

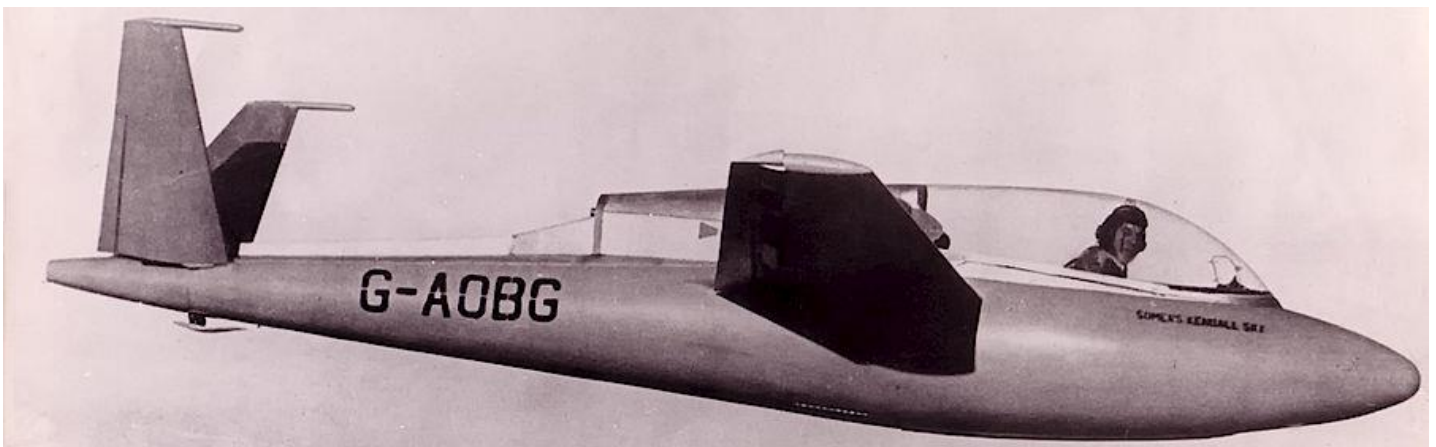
Hugh M. Kendall



Mr. Kendall was the designer and test pilot of the **SK-1** . He had started a pilot career in the Fleet Air Arm during World Second.

He was involved in airplane racing before and after the war. After this, he was pilot test pilot at Handley Page, company for which he will test many aircraft.

At the end of his test pilot career, he will join Shell-Mex then BP Ltd as technical advisor to aircraft manufacturers and airlines.



Somers-Kendall SK-1

This is an original **British** aircraft created for the race.

Although it can be compared to the Fouga Midjet (Turboméca Palas wooden airplane and turbojet), the Somers-kendall SK-1 differs in a more avant-garde design (4 years later, it is true) and especially two-seater.



First flight on October 8, 1955, Nat Somers congratulates Hugh Kendall (Thanks to Peter Bishop for the photo)

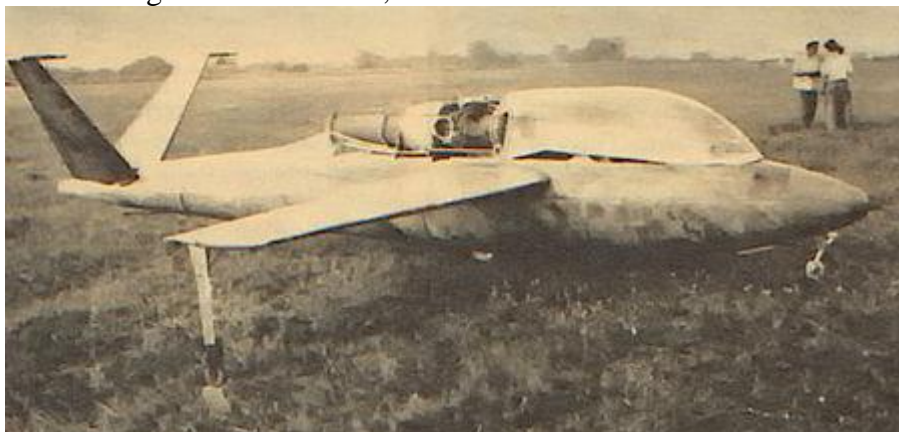
The **Somers-Kendal SK-1** story , funded by **Nat Somers** and designed by **Hugh Kendall**, begins with winning the Royal Aero Club award for designing a touring and racing aircraft.

The first flight of the **SK-1** was made in Woodley by **Hugh Kendall** , its designer, on **October 8, 1955** . This aircraft was designed as a high-performance competition aircraft, jet training aircraft (civilian and military) and sports and racing aircraft, all with acrobatic capabilities.

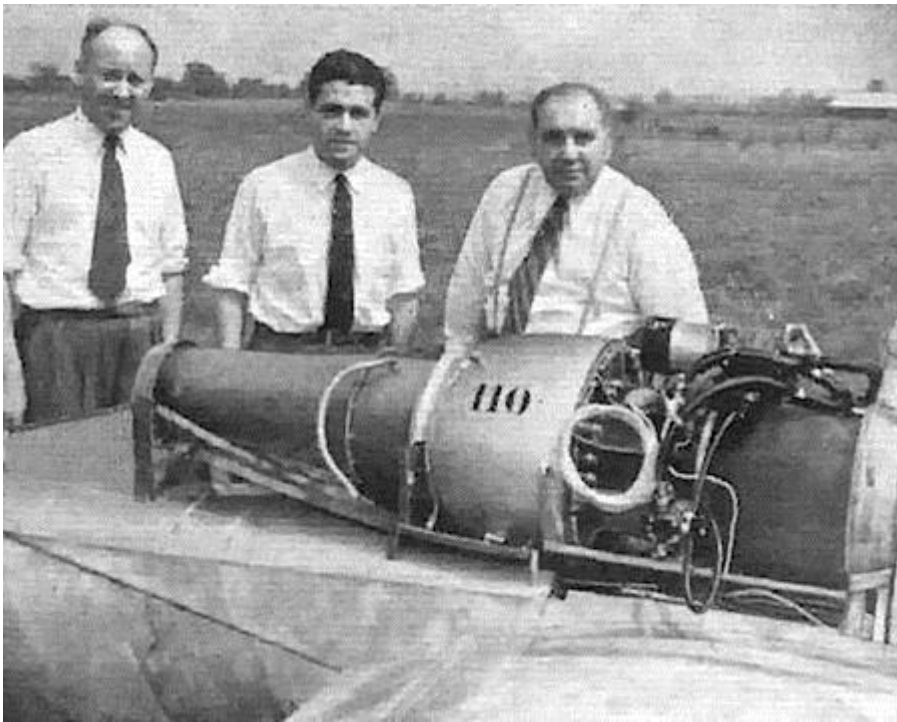
The lack of a commercial outlet (either as a race plane or as a training aircraft for the RAF) put an end to the project.



Source: Flight Archives 1955, Nat Somers in the SK-1 before the installation of the Palas reactor



Source: Aviation Magazine 1955



Source: Flight Archives 1955. Mr. Nat Somers, Mr. Peru de Turbomeca and Mr. Megalow, during the development of the Palas on the SK-1



Source: Flight Archives 1955, from left to right: JCChaplin, RGKent, JWCaunter, JNSomers, HMKendall



Source: Aviation Magazine 1955



Source: Flight Archives 1955. Mr. Nat Somers and Mr. Peru de Turbomeca during an engine test



performances

Performance with Turbomeca Palasde reactor 160 Kp. Are the following :

Lift-off	685m (passage 50 feet, to 750 Kg)
Landing	595m (passage 50 feet to 650 Kg)
Lives. maximum	535 Km / h (at sea level)
Lives. max cruise	450 km / h
Initial rate climb	1850 ft / min
Maximum speed	645 km / h
Autonomy	1160 km to 20,000 ft to 190 kts *

* *Without reservation*



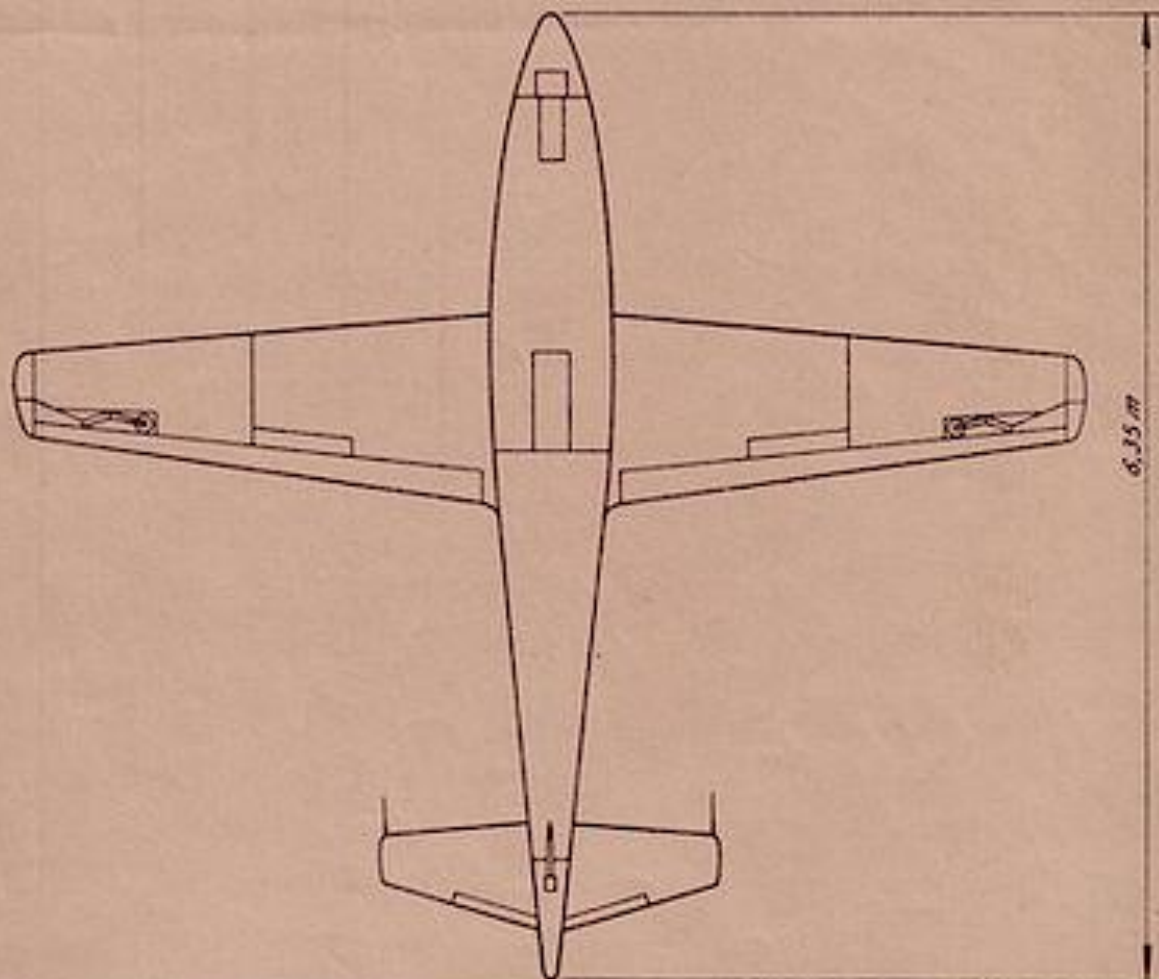
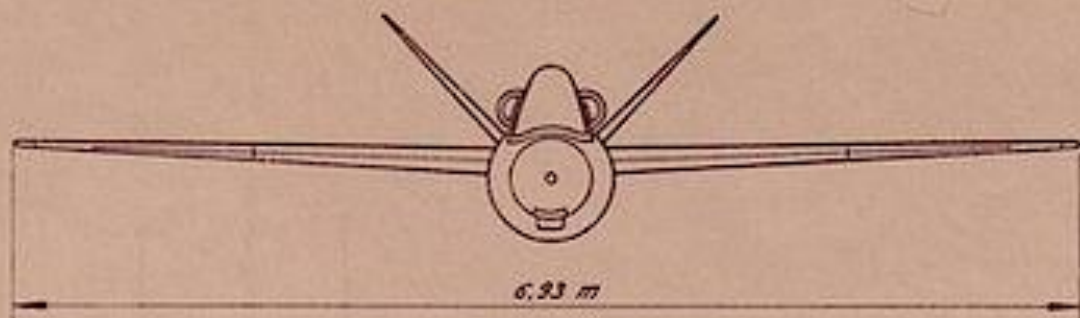
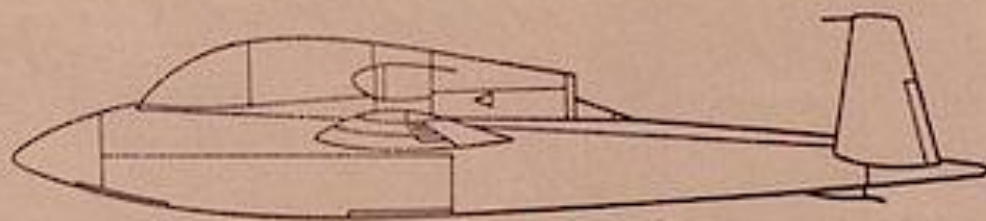
With courtesy of Peter Bishop



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G.B./E.40 (9/56)

Avion SOMERS - KENDALL SK-1





With courtesy of Peter Bishop

Description

The SK-1 is made of wood. The wing rests on a box receiving ribs and a working coating. Not far from the fuselage, the ribs are interrupted and give way to a structural tank. Both tanks have a total capacity of 227 liters (compared to those of the Sipa 200 which are 220 liters).

The only metal parts of the aircraft are the engine mounts, the landing gear and the wing tail. The front tip, and the wingtips are made of synthetic fiber impregnating fiberglass.

The wing has an aspect ratio of 8, and its profile is laminar. The fins extend over the entire span and participate in the hypersustentation by simultaneously pointing downward.

The train is special. He borrows the front wheel at a Miles "Gemini" (tail roulette) as well as his single main wheel.

The side balacines are fully retractable in the wing.

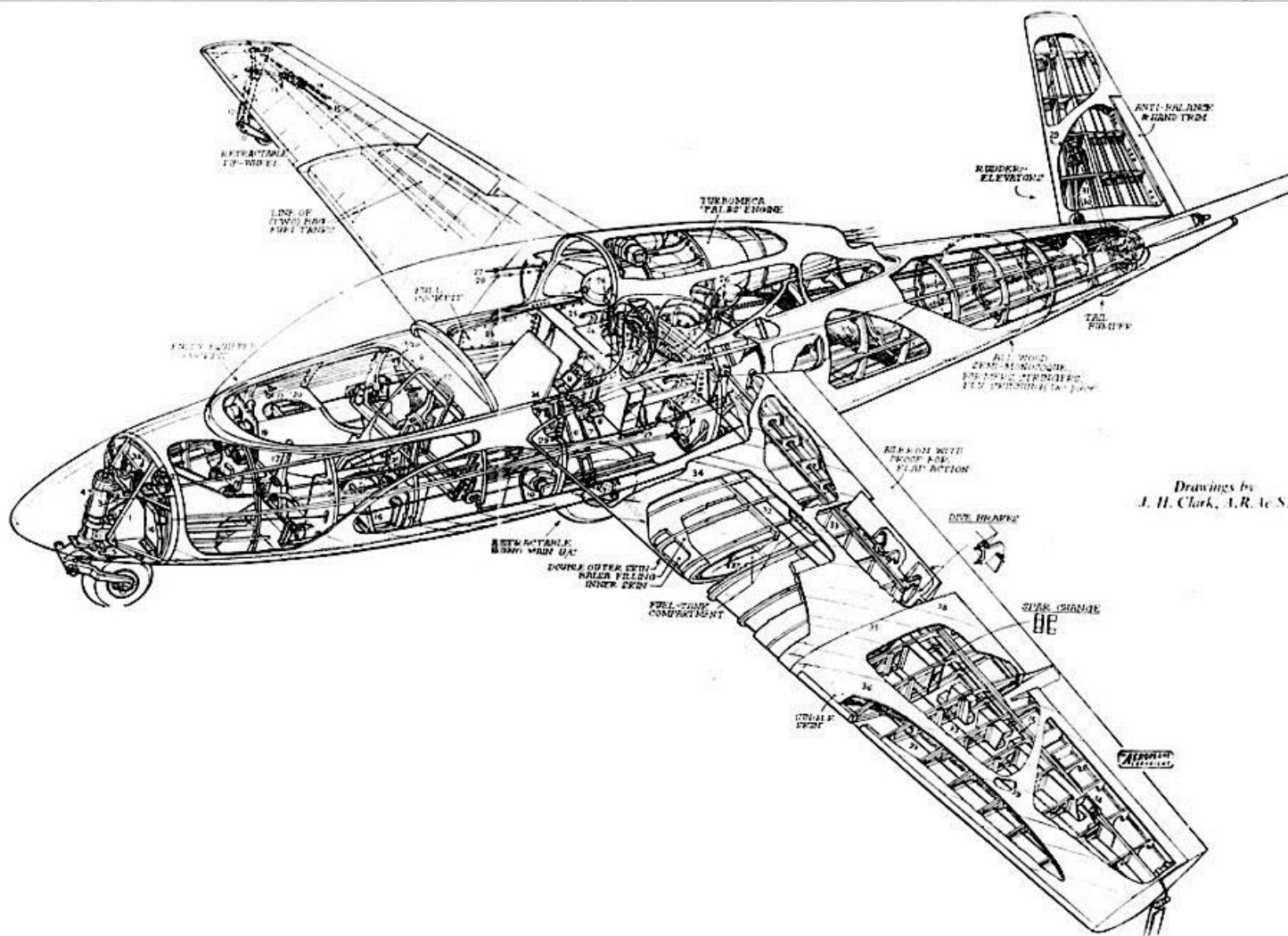
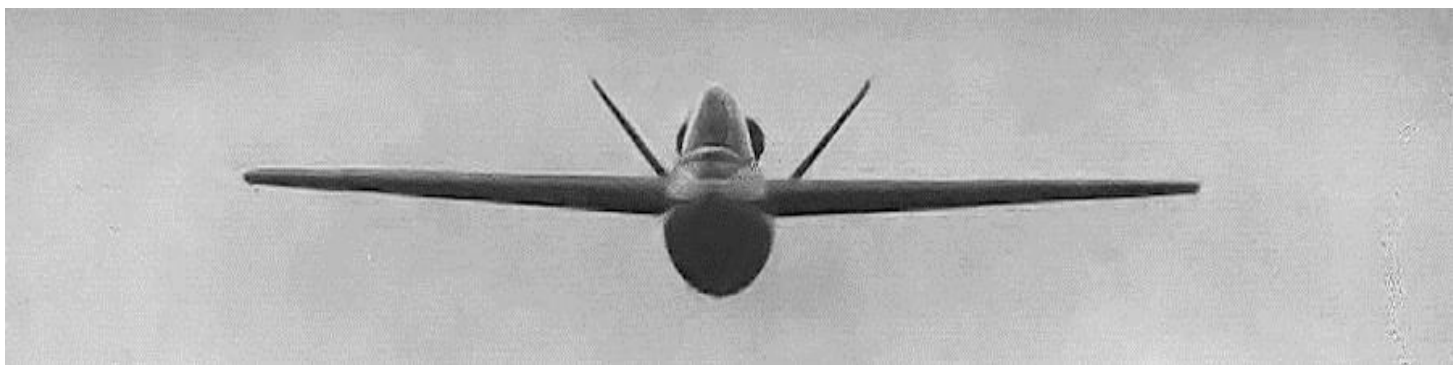
The wing tail is fully mobile. The small flap of trailing edge act as servo-flettners.

The cockpit, tandem two-seater, is protected by a large canopy that precedes the 2 side air intakes of the reactor.

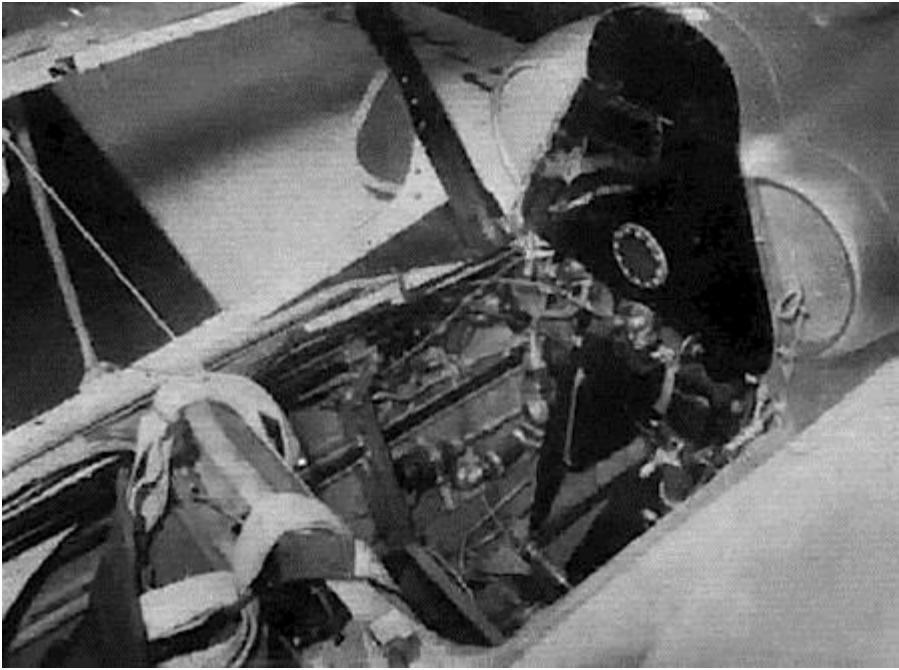
Characteristics

Dimensions	
span	6.93 m
Length	6.35 meters
Height	1.62 m
Bearing surface	6.25 m ²
Fuel capacity	228 l
Load factor	+/- 6 g
Weight	
Fuselage	217 Kg.
Engine and accessories	90 Kg.

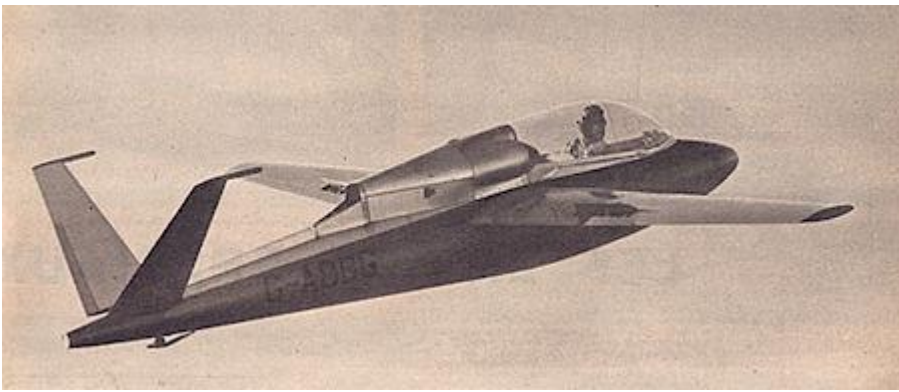
Equipment and oil	35 Kg.
Unloaded weight	343 Kg.



Source: Airplane Monthly



Source: Flight Archives 1955, Rear cockpit, not equipped with seat.



Aviation Magazine, February 1956



Source: Flight Archives 1955, First Flight to Woodley by Hugh Kendall



Source: Mechanix Illustrated, March 1956

The SK-1 today

Somers-Kendall SK-1 was bought by Peter Bishop from Hamburg, Germany. The fuselage is in good condition. He was transferred to France for restoration at Classique Aero Services.

Some other elements exist, as evidenced by these two photos. By cons wings and canopy are missing.



Pieces recovered by Peter Bishop



Pieces recovered by Peter Bishop

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