

# BRITAIN'S CIVIL AIRCRAFT

## ARMSTRONG WHITWORTH

RE-RATED Armstrong Siddeley Tiger IX engines give the big Armstrong Whitworth Ensign a performance which, considering the date of the design, must be considered very creditable, the top speed being 205 m.p.h. and the cruising speed 170 m.p.h. The machine is an all-metal four-engined high-wing monoplane originally designed to carry forty passengers for European operations or twenty-seven passengers by day and twenty by night on the over-land Empire services.

The wing is of the single-spar type and the fuselage is a monocoque structure. The undercarriage, which retracts into the inboard engine nacelles, is probably the biggest of its kind in the world.

Sir W. G. Armstrong Whitworth Aircraft, Ltd., Whitley, Coventry.

## CHILTON

AN attractive side-by-side two-seater trainer or private-owner type is now under construction at the Chilton factory. With Gipsy or Cirrus Minor engine it will weigh about 1,350lb. all-up and will have a top speed of 130 m.p.h., the landing speed with flaps being 37 m.p.h.

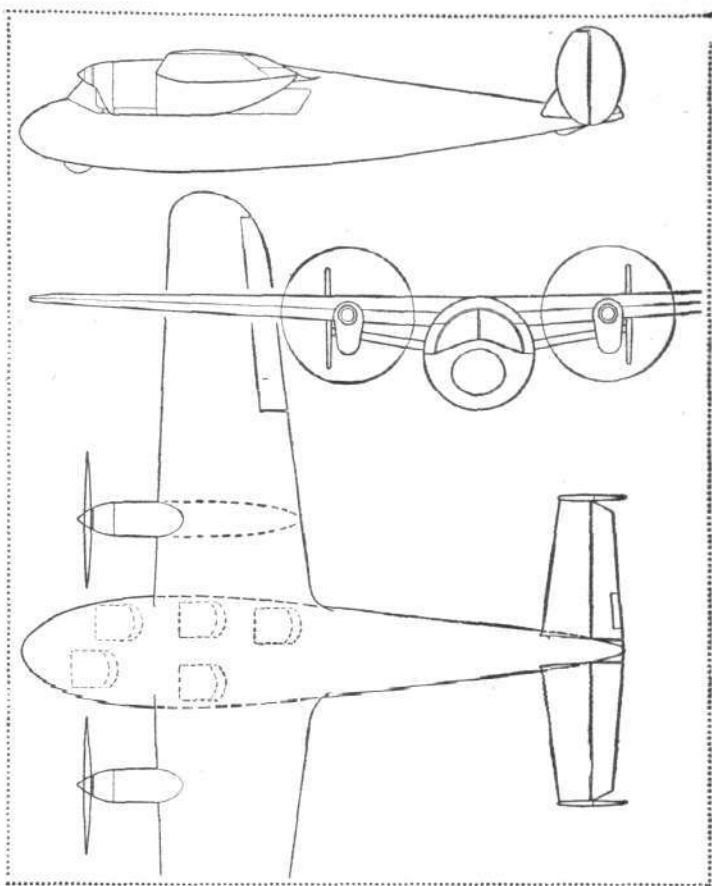
Before the war negotiations were in progress for building a small batch of twin-engined machines with a loaded weight of about 2,800lb. at a top speed of 160 m.p.h. with Gipsy or Cirrus Minor engines. The machines were to have a retractable tricycle undercarriage, flaps, and Chilton slots.

Chilton Aircraft, Hungerford, Berks.

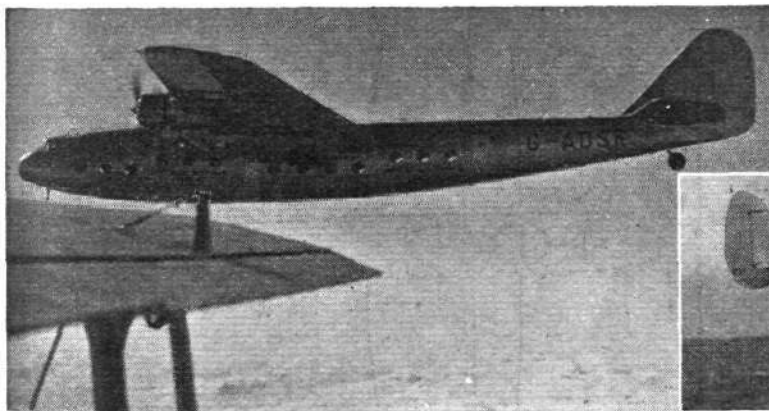
## CHRISLEA

THE Chrislea light monoplane is a side-by-side two-seater which, with a Walter Mikron engine, has a top speed of 118 m.p.h., a cruising speed of 105 m.p.h. and a range of 350 miles.

Chrislea Aircraft, Ltd., Heston Airport, Middx.

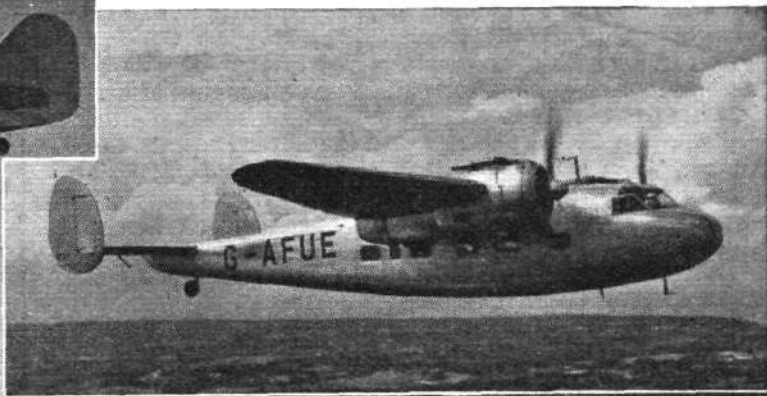


General arrangement of the Chilton Twin which, with two 90 h.p. engines, would have a top speed of 160 m.p.h. It is a four/five seater with a retractable tricycle undercarriage.



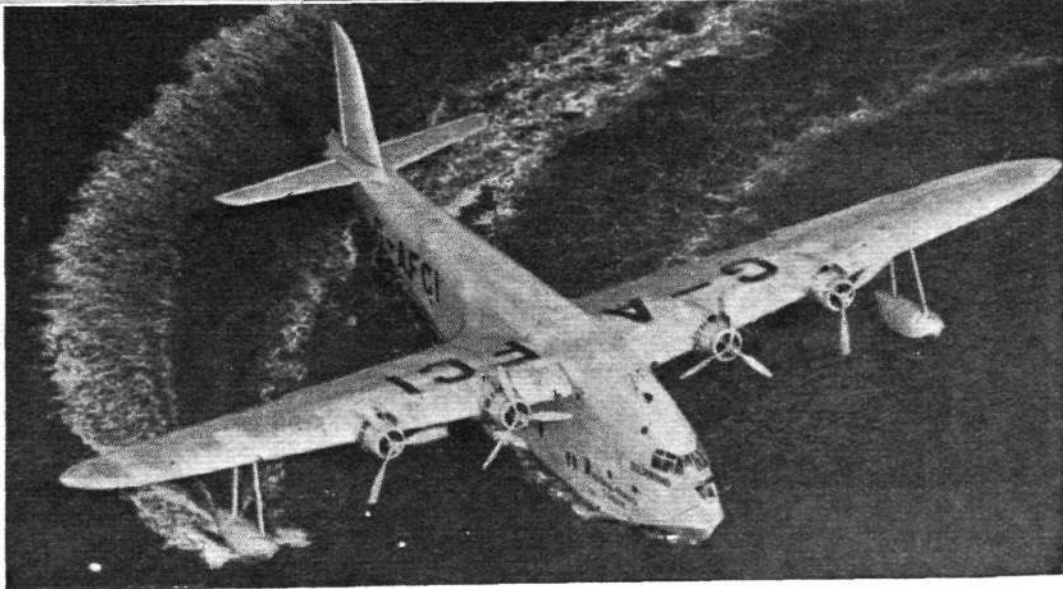
"Flight" photograph.

The Armstrong Whitworth Ensign (top left) is one of the largest transport land planes now flying, having a span of 123 ft. and a loaded weight of 46,500 lb.



"Flight" photograph.

With two Bristol Perseus sleeve-valve engines the De Havilland Flamingo (top right) has a maximum continuous cruising speed of 220 m.p.h. flying at a weight of 17,000 lb.



Golden Hind, first of the Short 'G' class flying boats fitted with four Bristol Hercules sleeve-valve engines.