

## A BRITISH KLEMM

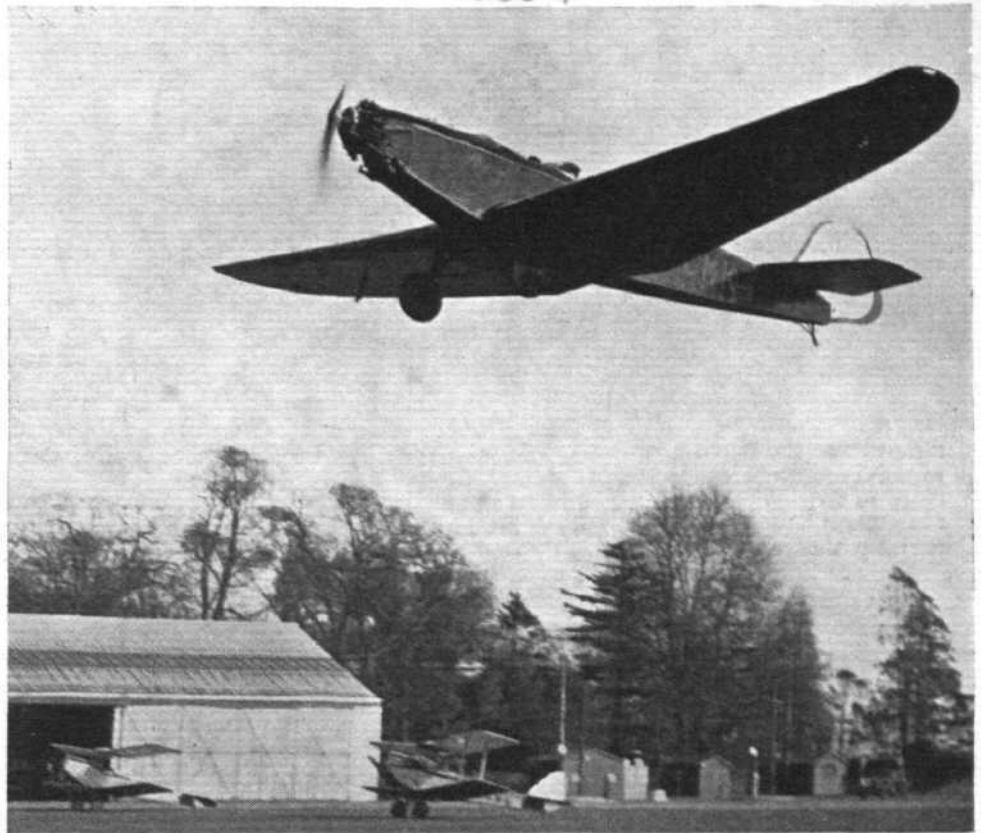
**A**S early as November 9, 1933, we were able to publish the first details of the two new British Klemm models being built at the works of the British Klemm Aeroplane Co., Ltd., Hanworth Aerodrome, Feltham, Middlesex. Since that date we have on several occasions visited the factory and watched the careful work which has been put into the first production machine. On Wednesday last, February 21, we were able to see the smaller of these two machines, the "Swallow," demonstrated, and to try it out for ourselves.

It is an exceedingly pleasant aeroplane to fly, having in a marked degree that likeable characteristic which gives one the impression that the aeroplane is really making use of the air, and is, as it were, sitting on it, a characteristic which makes for sheer pleasure in flying as a sport, and is very different indeed from the feel of a more heavily loaded machine which has to be pulled through the air at a comparatively high speed to enable it to fly. The Klemm is lightly loaded, being, as it is, something under 7 lb./sq. ft. (34.2 kg./m<sup>2</sup>). It follows that the gliding and landing speeds are very low, and while it is true that a machine of this nature is peculiarly susceptible to vertical air currents, nevertheless they do not appear to affect it very adversely.

Structurally the "Swallow" is not unlike its German prototype, but it has been generally strengthened up in accordance with British practice. The controls, although they are said not to have been altered very much, seem to be more effective than in the foreign machines, and this may perhaps be due to the better mechanical operation, obviating any possibilities of slackness and slop. The "Swallow" is, according to most British ideas, slightly under-ruddered, and a steep side-slip cannot be held if the speed is low. This, however, seems to us a praiseworthy fault, as the ham-fisted pilot generally gets himself into trouble by injurious use of the rudder. That is not to say that the rudder on the "Swallow" is of insufficient size for all normal use, it is not; even when taxiing at slow speed on the ground there is ample control and for all normal requirements of manoeuvrability, it is perfectly adequate. The controls are nicely harmonised, although the rudder, to our way of thinking,

is inclined to be slightly too light, and in general are of the type which become progressively heavier as the speed increases. This is often criticised as a fault by those who consider things purely from a training point of view, but we feel that a machine which is primarily designed for the amateur pilot and for those who merely want to fly quietly about the country, ought not to have controls so balanced that they give little or no evidence of the speed of the machine. Naturally for supreme manoeuvrability controls of this type are possibly necessary, but for the man who does not want to be incessantly throwing his machine about, we do not feel that they are of any advantage at all. Put briefly, the controls of the "Swallow," while retaining their effectiveness right down to the moment of touching the ground, become sufficiently heavy at top speed to discourage people from using them too coarsely, and we cannot help agreeing with those people who think that this is a most valuable asset to this type of machine.

The wing folding arrangement is both simple and efficient. A lever withdraws both pins at once and a catch, riding up over an inclined plane fixed to the wing centre section snaps down into a slot, holding the wing in the open position until the operator releases it by means of a wire from the wing tip, thus allowing him to



**OVER HANWORTH:** Mr. E. G. Hordern flying the Salmson-engined British Klemm "Swallow" in front of the club hangar at Hanworth. (FLIGHT Photo.)



**A CLEAN FRONT:** Large wing area and low wing loading give this Pobjoy-engined British Klemm "Swallow" a spectacularly low landing speed. (FLIGHT Photo.)