

## ***Aeroplane Factory At Peterborough.***

***To be in full Production in Six Months***

---

---

### ***Machine to Popularise Flying***

With the publication this week of the prospectus of the Aeronautical Corporation of Great Britain, our earlier reports that the Peterborough factory of Messrs. Frederick Sage, Ltd., at Walton, was being acquired for the manufacture of aeroplanes have been confirmed. In about three weeks time a skeleton staff will be in occupation, and by the end of six months the factory which will employ a large number of hands, will be producing at the rate of six aeroplanes a week.

The new venture may be truly said to mark an epoch in the history of aviation. For the first time, flying will be brought within the reach of the man or woman of moderate means. The Aeronca light aeroplane a two seater,

Side by side, monoplane – now to be produced at Walton will cost no more than a cheap car and will cruise at 85 m.p.h. at a cost of only one penny per mile for petrol and it will be as nearly fool-proof as aeroplanes can be made, and will be equipped with a type of engine that requires the minimum of maintenance. To learn to fly the Aeronca will cost no more than £14 and with all these advantages, this little aircraft has one virtue that almost outweighs the rest. Its low landing speed, abolishes one of the most serious difficulties of popular flying. The Aeronca glides gently to earth at the astonishingly low speed of just over thirty miles an hour, so that with very little practice, it should be next to impossible to have a bad landing.



**The Aeronca Plane in flight, showing its simple and graceful lines** (picture substituted)

### **Works Manager Interviewed.**

In an interview with Mr G. W. Gibson, A.R.Ac.S. M.I.P.E., who from 1922 to 1935 was works manager of the Westland Aircraft Works, at Yeovil, Somerset, and who has been appointed works manager to the new company. The 'Advertiser' learned more details of this revolutionary machine and something of future arrangements with regard to the factory.

It is our intention to concentrate on light aeroplanes and propellers, he said. One of the objects of the company was to acquire the whole of the assets of Lang Propellers Ltd, including certain patents and applications for patents, particularly with regard to machines for shaping airscrew blades. Mr A.A.D. Lang, who's propellers have been famous since pre-war days, and who established two factories in the united states for the American naval and military Air services has joined the company and will be in charge of this specialised development.

He has recently developed an approved design of machine for the shaping of airscrew blades, at a much lower cost than by existing processes.

Mr. Gibson told us that the Aeronca Light Aeroplane will cost £395, equipped and ready to fly away. Light Aircraft Limited from whom the company acquired exclusive licenses to manufacture and sell this machine in the British Empire & Europe, was formed in August 1935 to produce an aeroplane, which would reduce the high cost of flying and offer a cabin aeroplane for two people at a price and maintenance cost comparable to that of a cheap car.

I believe there is a great future for a machine of this type, said Mr Gibson, recalling that it was on an ordinary standard Aeronca, on a delivery flight, in fact – that flying officer David Llewellyn made his trip to Johannesburg, covering 9,000 miles at a cost for fuel of a little over one penny per mile.

### **Forty Horse-power Engines.**

Even the uninitiated cannot fail to be interested in the remarkable little power unit with which the Aeronca is equipped. The name of J.A.P. in the motor cycling world has been a household word for many years. It is the trade designation of a series of fine engines fitted to several makes of motor cycle and manufactured by Messrs. J. A. Prestwich and Co Ltd., who will now supply the engines to the new company. These will be of the flat twin type, of a modest forty horse-power.

“A fairly new type of engine in this country?”, we asked.

“Yes, but it has been used in the united states for several years,” Mr. Gibson replied.

“What kind of reception has it had in the aviation world?”

For answer, Mr. Gibson handed us a collection of comments, from which we take the following:

“For its 40 H.P. engine the ‘plane has a remarkable performance both in speed and altitude. On his flight to the cape, Flying Officer Llewellyn has had to cross over mountains at more than 14,000 feet. A flight to the cape by such an aeroplane is testimony to airworthiness and durability. The flight is comparable to the late Sqdn. Leader Bert Hinkler’s pioneer solo flight to Australia nearly ten years ago, on one of the earliest light aeroplanes.”

That is from the “Daily Telegraph”; Captain Norman Macmillan, M.C., A.F.C., President of the National League of Airmen, under the auspices of which the special cheap tuition scheme will function, wrote:

“The manufacture of the Aeronca aeroplane in Great Britain is a much needed step in the advancement of civil aviation. The introduction of this relatively cheap cabin two-seater is a welcome move towards making it possible for greater numbers to learn to fly and maintain their flying because of the reduction in cost of tuition and flying practice, which the Aeronca has made possible.”

It is no fair-weather toy, according to the experts who have flown it under unfavourable weather conditions. It is not possible in the compass of a short article to quote all the nice things that have been said about the Aeronca, but here is one particularly kindly opinion:

“Cruising at 90 m.p.h., the little blue plane 20ft. overall, its silver wings spanning 30ft., and all up weight 1,006lb., is as steady as an air liner six times it’s size.”

“Can you give us the performance figures?” we asked Mr Gibson.

“Yes, here they are”:

Top Speed (still Air), 95 m.p.h.

Cruising Speed (still air), 87 m.p.h.

Landing Speed, 33 m.p.h.

Initial Climb, 450 feet per minute

Ceiling, 12000 feet

Gliding Angle, 10 to 1

Cruising Range, about 300 miles.

Takes off in 5 m.p.h. wind with full load, 130 yards in 10 seconds.

Landing run, 5 m.p.h. wind, full load with use of brakes, 120 yards.

Miles per gallon at cruising speed, 28

Oil consumption, ¼ pint per hour.

## **Starting up at Walton.**

“And how do you propose to begin?”

“We will bring in a certain number of ‘key’ men, but it is our intention to employ local labour as far as possible. We should be in the factory in about three week’s time. There is a considerable amount of plant to go in. The exchanges will pass on to us all applications for employment.”

“We understand that you hold an option on about 3 acres of land for a flying field. It has even been suggested that you are taking over a piece of the golf course, is there anything in that?”

Mr. Gibson replied (with a smile) “your golfing friends need not be alarmed.”

Points from the prospectus are as follows: There is an authorised share capital of £300,000, divided into 1,200,000 shares of 5 shillings each. This week 560,000 shares are being offered at par and the directors are aware of applications for 100,000 shares which will be allotted in full, a further 200,000 being at option until September 1937.

The **directors** are:

H. V. Roe Late Joint Managing Director and Joint founder of A.V. Roe & Co Ltd, Norbury Park, near Dorking, Surrey. (Chairman)

Brig.-General Guy Livingston C.M.G. Late Director of Air Organisation, War Office and Deputy Master-General of Personnel Air Ministry, 11 Beaufort Gardens, Knightsbridge, SW 3 (Deputy Chairman).

J.V. Prestwich, Managing Director, J. A. Prestwich & Co Ltd, “Highlands.”, Wades Hill, Winchmore Hill, London N 21.

W.G. Gibson, A.R.Ae.S., M.I.P.E., Late Works Manager Westland Aircraft Ltd, Tilehurst, Coombe Lane, Yeovil.

Brig.-General L.C.P. Milman, C.M.G., Late Chairman & Managing Director, Associated British Maltsters Ltd., “Lonach,” Bushmead Avenue, Bedford. (Managing Director).

The Chief Designer is Mr. S. D. Davies, A.F.R.Ae.S., B.Sc., Technical Assistant Messrs. Vickers Aviation Ltd 1925-1931, Senior Technical Assistant and Project Engineer, Hawker Aircraft Ltd, 1931-1936.

The secretary and registered office of the company are: Mr J. P. A. Fulton, 7, Park Lane, London, W. 1.

The purchase consideration payable is £100,000 as follows: Light Aircraft Ltd £30,000 in 120,000 fully paid shares, Lang Propellers Ltd £15,000 in 60,000 fully paid shares and to Aircraft Accessories Ltd, from whom Messrs Sages factory was acquired £55,000 in 60,000 fully paid shares and £40,000 in cash.

It is noted that the Aeronca-J.A.P. has been approved by the Air Ministry as an initial training machine; that two schools have taken delivery of Aeronca aircraft; that five recognised schools have placed orders for three machines; and that there are orders in hand for 125 machines for buyers in Europe and the Colonies. The present issue will produce £140,000 in cash and there will remain, after the purchase consideration and various expenses have been paid, a working capital of £83,000.

The option about which we asked Mr. Gibson is recorded as follows: "Dated 7<sup>th</sup> March, 1936, between Charles William Brown, Manor Farm, Walton, Peterborough and Light Aircraft Ltd., whereby the former granted to the latter an option to take a yearly tenancy at a rent of £150 per annum.

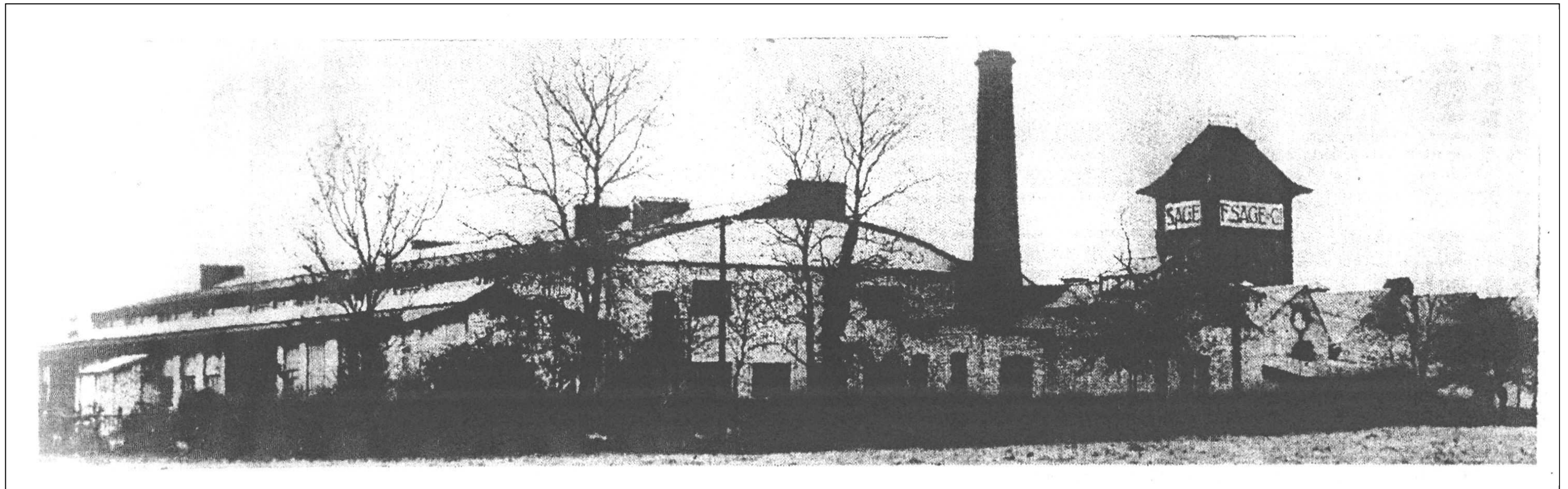
Among the other recorded contracts is that, dated 3<sup>rd</sup> February, 1936, by which Fred Sage and Co., Ltd., granted an option to Glyn Partners of Lancaster Place, to purchase the Walton factory for £40,000. The option was transferred to Aircraft Accessories by a contract in March and on the 10<sup>th</sup> March, Fred Sage and Co., Ltd., Signed a contract for the sale of the factory to Aircraft Accessories as indicated some weeks ago in the "Advertiser,"

The Walton factory has an area of 4½ acres, with a frontage of 950 feet to the L.N.E.R. from which there is a siding to Peterborough North Station. The floor space is about 8,200 square yards; there are four factories and the space between No's 1 and 2 can be roofed in to give an extra one thousand square yards of floor space.

There are two acres of vacant land on the south-east side adjoining Messrs. Peter Brotherhood's Works. Water is obtained from an artesian well and is pumped into a 10,000 gallons storage tank.

### **Aviation's Greatest Gift.**

To sum up, then, the Aeronca-J.A.P. may well prove to be aviation's greatest gift to the youth of to-day. Side by side young people will be able to roam the skies with greater freedom than that with which they speed down the great arterial roads in their fast sports cars to-day and more safely. Crowded off the highway, they may now turn to the limitless space of the blue, knowing that there exhilarating recreation is costing no more than their dusty, monotonous and uninteresting journey's on the ground. Transporting them in safety is a neat little machine with a high performance and few working parts, able to hold it's own in more than a capful of wind, and which can be put down comfortably, thanks to it's efficient wheel brakes, in a very small field-an ideal machine, therefore, for the informal and casual week-end visit.



Much interest has been aroused this week by the confirmation of the "Advertiser" announcement some weeks ago that the Walton factory of Messrs. F. Sage and Co has been acquired for the purposes of an aeroplane factory. This photo shows a section of the great works, which cover 4½ acres, the price of which was £55,000.