

TWO FRENCH LIGHTWEIGHTS

Cabin Two-seater Monoplane and Biplane

TWO interesting little French two-seat light aircraft which have recently obtained their *Certificats de Navigabilité* are the G.Y.20 Minicab monoplane and the LD.261 Midgy-Club biplane, both powered by 65 h.p. Continental motors and intended (somewhat unfortunately to English ears) for the *vulgarisation des sports aériens*.

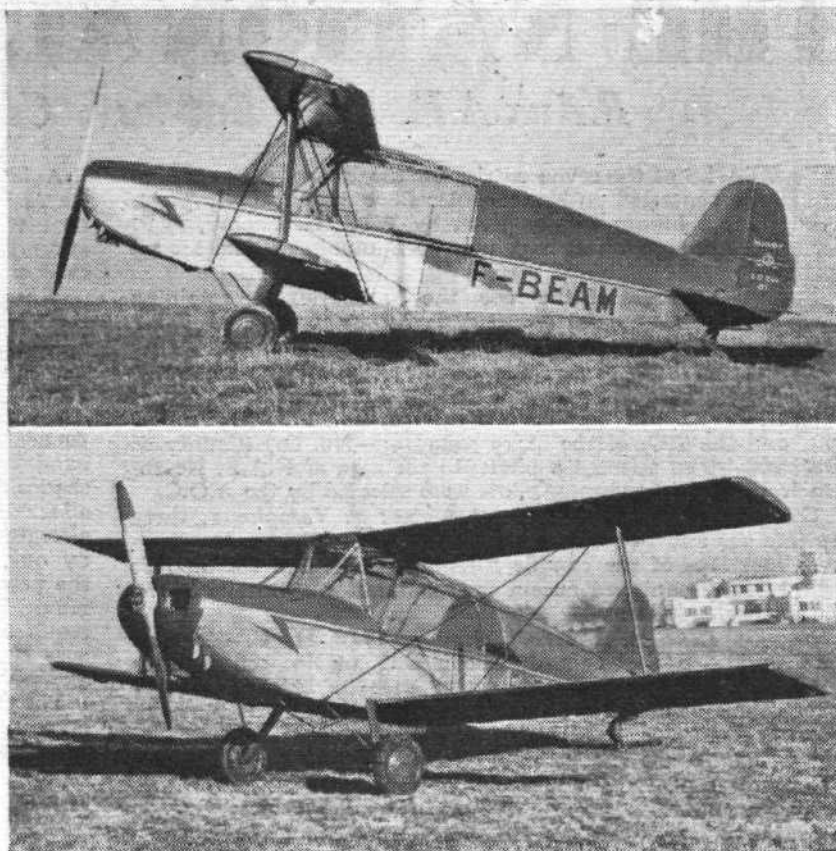
The Minicab, produced by a recently formed company, *Constructions Aéronautiques du Bearn* of Pau, originates from the same designer as did the S.I.P.A. 90, which, it may be recalled, won the *Concours des Biplaces Légers* organized by the French Air Ministry and held in July, 1947. Although appreciably smaller than the S.I.P.A. product, the Minicab bears a marked family resemblance to the S.90, both in regard to contours and to flight characteristics, and is one of the smallest two-seaters built to-date. Its light weight, combined with its 65 h.p. Continental engine, give it a very lively performance.

Basically a low-wing cantilever monoplane with a fixed-tail wheel undercarriage, the Minicab has a wooden structure covered by fabric. Accommodation is for two persons seated side-by-side, and a swing-over (forked-stick-type) control column and dual pedals are provided. The instrument panel is neat and uncomplicated and view over the neatly cowled engine, which drives a two-blade Merville airscrew, is good at all times.

Fuel Economy

The Minicab should prove inexpensive to operate, as fuel consumption is exceptionally low—in fact, the prototype is said to have flown 100 km (at 1,700 r.p.m.) on 7.8 litres (36.2 miles/gall). The tentative price quoted for a standard machine (at the present rate of exchange) is £1,094—although this could be reduced by quantity production—and a *de luxe* version, featuring such refinements as wheel spats, etc., will sell for £1,113.

Leading particulars are as follows: Span, 25ft 8½in;



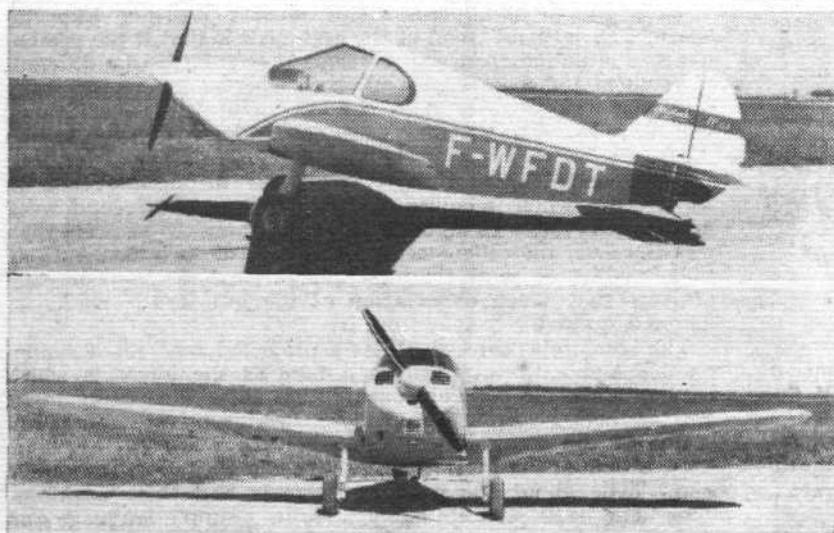
A newly designed biplane is a rarity in these days. The LD.261 Midgy-Club is built to sell at the equivalent of £1,010 with Continental A-65 engine, or at £801 for airframe only. Upper and lower main planes are interchangeable.

length, 16ft 10½in; height, 5ft 5in; wing area, 107.758 sq ft; empty weight, 584 lb; loaded weight, 1,047 lb; maximum speed, 124.3 m.p.h.; cruising speed, 111.8 m.p.h.; landing speed, 46.6 m.p.h.; climb at take-off, 639 ft/min; climb to 1,181ft, 2 min; practical ceiling, 16,404ft; take-off run, 426ft.

The LD.261 Midgy-Club is built by an instrument firm, *Instruments de Précision M.D.G.* of Garches, and is the result of development work carried out by M.D.G. technicians on the pleasant little single-seat LD.45 displayed at the 1946 Paris Show and designed by the *Société d'Etudes et de Constructions d'Avions de Tourisme*. The Midgy-Club is a single-bay staggered biplane, primarily of metal construction. The upper and lower wing panels are interchangeable and the entire trailing edges are hinged; there are slotted flaps on the upper wings, and slotted ailerons on the lower wings. The tailwheel undercarriage is fixed and all springing in the main undercarriage is enclosed in the wheels. Accommodation is for two persons in staggered seats, and a cranked control column and dual pedals are provided. Although the photographs above give the impression that the pilot's view must be exceptionally good, it does, in fact, leave something to be desired so far as take-off is concerned. In flight, however, it is considerably better.

The Midgy-Club, powered by a Continental A-65 engine, sells for £1,010, but if the customer prefers to install his own engine (alternative power plants are the Mathis G-4F and the Minie 4DC) the Midgy-Club can be supplied *sans* motor for £801. Leading particulars of the machine, with Continental engine installed, are as follows: Span, 22ft 11½in; length, 17ft 10½in; height, 6ft 5in; gross wing area, 114 sq ft; weight empty, 701 lb; weight loaded, 1,192 lb; maximum speed, 111.8 m.p.h.; cruising speed (75 per cent power), 99.4 m.p.h.; landing speed, 46.6 m.p.h.; climb at take-off, 551 ft/min; practical ceiling, 15,747ft; take-off run, 442ft; fuel consumption at cruising speed, 3.6 gall/hr.

W. G.



In spite of its small dimensions—25ft 8½in span by 16ft. 10½in length—the Minicab monoplane seats two side by side in reasonable comfort.