

PHOENIX

PHOENIX AIRCRAFT LTD.

HEAD OFFICE: CRANLEIGH COMMON, CRANLEIGH, SURREY.

Directors: C. H. Latimer-Needham and A. W. J. G. Ord-Hume.

Phoenix Aircraft Ltd. was formed in 1958 to develop and produce ultra-light and light aircraft and engines, with particular emphasis on the manufacture of kits of parts for amateur assembly.

The company has begun by redesigning the pre-war Luton Minor single-seat light aeroplane, and is also building a new version of the two-seat Luton Major. Both of these types were developed in their original form by Luton Aircraft Ltd., which ceased to exist during the war when its premises were destroyed. Design rights of Luton Aircraft have been acquired by Phoenix Aircraft Ltd.

THE PHOENIX L.A.4a MINOR.

The first L.A.4 Minor flew in 1937 and proved suitable for construction by amateurs and for operation by pilots of limited experience. Examples were built pre-war in England and other parts of the world.

Many improvements are incorporated in the new L.A.4a Minor, and the construction has been simplified. In particular, a fixed vertical tail fin is now fitted, together with a more robust landing gear similar to that of the Piper Cub.

Phoenix Aircraft supplies parts and components of the L.A.4a Minor to order and will offer complete kits of parts in due course. Plans are available through the Popular Flying Association.

TYPE.—Single-seat light monoplane.

WINGS.—Strut-braced parasol monoplane. Wing section R.A.F.32 (modified). Aspect ratio 5. Wooden two-spar structure in two halves, attached to the fuselage by tubular centre-section pylons and braced by parallel lift struts of streamline-section steel tubing. Wings removable for ground transport and storage. Leading-edge and tips plywood-covered, remainder fabric-covered. Plain ailerons of wood construction, fabric-covered. Wing area 125 sq. ft. (11.6 m²).

FUSELAGE.—Rectangular all-wood structure. Sides and bottom plywood-covered. Curved decking aft of cockpit fabric covered. Fuel tank forms top decking forward of cockpit.

TAIL UNIT.—Cantilever monoplane type. All-wood structure, fabric-covered. Aero-



The Phoenix L.A.4a Minor (37 h.p. Aeronca J.A.P. engine).

dynamically-balanced rudder.

LANDING GEAR.—Fixed tail-wheel type with divided main legs of tubular-steel construction. Rubber disc shock-absorbers. Wheel brakes optional. Fully-castering tail-wheel.

POWER PLANT.—One 37 h.p. Aeronca J.A.P. two-cylinder horizontally-opposed air-cooled engine driving a two-blade fixed-pitch wooden airscrew. Airframe is designed to take alternative engines of up to 65 h.p. Fuel tank forward of cockpit, capacity 6.5 Imp. gallons (29.5 litres). Provision for additional tanks in wings.

ACCOMMODATION.—Single seat in open cockpit. Luggage space aft of seat.

DIMENSIONS.—

Span 25 ft. 0 in. (7.62 m.).

Length 20 ft. 9 in. (6.32 m.).

WEIGHTS.—

Weight empty 390 lb. (177 kg.).

Weight loaded 627 lb. (285 kg.).

Wing loading 5 lb./sq. ft. (24.4 kg./m²).

Power loading 17 lb./h.p. (7.7 kg./h.p.).

PERFORMANCE.—

Max. speed 85 m.p.h. (137 km/h.).

Cruising speed 75 m.p.h. (121 km/h.).

Stalling speed 28 m.p.h. (45 km/h.).

Rate of climb at S/L 450 ft./min. (137 m./min.).

Take-off run 240 ft. (73 m.).

Landing run 120 ft. (36.5 m.).

Range 180 miles (290 km.).

Range with auxiliary wing tanks 400 miles (645 km.).

THE PHOENIX LUTON L.A.5 MAJOR.

The prototype Luton Major flew on March 12, 1939, but was destroyed during the war before further development could be carried out. Phoenix Aircraft

is building the prototype of a new model suitable for amateur construction and this is expected to fly early in 1959. Plans and kits of parts will eventually be offered to amateur builders and it is hoped also to put the Major into limited production in completed form.

TYPE.—Two-seat Cabin monoplane.

WINGS.—Braced monoplane type of similar construction to those of the Luton Minor. Vee bracing struts. Wings fold back along sides of fuselage. Wing area 163 sq. ft. (15.14 m²).

FUSELAGE.—Wooden structure except for centre-section area of welded steel-tube construction.

TAIL UNIT.—Cantilever monoplane type. Wooden structure.

LANDING GEAR.—Fixed tail-wheel type with divided main legs. Rubber disc shock-absorbers.

POWER PLANT (Prototype).—One 62 h.p. Walter Mikron Series 2 four-cylinder in-line air-cooled engine.

ACCOMMODATION.—Enclosed cabin seating two persons in tandem, with dual controls. Door on starboard side.

DIMENSIONS.—

Span 35 ft. 2 in. (10.72 m.).

Length 23 ft. 9 in. (7.24 m.).

WEIGHTS.—

Weight empty 600 lb. (272 kg.).

Max. loaded weight 1,630 lb. (467 kg.).

PERFORMANCE.—

Max. speed 105 m.p.h. (169 km/h.).

Cruising speed 95 m.p.h. (153 km/h.).

Stalling speed 35 m.p.h. (56 km/h.).

Rate of climb at S/L 700 ft./min. (213 m./min.).

Range 306 miles (483 km.).

ROLLASON

Directors: Norman Jones, Alan Sprox-

this company entered the manufacturing