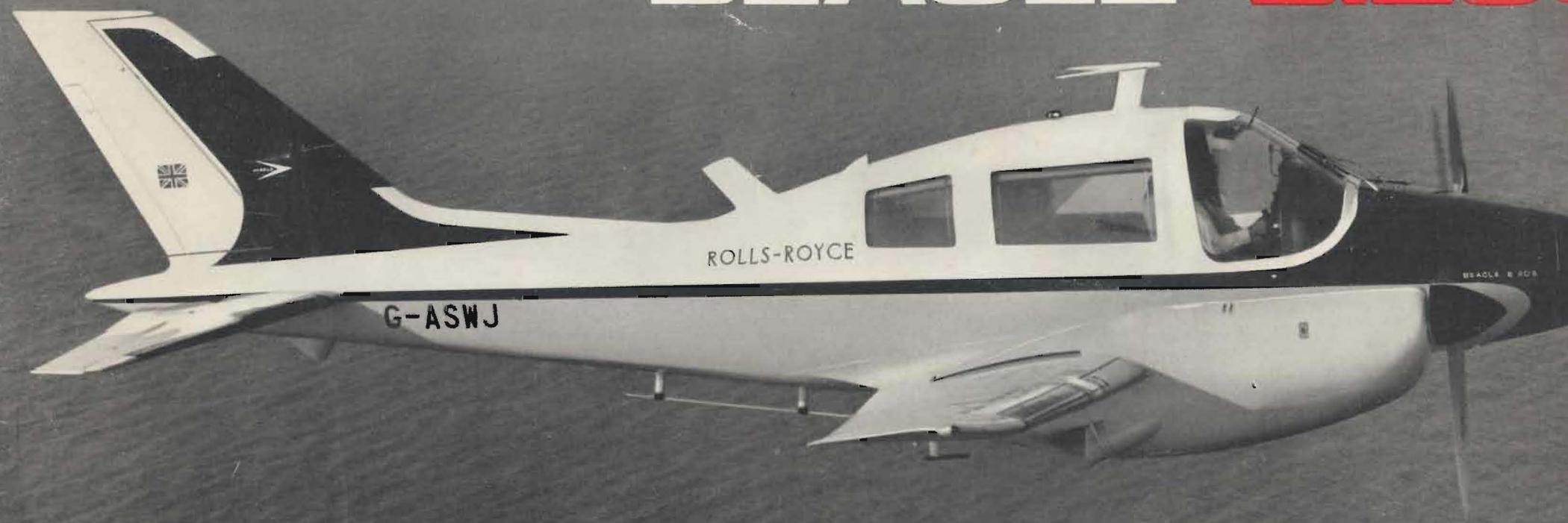


5 DEC 1955

BEAGLE B.200



POWERED BY ROLLS-ROYCE





STANDARD VERSION (Seven seat)

With the seats arranged in a 2-2-3 manner, this executive version provides ample accommodation for seven people, with individual reclining back-rests for each place in the three-seat longue. More than 36 cu. ft. of cabin space is available for each occupant.



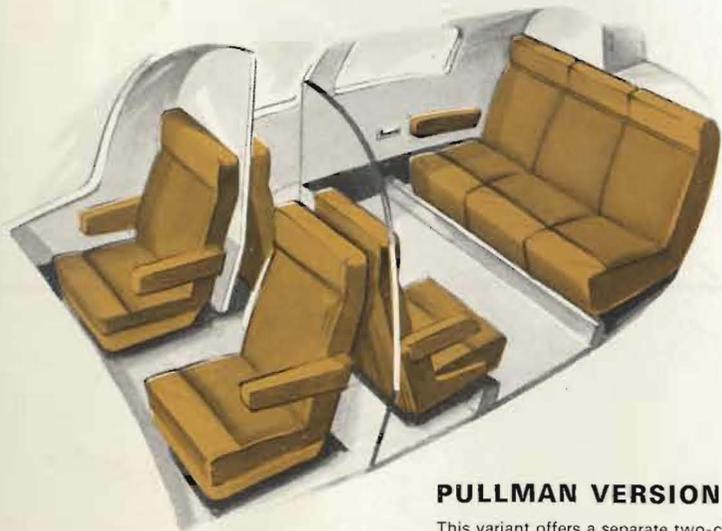
EIGHT SEAT VERSION

Maximum utilisation is obtained by the inclusion of a centre seat between the two middle armchairs. In this form there is still 32 cu. ft. of space for each occupant. As an eight-seater with full baggage load, the BEAGLE B.206 has a range of 810 statute miles at 209 m p.h.



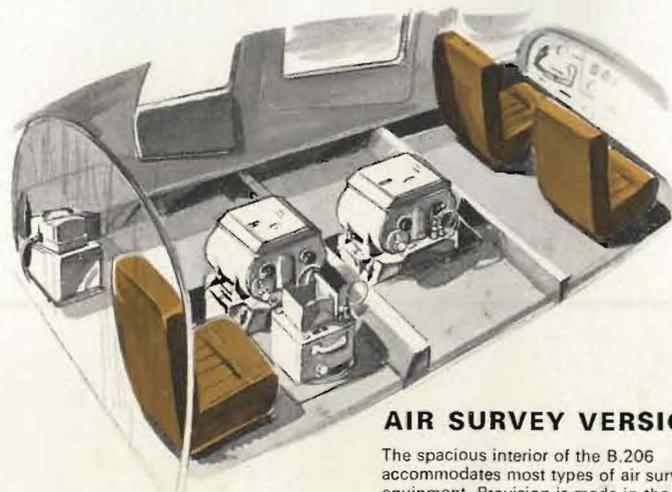
Cabin Arrangements

"The exceptionally wide cabin (62 in.) of the BEAGLE B.206 makes possible first class airline standards of seating not normally found in aircraft of this category. With a total cabin volume of 206 cu. ft. (some 20 per cent greater than other contemporary aircraft in its class) the B.206 is ideally suited for a variety of accommodation layouts to suit the specific requirements of operators. In all configurations the interior styling is of modern and pleasing design providing outstanding comfort. The well upholstered seats available in either p.v.c. or crushed hide, together with pile carpeting, give a limousine character to the cabin".



PULLMAN VERSION

This variant offers a separate two-crew compartment, and 'Pullman' cabin for four passengers



AIR SURVEY VERSION

The spacious interior of the B.206 accommodates most types of air survey equipment. Provision is made in the floor for a wide angle camera installation and a hatch in the rear loading door permits oblique photography. For A.P.R. operations a 44 in. diameter reflector may be fitted beneath the fuselage.





FREIGHT

In addition to the various passenger configurations the BEAGLE B.206 offers excellent freight loading and carrying facilities by virtue of its high floor loading intensity and wide cabin.

The large cabin entry door forward of the special freight door permits ready entry to the cabin and pilot's seats even when the aircraft is loaded to volumetric capacity with freight; a feature not available in any other light twin engine communications aircraft with direct freight loading aft of the wing.

The pilots can be separated from the freight cabin by the provision of a bulkhead and sliding doors.

Floor Loading Intensity	120 lb/sq. ft
'Punch Out' Load	2000 lb/sq. inch
Load per foot Run (fwd. stn. 165)	600 lb/ft
Load per foot Run (aft. stn. 165)	375 lb/ft
Lashing Point Load	2000 lb/Lashing Point
Maximum Load (Less fuel)	2050 lb.



Freight loading

A freight floor space 104" x 60" can be made available quickly by the removal of the passenger seats and rear furnishing partition. The freight-loading door (43 in. deep x 37 in. wide) permits the direct unobstructed loading of large and heavy packages and crates.

FREIGHT TWO ENGINE CHANGE UNITS AND TWO PROPELLERS

By removal of the rear seat and furnishing partition a complete built-up engine change-unit on an air transport stand can be loaded and carried together with a load of five people. In the all-freight configuration two (2) complete built-up engine change units on air transport stands and two (2) complete fully assembled propellers can be loaded and carried, together with a load of two people, a still air distance in excess of 750 miles.



LEADING PARTICULARS

POWER PLANT

Engine type	Rolls-Royce Continental G10-470-A
R.P.M. (rated max.), (Take off) & (M.E.T.O.)	3,200
B.H.P. (rated max.), (Take off)	310
B.H.P. (M.E.T.O.)	310
Compression ratio	8-6:1
Propeller Diameter	7 ft. 6 in.
Fuel grade	100/130 octane

OVERALL DIMENSIONS

Span	45 ft. 9 in.
Length	33 ft. 9 in.
Height	11 ft. 3 in.

WING

Span	45 ft. 9 in.
Area	214 sq. ft.
Aspect ratio	10

FUSELAGE

Length	33 ft. 4 in.
Width	5 ft. 7 in.
Depth	5 ft. 5 in.
Cabin width (internal)	5 ft. 2 in.

UNDERCARRIAGE

Track	14 ft. 0 in.
Wheel base	9 ft. 8 in.

TYRES

Main	7.50-
Nose	6.00-

WEIGHTS & LOADINGS

Disposable load	2,940
Empty weight	4,560
Max. all up weight	7,500
Max. wing loading	35.0 lb./sq. ft.
Max. power loading	12.1 lb./b.h.p.
Fuel capacity	195 Imp. gal. (235 U.S. gal.)
Baggage volume	24 cu. ft.

HIGH PERFORMANCE FLYING



A pilot's aeroplane

The B.206's flying controls are well harmonised, light and responsive and its stability makes it an excellent instrument flying platform.

There is a natural pre-stall buffet giving ample warning of the stall. The characteristics of the stall itself are suitably mild in all configurations of undercarriage, flap, power and loading.

The aircraft's relatively high wing-loading in the "clean" configuration gives a smooth "big aeroplane" ride in turbulent air, but the large and efficient double slotted flaps result in excellent short field performance with the ability to make steep climb outs and approaches at "difficult" airfields.

The single-engine handling is exceptionally good and the minimum control speed is limited only by the approach to the stall.



"Helicopter-type" visibility

In the design of the BEAGLE B.206 special attention has been given to Pilot visibility. All-round vision is provided by double-glazed side windows and by a double-glazed wind shield extending the full width of the cabin; this exceptionally large panoramic wind-screen provides an almost "helicopter-type" field of vision. Curtains are provided for the side windows and the wind shield is equipped with a tinted perspex screen to shut out glare.

Step Aboard

Ease of entry is ensured by the provision of a wide "helicopter-type" door (46 in. wide by 36 in. high) together with hydraulically-operated "air stairs". The "air stairs" are operated automatically either from the pilot's seat or from the door. Extending across the full width of the fuselage, the luggage compartment provides 24 cu. ft. of stowage space. A cargo/baggage net and lashing points are provided. A rear entry door located aft of the wing on port side can be incorporated to special order.



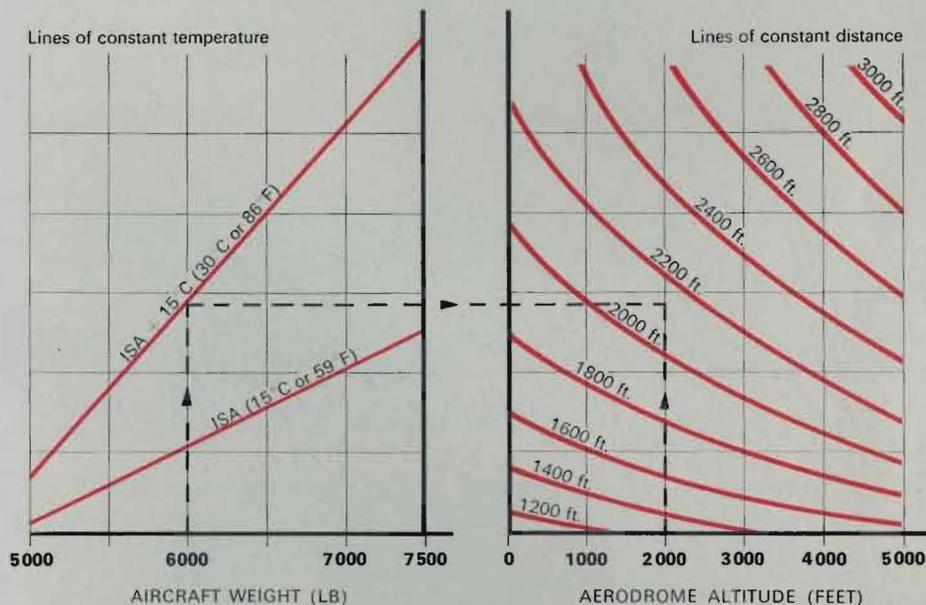


PERFORMANCE

The performance figures given have been compiled from actual flight tests with an average aircraft using average piloting techniques.

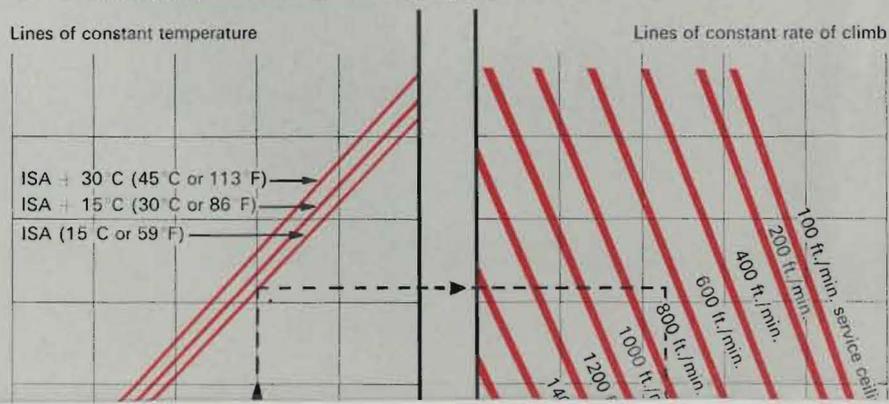
Take off distance to clear 50 feet

- 1) Start with known A.U.W. and project vertically up to operating temperature. Then, from the intersection project a line at right angles across to distance curves.
- 2) Select aerodrome altitude and project vertically to intersect line previously drawn. This will give appropriate distance to 50 ft. Figures given assume 10 knot wind.



Twin engine rate of climb

- 1) Start with known A.U.W. Project vertically up to operating temperature conditions. From intersection project at right angles across to rate of climb grid.
- 2) Select altitude and project vertically to intersect line previously drawn. This intersection will give appropriate rate of climb.



HIGH PERFORMANCE FLYING

Step Aboard



A pilot's aeroplane

The B.206's flying controls are well harmonised, light and responsive and its stability makes it an excellent instrument flying platform.

There is a natural pre-stall buffet giving ample warning of the stall. The characteristics of the stall itself are suitably mild in all configurations of undercarriage, flap, power and loading.

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The single-engine handling is exceptionally good and the minimum control speed is limited only by the approach to the stall.



"Helicopter-type" visibility

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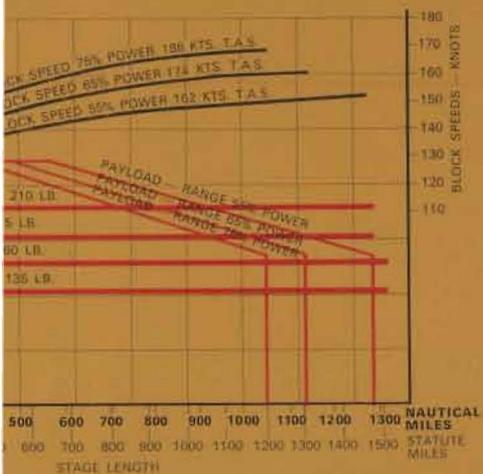
All-round vision is provided by double-glazed side windows and by a double-glazed wind shield extending the full width of the cabin; this exceptionally large panoramic wind-screen provides an almost "helicopter-type" field of vision. Curtains are provided for the side windows and the wind shield is equipped with a tinted perspex screen to shut out glare.

Ease of entry is ensured by the provision of a wide "limousine-type" door (46 in. wide by 36 in. high) together with hydraulically-operated "air stairs". The "air stairs" are integral with the luggage compartment doors and can be extended automatically either from the pilot's seat or from the outside. Extending across the full width of the fuselage, the luggage compartment provides 24 cu. ft. of stowage space. A cargo/baggage net and lashing points are provided. A rear entry door located aft of the wing on port side may be incorporated to special order



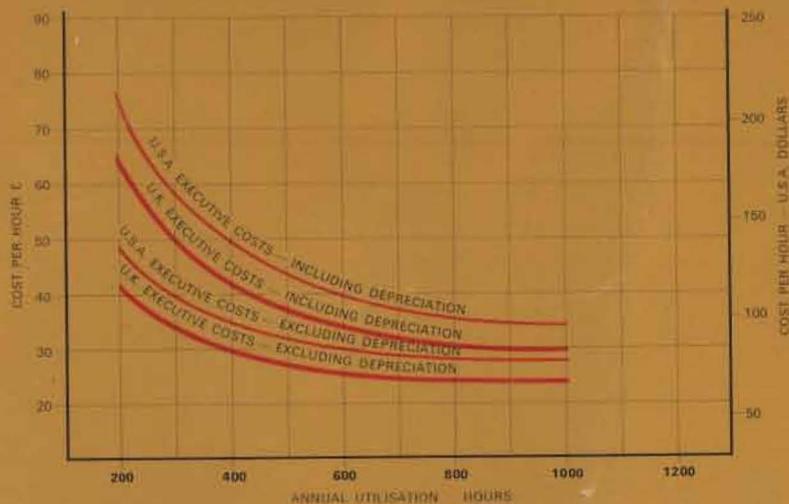
Speeds and payload/ranges

Time made for warm up,
operating height,
climb to ramp,
5 min. holding at cruise

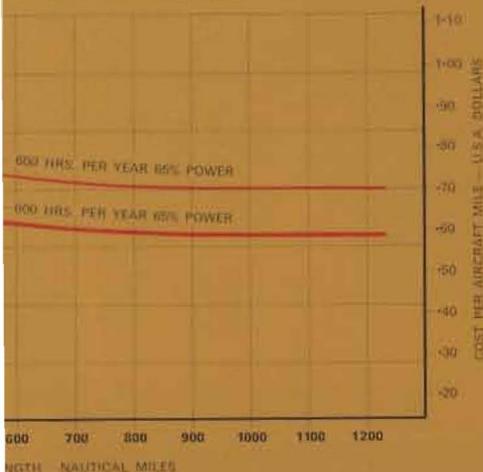


Total operating costs/hour

Operated in U.K. and U.S.A.
Power 65% T.A.S. 174 knots (200 m.p.h.)

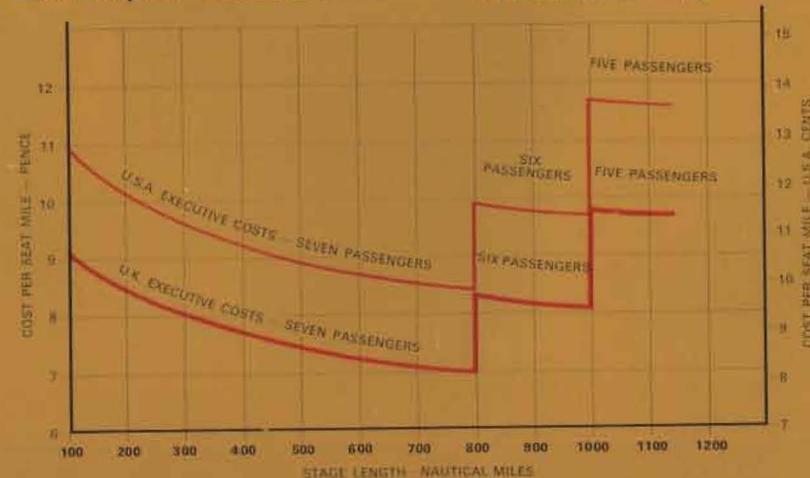


Aircraft-mile costs stage length



Cost per seat mile

Cost per passenger seat-mile,
600 hours annual utilisation and
depreciation at 10% per annum.



Operating costs

The operating costs of aircraft in general aviation must be considered in relation to the types of operation for which such aircraft are to be used. Different levels of cost are obtained when an aircraft is used for executive flying and for scheduled airline flying, while costs will also vary considerably in different parts of the World. Thus, speaking in general terms, the operating costs of typical aircraft used for executive flying in the United States will be some 15-20 per cent higher than the same aircraft similarly operated in the United Kingdom (Taking the rate of exchange at \$2.80 to the £1).

The operating costs set out in the tables and graphs on the following pages have been calculated on assumptions derived directly from actual operating experience obtained with the B.206 and with the generally similar types of British and foreign light twin-engine aircraft which have been used for executive flying over a period of years.

The "United Kingdom Executive Flying Costs" of the B.206 given below relate therefore to the achieved costs of operating early production B.206's and to costs actually incurred in the recent past by representative executive aircraft operators in the United Kingdom while using basically similar types of aircraft. An aircraft utilisation of 600 hours per annum has been assumed in calculating the costs per aircraft-mile and per seat-mile. The "United States Executive Flying Costs" have been extrapolated in the same way from basic B.206 data combined with actual recent operating experience obtained in North America with comparable types.

In all cases costs are quoted in pence per aircraft statute mile in accordance with present accepted practice in the air transport industry. The cost curves have been calculated on conservative assumptions of block speed (as shown on the block speed graph) and a cruising height of 8,000 ft. This has the effect of somewhat inflating the operating costs on the shorter stage lengths.

From the curves it can be seen that operating costs of the B.206 in the United Kingdom lie between £43 (\$120) per hour for 400 hours per year utilisation and £30. 10s. 0d. (\$85) per hour for 800 hours per year. This means that, at a representative utilisation of say 600 hours per year and assuming that the aircraft is operated at 65 per cent power, the cost per mile will vary from 5s. 3d. (74 cents), for a 200 nautical mile stage length, to 4s. 5d. (62 cents) over a stage length of 800 nautical miles. This is equivalent to a cost per passenger seat-mile of 7½ pence (9 cents) over 800 nautical miles, to 9 pence (11 cents) over 200 nautical miles for the eight seat layout (that is with seven passenger seats).

The equivalent costs in the United States of America for executive flying lie between £51 per hour (\$143) for a utilisation of 400 hours per year and £36 per hour (\$100) for a utilisation of 800 hours. At a representative utilisation of say 600 hours per year and operating at approximately 65 per cent power the cost per aircraft mile in the United States will vary between 6s. 3d. (87 cents) per mile for a stage length of 200 nautical miles to 5s. 2½d. (71 cents) per mile over a stage length of 800 nautical miles. Expressed in terms of cost per passenger seat-mile, this will give a figure of 9 pence (11 cents) per seat-mile for a stage length of 800 nautical miles and 10½ pence (12 cents) over 200 nautical miles.

The costs on which all the following curves are based assume an equipped aircraft price of £50,000 in the United Kingdom and \$153,250.00 delivered in the United States of America.

The effect of depreciation is shown in the graph of cost/hr. against annual utilisation. On the other curves and in the tables, depreciation is included in the overall costings.

Aircraft servicing

Power for the Beagle B.206 is provided by two Rolls-Royce Continental G10-470-A engines, each producing 310 b.h.p. for take-off.

The G10-470 is a six-cylinder, horizontally opposed



FIXED ANNUAL COSTS	U.K.	U.S.A.
Insurance, including passenger liability	£1,650	\$7,200
Depreciation	£5,000	\$15,325
Hangarage	£425	\$1,800
Pilot's Salary	£2,500	\$11,000

TOTAL PER YEAR £9,575 \$35,325

FIXED HOURLY COSTS

Landing fees, pilot expenses, fuel and oil, etc.	£10 : 2 : 0	\$18.88
Engine and Propeller overhauls	£6 : 16 : 4	\$22.90
Lifed items, spares, etc.		

TOTAL PER HOUR £16 : 18 : 4 \$41.78

VARIABLE COSTS

For cost per hour against aircraft annual utilisation, see graph on the right of the page. From the table and graph, provided the utilisation is known, it is possible to work out operating costs. e.g. assume utilisation is 600 hrs. per year—

1. Fixed cost — $\frac{£9,575}{600}$ £15 : 19 : 6
2. Fixed running cost £16 : 18 : 4
3. Variable cost (from graph) £1 : 10 : 0

TOTAL COST PER FLYING HOUR (600 HOURS FLYING) £34 : 7 : 10

The cost per year can be assessed in the same manner—

1. Fixed cost £9,575
2. Fixed running cost £16:18:4 × 600 £10,149
3. Variable cost £1:10:0 × 600 £900

TOTAL COST PER YEAR (600 HOURS FLYING) £20,624

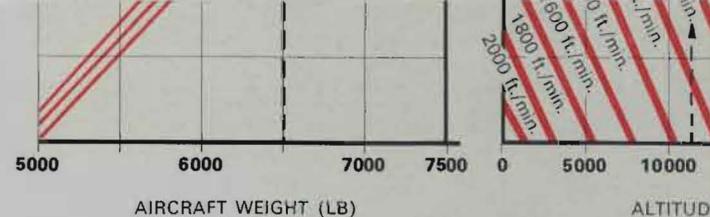
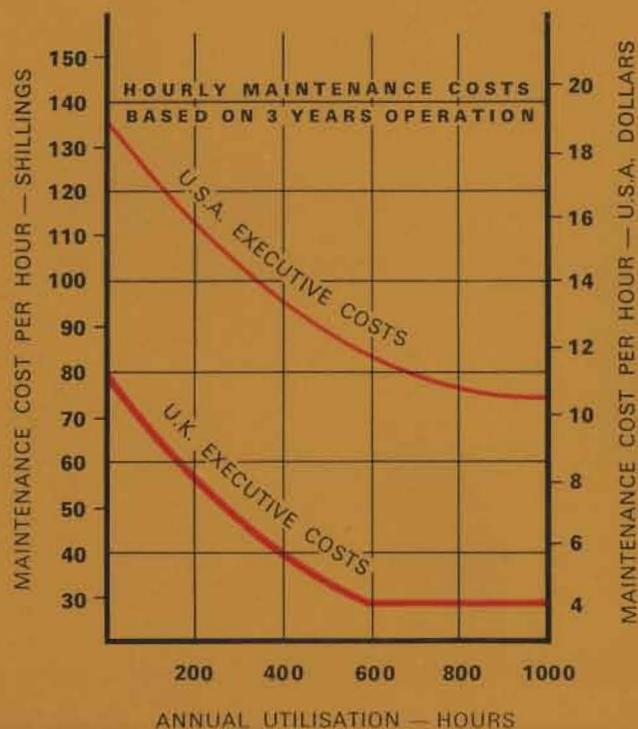
Fixed and variable operating costs

Operating costs can be broken down as shown in the table.

FIXED ANNUAL COSTS are those incurred per year, regardless of flying hours.

FIXED HOURLY COSTS are incurred per flying hour regardless of the number of hours.

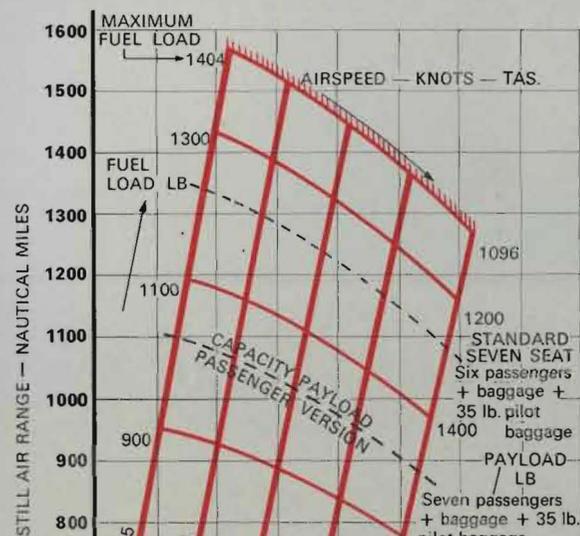
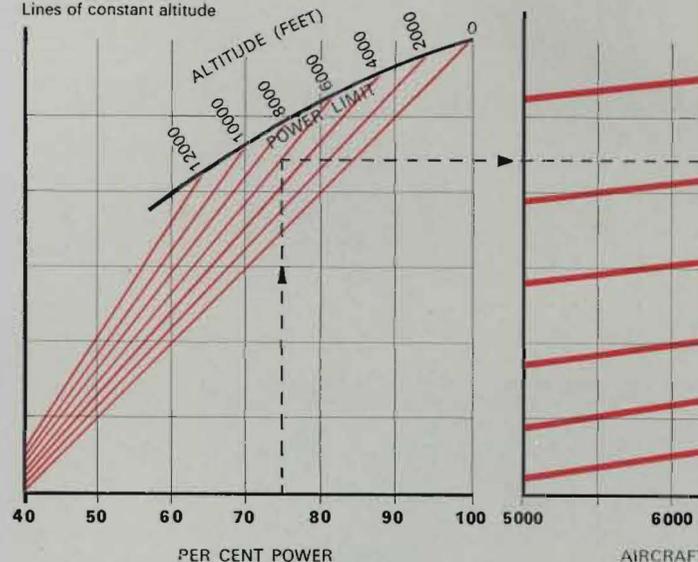
VARIABLE COSTS cover maintenance and repair, and vary with aircraft utilisation.



Cruise speeds

- 1) Start with agreed engine power setting and project vertically to the power limit curve. Then, from the intersection project a line at right angles across the graph.
- 2) Select aircraft known A.U.W. and project vertically to intersect the line drawn. This will give appropriate T.A.S.

Lines of constant altitude



Still a performer

CONDITIONS:
8000 ft. I.S.
A.U.W. 7,500
A.P.S. wt.

NOTE

A.P.S. wt. standard airline standard Auto Pilot

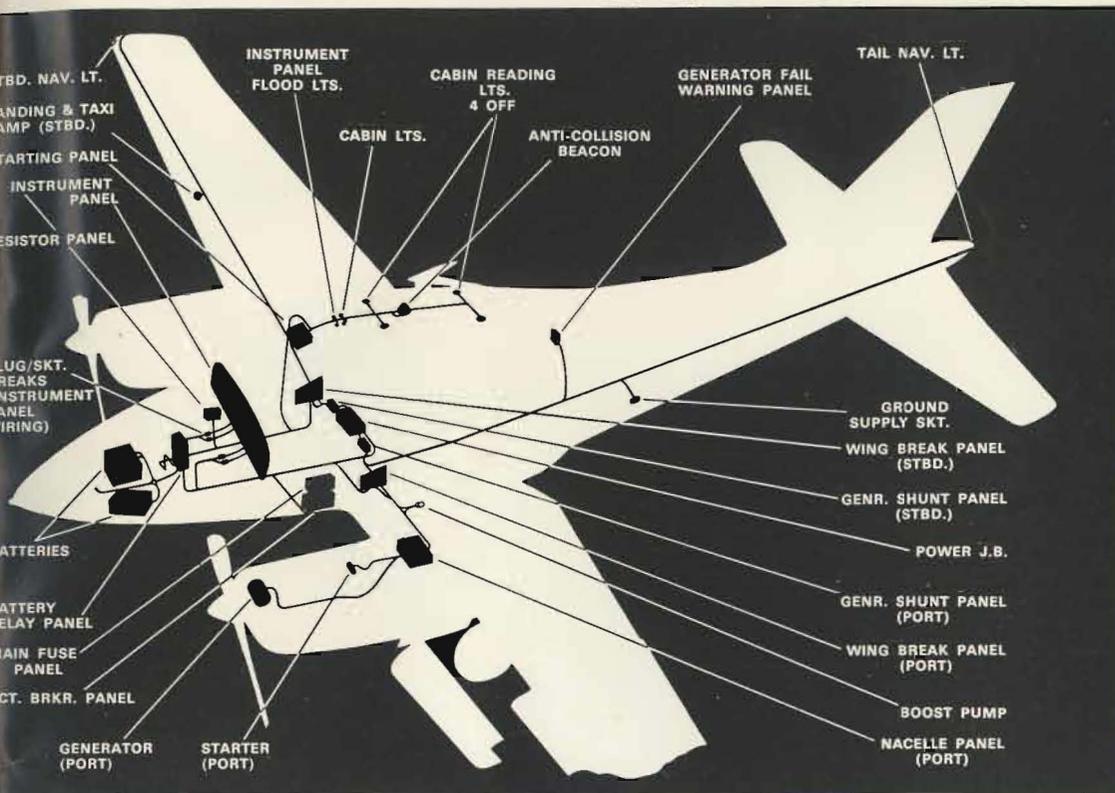
PAYLOAD (including

Dual electrical system

DUAL SYSTEMS FOR 100 PER CENT RELIABILITY....

The aircraft services are generally electrically-operated. The B.206 is unique in its class in having two completely separate electrical systems provided as standard equipment. Dual

alternators, dual batteries, dual vacuum pumps, dual engine-driven fuel pumps and booster pumps and even two master switches are provided.



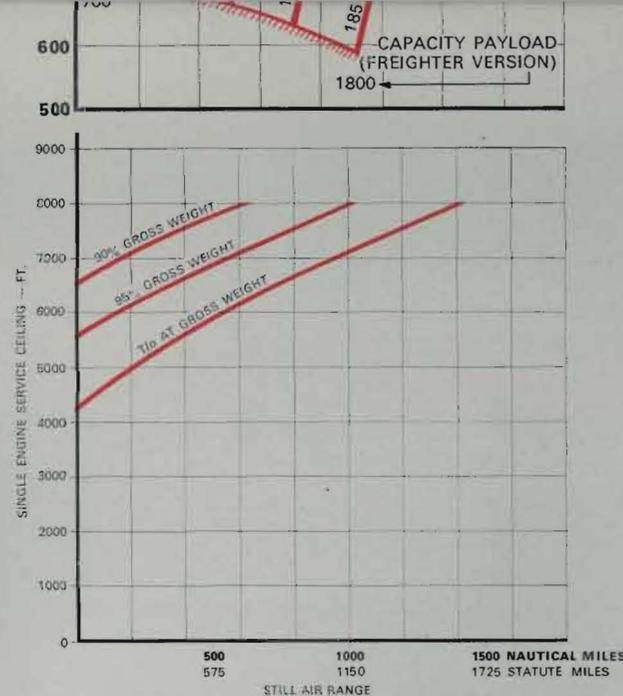
Radio, navigational and autopilot installations

Two typical complete "2½" radio installations with which the B.206/206-S can be supplied, are as follows:—

- (A)
- 2 King KX 160AE Transceiver and Nav.
 - 1 King KI 211 VOR/ILS Indicator
 - 1 King KI 201 VOR/LOC Indicator
 - 1 King DR 20 Marker Beacon Receiver
 - 1 Bendix TI2B ADF
 - Audio — Elliott ERSP-34C and EAM-33.
- Installed at works £2,965.

- (B) COLLINS
- | | |
|---|--|
| VHF Comm. 1 | 618M-1A Transceiver, 360 channels |
| VHF Comm. 2 | 618M-1A Transceiver, 360 channels |
| VHF Nav. 1 | 51RV-1 VOR/ILS, 200 channels |
| VHF Nav. 2 | 51R-6 VOR/ILS, 200 channels |
| Glide Slope Receiver (included in Nav. 1) | 20 channels |
| Marker Beacon | 51Z-4 Receiver |
| ADF | DF.203 System |
| Compass | PN.101 Pictorial Symbolic Nav. System |
| RMI | Radio Magnetic Indicator |
| Audio | 387C-4 System or Bendix CNA-30A System |
- Installed at works £14,350.

Between these two extremes of the price range a large number of combinations of King, Collins, ARC, STC, etc. equipment can be offered. Quotations will be made against the specific requirements.



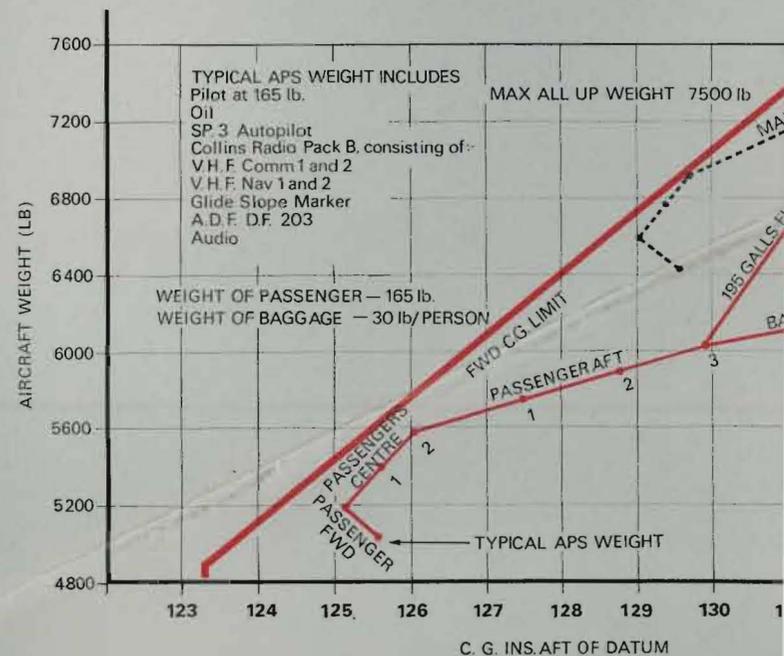
Single ceiling

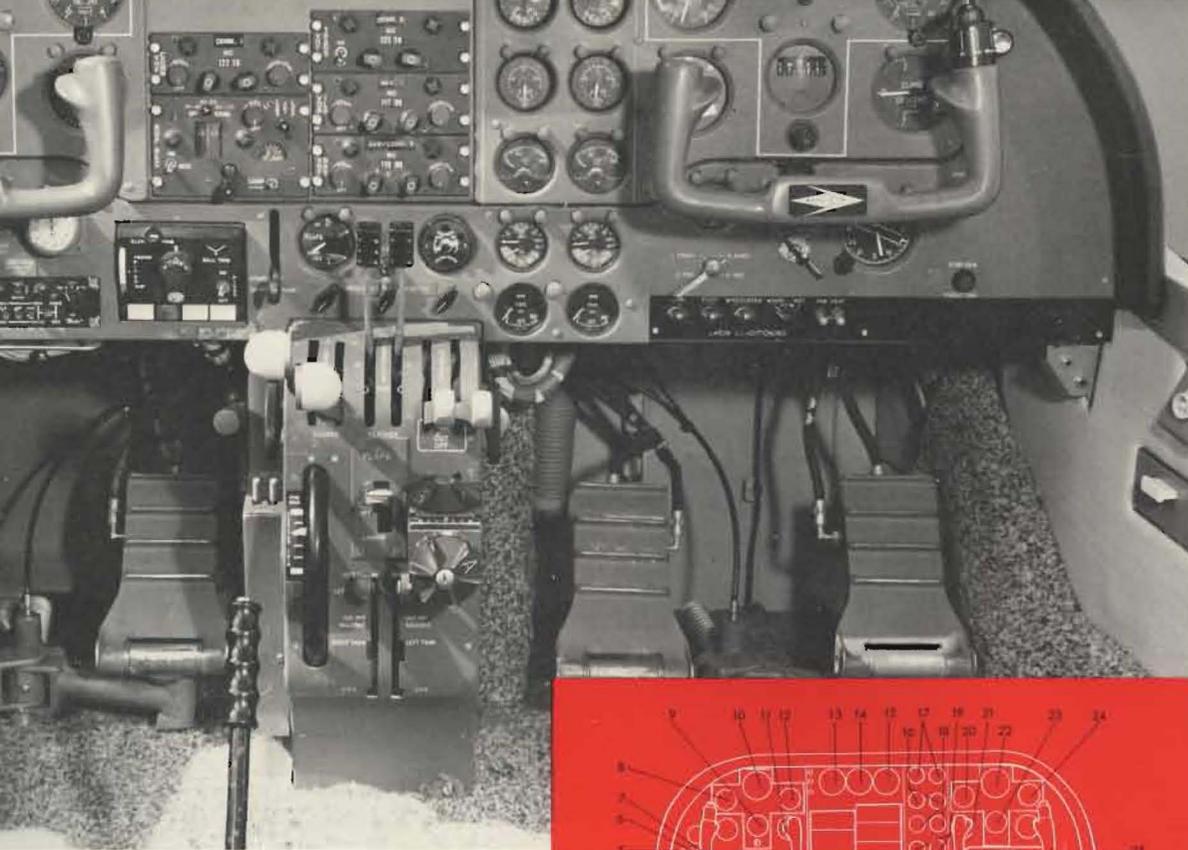
Standard (gross weight)
Complete Full 2½ air
Full airframe
Three axis

Performance
Single engine
critical engine
Range for I.S.A. — 16
seven seats

Weight and C.G. envelope

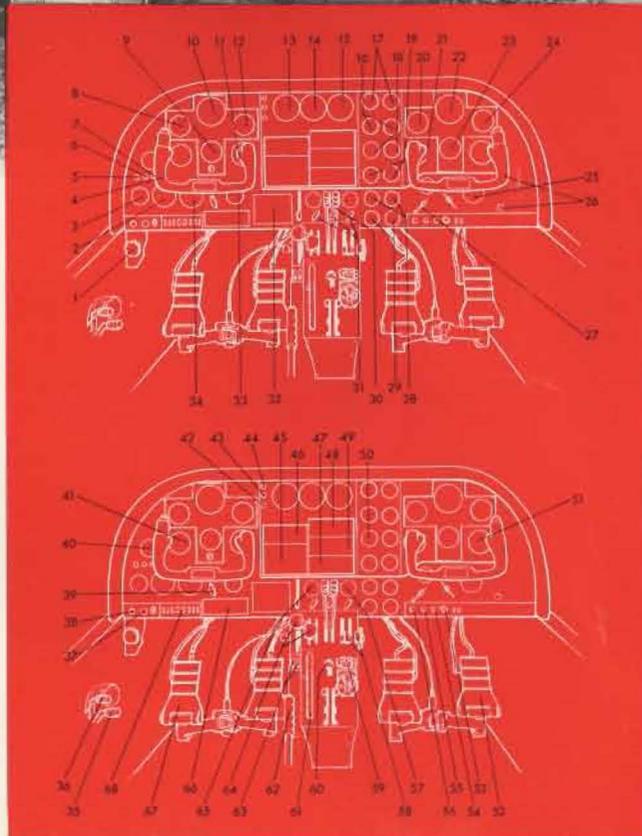
The B.206 can be loaded with fuel, baggage and payload without exceeding the C.G. envelope.





Instruments

- | | |
|-------------------------------|-----------------------------------|
| 1. Airspeed Indicator | 45. COMM 1 A.D.F. Receiver |
| 2. Magnesium Compass | 46. COMM 1 V.H.F. Receiver |
| 3. Fuel Gauge | 47. Nav/Comm 2 V.H.F. Transmitter |
| 4. Over Voltage Protectors | 48. Comm 2 V.H.F. Receiver |
| 5. Vacuum Test Cock | 49. Nav 1 |
| 6. Oil Pressure & Temperature | 50. Fuel Pressure |
| 7. Fuel Contents | 51. Climb & Descent |
| 8. Hydraulic Power Pack | 52. Rudder Pedal |
| 9. Switch Light | 53. Heater - Temp. Control |
| 10. Master Switches | 54. Windscreen Demist Selector |
| 11. Autopilot Controller | 55. Pilots Heat - Selector |
| 12. Stop Watch | 56. Cabin Heat Selector |
| 13. Magnesium Compass | 57. U/C Position Indicator |
| 14. Indicator | 58. Mixture Controls |
| 15. Stairs Selector Lever | 59. Rudder & Aileron Trim Control |
| 16. Escalator Flight Lock | 60. Flaps Control Lever |
| 17. Stairs Selector Lever | 61. Elevator Trim |
| 18. Escalator Selector | 62. Handbrake |
| 19. Airframe De-icing Cyclic | 63. Engine Vent Switches |
| 20. Airframe De-icing Charge | 64. Throttles |
| 21. Bolts/Amps Test Selector | 65. Flap Position Indicator |
| 22. Bolts/Amp Meter | 66. Audio Selector Panel |
| 23. Turn & Bank Indicator | 67. Rudder Pedal |
| 24. Middle Marker Light | 68. Landing Taxi Lamp |
| 25. Outer Marker Light | |
| 26. Runways Marker Light | |



air-cooled engine which has been developed from the widely used and well proven 10-470 series. An advanced specification includes the Continental fuel-injection system which not only enhances the economy of operation but also minimises the possibility of carburettor icing. Electrical requirements are met by a lightweight alternator fitted to each engine, this equipment having the advantage of producing its maximum output of fully-rectified direct current at fast idle engine speed.

SERVICE

The Continental G10-470 engines fitted to the Beagle B.206 are supplied by Rolls-Royce, and thus the operator of the aircraft has at his disposal the world-wide service facilities provided by Rolls-Royce. At their Crewe factory in the United Kingdom, Rolls-Royce offer a full engine overhaul service and, with the particular interests of business houses very much in mind, an engine exchange scheme. The advantage of the engine exchange scheme is that by replacing a time-expired unit with a fully-overhauled exchange engine, the time for which the aircraft is out of service is greatly reduced. It also obviates the necessity for an operator to carry a spare engine. Outside the United Kingdom, a world-wide network of both Rolls-Royce and Continental distributors exists to serve the operators of B.206 aircraft. In addition over 200 Rolls-Royce service engineers are available to advise on engine maintenance.

Tested to transport aircraft standards

All airliners are subjected to rigorous full scale testing to prove their structural integrity and reliability, thus ensuring complete safety for both passengers and crew.

THE BEAGLE B.206 HAS BEEN STRUCTURALLY TESTED TO TRANSPORT AIRCRAFT STANDARDS

A complete airframe — wing, fuselage and tail assembly — has been mounted in a large test frame, and subjected to a comprehensive test programme, simulating all possible combinations of flight and ground conditions. These tests ensure compliance with the relevant British Civil Airworthiness Requirements and the United States F.A.A. regulations and provide the B.206 with an airline standard of structural ruggedness unrivalled by any contemporary light aircraft. The excellent fatigue life of the aircraft has been substantiated by further tests on a second airframe which was continuously subjected to the variable flight loads experienced in service. Flight gusts and undercarriage ground reactions were simulated in this test programme.



*The Descriptions and Illustrations and also Specifications and Particulars
thereof, are subject to variation/modification and shall not be deemed
to form a part of any contract*



INSTRUMENTS

Full blind flying panel (Port)
Engine instrument panel
Fuel contents gauges
Vacuum gauge
Volt/amp. meter
Generator warning lights
Undercarriage and flaps
position indicators
Clock
Magnesyn compass
Type E2B Compass
Engine hours gone meters
Duplicated vacuum system
Fuel pressure and Power
Computer

CABIN FEATURES

Seven-seat configuration with
seats and furnishings
Double glazing in all cabin
side windows
Single pilot's controls, rudder
pedals and nosewheel
steering
Cigar lighter
Individual adjustable punkah
louvres
Roof mounted starter panel,
including red and white
floodlights for emergency
lighting
Combustion heater, capacity
35,000 British Thermal Units
Airstairs and luggage doors

ELECTRICAL SYSTEM

Duplicated 28 volt 73 amp.
electrical generation system
Rotating beacons located on
upper and lower fuselage
Navigation lights, sealed beam
landing and taxi lights
25 amp./hour battery
Fuel booster pumps
Hydraulically operated flaps
and undercarriage
Hydraulically operated brakes
on main wheels

GROUND EQUIPMENT

Main undercarriage
lock
Nose undercarriage
lock
Internal control
lock
External control
lock
Pitot head cover
Static vent plugs
Steering arm

OPTIONAL EXTRA EQUIPMENT

Five-seat with toilet and washroom
Auto-pilot :—
Sperry SP3 with altitude hold
Airframe pneumatic boot de-icing
Propeller fluid Spray de-icing
Windscreen de-icing and dual windscreen wipers
Continuous engine fire detection system
Engine fire extinguishing system
Individual pressure demand oxygen system
Full airline standard radio
Full blind flying panel (Starboard) and optional third altimeter
Pilot's control column (Starboard) and rudder pedals with
duplicated pedal operation at main wheel brakes
Sunvisors
Super soundproofing
Eight-seat layout
Storm warning Radar

Picketing shackle assembly
Bag and stowage adaptor
Nitrogen charging adaptor
Sling for engine
Engine transit case (complete with stand)
Engine stand (for transit/servicing)
Moisture and vapour proof bag for engine transit
Jacking pad adaptor
Jacking adaptor for main wheel change
Nose wheel fork support stand
Nose wheel fork adaptor (for aircraft weighing)
Locking sleeve for nose leg

PROTRACTORS :

Aileron/flap (port)
Aileron/flap (starboard)
Elevator
Rudder
Aileron tab
Elevator
Rudder tab

SLINGS :

Fuselage/complete aircraft
Mainplane
Frame for mainplane lifting/storage
Trolley (mainplane)
Towing arm

AIRCRAFT COVERS :

Nacelle
Propeller
Nose wheel
Main wheel
Cabin
Nose cone
Picketing ring assembly

BEAGLE AIRCRAFT LIMITED

SHOREHAM AIRPORT · SUSSEX · ENGLAND · TELEPHONE : SHOREHAM-BY-SEA 2301 · TELEX 87147
REARSBY AERODROME · LEICESTER · ENGLAND · TELEPHONE : REARSBY 321 · TELEX 34512

What is the B.206?

BEAGLE's B.206 is the most up-to-date and versatile light twin, piston-engine, business and military communications aircraft available in production for World markets. It is designed and certificated to meet full airline requirements and it is backed by a comprehensive after-sales service organisation set up by BEAGLE Aircraft Limited, its parent Company Pressed Steel Company Limited, by Rolls-Royce Limited and Continental Motors Corporation, and by distributors and agents throughout the world.



How many seats?

EIGHT SEATS

The B.206 can accommodate a maximum of eight persons in comfortable, arm-chair, conditionally-reclining passenger seats. Each passenger seat is 20 inches wide, which compares favourably with only 17 inches in standard airline transport aircraft. Alternative — and quickly interchangeable — seating arrangements offer a range of accommodation:—

HIGH DENSITY

Pilot plus nine persons in inward facing seats

SEVEN SEATS

in a standard 'executive' cabin ;

AIR SURVEY

for a crew of two, a camera operator and two passengers, plus a range of air survey equipment

FIVE SEATS

in long-range accommodation, with full toilet and washing amenities

AMBULANCE

Ambulance or 'Flying Doctor' versions provide for one or two stretchers with accommodation for two additional persons respectively

PULLMAN

This variant offers a separate two-crew cockpit and, 'Pullman' cabin for four passengers

What about airfield performance?

The B.206 is designed to operate as happily from rough grass strips as from major airports. At full gross weight of 7,500 lb. the B.206 can reach a height of 50 feet in 600 yards (1,800 feet) in a 10 knot wind. The wide track undercarriage (14 ft. 10 in.) combined with the excellent low speed handling characteristics, means that the B.206 can be landed without difficulty in cross winds of well over 20 knots — an altogether exceptional performance.

What are the other leading

characteristics of the B.206?

1. Emphasis on exceptionally pleasant handling characteristics throughout the speed range — from a minimum control speed (VMCA) of 75 m.p.h. up to a dive speed (VDF) of 300 m.p.h.

2. Special attention has been paid to the layout of the flight deck which meets I.A.T.A. airline and R.A.F. Transport Command requirements for transport aircraft.

3. Strong floor — designed to accommodate loads up to 250 lb. per sq. ft. — or 2,000 lb. "punch out" load on any one square inch with three rows of lashing points stressed to 2,000 lb. each.

4. A fully duplicated electrical system — unique among aircraft of this category.

5. A guaranteed fatigue life of 15,000 flying hours.

6. Design for maintenance, backed by provision of a full "exchange-overhaul" scheme for all components.

7. Purchase under a number of alternative arrangements including a lease scheme or hire purchase which reduce, substantially, the annual outgoings and can — in business operation — be offset, where desired, against revenue account.

The B.206's payload range?

of the B.206 is 1,800 lb. — excluding pilot, full airline radio, autopilot and navigational payload can be in the form of seven passengers, at 540 lb. of baggage — that is 67½ lb. of baggage mt. With this load, and cruising at 186 knots B.206 has a still air range of 560 nautical miles (es). This range can be extended to 700 nautical (te miles) at 145 knots (167 m.p.h.).

195 Imperial gallons (235 U.S. gallons) and a 5 lb. the B.206 has a still air range of 1,240 nautical (ute miles) cruising at 186 knots (214 m.p.h.), tended to 1,550 nautical miles (1,780 statute miles) 57 m.p.h.). For these maximum ranges the B.206 ssengers and their baggage (at the full airline lb. average weight of passenger and baggage) plus and refreshments.

able for fuel and payload is a constant of 2,500 lb. and full equipment.

Why room is there in the B.206?

B.206 measures 139 inches (11 feet 7 inches) es (5 feet 2 inches) wide and 52 inches (7) high, and contains a block volume of 260 cubic

ubstantially the largest cabin available in any plane. In particular the interior of the B.206 is some than the widest other light twin aircraft, and this the installation not only of comfortable armchairs ine standards, but also a pilot's instrument panel, which has adequate room for the most complete and navigational aids.

Why is entrance to the B.206?

igned to be as easy to enter as a motor-car d for separate external steps. A three-step "air stair" baggage door and can be extended automatically pilot's seat or from outside. This, combined with makes the B.206 independent of external aid in bin door measures 46 inches by 38 inches and thus, te the loading of bulky packages up to 56" x 40" x y spare engines — when the B.206 is used in t of the wing on the port side, may be incorporated



All the Descriptions and Illustrations and also Specifications and Particulars relating thereto, are subject to variation/modification and shall not be deemed to form a part of any contract



INSTRUMENTS

Full blind flying panel (Port)
 Engine instrument panel
 Fuel contents gauges
 Vacuum gauge
 Volt/amp. meter
 Generator warning lights
 Undercarriage and flaps position indicators
 Clock
 Magnesyn compass
 Type E2B Compass
 Engine hours gone meters
 Duplicated vacuum system
 Fuel pressure and Power Computer

CABIN FEATURES

Seven-seat configuration with seats and furnishings
 Double glazing in all cabin side windows
 Single pilot's controls, rudder pedals and nosewheel steering
 Cigar lighter
 Individual adjustable punkah louvres
 Roof mounted starter panel, including red and white floodlights for emergency lighting
 Combustion heater, capacity 35,000 British Thermal Units
 Airstairs and luggage doors

ELECTRICAL SYSTEM

Duplicated 28 volt 73 amp. electrical generation system
 Rotating beacons located on upper and lower fuselage
 Navigation lights, sealed beam landing and taxi lights
 25 amp./hour battery
 Fuel booster pumps
 Hydraulically operated flaps and undercarriage
 Hydraulically operated brakes on main wheels

GROUND

Main undercarriage lock
 Nose undercarriage lock
 Internal cabin door
 External cabin door
 Pitot head
 Static vent
 Steering arm

OPTIONAL EXTRA EQUIPMENT

Five-seat with toilet and washroom
 Auto-pilot:—
 Sperry SP3 with altitude hold
 Airframe pneumatic boot de-icing
 Propeller fluid Spray de-icing
 Windscreen de-icing and dual windscreen wipers
 Continuous engine fire detection system
 Engine fire extinguishing system
 Individual pressure demand oxygen system
 Full airline standard radio
 Full blind flying panel (Starboard) and optional third altimeter
 Pilot's control column (Starboard) and rudder pedals with duplicated pedal operation at main wheel brakes
 Sunvisors
 Super soundproofing
 Eight-seat layout
 Storm warning Radar

AIRCRAFT COVERS:

Nacelle
 Propeller
 Nose wheel
 Main wheel
 Cabin
 Nose cone
 Picketing ring assembly

Picketing shackle assembly
 Bag and stowage adaptor
 Nitrogen charging adaptor
 Sling for engine
 Engine transit case (complete with stand)
 Engine stand (for transit/servicing)
 Moisture and vapour proof bag for engine transit
 Jacking pad adaptor
 Jacking adaptor for main wheel change
 Nose wheel fork support stand
 Nose wheel fork adaptor (for aircraft weighing)
 Locking sleeve for nose leg

PROTRACTORS:

Aileron/flap (port)
 Aileron/flap (starboard)
 Elevator
 Rudder
 Aileron tab
 Elevator
 Rudder tab

SLINGS:

Fuselage/complete aircraft
 Mainplane
 Frame for mainplane lifting/storage
 Trolley (mainplane)
 Towing arm

BEAGLE AIRCRAFT LIMITED

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