

From the pages of *Flight*, magazine June 2nd 1949, - “**From The Clubs**”

In a recent review, the Ultra Light Aircraft Association gives an outline of its activities. Subsequent to the reintroduction of the pre-war Permit to Fly which was to be superseded by the Ultra-Light category of Certificate of Airworthiness, designers and manufactures were approached to produce aircraft, but results were disappointing, particularly in the matter of engines. It is also announced that a design group has been formed which is willing to revive the Chilton Monoplane, Mr. C. H. Roberts, of the Collage of Aeronautical Engineering, and Mr. Marcus Langley, design consultant to the Collage, are said to be interested in the project as a useful design and construction exercise for the students and to be willing to undertake it. Various enthusiasts have suggested specifications for an ultra-light two seat trainer, two at least favouring high wing side by side layouts. The U.L.A.A. which is a communal organisation requires active support from its members.

From the Correspondence column of *Flight*, February 9th 1950

Several months ago mention was made in *Flight* of a project for the revival of the Chilton DW1. From the details given, it appears that the particular firm involved will have to commence work with little or no drawings. As a matter of interest the Chilton seems to be the answer to the club pilots prayer. It is fully aerobatic and has normal handling characteristics, together with low fuel and oil consumption.

The qualities mentioned make it ideal for group operation and it would be appreciated by numerous teenage club pilots who are now paying upwards of £3 per hour for solo flying in dual trainers normally used for instruction. The main requirement is, therefore, a cheap little monoplane with a nice turn of speed, and in the aerobatic category. I am taking for granted the fact that most young club pilots like solo flying and do not desire to embark on continual trips around the aerodrome with their girl friends!

There seems little doubt that demand does exist for a cheap, reliable aircraft for club practise. Difficulties surround the manufacture of such a machine, but in the case of the Chilton they are only in a fresh set of drawings which I understand do exist. Work would start with fresh drawings taken from one of the two remaining examples. Finally I would point out that my interest in the aircraft mentioned is purely from the flying side, and I am not connected with the manufacturers of the Chilton in any way whatsoever.

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(Revival of the Chilton has been advocated on several occasions, preparing a full set of drawings from an existing aircraft is, however, a fairly formidable task. – Editor)