

amateur-built aeroplanes, there were about 200 factory-produced machines, including Robins, Rallyes, Cessnas and RF-4s. There were also a few metal Pipers and a handful of Cubs.

Incredibly, the aviation authorities in some European countries think that aeroplanes can only be built in factories. A nicely finished Italian-built Luton Major which flew into Laval carried Swiss registration for this reason. The officials of these countries should visit an RSA rally or a PFA meeting at Sywell. The hundreds of superbly constructed machines at the Experimental Aircraft Association Convention at Oshkosh, USA, would probably be altogether too much for them.

At gatherings like these it can be seen that garage aviation has arrived, yet is still in the happy state of having ample scope for development. The homebuilders' meetings will be a source of technical and aesthetic interest for many years to come.

#### Italian homebuilts

In spite of bad weather conditions over the Alps, several interesting aircraft turned up at Vizzola Ticina for the third annual meeting of the Club dell'Aviazione Popolare, the Italian home-constructors' association. About a dozen home-built aircraft are under construction in Italy at the moment. Visitors at Vizzola included a Potez 60 parasol two-seater, a Luton Major, an Evans VP-1 and Walter Bagalini's powered Rogallo, an improved version of the machine described in *Flight* for May 30, 1974.

In the static display were another powered Rogallo and parts of the new wooden two-seater CAP 1, which is being built by students of Milan University. It has a Nasa GA(W)-1 wing section, a span of 32ft, 9.2m, is powered by a 150 h.p. Lycoming and has a Jodel-type cranked wing. Gross weight is 1,540lb, 700kg.

#### Fuji afterthoughts

Philip Meeson, well known in Britain for his displays with the Fuji FA-200 and the Pitts Special, vigorously reacted to the *Flight* assertion on page 47 of the July 10 issue that the "only regrettable handling quirk is the Fuji's unwillingness to stall turn." Accordingly, Mark Lambert, who originally flew the aircraft with private flight editor David Kent and wrote that report, made a further flight from Fair Oaks with Meeson in the same aircraft.

Mark Lambert reports that he "watched Meeson execute and was myself able to repeat precise and comfortable stall turns to the left in the Fuji when the rudder was applied late in the vertical climb. But the Fuji did not for either pilot repeatably and predictably make a clean stall turn to the right, against the engine torque, which we had noted in our earlier flight report to be quite strong. Meeson maintains that all aircraft

stall turn less happily against the torque of the engine. Other pilots, including myself, feel that the problem need not be quite as marked as in the Fuji. Nevertheless, it quite evidently will stall turn both ways, although I believe my original word—"unwillingness"—was precisely used.

"This point of detail does not change the overall opinion, expressed in my original report, that the initial external resemblance between the FA-200 and the present generation of tourers should be immediately put aside. The FA-200 flies like a real aeroplane, with excellent aileron control which is a pleasure at all speeds and an elevator which is not too heavy for aerobatics. And Britax has now produced an effective four-strap, inertia-reel seat harness for the aeroplane."

## CRANFIELD '75 Dawn patrol

Carry *Flight*—win a breakfast! Club members and private owners are invited to try to beat a defending force by arriving in the Cranfield circuit without having their registration noted. The patrol will operate on Saturday September 6 between 0830hr and 1000hr. Pilots and passengers will qualify for a free breakfast in the Mitchell Hall if they report to the pilots' tent carrying a current copy of *Flight* and provided that their aircraft has not been spotted by one of the defenders.

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## Brooklands to be preserved

Britain's Department of the Environment has scheduled parts of Brooklands aerodrome and former motor-racing track for preservation under the Ancient Monuments Act. The world's first banked racing circuit—built on Brooklands meadow, southwest of Weybridge, Surrey, by H. F. Locke-King, the builder of the Sydney Harbour Bridge—was opened in 1907. The following year it was the site of some of the first flights in Britain, those of A. V. Roe. This connection with aviation has persisted, but motor racing has not taken place on the circuit since 1939. Brooklands is now the home of the Commercial Aircraft Division of the British Aircraft Corporation—formerly Vickers-Armstrongs Aircraft Ltd—which owns the Brooklands Estate.

From its formation in 1927 the Brooklands Flying School became, within ten years, the second largest

school in Britain and had more than 1,000 members, a quarter of them pilots. In the 1930s the aerodrome was used by Hawker Aircraft for flight-testing its Kingston-built aircraft.

Among the buildings to be preserved are the world's first air-service ticket office and the clubhouse built on the site of the Paddock. It was here that Sir Barnes Wallis worked in more recent years. The clubhouse was the home of BAC's Research and Development department and Design Training School.

Complete aircraft can no longer be seen engine-running beside the main London-Portsmouth line, but the factory still produces large assemblies for Concorde, as well as other aircraft parts under subcontract. Only time will tell whether the Weybridge Man-powered Aircraft will be—as now seems likely—the last aircraft to perform a maiden flight from Brooklands.

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