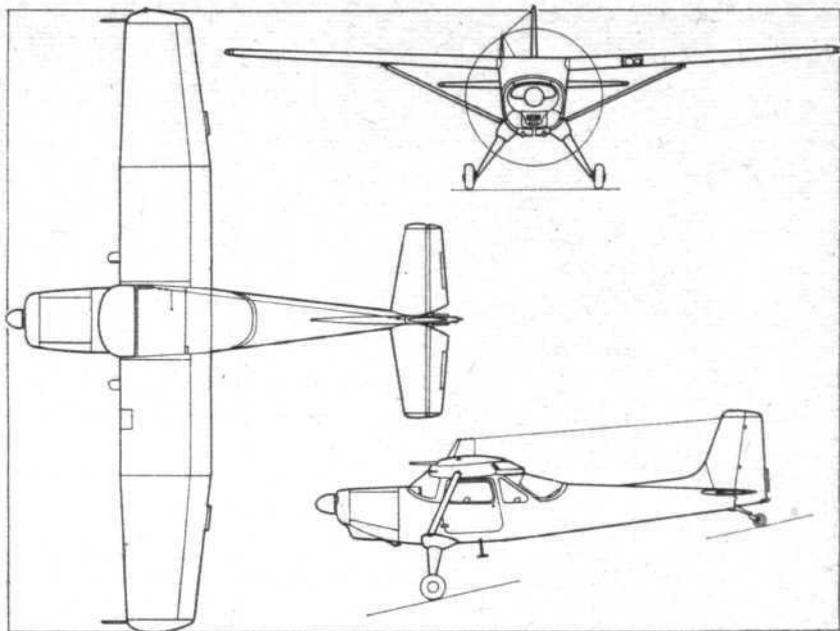
IT HAS BEEN ANNOUNCED by McAlpine Aviation of Luton Airport that they are to supply a Piaggio P.166 to the engineering firm of John Blackwood, Hodge and Co. Ltd., of London, and that they will provide that company with McAlpine's "full advisory service on business flying."

McAlpine's new advisory service to industry, announced only a few days before this particular contract, marks this big civil engineering firm's entry into what it describes as the "fast expanding business flying sector of commercial aviation." Under the direction of Mr. Raymond Young, McAlpine's Aviation Division will advise on such matters as choice of aircraft, operating costs and maintenance, and will lease aircraft at a set fee per hour, giving operators also an option to buy.

McAlpine already own a Piaggio 166 and have been operating their own executive aircraft for nearly 14 years. In the past four years the Aviation Division has almost doubled its activity in terms of annual flying hours. In 1955, using a Rapide and a Gemini, about 380 hr were logged on 530 flights. Last year the firm's Apache and Lockheed 12 flew 533 hr in the course of 951 flights. In the first six months of 1959 about 285 hr were flown in 594 flights by the Piaggio 166.

FORMED TO PROVIDE companies with helicopters and fixed-wing aircraft for executive use, Executair Ltd. started operations recently by providing a Westland Widgeon for use by John Laing and Son Ltd., the civil engineers. Since the middle of June, this aircraft has flown approximately 250 hr, enabling the firm's representatives to visit construction sites in North Warwickshire, Leicestershire and Yorkshire within a single day and giving them about 5 hr conference time out of a 9 hr day. The Widgeon, operated from Laing's sports ground at Boreham Wood and based at Elstree Aerodrome, is much used for visiting sites on the southern section of the London-Yorkshire Motorway. Executair, who say that this is the first time in this country that a helicopter has been chartered for continuous use by a firm of civil engineers, state that they can provide a completely integrated service, for city-to-city or city-to-site travel by helicopter and fixed-wing aircraft, for industrial executives. Types of fixed-wing aircraft available for charter include the Hunting President, Piaggio 166, Cessna 310 and Aero Commander. Executair is an associated company of Film Aviation Services Ltd., of Horley, Surrey.

A SURPRISE at the Paris Air Show was the first public appearance of the Austrian Simmering-Graz-Pauker M.222 Flamingo, a 4/5-seat business aircraft powered by two 150 h.p. Lycoming O-320-A engines. Simmering-Graz-Pauker is a considerable Austrian industrial organization which has recently taken to aircraft production. So far two prototypes have completed several hundred hours' test flying, and delivery of production aircraft is offered in six or seven months. The machine exhibited at Paris was convincingly demonstrated and during one high-speed pass performed an extremely rapid roll in level flight. With variable pitch feathering propellers, the Flamingo offers a single-engine rate of climb of almost 400ft/min at sea level and a single-engine ceiling of 7,300ft. The steel-tube fuselage frame has a metal skin forward and plastic shell aft. A single-piece sliding canopy gives access to both rows of seats, sound-proofing is provided and a



The Utva-56, the Yugoslav-designed utility aircraft referred to below

baggage compartment situated aft can accommodate a fifth seat. The main units of the nosewheel undercarriage retract hydraulically into the wings and a mechanical standby is provided. The laminar flow, plywood-covered wing is built as a single piece and bolted by its main spar to the fuselage. Two subsidiary spars are not continuous through the fuselage. All fuel is accommodated in tip-tanks incorporating visual content indicators.

Leading data: Span, 36ft 1in; length, 28ft 10in; wing area, 183 sq ft; gross weight, 3,190 lb; payload, 1,200 lb; wing loading, 20 lb/sq ft; maximum speed, 186 m.p.h.; sea-level cruising speed at 70 per cent power, 167 m.p.h.; initial rate of climb, 1,370 ft/min; service ceiling, 21,000ft; take-off distance to 65ft, 1,740ft; landing run with brakes, 560ft; landing speed, 75 m.p.h.; fuel capacity, 57 Imp. gal; cruising consumption, 13 gal/hr; range at 6,600ft, 800 m.

FOLLOWING A FIRST FLIGHT earlier this year, the Yugoslav Utva-56 utility aircraft is now under test. It was designed at the Fabrika Aviona UTVA at Pancevo by Dipl. Ing. B. Nikolic and Dipl. Ing. D. Petkovic. Powered by a Lycoming GO-435 260 h.p. engine and Hartzell constant-speed propeller, the Utva-56 seats four people, but can alternatively accommodate freight or admit a stretcher through the hinged rear window of the cabin. Normal access doors are on either side. Structure is all-metal, with a braced wing and ailerons which droop to 15 deg when the flaps are lowered to 38 deg. All three undercarriage legs have rubber suspension, with toe-operated hydraulic brakes on the mainwheels and a steerable and lockable tailwheel. Dual control, full instrumentation and an electrical system for lighting and radio are supplied. Spraying or dusting kits are available.

Data: Span, 37ft 5in; length, 27ft 1in; wing area, 194 sq ft; gross weight, 2,823 lb; maximum speed, 161 m.p.h.; cruising speed, 142 m.p.h.; stall, 49 m.p.h.; initial rate of climb, 1,250 ft/min; take-off run, 492ft; landing run, 459ft; range, 434 miles; ceiling, 19,600ft.

RETROSPECT

From "Flight" of September 25, 1909

A 35-mile Flight Reported at Liverpool: It is reported from Liverpool that three practicable monoplanes have been constructed in the neighbourhood, and that on one of them, a flight of about 35 miles has been made. It is said that the trials of these machines have been carried out in secret on a lonely part of the Lancashire coast, north of Liverpool, and . . . in the neighbourhood of West Kirby.

Simmering-Graz-Pauker M.222, described above. Another photograph of this aircraft, taken at the Paris Show, was published in our issue of August 14. The prototype seen at the Paris Show had a particularly smooth wing-finish, conferred by specially doped fabric over the plywood

