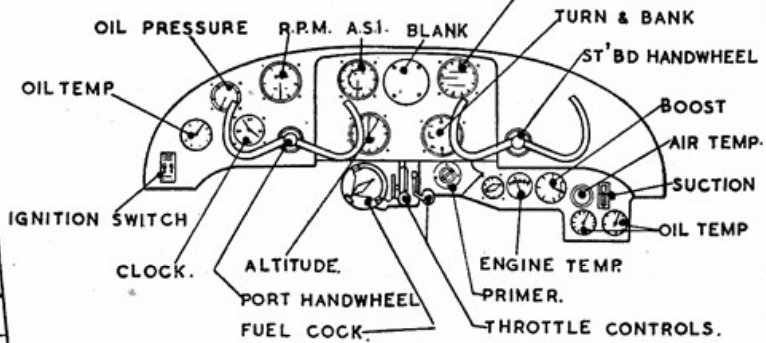


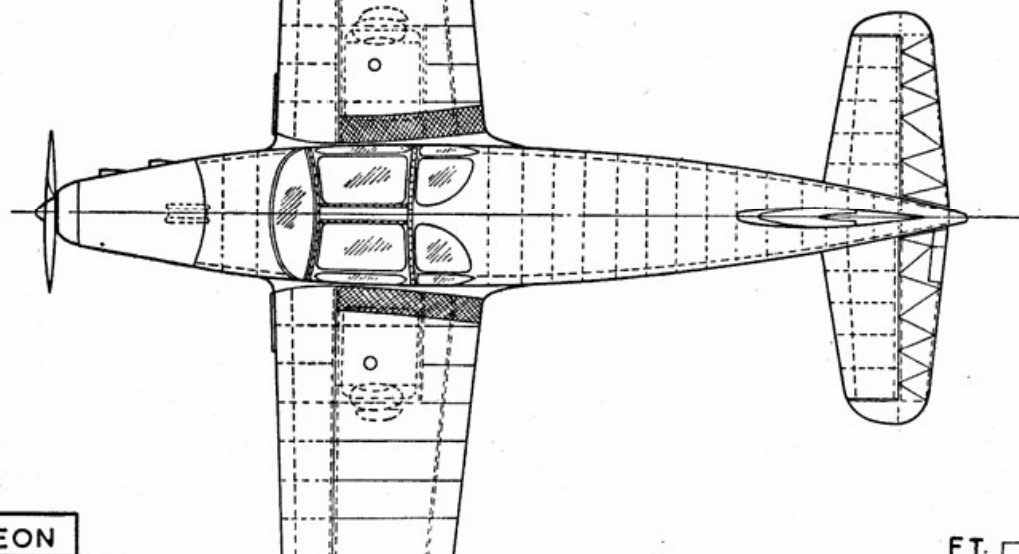
#### INSTRUMENT PANEL. CLIMB



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NEWBURY EON

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Aeromodeller Photographs

**T**HE Newbury Eon is the British counterpart of a formula which has become extremely popular on the Continent—the four seater low-wing monoplane with tricycle undercarriage.

The manufacturers, Elliotts of Newbury, Ltd., are perhaps the latest new-comers to the field of aircraft construction, and who, like F. Hill and Sons of Manchester, have behind them many years of experience in woodworking with which to back up the new venture.

The Eon first appeared in public at the S.B.A.C. Display at Radlett last year, having made its first flight on August 8th, 1947.

The initial design work was executed by Aviation and Engineering Projects Ltd., of Feltham, Middlesex, whilst the construction work was completed in the Elliott factory at Newbury.

At first the Eon was fitted with a 100 h.p. Blackburn Cirrus Minor II engine, but this has now been replaced by a De Havilland Gipsy Major of 145 h.p.

It is understood that plans for the quantity production of the Eon have been shelved, the machine being used for business purposes and glider towing.

From the occupant's point of view, the one piece windshield and generous windows offer an excellent view, and the machine appears to have no vices of any sort. The instrument panel at the moment is still in a state of flux, and I have shown it on the General Arrangement drawing complete with test rig,

as used in connection with the Gipsy Major X performance tests.

Apart from the engine change, the only other external modifications which appear to have been made since the machine's inception are a slight increase in the areas of the ailerons and rudder.

During this year the Eon, piloted by Mr. Norman Antill, has attended most of the Air Displays and meetings up and down the Country, and it has received much favourable comment from the ranks of both commercial users and private owners.

**Construction.** All wood. The fuselage consists of a series of laminated spruce formers with four spruce longerons augmented by stringers running down the top and bottom surfaces, the whole being plywood covered. The cantilever wing has one main spruce and plywood box spar and an auxiliary spar situated a short distance aft of the leading edge. The plywood covering extends aft to the main spar, the remainder being fabric covered. The tailplane is of similar construction, and the fin is built integral with the fuselage.

The elevators, ailerons and rudder are all fabric covered with the exception of plywood covered nose portions.

The undercarriage legs are both bolted to the rear face of the main spar, and the nose wheel oleo leg is of the castoring pattern, bolted to brackets situated on the engine bulkhead.

**Colour.** Shown in Mr. Moore's cover painting this month—duck egg blue all over with dark blue registration letters, fuselage flash and manufacturer's trade mark.

**SPECIFICATION:** Span, 37 ft. 0 ins.; length, 25 ft. 6 ins.; height, 9 ft. 9 ins.; wing area, 173 sq. ft.; total loaded weight, 2,350 lbs.; tare weight, 1,714 lbs.; maximum speed, 136 m.p.h.; cruising speed, 116 m.p.h.; landing speed, 48 m.p.h.; range, 350 miles; ceiling, 13,400 ft.

Fuel is carried in two tanks each of 9 gallons capacity situated in each wing root.

$\frac{1}{4}$  in. to 1 ft. reproductions of the G.A. drawing, price 1/—, and photographs (6 ins. by 4 ins.) flying and static views, price 2/— each, or 6/— per set of four are obtainable from Eaton Bray Studios.





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1948

# AEROMODELLER 1/3



G. R. H. H. H.