

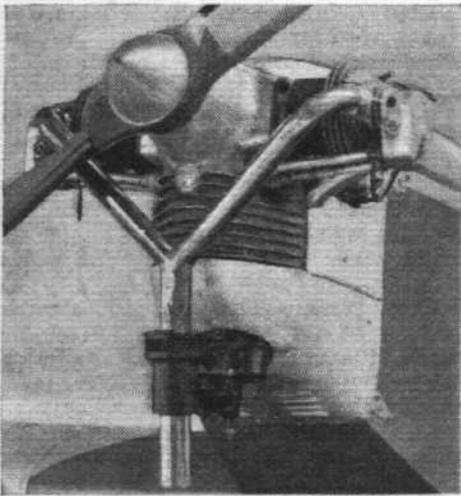
factured to retail at about £80 to £90. Plans for a Caunter installation in a light two-seater pusher monoplane are now in hand.—Designer: C. F. Caunter, Chryscum, Salisbury Road, Farnborough, Hants.

Chilton

IT is well known that the water-cooled Carden-Ford aero unit is a modified version of the Ford 10 car engine. The original is very reliable for road use, and it does not lose any of this important virtue when fitted with a large thrust bearing, dual ignition (optional), and the other modifications required for aero work. Reasonably priced and smooth running, it has found many applications among the ultra-lights, including the Chilton and the intriguing two-engined Baynes pusher. Makers: Chilton Aircraft, Hungerford, Berks.

Cirrus

AFTER becoming a section of Blackburn Aircraft, Ltd., and moving from Croydon to Brough, Cirrus got to



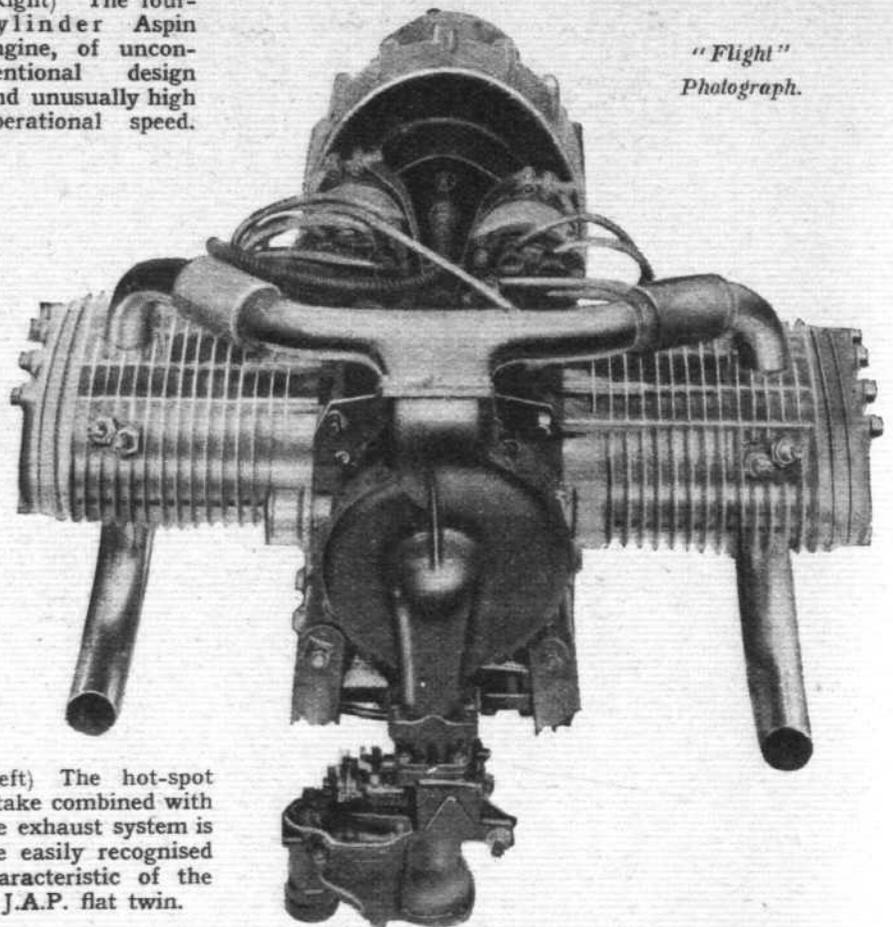
"Flight" photograph.

work on developing the Minor. This little 90 h.p. unit is now installed in several British light machines, including the C.W. Cygnet, Wicko, and DeeKay Knight. It has also found a very healthy export market.

More development work is in progress on the Major 150 and a good number of flying hours have been put in with this engine.

The need for the works extension, which is now nearing completion, to

(Right) The four-cylinder Aspin engine, of unconventional design and unusually high operational speed.



"Flight" Photograph.

(Left) The hot-spot intake combined with the exhaust system is the easily recognised characteristic of the J.A.P. flat twin.

deal with additional production speaks well for the popularity of the Minor and Major 150. Makers: Cirrus Engine Section, Blackburn Aircraft, Ltd., Brough, East Yorks.

Coventry Victor

THE 40 h.p. Neptune flat four, a simple and economical unit, remains unchanged. The makers' aim is to produce a reliable engine at a low initial cost. Dual ignition is optional and the layout is based on the firm's well-known designs for road vehicles. Makers: Coventry Victor Motor Co., Ltd., Cox Street, Coventry.

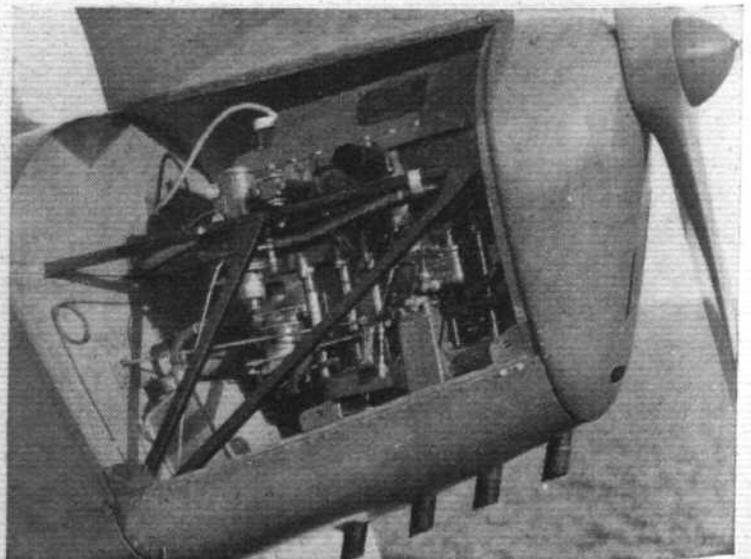
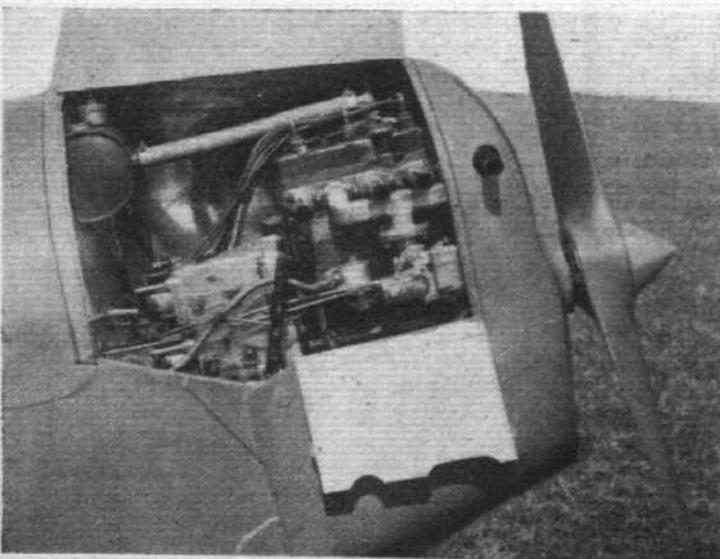
De Havilland

THE countless records which stand in the name of Gipsy engines carry more weight than words in extolling their dependability. If further proof is needed,

the raising of the time between overhauls to 1,000 hours for the Gipsy Major speaks for itself.

Latest of the four smaller Gipsies in production is the Major Series II, equipped for taking the 1,000 size D.H. v.p. airscrew. It is the lowest-powered engine in the world to be so fitted. Several machines with a very high all-round performance are equipped with the v.p. Series II Six, and among these in the news at the moment is the D.H. Comet, which is still a most successful machine for very fast long-distance work (Comets were originally powered with special Gipsy Six-R engines).

Details of a new small engine, the Gipsy Minor, which has been flying for some time, may soon be available. It may be likened to a scaled-down Major and gives about 70-80 h.p. Makers: The De Havilland Aircraft Co., Ltd., Hatfield, Herts.



Though showing two very different engines, these photographs both suggest neatness of installation. They show (left) the Carden-Ford in the Chilton Minor and (right) the Cirrus Minor in the DeeKay Knight.