

# The "CHILTON"

HIGH PERFORMANCE LIGHT MONOPLANE



"A REAL AEROPLANE IN MINIATURE."

(Photo—Neil Rankin)

CHILTON AIRCRAFT - HUNGERFORD - BERKS - ENGLAND.

**The CHILTON** Monoplane sets an entirely new standard among ultra-light aircraft as regards safety, practical performance and economy.

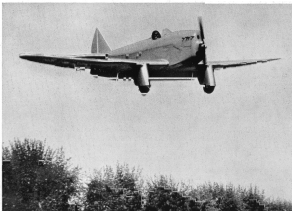
The engine is well-known for its complete reliability. The basic design is one which has been tested by countless millions of miles on the road and thousands of hours in the air. It requires practically no attention at all, and will continue to give its full power for hundreds of hours between overhauls, and is far smoother and quieter than most aero engines.

The CHILTON is of orthodox construction and design, embodying the latest aeronautical practice, but nothing that has not proved highly satisfactory in actual use. Its strength is far in excess of all normal requirements and, needless to say, only the best materials and workmanship are used.

The cruising speed of 100 m.p.h. is vastly superior to that of any other machine of this type, and allows of really practical cross-country flying, even against strong headwinds. The landing speed is only 35 m.p.h. This remarkable speed range is achieved largely by the use of split trailing edge flaps, which reduce the landing speed, and also confer the advantages of a flat or steep gliding angle at will. The landing itself is supremely simple and the run short. The take-off also is short and the climb rapid.

These features, combined with a really trustworthy engine, provide the highest possible degree of safety. The ease of handling, both in the air and on the ground, is quite exceptional for this or any other type of aircraft. The controls are light and powerful but not unduly sensitive. All these points and the excellent view obtained from the cockpit inspire the pilot with quite an astonishing degree of confidence right from the start.

As regards economy the CHILTON is no less outstanding, combining as it does a performance hitherto only associated with engines of far greater power, with a low first cost and the running expenses of a motor cycle. Both engine and airframe require very little maintenance, spares for the former, should they be required, are instantly available from any Ford dealer. The actual running costs amount to far less than a half-penny a mile at 100 miles per hour.



From "Flight"

*With flaps down the CHILTON can be landed safely in the smallest spaces.*

I.P.T.O.

### WEIGHTS

Tare Weight	...	...	598 lbs.
Pilot	...	...	160 lbs.
Luggage	...	...	20 lbs.
Fuel	...	...	62 lbs.
Normal All-up Weight	...	...	640 lbs.
Maximum Permissible	...	...	700 lbs.

### DIMENSIONS

Span	...	...	24 ft.
Length	...	...	18 ft.
Height	...	...	4 ft. 10 ins.
Track	...	...	6 ft.
Wing Area	...	...	77 sq. ft.
Wing Loading	...	...	8.3 lbs. sq. ft.

### PERFORMANCE

Maximum Speed	...	...	112 m.p.h.	Take-off Run	...	...	80 yds.
Cruising Speed	...	...	100 m.p.h.	Landing Run	...	...	50 yds.
Landing Speed	...	...	33 m.p.h.	Range	...	...	100 miles
Rate of Climb	...	...	620 ft./min.	Fuel Consumption	...	...	68 m.p.g.

### POWER UNIT.

Converted Ford 10 Engine, 4-cyl. Dual Ignition, Water Cooled.  
Maximum Power 52 h.p. at 3,500 r.p.m.

### SPECIFICATION

Single water monoplane; wooden construction; exceptionally clean aerodynamic design; split trailing edge flaps; wide track streamline undercarriage; 4 ins. spring travel; low pressure tyres; sprung tail skid; fully enclosed control cabin; differential alternator; roomy draught-proof cockpit; pneumatic upholstery; safety belt; two luggage compartments; streamline headrest; full set of instruments, including Air Speed Indicator, Rev-counter, Oil Pressure Gauge, Water Thermo, Altimeter, Cross-level and Compass.

**Price £315**

ex Works.