

THE MILES M.68

The Miles M.68 is a revolutionary type of freight-carrying aircraft, in which the freight-hold portion of the fuselage is detachable and can be immediately used as a road trailer. Powered by four 100 h.p. Blackburn Cirrus Minor engines, it is based on the design of the Miles Aerovan, the one-tonner which has been a tremendous success.

The freight compartment of the M.68, which fits in to form part of the fuselage, is a detachable box, approximately 10 ft. long and 4 ft. 6 ins. square, although the exact dimensions can be varied to suit specific purposes. It is fitted with removable road wheels and a towing bar, enabling it to be used as a trailer for road transport to and from the airport.

After being flown to its destination, the container is removed from the aircraft. Then, without any delay at all another fully-loaded container, intended for a different destination, can be fitted into its place. The great value of this quick turn-round facility can easily be appreciated. Furthermore, should it at any time be necessary, the special fairing (similar to the rear door of the Aerovan) which is attached to the back of the container when it is fitted into the M.68 fuselage, can be attached direct to the back of the pilot's cabin, enabling him to fly *without* a freight compartment.

The detachable container arrangement on the M.68 allows commercial users to have specially fitted containers for their own particular goods. For example, refrigerated versions for transportation of fruit; or with shelves for stacking newspapers and the like; or with pigeon holes for mail sorting. Suitably signwritten on the outside, a valuable advertising media is added to their usefulness. Moreover, it will be immediately obvious that the advantages of a detachable

freight hold are very many indeed, and even extend to agriculture, when adapted for lime-dusting, pest control and similar jobs for which aircraft have proved eminently satisfactory.

Until now, the value and attractiveness of using air transport in preference to surface transport for certain specialised items of freight has been counterbalanced, unfortunately, by such problems as inadequate protection against excessive man-handling, temperature and humidity variations and customs difficulties.

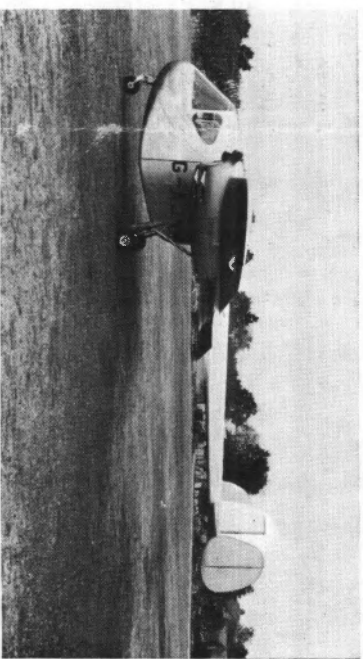
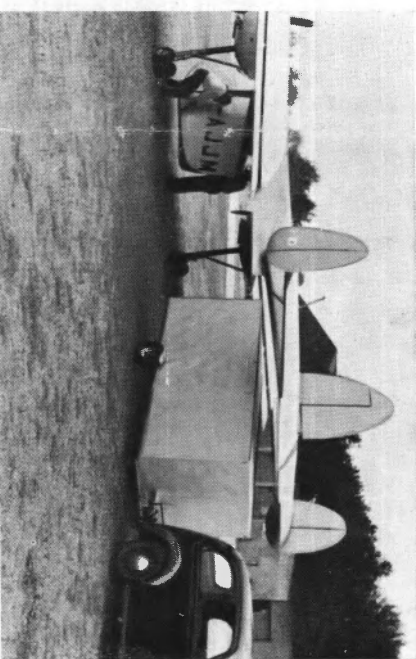
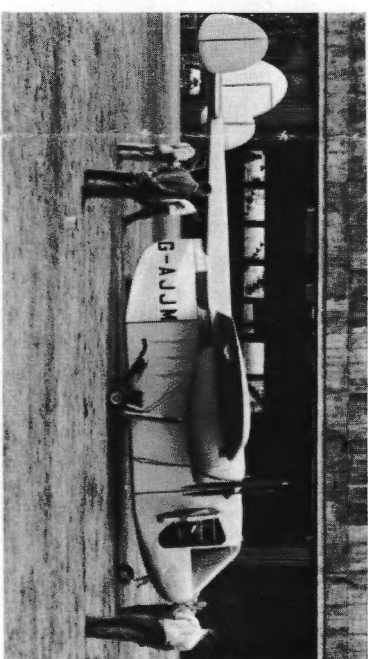
With the detachable freight-hold of the M.68, however, many of these difficulties have been overcome. The contents need be loaded and unloaded only once in the course of the whole journey. Compare this with the present practice of loading goods into a lorry for transport to the nearest aerodrome, off-loading in the airport for Customs inspection, scheduling, weighing, loading into a trolley for removal to the aircraft, suitable disposal about the C.G. and lashing down—and then practically all the same procedure in reverse when the aircraft reaches its destination.

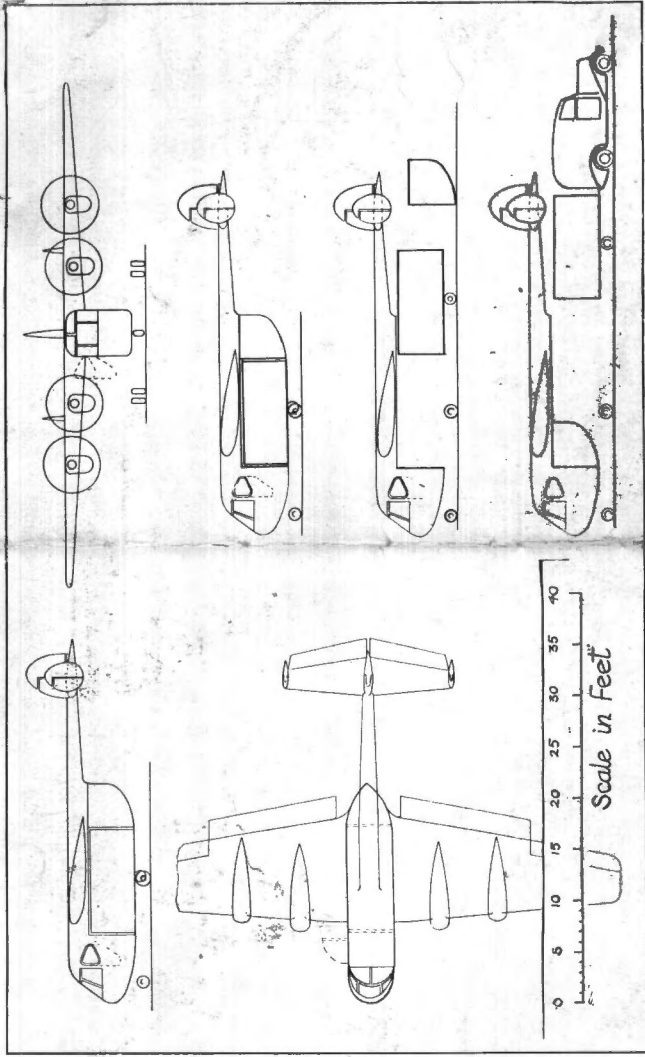
With the new system the container is loaded at the place of origin, checking for C.G. is automatic (as it is only necessary to note that the container balances approximately on its two-wheeled chassis); outward customs inspection can be carried out either at the place of despatch or at any Customs office en route; and a weight check made by running the wheels over simple scales before attaching the container to the aircraft. Providing the door is sealed by the Customs officials, the container can be towed direct to its destination from the nearest airport without delay.

The four-engined Miles M.68 has a detachable freight compartment approximately 10 ft. long by 4 ft 6 ins. square.

The container is fitted with removable road wheels and a towing bar, which allow it to be immediately used as a road trailer to and from the airport.

Quick turn-round is one of the many facilities of the Miles M.68. When one container is removed from the aircraft and towed away, another fully loaded freight compartment can quickly be put into its place. Should it be necessary, the special fairing which is attached to the back of the container when it is fitted into the M.68 fuselage, can be attached direct to the back of the pilot's cabin, enabling him to fly without a freight compartment.



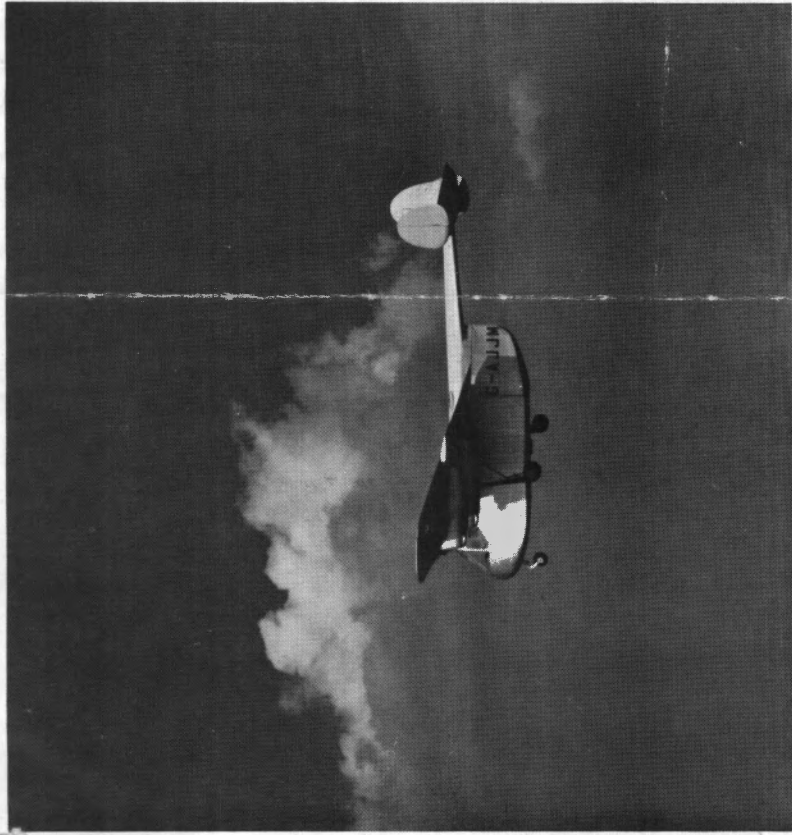


THE M.68 IN BRIEF-

- Span 50 ft. Length 36 ft.
- Fuel Capacity 100 gallons.
- Cruising speed—130 m.p.h.
- Payload 1,600 lb.
- Still air range with 1,600 lb. pay load—400 miles.
- Maximum still air range—800 miles.
- Engines—Four 100 h.p. Blackburn Cirrus Minor.
- Undercarriage—fixed tricycle with fully duplicated braking system.

THE M.68 ENSURES-

- Complete protection for all types of freight.
- Elimination of excessive handling.
- Elimination of special packing.
- Virtual elimination of loading problems.
- Elimination or reduction of loss of time due to customs inspection.
- High advertising value for users.
- Important reduction in ground transport charges.
- Greatly increased city-to-city speeds.



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MILES AIRCRAFT LIMITED READING ENGLAND