

**PERFORMANCE CHARTS
OF
AEROPLANES, SEAPLANES
& SHIP AEROPLANES.**

AIR MINISTRY (D.ofR., R.T.P.)

Photo Section No. 1275

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. 1916-17.

No	TYPE	POWER OF ENGINE	ENGINE	NORMAL H.P. at R.P.M. at G.L.	LIFTING SURFACE	PROP. ELLER DIA. IN.	SPEED IN M.P.H. at R.P.M. at 10000'	AIR END MCA	TIME IN MINS. & SECS. TO CLIMB TO PER MIN. AND R.P.M. (at 10000')			SERVICE CEILING FT.	LOADING LBS. PER SQ. FT.	COMPARATIVE PERFORMANCE SEE NOTE	WEIGHT. GROSS - EMPTY FUEL - MILY. SOIL - LAND	DIMENSIONS SPAN LENGTH HEIGHT	No & DATE OF TEST REPORT	SEE ALSO LINE No					
									6500'	10000'	15000'												
1	ARMSTRONG-WHITWORTH	T	2	90 R.A.F. I.A.	100 - 1800	7.748	88	1000	26.5	200	48.5	12000	20.6	2056	1386	230	80	360	40' 5"	29' 7"	10' 9"	M.40	5/16
2	"	T	2	105 R.A.F. I.B.	110 - 1800	7.748	88	1000	12.0	380	11.5	13000	18.3	2010	1375	235	80	320	40' 4"	29' 8"	10' 8"	M.47	5/16
3	"	T	2	120 BEARDMORE	133 - 1200	7.748	88	1000	19.0	280	35.0	12000	18.4	2447	1682	340	105	320	42' 5"	29' 9"	10' 11"	M.32	5/16
4	"	T	2	150 R.A.F. 4.A.	160 - 1800	535	94	1000	16.4	290	32.0	12000	5.3	2827	1980	302	185	360	43' 4"	30' 5"	10' 10"	M.83	5/16
5	"	T	2	150 LORRAINE	170 - 1400	527	89	1000	16.5	280	33.2	11000	5.3	2816	1936	335	185	360	43' 4"	30' 5"	10' 10"	M.89	5/16
6	"	T	2	150 BEARDMORE	170 - 1350	504	95	1000	15.4	330	27.8	13000	5.6	2811	1916	402	133	360	43' 4"	31' 3"	11' 7"	M.46	5/16
7	A.W. QUADROPLANE	T	2	110 CLERGET	110 - 1200	355	94	1000	14.3	335	23.6	13000	5.7	2038	1226	292	160	360	27' 9"	25' 10"	11' 4"	M.77	5/16
8	"	T	2	130 CLERGET	125 - 1250	361	84	1000	15.8	255	37.1	10000	5.6	2019	1236	263	160	360	28' 3"	25' 6"	11' 6"	M.82	5/16
9	AUSTIN BALL A.F.B.I.	T	1	200 HISPANO SUIZA	210 - 2000	281	119	1000	5.2	1060	8.9	22000	7.4	2077	1525	285	87	180	31' 3"	22' 0"	8' 0"	M.122	5/16
10	"	T	1	200 HISPANO SUIZA	210 - 2000	281	119	1000	8.4	610	15.2	16000	7.4	2077	1525	285	87	180	31' 3"	22' 0"	8' 0"	M.122	5/16
11	"	T	1	200 HISPANO SUIZA	210 - 2000	281	119	1000	6.6	790	11.7	17000	7.4	2077	1525	285	87	180	31' 3"	22' 0"	8' 0"	M.122	5/16
12	AVRO TWIN BOMBER	T	3	2-190 ROLLS-ROYCE	2-210 - 1800	920	-	1000	11.4	430	11.2	13500	6.9	6309	4376	1120	273	540	63' 0"	41' 2"	12' 3"	M.110	5/16
13	"	T	3	2-200 B.H.P. GALLON	2-236 - 1400	920	-	1000	9.1	555	16.5	17500	6.6	6050	-	-	0	540	63' 0"	41' 2"	12' 3"	M.155	5/16
14	"	T	3	2-200 B.H.P. GALLON	2-236 - 1400	920	-	1000	9.8	530	17.3	17500	6.9	6323	-	-	273	540	63' 0"	41' 2"	12' 3"	M.155	5/16
15	B.E. 2C.	T	2	90 R.A.F. I.A.	100 - 1800	371	-	1000	20.0	300	45.25	10000	5.8	2142	1370	252	160	360	37' 0"	27' 9"	11' 4"	-	-
16	B.E. 2C.	T	2	150 HISPANO SUIZA	150 - 1500	371	-	1000	13.3	350	26.1	12500	6.4	2350	1750	200	80	320	37' 0"	27' 3"	10' 6"	-	5/16
17	B.E. 2D.	T	2	90 R.A.F. I.A.	100 - 1800	371	7448	75	36.0	110	83.0	7000	5.7	2120	1375	345	80	320	37' 0"	27' 8"	10' 8"	M.30	5/16
18	B.E. 2D.	T	2	90 R.A.F. I.A.	100 - 1800	371	-	89.5	17.6	280	35.7	12000	5.3	1950	-	-	0	360	37' 0"	27' 8"	10' 8"	M.106	5/16
19	B.E. 2E.	T	2	90 R.A.F. I.A.	100 - 1800	360	7448	82	23.8	182	53.0	9000	5.9	2100	1431	239	70	360	40' 6"	27' 3"	11' 9"	M.20	5/16
20	B.E. 12	T	2	150 R.A.F. 4.A.	160 - 1800	371	6296	97	9.5	490	18.8	12500	5.7	2104	1540	283	101	180	37' 0"	27' 3"	11' 4"	-	5/16
21	BEARDMORE FIGHTER	T	2	200 HISPANO SUIZA	210 - 2000	350	111.5	1912	9.7	550	17.1	17000	7.6	2650	1765	340	185	360	34' 10"	26' 10"	10' 0"	M.147	5/16
22	BRISTOL FIGHTER	T	2	150 HISPANO SUIZA	150 - 1500	389	95	1860	10.5	430	19.0	14500	6.2	2414	1474	420	160	360	39' 3"	24' 10"	9' 6"	M.78	5/16
23	"	T	2	190 ROLLS-ROYCE	210 - 1800	406	105	1860	7.5	700	14.5	16800	6.6	2663	1727	396	180	360	38' 2"	25' 9"	9' 4"	M.68	5/16
24	"	T	2	ROLLS FALCON II	253 - 2000	406	119	1860	6.5	830	11.25	21300	6.9	2779	1934	300	185	360	39' 4"	26' 10"	9' 9"	M.124	5/16
25	"	T	2	ROLLS FALCON III	275 - 2000	406	119	1860	6.8	785	11.8	21800	7.0	2808	-	-	185	360	39' 4"	25' 10"	9' 9"	M.163	5/16
26	BRISTOL MONOPLANE	T	1	110 CLERGET	110 - 1200	-	127	118	10.5	2.3	4.8	1080	8.5	1326	913	183	50	180	30' 9"	20' 3"	10' 1"	M.21	5/16
27	"	T	1	150 A.R.I.	150 - 1250	140	-	115	100	1.3	5.8	830	11.1	1370	930	180	80	180	30' 9"	20' 6"	7' 7"	M.37	5/16
28	"	T	1	110 LE RHONE	136 - 1400	140	-	123	99.5	1.3	5.8	875	10.4	1340	900	180	80	180	30' 10"	20' 6"	7' 10"	M.149	5/16
29	"	T	1	110 LE RHONE	136 - 1400	140	-	123	104	1.3	5.5	885	10.2	1348	896	192	80	180	30' 10"	20' 6"	7' 10"	M.161	5/16
30	BRISTOL SCOUT	T	1	80 LE RHONE	84 - 1200	198	89	1860	10.8	385	21.3	15500	6.0	1185	757	178	80	180	24' 5"	20' 7"	6' 6"	M.58	5/16
31	"	T	1	80 CLERGET	80 - 1200	198	89	1860	11.5	430	27.5	11000	5.5	1089	750	169	0	170	24' 5"	20' 7"	6' 6"	-	5/16
32	"	T	1	110 CLERGET	110 - 1200	198	89	1860	9.5	485	18.3	14000	7.2	1415	926	256	73	160	24' 5"	20' 8"	9' 11"	M.21	5/16
33	BRISTOL TWIN FIGHTER	T	2	2-120 BEARDMORE	2-133 - 1200	815	-	85	23.5	237	53.3	9500	6.3	5100	3820	860	100	320	53' 9"	38' 0"	12' 11"	M.37	5/16
34	DE HAVILLAND I.A.	T	2	120 BEARDMORE	133 - 1200	405	90	1860	14.8	340	27.5	13500	5.8	2340	1610	330	80	320	41' 4"	29' 3"	10' 3"	-	5/16
35	"	P	2	100 MOMO	105 - 1200	255	-	86	12.0	380	24.8	14000	6.7	1697	943	238	56	360	-	-	-	-	-
36	"	P	3	2-120 BEARDMORE	2-133 - 1200	800	-	86	23.5	180	-	8500	7.4	5810	3980	1250	40	540	60' 4"	36' 10"	14' 6"	M.36	5/16

NOTE: — LOADING 160 PER H.P. — Gross Weight — Actual H.P. developed at Normal revs. — Fuel & Oil not included in weight — Fuel tank used in absence of Actual H.P. — LIFTING SURFACE — Area of Wings and Tail — Area of

NOTE. — LOADING, LBS. PER H.P. — Gross Weight — Actual H.P. developed at Normal revs.
(A light 5.000 ft. test is used in the case of actual H.P.)
LIFTING SURFACE — Surface of wings and tail only.
No. of Engines — Number of engines fitted.
Air Endurance — At 15000 ft. at full throttle, including climb.
Service Ceiling — Height at which rate of climb is 100 ft. per min.
Weight Empty — Includes loading weight for single engine.

Comparative Performance reduced to correspond with loadings of 14 lbs. per H.P. and 7 lbs. per sq. ft.

AIR MINISTRY.
DIRECTORATE OF RESEARCH.

No.	TYPE	No. of Engines	ENGINE	NORMAL B.H.P. at G.L.	LIFTING SURFACE sq. ft.	PROP. DIAM. ft.	SPEED IN M.P.H. at 10000'	AIR END URGE	TIME IN MINS. & RATE OF CLIMB IN FT. PER MIN. AND A.P.M. @ 10000'			SERVICE CEILING ft.	LOADING LBS. PER HP	COMPARATIVE PERFORMANCE See Note	WEIGHT. GROSS-EMPTY LBS.	DIMENSIONS SPAN ft.	No. & DATE OF TRIAL REPORT	SEE ALSO LINE No.									
									TIME	RATE	CLIMB																
37	De HAVILLAND 4	T. 2	200 B.H.P.	204	1250	430	2328	117	9.3	625	163	6.9	14.4	2945	2010	390	185	360	42' 6"	30' 8"	10' 1"	M.64	9/16				
38	"	4	T. 2	200 B.H.P.	204	1250	430	2328	112	11.0	510	19.0	15.4	3146	2010	340	436	360	42' 6"	30' 8"	10' 1"	M.64	9/16				
39	"	4	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	10.4	490	18.9	7.3	19.0	3234	2197	492	185	360	42' 6"	30' 8"	10' 1"	M.145	9/17				
40	"	4	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	9.3	565	16.5	7.4	13.5	3234	2197	492	185	360	42' 6"	30' 8"	10' 1"	M.145	9/17				
41	"	4	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	9.7	530	17.4	7.4	13.5	3234	2197	492	185	360	42' 6"	30' 8"	10' 1"	M.145	9/17				
42	"	4 ⁽³⁾	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	10.5	485	19.2	7.8	14.1	3386	2197	494	335	360	42' 6"	30' 8"	10' 1"	M.145	9/17				
43	"	4 ⁽³⁾	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	10.2	500	18.6	7.8	14.1	3386	2197	494	335	360	42' 6"	30' 8"	10' 1"	M.145	9/17				
44	"	4 ⁽³⁾	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	15.5	375	24.6	8.3	15.0	3610	2197	494	539	360	42' 6"	30' 8"	10' 1"	M.145	9/17				
45	"	4	T. 2	200 B.H.P. GALLOWAY	236	1400	436	703	10.0	525	17.8	7.5	13.9	3267	2209	513	185	360	42' 6"	30' 8"	10' 1"	M.152	9/17				
46	"	4	T. 2	200 B.H.P. GALLOWAY	236	1400	436	703	9.5	555	16.9	7.5	13.9	3267	2209	513	539	360	42' 6"	30' 8"	10' 1"	M.152	9/17				
47	"	4	T. 2	200 B.H.P. GALLOWAY	236	1400	436	703	13.2	370	24.9	8.4	15.5	3641	2209	513	539	360	42' 6"	30' 8"	10' 1"	M.152	9/17				
48	"	4	T. 2	200 R.A.F. 3A	235	1800	436	703	8.0	650	14.2	7.7	14.2	3340	2304	510	166	360	42' 6"	29' 8"	10' 5"	M.92	4/17				
49	"	4	T. 2	200 R.A.F. 3A	235	1800	436	703	8.5	620	15.1	7.7	14.3	3363	-	-	185	360	42' 6"	29' 8"	10' 5"	M.92	4/17				
50	"	4	T. 2	200 R.A.F. 3A	235	1800	436	703	8.6	610	15.3	7.8	14.3	3410	-	-	185	360	42' 6"	29' 8"	10' 5"	M.144	3/17				
51	"	4	T. 2	250 ROLLS ROYCE	285	1800	436	703	8.9	690	16.4	7.6	11.7	3313	2303	465	185	360	42' 6"	30' 8"	10' 5"	M.83	3/17				
52	"	4	T. 2	260 FIAT	260	1400	436	703	8.6	590	15.6	7.7	12.9	3360	2306	501	193	360	42' 6"	29' 8"	10' 5"	M.116	3/17				
53	"	4	T. 2	260 FIAT	260	1400	436	703	14.0	350	26.7	8.8	14.7	3822	2306	501	655	360	42' 6"	29' 8"	10' 5"	M.144	3/17				
54	"	4	T. 2	375 EAGLE ROLLS	375	2000	436	703	5.2	1042	9.0	8.0	9.3	3472	2403	524	185	360	42' 6"	29' 8"	11' 0"	M.136	4/17				
55	"	5	T. 1	110 LE RHÔNE	126	1250	224	104	8.4	515	16.3	6.6	11.8	1488	1006	222	80	180	25' 1"	21' 0"	8' 8"	M.76	13/16				
56	"	5	T. 1	110 LE RHÔNE	126	1250	211	109	6.9	745	12.4	7.1	11.8	1492	1010	222	80	180	25' 8"	22' 4"	8' 5"	M.117	7/17				
57	"	9	T. 2	200 B.H.P. GALLOWAY	236	1400	436	703	11.1	465	19.9	7.55	13.9	3283	2193	545	185	360	42' 6"	30' 6"	10' 0"	M.146	11/17				
58	"	9	T. 2	200 B.H.P. GALLOWAY	236	1400	436	703	9.6	545	17.2	7.55	13.9	3283	2193	545	185	360	42' 6"	30' 6"	10' 0"	M.146	11/17				
59	"	9	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	8.7	615	15.3	7.5	13.7	3280	-	-	185	360	42' 6"	30' 6"	10' 0"	M.146	11/17				
60	"	9	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	10.2	9	570	16.5	7.4	13.5	3228	-	-	360	42' 6"	30' 6"	10' 0"	M.156	3/17				
61	"	9 ⁽⁷⁾	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	11.0	465	20.1	8.4	15.6	3669	2203	535	571	360	42' 6"	30' 6"	10' 0"	M.156	9/17				
62	"	9 ⁽⁸⁾	T. 2	200 B.H.P. SIDDELEY	240	1400	436	703	12.5	400	23.3	8.2	15.0	3383	2203	535	487	360	42' 6"	30' 6"	10' 0"	M.156	9/17				
63	F.E. 2 B.	P	2	120 BEARDMORE	135	1200	494	368	73	240	45.5	9.00	5.7	21.2	2627	2106	270	92	360	47' 10"	32' 3"	12' 8"	-	5/16			
64	F.E. 2 B.	P	2	160 BEARDMORE	170	1350	494	382	81	210	39.7	11.00	6.2	17.9	3097	2121	396	160	360	47' 10"	32' 3"	12' 8"	-	-			
65	F.E. 2 D.	P	2	250 ROLLS ROYCE	240	1600	494	382	93	250	32.5	12.00	7.0	14.5	3469	2509	520	80	360	47' 10"	32' 3"	12' 8"	M.141	9/16			
66	F.E. 4	P	3	2-140 R.A.F.S.	2-140	1800	-	84	47.0	55	-	-	-	1365	40	540	75	3	34' 3"	15' 5"	-	M.42	8/16				
67	F.E. 8	P	1	100 MIMO.	105	1200	218	7318	9.4	700	17.3	6.15	12.8	1346	895	232	39	180	31' 6"	23' 8"	9' 2"	-	3/16				
68	F.E. 8	P	1	110 LE RHÔNE	113	1250	218	7318	9.3	700	17.3	6.79	13.0	1470	960	280	50	180	31' 6"	23' 8"	9' 2"	-	4/16				
69	HANDLEY PAGE	T	4	2-275 ROLLS ROYCE	2-322	1800	1642	664	20.3	215	42.6	10.50	7.45	19.0	324	12330	3450	2930	200	720	100' 0"	63' 0"	22' 0"	M.143	9/17		
70	"	T	4	2-275 ROLLS ROYCE	2-322	1800	1642	664	20.3	215	42.6	10.50	7.45	19.0	324	12330	3450	2930	200	720	100' 0"	63' 0"	22' 0"	M.143	9/17		
71	"	T	4	2-260 FIAT	2-260	1400	1642	664	24.4	190	53.5	9.00	6.05	19.2	996	-	-	220	720	100' 0"	63' 0"	22' 0"	M.159	9/17			
72	KITTEN (P.V.8)	T	1	30 A.B.C.	32	1800	106	2340	12.0	400	23.1	-	-	61	20.25	96	364	648	358	80	30	180	19' 0"	15' 7"	5' 2"	M.155	9/17

NOTE - LIFTING SURFACE

MILITARY LOAD

AIR RESISTANCE

SERVICE CEILING

WEIGHT EMPTY

Gross Weight. Actual H.P. developed at normal revs.

Weight of Guns, Bombs, Fuel, and other accessories.

Height at which aircraft is in level flight.

Height at which aircraft is in level flight.

Height at which aircraft is in level flight.

(1) 4 1/2 hours at 8000' of 100 m.p.h.

(2) 4 1/2 hours at 8000' of 50 m.p.h.

(3) 2-112 lb. bombs under wings.

(4) 280 lb. dead weight in fuselage.

(5) 2-112 lb. bombs under wings.

(6) 2-112 lb. bombs under wings.

(6) Double two-bladed cross. Integral Prop. Ca. Drg. No. D. 2610.

(7) 2-280 lb. bombs.

(8) 3-112 lb. bombs and 100 lb. in bomb plane.

(9) As on test. Fuel will last 1 hour.

Comparative Performance reduced to correspond with loadings of

14 lbs. per H.P. and 7 lbs. per sq. ft.

AIR MINISTRY.

DIRECTORATE OF RECORDS.

No	TYPE	TACON	No of Planes	ENGINE	NORMAL BHP at G.L.	Landing Speed mph	Prop. Pitch DPS	SPEED IN MPH at 8000 ft at 10000 ft at 12000 ft	AIR C/L Landing Speed	TIME IN MINS at 8000 ft at 10000 ft at 12000 ft	RATE OF CLIMB ft per min at 8000 ft at 10000 ft at 12000 ft	SERVICE CEILING ft	LOADING LBS Per Sq Ft	COMPARATIVE PERFORMANCE See Note	WEIGHT				DIMENSIONS		No of Date of Trial Report	See Also Line No.							
															AT 10000 ft	AT 12000 ft	WING-EMPTY LBS	PER SQ FT	WING-EMPTY LBS	PER SQ FT			SPAN ft	LENGTH ft					
73	MARTINSYDE	T	2	120 BEARHORN	133 @ 1200	58	95	83	32	10.400	19.0	15000	8-2		2424-1579	421	64	340											
74		T	1	160 BEARHORN	170 - 1350	410	2400	102	94	4	8-6	575	15.2		2458-1793	389	96	180	38' 1"	21' 0"	9' 8"	M.80	7/1						
75		T	1	160 BEARHORN	170 - 1350	410	2400	96.5	92		10-0	530	17.8		2458-1793	389	96	180	38' 1"	21' 0"	9' 8"	M.80	7/1						
76		T	1	190 ROLLS ROYCE	210 - 1800	338	185	125	115	13	5-3	300	10-3		2280-1730	214	110	180	31' 10"	25' 0"	9' 11"	M.81	7/1						
77		T	1	ROLLS ROYCE	275 - 2000	323	132	127	125	2	4-4	345	7-3		2280-1730	214	110	180	31' 10"	25' 0"	9' 11"	M.81	7/1						
78		T	1	FALLON EXPANDED	285 - 2000	337	170	125	125		4-0	145	6-8		2280-1730	214	110	180	31' 10"	25' 0"	9' 11"	M.81	7/1						
79		T	2	ZOO HISMAN SUDA	210 - 2000	334	550	107	7	2	7-7	680	13-5		2280-1730	214	110	180	31' 10"	25' 0"	9' 11"	M.81	7/1						
80		T	2	200 ROLLS R. MK3	278 - 1800	474	109	135	107	3	7-7	675	15-7		2280-1730	214	110	180	31' 10"	25' 0"	9' 11"	M.81	7/1						
81	MORANE BIPLANE	T	2	110 LE RHONE	113 - 1200	245		83	3		15-0	400	20-8		1677	1082	225	30	340	27' 6"	23' 8"	8' 7"		3/16					
82	NIUEPORT 2-SEATER	T	2	110 CLERGET	110 - 1200	220	P23	78	10		4-0	70			1550	9	2	16-3											
83	NIUEPORT TRIPLANE	T	2	110 LE RHONE	113 - 1200	143		106			7-5	685	13-6		1550	9	2	16-3											
84	N. E. 1.	P	2	ZOO HISMAN SUDA	210 - 2000	334	550	107	7	2	7-7	680	13-5		2280-1730	214	110	180	31' 10"	25' 0"	9' 11"	M.81	7/1						
85	R. E. 7.	T	2	150 R.A.F. 4A	160 - 1800	348	647	102	89	2	12-4	425	22-0		17500	5-3	14-0	103	262	2944	2071	330	185	360	47' 10"	28' 6"	9' 5"	M.87	7/1
86		T	2	150 BEARHORN	170 - 1350	448		106			15-5	240	31-8		6500	6-3	21-6			3449	2170	349	410	320	57' 0"	31' 10"	12' 7"	M.86	7/1
87		T	2	230 ROLLS R. MK3	278 - 1800	549	2000	163			15-0	500	23-5		6500	6-3	21-6			3290	2285	485	160	360	57' 0"	31' 10"	12' 7"	M.86	7/1
88	R. E. 8.	T	2	150 R.A.F. 4A	160 - 1800	378	626	99	93	2	11-7	390	22-4		13500	6-9	16-3			3674	2677	409	208	360	47' 10"	28' 6"	9' 5"	M.86	7/1
89		T	2	150 R.A.F. 4A	160 - 1800	348	647	102	89	2	12-4	425	22-0		9500	7-4	17-9			2869	1803	335	351	360	47' 10"	28' 6"	9' 5"	M.86	7/1
90		T	2	150 R.A.F. 4A	160 - 1800	348	647	97	84	2	10-2	250	44-2		10500	6-8	16-5			2645			185	360	47' 10"	27' 10"	10' 10"	M.100	7/1
91		T	2	150 R.A.F. 4A	160 - 1800	348	647	98	84	2	2-8	230	39-8		11000	7-4	17-9			2869	1803	255	351	360	47' 10"	27' 10"	10' 10"	M.100	7/1
92		T	2	150 R.A.F. 4A	160 - 1800	348	647	102	89	2	15-8	225	29-1		14500	6-9	16-7			2678			185	360	47' 10"	27' 10"	10' 10"	M.100	7/1
93	R.T. 1.	T	2	150 R.A.F. 4A	160 - 1800	433	626	101	88	2	15-5	445	19-2		15000	6-0	15-9	III	495	2590	1773	272	165	360	47' 10"	27' 10"	10' 10"	M.102	7/1
94		T	2	130 R.A.F. 4A	160 - 1800	433	626	101	88	2	12-5	415	22-5		16000	6-0	15-9			2590	1773	272	165	360	47' 10"	27' 10"	10' 10"	M.102	7/1
95	S. E. 5.	T	1	150 HUGHES FREDON	150 - 1400	249	119	119	93	8	8-0	630	14-2		7000	7-8	12-9	97.5	297	1330	1399	243	166	180	28' 0"	21' 4"	9' 3"	M.84	7/1
96		T	1	150 HUGHES SUDA	156 - 480	249	119	119	93	8	7-0	740	12-6		7000	7-8	12-3			1890			180	180	28' 0"	21' 4"	9' 3"	M.111	7/1
97		T	1	150 HUGHES SUDA	156 - 480	249	119	119	93	8	7-0	740	12-6		7000	7-8	12-3			1890			180	180	28' 0"	21' 4"	9' 3"	M.111	7/1
98		T	1	150 H.S. WILSON	192 - 1820	249	119	119	93	8	12-5	125	27-6		1900	7-8	10-1			1940	1486	247	104	180	28' 0"	21' 4"	9' 3"	M.141	7/1
99		T	1	150 H.S. WILSON	192 - 1820	249	119	119	93	8	12-5	125	27-6		1900	7-8	10-1			1940	1486	247	104	180	28' 0"	21' 4"	9' 3"	M.141	7/1
100		T	1	150 H.S. WILSON	192 - 1820	249	119	119	93	8	12-5	125	27-6		1900	7-8	10-1			1940	1486	247	104	180	28' 0"	21' 4"	9' 3"	M.141	7/1
101	S. E. 5. A.	T	1	200 H.S. WILSON	210 - 2000	247	200	121	3	6-0	915	10-9			1800	7-9	9-8	97.9	248	1936	1459	237	100	28' 0"	21' 4"	9' 3"	M.144	7/1	
102		T	1	200 H.S. WILSON	210 - 2000	247	200	121	3	6-0	915	10-9			1800	7-9	9-8	97.9	248	1936	1459	237	100	28' 0"	21' 4"	9' 3"	M.144	7/1	
103		T	1	200 H.S. WILSON	210 - 2000	247	200	121	3	6-0	915	10-9			1800	7-9	9-8	97.9	248	1936	1459	237	100	28' 0"	21' 4"	9' 3"	M.144	7/1	
104		T	1	200 H.S. WILSON	210 - 2000	247	200	121	3	6-0	915	10-9			1800	7-9	9-8	97.9	248	1936	1459	237	100	28' 0"	21' 4"	9' 3"	M.144	7/1	
105	SOPWITH BOMBER	T	1	110 CLERGET	112 - 1250	349		122	105		14-0	350	26-9		12500	6-8	19-4			2362	1354	508	320	180	33' 6"	25' 9"	9' 7"	M.129	7/1
106		T	1	130 CLERGET	123 - 1250	350		122	105		12-7	380	24-6		13000	6-7	18-8			2342	1316	502	344	180	33' 6"	25' 9"	9' 7"	M.129	7/1
107	SOPWITH BOMBER	T	1	200 Hispano	210 - 2100	475		122	105		12-7	380	24-6		13000	6-7	18-8			2342	1316	502	344	180	33' 6"	25' 9"	9' 7"	M.129	7/1
108	SOPWITH F.X.	T	1	130 CLERGET	123 - 1250	210		122	105		12-7	380	24-6		13000	6-7	18-8			2342	1316	502	344	180	33' 6"	25' 9"	9' 7"	M.129	7/1

NOTE — **LOADING 100 PER M.P.** — Gross Weight = Actual M.P. developed at normal revs
 (A scale showing that Actual M.P. has been used as substance of Actual M.P.
 by means of Weights and Pumps only)
LIFTING SURFACE —
MILITARY LOAD —
AIR ENCUMBRANCE —
SURFACE CEILING —
WEIGHT EMPTY —
 Weight of Carbs, Battery, Ammunition, and Reconnaissance Load
 As opposed to Act of full RACETTE according climb
 Height of which rate of climb is 100 ft/min
 Inquiries Captain Walter's or Walter-cooled engines

- (1) May include tailplane and elevator
- (2) Est. model from structural data

Commutative Fluorocopolymer reduced to correspond with loadings of 14 lbs per M.P. and 7 lbs per Sq Ft.

AIR MINISTRY.
POSTOFFICE OF LONDON.

RECORD OF PERFORMANCES OF BRITISH AEROPLANES, 1916-17.

No	TYPE	REASON FOR FLIGHT	ENGINE	NORMAL B.H.P. & R.P.M. AT G.L.	LIFTING SURFACE Sq. Ft.	PROP. DIA. IN.	SPEED IN M.P.H. & R.P.M. @ 10,000 FT.	AIR END URANCE	TIME IN MIN. & RATE OF CLIMB IN FT. PER MIN. AND R.P.M. @ 10,000 FT.	SERVICE CEILING FT.	LOADING LBS. PER SQ. FT.	COMPARATIVE PERFORMANCE SEE NOTE	WEIGHT	DIMENSIONS	No & DATE OF TRIAL REPORT	SEE ALSO LINE No.					
109	SOPWITH CAMEL	T. 1	100 MONO Gnome	105 - 1200	230	A.M.C. 1008	105.5 1375	102.5	2 1/2	6-8 790	11-8	292 1008	23-3 310	18500	6-0	13-2	1587 882 224 101 180	28' 0" 19' 0" 8' 9"	M.131 8/17.		
110	"	(1) T. 1	100 MONO Gnome	105 - 1200	230	A.M.C. 1008	105.5 1375	102	2 1/2	6-8 780	11-9	281 1008	23-6 300	18500	-	-	-	-	28' 0" 19' 0" 8' 9"	M.138 8/17.	
111	"	(2) T. 1	100 MONO Gnome	105 - 1200	230	A.M.C. 1008	105.5 1375	101	2 1/2	7-0 760	12-3	269 1008	24-8 270	18000	-	-	-	-	28' 0" 19' 0" 8' 9"	M.138 8/17.	
112	"	T. 1	110 LE RHONE	128 - 1250	231	L.P. 2850	108.5 1235	103	2 1/2	5-2 1035	9-0	720 1110	17-3 455	21000	6-1	11-0	1408 889 238 101 180	28' 0" 18' 8" 8' 6"	M.86 5/17.		
113	"	T. 1	110 LE RHONE	137 - 1250	231	L.P. 2850	111.5 1235	105	2 1/2	5-2 1000	9-2	720 1110	16-8 540	24000	6-2	10-4	1422	100	28' 0" 18' 8" 8' 6"	M.123 7/17.	
114	" N.S.	T. 1	130 CLERGET	125 - 1250	221	L.P. 2850	114 1375	104	3	6-4 785	11-7	720 1110	23-7 300	19000	6-9	12-2	1523 956 286 101 180	27' 0" 18' 6" 8' 6"	M.85 3/17.		
115	" F.V.	T. 1	130 CLERGET	125 - 1250	231	L.P. 2850	106.5 1275	105	2 1/2	6-0 880	10-6	1050	20-7 355	19000	6-3	11-6	1453 929 243 101 180	28' 0" 18' 8" 8' 6"	M.86 3/17.		
116	"	T. 1	130 CLERGET	125 - 1250	231	L.P. 2850	108.5 1275	105	2 1/2	6-0 880	10-5	1050	20-0 400	20000	6-4	11-8	1474 956 237 101 180	28' 0" 18' 8" 8' 6"	M.109 5/17.		
117	"	T. 1	130 CLERGET	125 - 1250	231	L.P. 2850	108.5 1275	97.5	2 1/2	6-7 800	11-8	1050	23-3 305	18500	6-4	11-9	1482 962 239 101 180	28' 0" 19' 1" 8' 8"	M.135 8/17.		
118	"	T. 1	130 CLERGET	125 - 1250	231	L.P. 2850	108.5 1275	98	2 1/2	7-0 700	13-0	1050	28-7 200	17000	6-4	11-9	1486 975 230 101 180	28' 0" 19' 1" 8' 8"	M.140 8/17.		
119	"	T. 1	130 CLERGET	120 - 1250	231	L.P. 2850	107.5 1285	93	2 1/2	7-2 735	12-7	1050	24-9 295	18500	6-6	12-2	1524	101	28' 0" 19' 1" 8' 8"	M.150 9/17.	
120	"	T. 1	130 CLERGET	120 - 1250	231	L.P. 2850	107.5 1285	93	2 1/2	6-5 935	10-8	1050	20-0 400	20000	6-3	-	1460	-	28' 0" 18' 8" 8' 6"	M.86 8/17.	
121	"	T. 1	130 CLERGET	120 - 1250	231	L.P. 2850	107.5 1285	93	2 1/2	5-0 1100	8-5	1050	15-8 550	24000	6-3	-	1452	-	28' 0" 18' 8" 8' 6"	M.86 8/17.	
122	"	T. 1	150 A.R.I.	150 - 1250	231	L.P. 2850	111 1270	103	2 1/2	5-5 945	9-8	1050	20-0 335	18000	6-5	10-0	1508 977 250 101 180	28' 2" 18' 6" 8' 6"	M.91 5/17.		
123	"	T. 1	150 A.R.I.	150 - 1250	231	L.P. 2850	111 1270	103	2 1/2	5-6 930	10-0	1050	19-1 415	20500	6-4	9-9	1480	-	28' 2" 18' 6" 8' 6"	M.91 3/17.	
124	"	T. 1	150 A.R.I.	150 - 1250	231	L.P. 2850	111 1270	104	2 1/2	5-6 935	9-9	1050	19-2 400	20000	6-4	9-9	1480	-	28' 2" 18' 6" 8' 6"	M.91 3/17.	
125	"	T. 1	150 B.R.I. (3)	-	-	231	111 1270	110	2 1/2	5-5 995	9-8	1050	19-0 440	20000	6-4	-	1471	-	28' 2" 18' 6" 8' 6"	M.118 5/17.	
126	"	T. 1	150 B.R.I. (4)	-	-	231	111 1270	110	2 1/2	5-5 995	9-8	1050	19-0 440	20000	6-4	-	1471	-	28' 2" 18' 6" 8' 6"	M.118 5/17.	
127	"	T. 1	150 B.R.I. (5)	-	-	231	111 1270	110	2 1/2	5-5 995	9-8	1050	19-0 440	20000	6-4	-	1471	-	28' 2" 18' 6" 8' 6"	M.118 5/17.	
128	"	T. 1	150 B.R.I. (6)	-	-	231	111 1270	110	2 1/2	5-5 995	9-8	1050	19-0 440	20000	6-4	-	1471	-	28' 2" 18' 6" 8' 6"	M.118 5/17.	
129	"	T. 1	150 B.R.I. (7)	-	-	231	111 1270	110	2 1/2	5-5 995	9-8	1050	19-0 440	20000	6-4	-	1471	-	28' 2" 18' 6" 8' 6"	M.118 5/17.	
130	"	T. 1	150 MONO Gnome	154 - 1225	231	A.B. 2050	113 1370	114.5	2 1/2	4-6 1115	8-2	850	15-9 505	22000	6-4	-	1441	930 230 101 180	28' 2" 18' 6" 8' 6"	M.160 12/17.	
131	SOPWITH DOLPHIN	T. 1	200 HISP. SUIZA	210 - 2000	264	L.P. 3000	125.5 1410	124	1 1/2	5-1 1005	9-8	1050	17-3 495	21500	7-1	9-0	1880 1350 249 101 180	32' 4" 22' 6" 7" 9"	M.104 5/17.		
132	"	T. 1	200 HISP. SUIZA	210 - 2000	258	L.P. 3000	125.5 1410	124	1 1/2	5-1 1005	9-8	1050	17-3 495	21500	7-3	9-0	1881 1406 194 101 180	32' 6" 22' 4" 8" 0"	M.137 8/17.		
133	"	T. 1	200 HISP. SUIZA	210 - 2000	258	L.P. 3000	125.5 1410	124	1 1/2	5-1 1005	9-8	1050	17-3 495	21500	7-3	9-0	1881 1406 194 101 180	32' 6" 22' 4" 8" 0"	M.137 8/17.		
134	SOPWITH PUP	T. 1	80 LE RHONE	84 - 1200	254	L.P. 1020	106.5 1190	94	3	8-0 650	14-4	254	30-1 215	17500	4-8	14-6	1225 787 178 80 180	26' 9" 19' 7" 9" 0"	M.8 9/16.		
135	"	T. 1	100 MONO Gnome	105 - 1250	252	L.P. 1020	106.5 1190	94.5	3 1/2	7-2 710	13-0	1050	26-9 250	18000	5-2	12-4	1297 856 181 80 180	26' 6" 20' 0" 8' 11"	M.95 4/17.		
136	"	T. 1	100 MONO Gnome	105 - 1250	252	L.P. 1020	106.5 1190	100	3 1/2	7-1 760	12-4	1050	23-4 340	18500	5-2	12-4	1297 856 181 80 180	26' 6" 20' 0" 8' 11"	M.95 5/17.		
137	SOPWITH SNIPE	T. 1	220 B.R.2.	228 - 1300	259	L.P. 2000	109.5 1250	119	2 1/2	4-2 1235	7-5	900	14-8 520	21500	6-5	7-4	1674 1153 255 86 180	25' 9" 18' 11" 8" 10"	M.165 12/17.		
138	SOPWITH 1/2 STRUTTER	T. 1	110 CLERGET	110 - 1200	346	L.P. 1000	100.5 1250	87	2 1/2	10-8 450	20-4	300	11-8	-	6-2	19-5	2149 1259 370 160 360	33' 7" 25' 8" 9" 8"	M.79 12/16.		
139	"	T. 2	130 CLERGET	125 - 1250	346	L.P. 1000	100.5 1250	87	2 1/2	9-2 340	17-8	310	41-9 135	13500	6-2	17-2	2150 1305 328 157 360	33' 6" 25' 3" 10' 3"	D.21 11/16.		
140	"	T. 2	110 LE RHONE	126 - 1250	347	L.P. 1000	100.5 1250	87	2 1/2	10-5 490	18-9	310	41-5 135	16000	6-4	17-5	2205 1281 404 160 360	33' 6" 25' 9" 9" 8"	M.125 7/17.		
141	SOPWITH TRIPLANE	T. 1	130 CLERGET	125 - 1250	257	L.P. 2100	106.5 1185	95	2 1/2	6-5 750	11-8	900	22-3 380	20500	6-0	12-4	1543 1103 180 80 180	26' 8" 19' 6" 10' 5"	M.75 12/16.		
142	"	T. 1	130 CLERGET	125 - 1250	257	L.P. 2100	106.5 1185	105	2 1/2	6-3 870	10-6	1050	19-0 460	-	5-5	11-3	1415 993 184 58 180	26' 7" 19' 6" 9" 9"	D.24 12/16.		
143	SPAD	(9) T. 1	150 HISP. FROMAN	150 - 1400	200	-	119	107.5	2 1/2	6-3 810	11-3	370	24-5 240	17500	8-2	10-9	91	2.6	1632 1177 195 80 180	25' 6" 20' 3" 7" 0"	M.96 4/17.
144	"	(10) T. 1	150 HISP. FROMAN	150 - 1400	200	-	119	107.5	2 1/2	6-3 810	11-3	370	24-5 240	17500	-	-	-	-	25' 6" 20' 3" 7" 0"	M.96 5/17.	

NOTE. — Loading, lbs. per sq. ft. Gross Weight: Actual H.P. developed at normal revs. (Actual H.P. shown that Rating H.P. has been used in absence of Actual H.P.)
 LIFTING SURFACE. — Surface of wings and flap only.
 MILITARY LOAD. — Weight of bombs, bombs ammunition and reconnaissance load.
 AIR RESISTANCE. — At 10,000 ft. at full throttle including climb.
 SERVICE CLIMB. — Height at which rate of climb is 100 ft. per min.
 WEIGHT EMPTY. — Includes cooling water for water cooled engines.

(1) Oxygen cylinder in or under fuselage.
 (2) Under wing.
 (3) Standard valveless pump with 2 in. holes.
 (4) Large. — without holes.
 (5) — with holes.
 (6) — with 2 in. holes.
 (7) — with 3 in. holes.

(8) Two props. L.P. 2850 and A.D. 2050 were used with practice; final results.
 (9) Without top gun and mounting.
 (10) With top gun and mounting.
 Comparative Performance reduced to comparison with loadings of 15 lbs. per sq. ft. and 7 lbs. per sq. ft.

AIR MINISTRY.
 DIRECTORATE OF RESEARCH.

No	TYPE	FACTOR OF POWER	ENGINE	NORMAL B.H.P. R.P.M. AT G.L.	LIFTING SURFACE	PROP. TURNER DREV. NO.	SPEED IN M.P.H. @ 10,000'			AIR ENG. HORSE-POWER	TIME IN MINS. AND RATE OF CLIMB W.T. PER MIN. AND R.P.M. @ 10,000'			SERVICE CEILING FT.	LOADING LBS. PER H.P.	COMPARATIVE PERFORMANCE 2nd. MACH.	HEIGHT			DIMENSIONS			No & DATE OF TRIAL REPORT	SEE ALSO LINE No.			
							AT 10,000'	AT 10,000'	AT 10,000'		6,500'	10,000'	15,000'				GROSS-EMPTY	FUEL OIL	MILIT. LOAD	SPAN	LENGTH	HEIGHT					
145	VICKERS SCOUT	T	110 CLERGET	110 @ 1200	(215)		106	at 8000	5.2	at 8000	9.3	510	18.0	7.1	13.9	1533	1018	260	95	160	24' 6"	20' 3"	7' 8"	M 219 3/16			
146	- SCOUT	T	110 LE RHONE	113 - 1200	(215)		109	at 8000	5.2	at 8000	7.7	605	14.8	7.5	14.3	1617	1068	300	89	160	24' 6"	19' 10"	7' 8"	M 45 3/16			
147	- F.B.12.	P	80 LE RHONE	84 - 1200	(204)		86	81 1250	3.4	81 1250	13.2	325	27.6	11.500	6.3	15.2	1275	845	170	80	180	25' 10"	21' 11"	8' 7"	M 61 1/16		
148	- F.B.12c.	P	110 LE RHONE	113 - 1200	236		87	81 1250	3.4	81 1250	9.7	495	18.5	48.3	70	14500	6.1	12.8	1447	927	260	80	180	29' 6"	21' 0"	8' 9"	M 99 5/7
149	- F.B.12c.	P	100 ANZANI	100 - 1200	236		86.5	77 1115	3.4	77 1115	15.4	280	35.6	10.000	6.2	14.7	1473	953	260	80	180	29' 6"	22' 0"	9' 0"	M 121 7/17		
150	- F.B.14	T	160 BEARDMORE	170 - 1350	(427)		89	82 1225	3.4	82 1225	18.6	235	40.6	10.000	6.3	15.7	2672	1770	337	205	360	36' 9"	28' 4"	10' 0"	M 58 9/16		
151	- F.B.14A	T	150 LORRAINE	170 - 1400	417		96	82 1225	3	82 1225	16.6	280	33.6	11.500	6.3	15.4	2420	1832	243	185	360	38' 0"	26' 6"	10' 0"	M 88 4/17		
152	- F.B.14D	T	250 ROLLS MK.4	267 - 1600	474		111.5	110 1670	101	3 1/2	8.4	600	15.4	13.500	7.0	12.4	3308	2289	448	211	360	41' 4"	31' 3"	10' 3"	M 93 4/17		
153	- F.B.14F	T	150 R.A.F.4A.	160 - 1800	420		97	92 1815	2	2 1/2	8.9	570	16.5	14.000	6.2	16.2	2987	1734	308	185	360	39' 8"	27' 0"	10' 6"	M 102 3/17		
154	- F.B.16A	T	150 HISPANO S. (1)	150 - 1400	200		120	116 1735	109	2 1/4	6.6	750	12.4	15.000	8.4	11.2	1674	1170	224	100	180	25' 0"	19' 3"	7' 10"	M 100 3/17		
155	- F.B.16A	T	150 HISPANO S. (1)	150 - 1400	200		-	115 1520	-	-	7.0	720	12.8	15.000	8.4	11.2	1674	1170	224	100	180	25' 0"	19' 3"	7' 10"	M 100 3/17		
156	- F.B.16A	T	150 HISPANO S. (1)	150 - 1400	200		-	115 1520	-	-	7.5	780	12.6	16.500	8.4	11.2	1674	1170	224	100	180	25' 0"	19' 3"	7' 10"	M 100 3/17		
157	- F.B.16A	T	150 HISPANO S. (1)	150 - 1400	200		-	-	104	-	6.2	810	11.4	16.000	8.3	11.0	1654	1170	224	80	180	25' 0"	19' 3"	7' 10"	M 100 3/17		
158	- F.B.16A	T	150 HISPANO S. (1)	150 - 1400	200		-	-	-	-	7.6	765	12.7	17.500	8.3	11.0	1654	1170	224	80	180	25' 0"	19' 3"	7' 10"	M 100 3/17		
159	- F.B.16D	T	200 HISPANO S.	210 - 2000	227		123	125 2130	126	2 1/4	5.6	955	9.8	19.000	8.3	8.9	1876	-	-	-	-	25' 0"	19' 7"	8' 9"	M 126 7/17		
160	- F.B.16D	T	200 HISPANO S.	210 - 2000	227		126	125 2130	126	2 1/4	6.0	900	10.4	18.500	8.3	8.9	1875	1376	231	88	180	25' 0"	19' 7"	8' 9"	M 126 7/17		
161	- F.B.19	T	110 LE RHONE	127 - 1250	211		90	98 1175	90	3 1/4	7.8	630	14.8	15.000	7.0	11.6	1478	892	326	80	180	24' 0"	18' 8"	8' 3"	M 97 3/17		
162	- F.B.25	P	150 HISPANO S.	156 - 1500	-		84.5	78 1230	-	-	13.4	345	27.2	11.500	-	15.7	2454	-	-	-	-	-	-	-	M 124 7/17		
163	- F.B.26	P	200 HISPANO S.	210 - 2000	(267)		-	-	-	-	6.0	945	9.9	20.500	7.6	9.7	2030	-	-	-	-	-	-	-	M 127 7/17		
164																											
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NOTE. — LOADING, LBS. PER H.P. — Gross Weight — Actual H.P. developed at normal r.p.m. (1) 150 c.c. Zenith (2) 190 c.c. A.I.D. (3) Without top gun and mounting

LIFTING SURFACE — Surface of Wings only
 AIRCRAFT LOADING — Weight of Crew, Engine, Armament and Reconnaissance Load.
 AIRCRAFT LOADING — At 15,000 ft. at full throttle including climb.
 SERVICE CEILING — Height of aircraft at climb in 100 ft./min.
 WEIGHT EMPTY — Includes Crew in Seats for 200 lbs. each

COMPARATIVE PERFORMANCE reduced to correspond with loadings of 16 lbs. per H.P. and 7 lbs. per sq. ft.

AIR MINISTRY.
 DIRECTORATE OF RESEARCH.

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No	TYPE	FUNCTION OF PLANE	ENGINE	NORMAL B.H.P. & R.P.M. AT G.L.	LIFTING SURFACE	SPEED IN M.P.H. & R.P.M. AT 10,000'	AIR ENDURANCE	TIME IN MIN. & RATE OF CLIMB IN FT. PER MIN. AND R.P.M. AT 10,000'	SERVICE CEILING	LOADING	COMPARATIVE PERFORMANCE See Note.	WEIGHT	DIMENSIONS	No & DATE OF TRIAL REPORT	See also LINE No	
38	DE HAVILLAND 9	T	2 260 FIAT	260 - 1400	438	107.5	10.9	9.2 550 16.6	20000	8.2 13.9	-	3600	42' 6" 30' 6" 10' 0"	M 171	18	
39	" 9	T	2 260 FIAT	260 - 1400	438	107.5	10.9	9.0 580 16.6	17500	8.2 13.9	-	3600	42' 6" 30' 6" 10' 0"	M 171	38	
40	DE HAVILLAND 9A	T	2 ROLLS EAGLE 8	345 - 1800	494	116	10.9	7.0 770 12.2	20000	7.7 11.0	106.5 475	3800	2705 550 608	360 46' 0" 31' 3" 11' 2"	M 182	18
41	" 9A ⁽²⁾	T	2 ROLLS EAGLE 8	345 - 1800	494	116	10.9	8.7 600 15.6	16000	8.6 12.25	-	4223	2705 550 608	360 46' 0" 31' 3" 11' 2"	M 182	18
42	" 9A ⁽³⁾	T	2 ROLLS EAGLE 8	345 - 1800	494	116	10.9	10.0 525 17.8	14000	9.75 14.0	-	4815	2705 550 608	360 46' 0" 31' 3" 11' 2"	M 182	18
43	" 9A	T	2 ROLLS EAGLE 8	359 - 1800	488	113	10.7	10.0 525 17.8	17000	8.9 12.1	-	4337	2832 960 581	360 45' 11" 30' 0" 10' 10"	M 227	18
44	" 9A	T	2 ROLLS EAGLE 8	359 - 1800	488	113	10.7	13.4 330 24.6	14500	9.7 13.2	-	4733	2832 960 581	360 45' 11" 30' 0" 10' 10"	M 227	18
45	" 9A	T	2 ROLLS EAGLE 8	359 - 1800	488	113	10.7	14.7 345 27.1	13500	10.25 13.9	-	5000	2832 960 581	360 45' 11" 30' 0" 10' 10"	M 227	18
46	" 9A	T	2 400 LIBERTY	396 - 1600	493	114	10.6	8.8 800 11.8	17000	8.55 10.65	97.5 365	4220	2770 905 185	360 46' 0" 30' 0" 11' 4"	M 213	18
47	DE HAVILLAND 9A with 2-230 lb. bombs	P	2 400 LIBERTY	396 - 1600	493	114	10.6	8.9 595 15.8	16500	9.45 11.75	-	4645	2800 905 185	360 46' 0" 30' 0" 11' 4"	M 213	46
48	DE HIO. AMIENS Mk I	P	2-200 B.N.P. SIDDELEY	2-235 - 1400	787	89.5	3.2	11.4 445 20.9	15000	8.8 14.8	-	6950	8004 825 581	540 62' 11" 39' 1" 64' 6"	M 194	18
49	" Mk I ⁽³⁾	P	2-200 B.N.P. SIDDELEY	2-235 - 1400	787	89.5	3.2	8.7 660 15.2	15000	7.4 12.4	-	5814	5004 377 73	360 62' 11" 39' 1" 64' 6"	M 194	18
50	DE HIO. AMIENS Mk 3	T	2-400 LIBERTY	2-396 - 1600	833	105	4	9.5 560 16.6	16000	10.2 10.75	-	8500	5600 435 925	540 62' 11" 39' 6" 74' 7"	M 217	18
51	" Mk 3	T	2-400 LIBERTY	2-396 - 1600	833	105	4	10.1 505 18.5	15000	10.8 11.35	-	9000	5600 435 925	540 62' 11" 39' 6" 74' 7"	M 217	18
52	" Mk 3	T	2 LIBERTY HIGH COMPRESSION	2-405 - 1600	851	117	5.5	8.2 650 14.6	17500	10.0 10.5	-	8500	5585 1710 665	540 64' 9" 39' 9" 13' 6"	M 221	50
53	" Mk 3	T	2 LIBERTY HIGH COMPRESSION	2-405 - 1600	851	117	5.5	9.0 580 16.1	16500	10.6 11.1	-	9000	5585 1710 665	540 64' 9" 39' 9" 13' 6"	M 221	51
54	DE HAVILLAND 10A	T	2 LIBERTY HIGH COMPRESSION	2-405 - 1650	851	117	5.5	6.4 860 11.0	19000	10.0 10.5	-	8500	5750 1756 454	540 65' 0" 39' 9" 14' 10"	M 225	18
55	" 10A	T	2 LIBERTY HIGH COMPRESSION	2-405 - 1650	851	117	5.5	7.1 755 12.4	17500	10.6 11.1	-	9000	5750 1756 454	540 65' 0" 39' 9" 14' 10"	M 225	52, 53
56	FAIREY IIIA SHIP AEROPLANE	T	2 SUNBEAM MAORI	270 - 2100	444	87	11.0	14.0 360 26.0	13500	8.5 14.6	(94) (40)	3945	2690 446 449	360 45' 10" 31' 0" 12' 0"	M 220	18
57	F.E.2H with OLEO UNDERCARRIAGE	P	2 200 B.N.P. SIDDELEY	235 - 1400	497	85	13.30	12.3 400 23.2	14000	6.75 14.3	86.0 230	3355	2240 530 185	360 47' 11" -	M 190	18
58	" with OLEO UNDERCARRIAGE	P	2 200 B.N.P. SIDDELEY	235 - 1400	497	85	13.30	15.0 340 27.5	14000	6.75 14.25	-	3345	2270 530 185	360 47' 11" -	M 190	18
59	" with VEE UNDERCARRIAGE	P	2 200 B.N.P. SIDDELEY	235 - 1400	497	85	13.30	11.1 465 20.0	14500	6.4 13.6	-	3190	2255 390 185	360 47' 11" -	M 190	18
60	" with VEE UNDERCARRIAGE	P	2 200 B.N.P. SIDDELEY	235 - 1400	497	85	13.30	12.1 420 21.6	16000	6.4 13.5	-	3180	2245 390 185	360 47' 11" -	M 190	18
61	" with VEE UNDERCARRIAGE	P	2 200 B.N.P. SIDDELEY	235 - 1400	497	85	13.30	10.3 490 18.8	15500	6.2 13.1	-	3070	2245 395 172	360 47' 11" -	M 190	18
62	GRAIN "GRIFFIN" SHIP AEROPLANE	T	2 200 B.R.2.	228 - 1300	497	113	39.5	5.0 585 15.2	16500	5.75 12.5	106.5 300	2858	1675 477 346	360 42' 7" 27' 6" 10' 0"	M 209	18
63	HANDLEY-PAGE	T	2 SUNBEAM MAORI	2-281 - 2150	1645	87	11.0	19.8 240 40.0	10500	6.2 18.1	-	1070	8326 1204 100	540 100' 2" -	M 202	18
64	" (B)	T	2 SUNBEAM MAORI	2-281 - 2150	1645	87	11.0	19.8 240 40.0	10500	6.2 18.1	-	1070	8326 1204 100	540 100' 2" -	M 202	18
65	HANDLEY-PAGE with 16-112 lb. bombs	T	2 ROLLS EAGLE 8	2-359 - 1800	1645	87	11.0	27.2 160 -	8500	8.1 18.6	(37) (310)	3340	8502 2344 1974	540 100' 4" 63' 0" 11' 8"	M 219	18
66	HANDLEY-PAGE V/1500	T & P	4 ROLLS EAGLE 8	4-359 - 1800	2636	87	11.0	18.5 220 -	10000	8.55 17.2	-	24700	16210 4290 3120	1080 125' 6" 64' 4" 22' 0"	M 228	18
67	MARTINSYDE SCOUT	T	1 ROLLS FALCON 3	288 - 2200	338	117	12.5	4.7 1165 8.1	21500	7.25 8.5	-	2446	1859 283 124	180 32' 9" 25' 6" 8' 0"	M 200	18
68	MARTINSYDE F.4	T	1 300 HISPANO	305 - 1800	329	117	12.5	4.0 1415 6.7	25000	6.35 7.5	(102) (405)	2289	1710 298 101	180 32' 9" 25' 3" 8' 0"	M 210	18
69	MARTINSYDE F.4	T	1 300 HISPANO with new VEE engine	305 - 1800	329	117	12.5	4.0 1355 6.9	26000	6.95 7.5	-	2289	1710 298 101	180 32' 9" 25' 3" 8' 0"	M 210	68
70	PARMALL SHIP AERO "PANTHER"	T	2 230 B.R.2.	228 - 1300	325	113	39.5	4.4 545 17.1	14500	8.0 11.4	-	2595	1328 841 366	360 29' 6" 25' 0" 6" 0"	M 196	18
71	S.E.5	T	1 VIPER HISPANO	202 - 1800	249	117.5	10.5	6.7 810 11.6	19000	8.0 9.8	-	1980	-	100 180 28' 0" 21' 4" 9' 5"	M 164	18
72	S.E.5	T	1 VIPER HISPANO	202 - 1800	249	117.5	10.5	6.3 870 11.8	19500	8.0 9.8	-	1988	-	180 28' 0" 21' 4" 9' 5"	M 164	71
73	S.E.5A with PARACHUTE	T	1 WOLSELEY VIPER	220 - 2000	249	117.5	10.5	7.3 730 12.9	18000	-	-	-	-	140 180 28' 0" 21' 4" 9' 5"	M 248	18
74	" with PARACHUTE	T	1 WOLSELEY VIPER	220 - 2000	249	117.5	10.5	6.9 770 12.1	18000	-	-	-	-	106 180 28' 0" 21' 4" 9' 5"	M 248	18
75	SHORT "BIRCH" with 16-112 lb. bombs	T	1 ROLLS EAGLE 8	345 - 1800	791	123	98	7.9 660 14.0	13000	4.7 10.8	-	5732	2549 558 43	180 52' 2" 33' 10" 12' 0"	M 207	18

NOTE.—LOADING: LBS. PER H.P.—Gross Weight—Actual H.P. developed at normal revs.
(1) With 2-230 lb. bombs.
(2) With 2-230 lb. bombs.
(3) With 2-230 lb. bombs and 14-20 lb. bombs.
(4) With 2-230 lb. bombs and 327 lbs. dead weight.

COMPARATIVE PERFORMANCE reduced to correspond with loading of 14 lbs. per H.P. and 7 lbs. per sq. ft.
(1) Two 2-bladed Rotors superimposed. Airspeed: 1000 ft. per min.
(2) With 2-230 lb. bombs.
(3) With 2-230 lb. bombs and 14-20 lb. bombs.
(4) With 2-230 lb. bombs and 327 lbs. dead weight.

(6) As short Distance Day Bomber
(7) As Home Defence Machine.
(8) Wt. of bombs = 1500 lbs.
(9) Span folded = 31' 6"
(10) Endurance at 15,000 ft. = 2 1/2 hrs.
(11) Wt. of Max. Speed = 1400 lbs.

AIR MINISTRY.

RESEARCH.

No	TYPE	TRADE MARK OR NUMBER	ENGINE	NORMAL B.H.P. AT G.L.	LIFTING SURFACE	PROP. FUEL CON. PER GAL.	SPEED IN M.P.H. AT 10,000 FT.		AIR ENDURANCE HOURS	TIME IN MINS. & RATE OF CLIMB IN FT. PER MIN. AT 10,000 FT.		SERVICE CEILING FT.	LOADING		COMPARATIVE PERFORMANCE (See Note)	WEIGHT	DIMENSIONS		No. & DATE OF TRIAL REPORT	SEE ALSO LINE No								
							6500	10000		6500	10000		TIME	RATE			LBS. PER GAL.	LBS. PER CUB. FT.			SPAN	LENGTH						
76	SHORT "SHIRL" WITH LIGHT CRUISE TORPEDO	T. 1	ROLLS EAGLE 8	345 - 1800	791	239	94	17.0	255	38.0	9500	7.0	16.0	96	225	5512	2949	558 11825	180	52' 2" 35' 10"	12' 0"	M. 207	9/6	-				
77	SHORT "SHIRL" WITH ROTATION GUN & SKINS	T. 1	ROLLS EAGLE 8	359 - 1800	796	-	93	17.5	250	38.4	10000	6.9	15.35	-	-	5512	3319	592 1421	180	52' 2" 35' 11"	11' 10"	M. 232	9/6	75.76				
78	"	T. 1	ROLLS EAGLE 8	359 - 1800	796	-	92.5	-	-	-	9000	7.5	16.6	-	-	5551	3319	1051 1421	180	52' 2" 35' 5"	11' 10"	M. 160	1/8	-				
79	SOPWITH CAMEL	T. 1	150 MONO Gnome	154 - 1225	231	180	94	5.6	960	7.6	1775	17.9	470	2200	6.2	9.4	4441	330	230	101	180	28' 2" 16' 6"	8' 6"	M. 160	1/8	-		
80	"	T. 1	150 MONO Gnome	150 - 1225	233	180	94	5.8	890	10.3	1775	19.7	410	21500	6.55	10.15	1523	993	249	101	180	28' 2" 19' 0"	8' 7"	M. 236	9/6	79		
81	SOPWITH BOMBER	T. 1	200 HISPANO	207 - 2000	469	180	94	9.2	570	16.4	1775	34.2	180	17000	6.5	4.65	3035	-	560	180	-	-	M. 195	5/6	-			
82	SOPWITH BULLDOG	T. 2	230 CLERGET	-	336	180	94	2.4	600	10.5	1775	38.9	100	15000	7.45	10.8	4498	441	378	318	360	33' 10" 23' 0"	8' 9"	M. 197	3/6	-		
83	SOPWITH DOLPHIN (1)	T. 1	200 HISPANO S.	210 - 2000	258	180	94	6.1	900	10.5	1775	19.5	425	21000	7.4	9.1	1511	-	-	101	180	32' 6" 22' 6"	8' 0"	M. 172	1/8	-		
84	"	(2)	T. 1	200 HISPANO S.	210 - 2000	258	180	7.1	775	12.1	1775	23.0	335	20000	7.6	9.3	1959	-	-	136	180	32' 6" 22' 6"	8' 0"	M. 172	1/8	-		
85	"	(3)	T. 1	200 HISPANO S.	210 - 2000	258	180	6.4	855	11.0	1775	20.2	420	21000	7.8	9.6	2203	-	-	101	180	32' 6" 22' 6"	8' 0"	M. 174	2/8	83.84		
86	"	(4)	T. 1	200 HISPANO S.	210 - 2000	258	180	6.2	885	10.6	1775	19.9	405	21000	7.7	9.5	1990	-	-	101	180	32' 6" 22' 6"	8' 0"	M. 174	2/8	83.84		
87	"	(5)	T. 1	200 HISPANO S.	210 - 2000	258	180	5.5	910	10.3	1775	19.9	405	19000	7.6	9.4	1970	-	-	101	180	32' 6" 22' 6"	8' 0"	M. 172	2/8	83		
88	"	(6)	T. 1	-	210 - 2000	258	180	6.5	800	11.7	1775	19.9	405	18500	7.8	9.6	2008	-	-	139	180	32' 6" 22' 6"	8' 0"	M. 172	2/8	84		
89	"	(7)	T. 1	-	210 - 2000	258	180	6.5	800	11.7	1775	19.9	405	18500	7.8	9.7	2018	-	-	149	180	32' 6" 22' 6"	8' 0"	M. 172	2/8	84		
90	"	(8)	T. 1	200 HISPANO S.	212 - 1800	262	180	6.3	840	11.3	1775	21.6	345	19000	7.65	9.45	2000	1466	253	101	180	32' 6" 22' 0"	7' 10"	M. 235	10/8	86		
91	SOPWITH HIPPO.	T. 2	225 CLERGET	-	-	-	-	7.4	655	13.4	1775	28.6	195	17000	-	-	2590	-	-	363	360	-	-	M. 170	1/8	-		
92	"	T. 2	220 CLERGET	-	360	-	-	7.4	655	13.4	1775	28.6	195	17000	7.2	-	2590	1481	386	363	360	38' 10" 24' 6"	8' 0"	M. 170	2/8	91		
93	SOPWITH RHINO	T. 2	200 B.F. Sockley	240 - 1400	(612)	180	94	12.5	580	24.8	1775	17.6	400	15000	5.9	15.0	3590	2185	507	538	360	-	-	M. 167	3/6	-		
94	"	T. 2	-	240 - 1400	(612)	180	94	13.5	550	26.6	1775	17.6	400	15000	5.9	15.0	3590	2185	507	538	360	-	-	M. 167	3/6	-		
95	"	T. 2	-	240 - 1400	(612)	180	94	10.0	500	18.6	1775	17.6	400	14500	5.0	12.8	3061	(2185)	465	51	360	-	-	M. 167	3/6	-		
96	"	T. 2	200 B.F. Sockley	255 - 1400	608	180	94	12.5	580	24.8	1775	17.6	400	15000	5.9	15.3	3590	2185	507	538	360	33' 1" 27' 10"	10' 11"	M. 167	3/6	94.95		
97	SOPWITH SALAMANDER	T. 1	200 B.R. 2	228 - 1300	274	180	94	9.1	550	17.1	1775	17.6	400	19000	9.45	11.0	97	330	2512	1844	258	230	180	30' 0" 18' 5"	9' 0"	M. 211	9/6	-
98	SOPWITH SNIPE	T. 1	200 B.R. 2	228 - 1300	274	180	94	4.9	1040	8.8	1775	17.6	400	19500	7.1	8.6	1950	-	-	321	180	-	-	M. 176	3/6	-		
99	SOPWITH SNIPE	T. 1	200 B.R. 2	228 - 1300	274	180	94	4.9	1040	8.8	1775	17.6	400	19500	7.2	8.6	1879	210	1964	1212	251	321	180	30' 0" 18' 7"	9' 0"	M. 176	3/6	98
100	"	T. 1	-	228 - 1300	274	180	94	4.4	1225	7.4	1775	13.3	710	-	-	-	-	-	70	180	30' 0" 18' 7"	9' 0"	M. 176	3/6	98			
101	"	T. 1	-	228 - 1300	274	180	94	5.0	1035	8.8	1775	17.6	400	19500	7.3	8.75	92.6	220	1992	1212	251	349	180	30' 0" 18' 7"	9' 0"	M. 176	3/6	99.100
102	"	T. 1	-	228 - 1300	272	180	94	4.9	1045	8.8	1775	17.6	400	19500	7.2	8.55	86	160	1950	1240	380	150	180	30' 2" 19' 3"	8' 10"	M. 204	5/6	101
103	"	T. 1	B. R. 2 WITH NEW TYPE PISTONS	228 - 1300	272	180	94	5.2	990	9.4	1775	18.5	390	20500	7.2	8.55	-	1950	1240	380	150	180	30' 2" 19' 3"	8' 10"	M. 204	5/6	102	
104	"	T. 1	B. R. 2 (TUNED UP)	245 - 1300	270	180	94	5.0	1025	8.9	1775	17.6	430	20500	7.45	8.25	-	2015	1305	345	185	180	30' 1" 19' 10"	8' 9"	M. 223	5/6	103	
105	SOPWITH SNIPE PRODUCTION MAGNIFICENT	T. 1	B. R. 2	228 - 1300	270	180	94	5.2	970	9.4	1775	18.8	390	19300	7.5	8.85	-	2020	1312	343	185	180	30' 1" 19' 10"	8' 9"	M. 226	5/6	104	
106	SOPWITH SNIPE WITH CAMEL LEAD.	T. 1	B. R. 2	230 - 1300	270	180	94	4.3	1120	7.6	1775	14.6	530	21000	6.6	7.7	-	1775	1312	178	105	180	30' 1" 19' 10"	8' 9"	M. 226	5/6	105	
107	SOPWITH SNIPE AFTER 24 MONTHS FLIGHT	T. 1	B. R. 2	230 - 1300	270	180	94	5.7	900	10.3	1775	20.7	360	21000	7.5	8.8	-	2020	1312	343	185	180	30' 1" 19' 10"	8' 9"	M. 226	5/6	-	
108	SOPWITH SNIPE	T. 1	B. R. 2	230 - 1300	269	180	94	7.0	740	12.6	1775	32.1	1120	19000	8.45	9.9	-	2271	1529	531	231	180	30' 0" 19' 5"	8' 11"	M. 244	4/6	106	
109	"	T. 1	B. R. 2	230 - 1300	269	180	94	8.0	640	14.6	1775	33.2	1150	16000	8.45	9.9	-	2271	1529	531	231	180	30' 0" 19' 5"	8' 11"	M. 244	4/6	107	
110	SUNBEAM BOMBER	T. 1	SUNBEAM ARAB	212 - 2000	466	180	94	8.2	655	14.3	1909	28.1	260	18500	6.35	13.95	109	490	2382	1915	523	332	180	42' 0" 34' 6"	11' 0"	M. 222	5/6	-
111	VICKERS F.B. 27 "VIMY"	T. 3	2-200 HISPANO	2-207-2000	1532	A 5	85	-	362	95	-	-	-	6500	6.35	12.20	-	9120	5420	807	2353	540	67' 6" 45' 0"	13' 9"	M. 177	4/6	-	
112	VICKERS F.B. 27 "VIMY"	T. 2	2 SUNBEAM MAORI	2-281 - 2150	1587	180	96	4.3	132	380	24.4	-	-	4000	6.0	14.7	-	8290	6735	1087	108	360	67' 2" 42' 9"	14' 8"	M. 199	5/6	111	
113	"	(3)	T. 2	2 SUNBEAM MAORI	2-281 - 2150	1587	180	26.5	145	-	-	-	-	8000	7.45	16.35	-	10900	6735	1087	218	360	67' 2" 42' 9"	14' 8"	M. 199	5/6	-	
114	VICKERS "VIMY" Mk. 3	T. 3	2 F.I.A.T.	2-310 - 1800	1335	A 50	-	-	330	1100	-	-	-	6500	8.1	17.45	-	9000	6934	1390	218	360	67' 2" 42' 9"	14' 8"	M. 229	5/6	113	
115	VICKERS "VIMY"	T. 3	2 ROLLS EAGLE 8	2-359 - 1800	1328	A 46	95	-	33.0	115	-	-	-	7000	9.4	17.4	-	8300	7101	3089	1650	360	68' 1" 44' 0"	15' 0"	M. 241	5/6	114	
116	"	T. 3	2 ROLLS EAGLE 8	2-359 - 1800	1328	A 46	100	-	33.0	115	-	-	-	14000	7.55	15.3	-	8000	7101	2539	-	360	68' 1" 44' 0"	15' 0"	M. 241	5/6	-	

NOTE - LOADING LBS PER H.P. - Gross weight - Actual H.P. developed at normal pressure.
 (2) Super B shows the actual H.P. as been used in service of actual H.P.
 LIFTING SURFACE - Surface of wings and tail only.
 MILITARY LOAD - Weight of bombs, ammunition and reconnaissance load.
 AIR ENDURANCE - At 8000 ft. at full throttle including climb.
 SERVICE CLIMB - Height at which rate of climb is 100 ft. per sec.
 WEIGHT EMPTY - Includes landing gear, fuel, oil, etc.

COMPARATIVE PERFORMANCE reduced. To correspond with loadings of 10 lbs. per H.P. and 7 lbs. per sq. ft.
 (1) Without Cabane and Lewis gun.
 (2) With Cabane and Lewis gun.
 (3) With 2 Vickers guns only.
 (4) With 2 Vickers guns and Lewis gun on top plane.

(5) With 2 Vickers guns and Lewis gun on Cabane.
 (6) At 8000 ft. - 128 m.p.h. Rate of climb only.
 (7) Wt. of bombs = 2000 lbs. 500 ft. min.
 (8) On trial the crew numbered 250.

AIR MINISTRY.
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No	TYPE	FUNCTION OF PLANE	ENGINE	NORMAL B.H.P. at G.L.	LIFTING SURFACE	PROP. FULL DATA	SPEED IN M.P.H. at R.P.M. @ 10000'		AIR C.O.D. ALTITUDE	TIME IN MINS. & RATE OF CLIMB IN FT. PER MIN. & R.P.M. @ 10000'			SERVICE CEILING	LOADING		COMPARATIVE PERFORMANCE SEE NOTE.	WEIGHT LBS.			DIMENSIONS			No. & DATE of TEST REPORT	SEE ALSO LINE No.								
							6500'	10000'		15000'	LBS. PER HP	LBS. PER HP		6500'	10000'		15000'	EMPTY	FULL	W.T. LOAD	SPAN	WING AREA			HEIGHT							
117	AUSTIN GREYHOUND	T	2 A.B.C. DRAGONFLY	320 @ 1650	381	A.B. 879	129	126	121	-	6.3	870	10.8	19.7	445	22000	8.0	9.5	-	3032	1838	510	324	360	58-10	25-0	9.9	M.261	19	-		
118	AVRO MANCHESTER	T	3 2-A.B.C. DRAGONFLY	2-320 @ 1650	833	A.B. 879	114	114	103.5	-	8.3	650	14.3	28	280	19000	8.87	11.53	-	7390	4887	1530	433	540	60-0	36-6	13.0	M.266	19	-		
119	AVRO 504 K.	T	2 110 LE RHONE	128 @ 1300	328	A.B. 879	79	75	72	-	14.0	345	27.4	-	-	11900	5.65	14.5	-	1853	1295	200	-	360	36.0	27-10	10.0	M.268	19	-		
120	AVRO 504 K.	T	2 110 LE RHONE	128 @ 1300	328	A.B. 879	87	80	1150	-	12.5	393	23.6	-	-	13900	5.65	14.5	-	1853	1295	198	-	360	36.0	27-10	10.0	M.268 A	19	-		
121	B.A.T. BASILISK (5)	T	1 A.B.C. DRAGONFLY	320 @ 1650	217.3	A.B. 879	142.5	1760	135	-	4.8	1130	8.4	119.5	151	590	22500	10.05	6.93	-	2182	1454	330	218	180	26-11	20.3	8.0	M.267	19	-	
122	BOULTON & PAUL BOURGES	T	3 2-A.B.C. DRAGONFLY	2-320 @ 1650	750	A.B. 879	123	123	112.5	-	7.7	690	13.6	142	25.4	315	20000	8.4	9.85	-	6326	3820	1530	436	540	57-4	37.0	12.2	M.262	19	-	
123	BRISTOL BADGER	T	2 A.B.C. DRAGONFLY	320 @ 1650	357.2	A.B. 879	131	131	122	-	6.3	862	11.0	183	20.5	400	20600	8.84	9.85	-	3192	1948	510	334	1360	36.9	23.4	10.0	M.263	19	-	
124	BRISTOL FIGHTER	T	2 300 HISPANO	260 @ 1753	406	A.B. 879	107	107	100.5	-	7.3	740	12.6	155	25.6	260	18000	7.4	11.6	-	3020	2067	408	185	360	39.3	23.8	9.8	M.249	19	2.0	
125	"	T	2 300 HISPANO	260 @ 1753	406	A.B. 879	107	107	101	-	7.2	755	12.3	1620	24.8	260	18000	7.4	11.6	-	3020	2067	408	185	360	39.3	23.8	9.8	M.249 A	19	-	
126	DE HAVILLAND 4	T	2 ROLLS EXP. G	353 @ 1800	441	A.B. 879	9150	118	110	-	7.5	730	12.9	1550	23.6	350	18500	8.0	10.0	-	3326	2468	513	185	360	42.6	30.8	10.1	M.258	19	2.0	
127	HANDLEY PAGE VISCO	T & P	6 4-ROLLS EAGLE B	4-360 @ 1800	2398	A.B. 879	120	120	110	-	5	1000	21.1	225	44.5	125	-	11000	8.3	16.7	-	2468	1602	5318	80	1080	28.6	64.4	22.0	M.257	19	6.870
128	MARTINSYDE F.4 PRODUCTION M.C.	T	1 300 HISPANO	319 @ 1850	329.5	A.B. 879	107	107	101	-	13.2	5	1200	7.9	162	14.0	670	24030	7.3	7.5	-	2398	1811	306	101	180	32.9	25.3	8.0	M.257	19	6.870
129	NIEUFORT NIGHT HAWK	T	1 A.B.C. DRAGONFLY	320 @ 1650	270	A.B. 879	140	140	134	-	4.2	1315	7.2	1585	12.7	740	24500	8.2	6.95	-	2218	1500	320	218	180	28.0	19.6	10.3	M.259	19	-	
130	R.T. I	T	2 200 HISPANO	210 @ 2000	433	A.B. 879	104	104	101	-	10.6	515	18.5	1585	36.4	200	18000	6.25	12.9	-	2707	1803	359	185	360	41.9	27.8	11.7	M.263	19	-	
131	SIDDELEY SISKIN	T	1 A.B.C. DRAGONFLY	320 @ 1650	247	A.B. 879	145	145	139	-	4.5	1210	7.8	1555	13.8	1670	23800	8.8	6.8	-	2181	1463	320	218	180	27.6	21.3	9.9	M.260	19	-	
132	SOPWITH BUFFALO (1)	T	2 B.R. 2	230 @ 1300	324	A.B. 879	105.5	111	105	-	16.9	225	-	-	-	9000	9.5	13.35	-	3071	2178	375	158	360	33.0	23.0	8.6	M.252	19	-		
133	SOPWITH CAMEL	T	1 180 LE RHONE	186 @ 1370	233	A.B. 879	113	113	108.5	-	5.5	985	9.6	1270	17.5	490	21500	6.7	8.4	-	1567	1048	238	101	180	28.0	19.0	8.8	M.250	19	-	
134	SOPWITH SHAPPEE	T	1 A.B.C. DRAGONFLY	320 @ 1650	232	A.B. 879	119	119	113	-	4.5	1210	7.8	1555	14	630	23000	7.5	6.85	-	2190	1462	330	218	180	28.0	20.7	10.0	M.265	19	-	
135	SOPWITH SHIP	T	1 B.R. 2	230 @ 1300	269	A.B. 879	114	114	108	-	6.3	820	11.6	1205	-	17500	7.8	9.1	-	2098	1326	346	246	180	30.0	19.5	8.11	M.254	19	108		
136	SOPWITH SHIP	T	1 B.R. 2	230 @ 1300	269	A.B. 879	114	114	108	-	6.5	785	11.9	1200	-	17300	7.9	9.2	-	2121	1349	346	246	180	30.0	19.5	8.11	M.254	19	-		
137	SOPWITH SWALLOW MONOPLANE	T	1 110 LE RHONE	127 @ 1250	162.5	A.B. 879	113.5	113.5	105	-	5.6	965	9.9	1215	20.0	340	18500	8.75	11.2	-	1420	889	201	150	180	-	-	-	M.253	19	-	
138	WESTLAND WEASEL	T	2 A.B.C. DRAGONFLY	320 @ 1650	361.5	A.B. 879	135	135	122.5	-	5.8	930	10.0	172	19.0	440	20700	8.5	9.6	-	3071	1867	510	334	360	35.8	25.0	9.7	M.264	19	-	
139	WESTLAND WEASEL	T	2 A.B.C. DRAGONFLY	320 @ 1650	361.5	A.B. 879	135	135	121.5	-	10.5	555	21	410	20300	8.5	9.6	-	3071	1867	510	334	360	35.8	25.0	9.7	M.264	19	-			
140	B.A.T. BANTAM	T	1 A.B.C. WASP II (1919)	200 @ 2000	186.4	A.B. 879	113	113	108.5	-	4.4	1275	7.3	1585	13.1	700	23450	8.68	8.09	-	1618	953	267	218	180	25.0	18.0	6.9	M.272	19	4	
141	BOULTON & PAUL BOURGES	T	3 2-A.B.C. DRAGONFLY	2-320 @ 1650	750	A.B. 879	123	123	112	-	8.0	660	14	140	28.7	220	17300	8.4	9.85	-	6326	3820	1530	436	540	57-4	37.0	12.2	M.262	19	122	
142	BRISTOL BRAEMAR	P	4 4-LIBERTY	4-405 @ 1630	1905	A.B. 879	107	107	101	-	8.2	615	15.1	410	36.3	120	15350	8.68	10.2	-	16512	11506	3496	828	680	81.3	52.0	13.8	M.217	19	10.11	
143	D.H.9 (HANDLEY PAGE WING)	T	2 SOMMERLEY PUMA	240 @ 1400	468	A.B. 879	98.5	98.5	88	-	11.1	440	20.7	1575	45.2	115	15250	8.18	15.0	-	3600	-	-	-	360	42.6	30.6	-	B.A.370	19	-	
144	D.H.9 A.	T	3 NAPIER LION	465 @ 2000	486	A.B. 879	136	136	125.5	-	6.0	875	10.8	1620	20.9	380	19700	6.9	10.1	-	4660	2968	680	292	540	46.0	30.0	11.6	M.277	19	40	
145	MARTINSYDE F.4	T	1 HISPANO SUIZA	319 @ 1850	334	A.B. 879	115	115	108	-	4.6	1150	8.1	1660	15.75	476	19800	7.31	7.65	-	2440	1934	326	-	180	32.6	25.108	-	M.278	19	128	
146	SOPWITH SHARK (1919)	T	1 A.B.C. DRAGONFLY	320 @ 1650	322	A.B. 879	130	130	123.5	-	4.5	1240	7.6	1585	13.8	680	23500	7.14	7.1	-	2283	1553	330	218	180	26.6	20.9	10.1	M.276	19	-	
147	VICKERS VVV COMMERCIAL	T	11 2-ROLLS EAGLE B	352 @ 1800	1335	A.B. 879	135	135	122.5	-	11.4	320	79.3	220	-	14300	7.5	14.2	-	10080	7575	1500	565	360	68.0	43.6	15.2	M.275 A	19	-		
148	"	T	11 2-ROLLS EAGLE B	352 @ 1800	1335	A.B. 879	135	135	122.5	-	39.5	975	-	-	-	5850	9.37	17.8	-	2500	7575	1500	565	360	68.0	43.6	15.2	M.275 A	19	-		

NOTE

LOOKING FOR H.P. —

LESSONS BASED ON H.P. developed at normal rates

(a) 110 LE RHONE H.P. can be used in absence of (b) (H.P.)

LIFTING SURFACE —

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NOTE — LOADING LBS. PER H.P. — Gross Weight ÷ Actual H.P. developed at normal rates.
(A) 1000' shown for 1000' H.P. has been used in absence of actual H.P.
LIFTING SURFACE — Surface of wings and tail only.
MILITARY LOAD — Weight of fuel, bombs, ammunition and Reconnaissance Load.
AIR RESISTANCE — At 6000' H.P. of full throttle including climb.
SERVICE CEILING — Height at which rate of climb is 300 ft/min.
WEIGHT EMPTY — Includes landing gear for water-landed machines.

COMPARATIVE PERFORMANCE reduced to correspond with loadings of 14 lbs. per H.P. and 7 lbs. per sq. ft.
(1) At 14000' altitude.
(2) At 10000' altitude.
(3) At 10000' altitude.
(4) At 10000' altitude.
(5) At 10000' altitude.
(6) At 10000' altitude.
(7) At 10000' altitude.
(8) At 10000' altitude.
(9) Including military load.
(10) At 10000' altitude.
(11) Reconnaissance & speed.
(12) At 6000' altitude.
(13) Triplane.

(1) Low Reconnaissance Machine at 10000'.
Speed — 114 M.P.H. Rate of Climb, 560 ft/min.
(2) 1695 1730 1710 1712
(3) 1685 1745 1715 1712
(4) Span 114 ft, 55 c.
(5) Length 16 ft 4 in.
AIR MINISTRY.
DIRECTORATE
OF RESEARCH.

No	TYPE	CLASS SER NOTE	No of Eng	ENGINE	NORMAL B.H.P. & R.P.M. AT G.L.	LIFTING SURFACE	PROP. ELLIPSE DIA. No	SPEED IN KNOTS & R.P.M. @ 10,000			AIR END LIFTING SURFACE	TIME IN MINS & RATE OF CLIMB IN FT. PER MIN AND R.P.M. @ 10,000			SERVICE CEILING FT.	LOADING		WEIGHT (LBS.)			DIMENSIONS			No & DATE OF TRIAL REPORT	SEE ALSO LINE No.
								AT 2,000	AT 4,000	AT 6,000		2,000 TIME	4,000 TIME	6,000 TIME		LBS. PER SQ. FT.	LBS. PER SQ. FT.	GROSS-EMPTY FUEL TANK	MAX. GROSS TANK	SPAN	LENGTH	HEIGHT			
1.	A.D.FLYING BOAT.	B.S.P. 2	150	HISPANO SUIZA	165 @ 1600.	479.	A.D. 62.5	79	79	79	5	6	330	26	1700	—	7,500	6,950	201	5327	2400	351	216	360	8A 3/1/17
2.	A.D.FLYING BOAT.	B.S.P. 2	200	HISPANO SUIZA	208 @ 2000.	487	A.D. 62.5	79	79	79	4 1/2	5	410	18	1750	—	11,500	7-3	17-1	5361	2467	528	206	360	3A 9/1/17
3.	A.D.FLYING BOAT.	B.S.P. 2	200	HISPANO SUIZA	208 @ 2000.	479	A.D. 62.5	87	87	87	4 1/2	3	550	14	1850	—	11,000	7-4.5	17-1	5367	2508	493	206	360	17/1/17
4.	A.D.FLYING BOAT.	B.S.P. 2	200	HISPANO SUIZA	208 @ 2000.	479	A.D. 62.5	82.5	82.5	82.5	78	4	3-2	580	12-6	2250	250	214	5343	2389	486	200	360	5/9/17	
5.	A.D.FLYING BOAT.	B.S.P. 2	200	HISPANO SUIZA	208 @ 2000.	479	A.D. 62.5	76	76	76	—	3-2	5-6	330	23-8	1879	55-0	6-0	5388	2364	492	176	360	NM 247 3/1/17	
6.	C.E.I.FLYING BOAT.	B.S.P. 2	270	R.A.F. 3A	609 @ 1800.	609	A.D. 62.5	76.5	76.5	76.5	—	4-2	5-5	318	25	1780	—	—	4912	2341	601	710	360	NM 110 3/1/17	
7.	C.E.I.FLYING BOAT.	B.S.P. 2	270	R.A.F. 3A	609 @ 1800.	609	A.D. 62.5	80.5	80.5	80.5	—	3-2	5-5	320	26-6	1775	—	—	4994	3342	711	581	360	NM 110 3/1/17	
8.	FAIRLEY CAMPANIA	F.S.T. 2	275	ROLLS ROYCE	286 @ 1800.	645	A.D. 62.5	76	76	76	—	4-2	5-5	307	28-5	1730	—	—	5904	5713	783	650	360	4A 7/1/17	
9.	FAIRLEY CAMPANIA	F.S.T. 2	250	ROLLS ROYCE	267 @ 1600.	655	A.D. 62.5	71	71	71	65	—	1-2	3-3	578	13-7	1330	—	—	4166	3725	241	20	180	7/1/17
10.	FAIRLEY CAMPANIA	F.S.T. 2	250	ROLLS ROYCE	267 @ 1600.	655	A.D. 62.5	71	71	71	64.5	—	3-4	4-3	420	19-3	1320	—	—	4680	3725	515	80	360	7/1/17
11.	FAIRLEY CAMPANIA	F.S.T. 2	250	ROLLS ROYCE	267 @ 1600.	655	A.D. 62.5	69.5	69.5	69.5	—	6-2	5-3	320	27-1	1320	—	—	5252	3725	1002	165	360	7/1/17	
12.	FAIRLEY CAMPANIA	F.S.T. 2	250	ROLLS ROYCE	267 @ 1600.	655	A.D. 62.5	54	54	54	—	6-2	8-8	200	—	—	—	—	5786	3725	1002	699	360	7/1/17	
13.	FAIRLEY CAMPANIA	F.S.T. 2	275	ROLLS ROYCE	290 @ 1600.	654	A.D. 62.5	71	71	71	66	—	6-2	6	280	31-5	1120	—	—	5406	3680	1053	313	360	2/1/17
14.	FAIRLEY CAMPANIA	F.S.T. 2	275	ROLLS ROYCE	305 @ 1650.	655	A.D. 62.5	68	68	68	—	5	5-6	302	34-25	—	—	—	5530	3713	807	650	360	7/1/17	
15.	FAIRLEY CAMPANIA	F.S.T. 2	275	ROLLS ROYCE	266 @ 2100.	655	A.D. 62.5	68	68	68	—	4-2	7-0	246	38-0	80	—	—	5328	3672	631	666	360	7/1/17	
16.	FAIRLEY CAMPANIA	F.S.T. 2	275	ROLLS ROYCE	345 @ 1800.	654	A.D. 62.5	71	71	71	63.5	—	6-2	278	32-5	28	—	—	5671	3785	860	666	360	7/1/17	
17.	FAIRLEY CAMPANIA	F.S.T. 2	275	ROLLS ROYCE	345 @ 1800.	654	A.D. 62.5	70	70	70	64	—	3	6-08	265	41.5	—	—	5657	3874	782	641	360	7/1/17	
18.	FAIRLEY (CIVIL)	F.S.T. 2	275	ROLLS ROYCE	470 @ 2000.	465	A.D. 62.5	103.5	103.5	103.5	101	—	1-5	1252	5-6	1750	9-75	7-38	4794	3364	552	518	360	NM 233 3/1/17	
19.	FAIRLEY (CIVIL)	F.S.T. 2	275	ROLLS ROYCE	470 @ 2000.	465	A.D. 62.5	103.5	103.5	103.5	98.3	—	1-6	1140	5-0	1750	10-8	6-62	4794	3364	552	518	360	NM 233 3/1/17	
20.	FAIRLEY 3.	F.S.T. 2	210	ROLLS ROYCE	210 @ 1850.	420	A.D. 62.5	71	71	71	—	5-4	4-2	425	18-5	1750	—	—	3812	2699	537	216	360	8A 7/1/17	
21.	FAIRLEY 3 (N.2.A.)	F.S.T. 2	210	ROLLS ROYCE	265 @ 2100.	476	A.D. 62.5	84.5	84.5	84.5	80.5	—	3-7	578	12-6	1750	23-5	26-1	4159	2970	605	224	360	7/1/17	
22.	FAIRLEY 3 (N.2.B.)	F.S.T. 2	210	ROLLS ROYCE	265 @ 2100.	570	A.D. 62.5	82.5	82.5	82.5	70.5	—	4-2	420	17-8	1750	37-8	11-4	4692	3758	593	681	360	NM 107 3/1/17	
23.	FAIRLEY 3.B.	F.S.T. 2	210	ROLLS ROYCE	265 @ 2100.	570	A.D. 62.5	79	79	79	—	—	5-2	—	24-7	—	—	—	5013	3423	610	690	360	NM 133 3/1/17	
24.	FAIRLEY 3.B.	F.S.T. 2	210	ROLLS ROYCE	265 @ 2100.	570	A.D. 62.5	79	79	79	—	—	4-3	410	19-5	210	—	—	5013	3423	610	690	360	NM 133 3/1/17	
25.	FAIRLEY 3.C. (Normal Load)	F.S.T. 2	210	ROLLS ROYCE	356 @ 1800.	476	A.D. 62.5	96	96	96	89	—	2-3	794	9-5	1750	18-0	33-2	4800	3392	878	170	360	NM 238 3/1/17	
26.	FAIRLEY 3.C. (Normal Load)	F.S.T. 2	210	ROLLS ROYCE	356 @ 1800.	476	A.D. 62.5	96	96	96	88	—	2-2	848	8-5	1750	17-5	36-9	4600	3392	878	170	360	NM 238 3/1/17	
27.	FAIRLEY 3.C. (Normal Load)	F.S.T. 2	210	ROLLS ROYCE	356 @ 1800.	476	A.D. 62.5	96	96	96	90	—	2-3	910	8-0	1750	14-25	47-0	4722	3392	878	170	360	NM 238 3/1/17	
28.	FAIRLEY 3.C. (Normal Load)	F.S.T. 2	210	ROLLS ROYCE	356 @ 1800.	476	A.D. 62.5	88	88	88	—	—	2-7	710	10-8	1750	—	—	4440	3392	878	170	360	NM 242 3/1/17	
29.	FAIRLEY 3.C. (Normal Load)	F.S.T. 2	210	ROLLS ROYCE	356 @ 1800.	476	A.D. 62.5	88	88	88	—	—	3-0	660	11-2	1750	—	—	4440	3392	878	170	360	NM 242 3/1/17	
30.	FAIRLEY 3.C. (Normal Load)	F.S.T. 2	210	ROLLS ROYCE	356 @ 1800.	476	A.D. 62.5	96	96	96	—	—	2-3	790	9-5	1750	—	—	4800	3392	878	170	360	NM 238 3/1/17	
31.	FAIRLEY 3.C. (Normal Load)	F.S.T. 2	210	ROLLS ROYCE	352 @ 1800.	476	A.D. 62.5	87.5	87.5	87.5	—	—	3-7	500	16-5	1750	44	4-8	5039	3549	883	247	360	NM 242 3/1/17	
32.	F.2.A.	B.S.T. 4	2	ROLLS ROYCE	2045 @ 1800.	1133	A.D. 62.5	84	84	84	—	—	3-8	491	16-5	1750	29-0	9-0	11084	7722	2057	585	720	NM 107 3/1/17	
33.	F.2.A.	B.S.T. 4	2	ROLLS ROYCE	2045 @ 1800.	1133	A.D. 62.5	83	83	83	—	—	3-8	470	16-7	1750	39-5	8-2	9078	7549	2124	585	720	NM 107 3/1/17	
34.	F.2.C.	B.S.T. 4	2	ROLLS ROYCE	2045 @ 1800.	1133	A.D. 62.5	83	83	83	—	—	4-8	425	18-3	1750	39-5	8-2	10740	6768	2380	402	720	NM 107 3/1/17	
35.	F.3.	B.S.T. 5	2	ROLLS ROYCE	2045 @ 1800.	1133	A.D. 62.5	77	77	77	—	—	3-0	—	27-0	—	—	—	11625	8270	2453	—	900	NM 107 3/1/17	
36.	F.3. LIGHT LOAD.	B.S.T. 5	2	ROLLS ROYCE	2045 @ 1800.	1133	A.D. 62.5	81	81	81	—	—	3-1	380	13-0	1750	25-0	21-8	9752	7878	836	278	720	NM 107 3/1/17	

NOTE. — Loading, lbs. per sq. ft. — Gross Weight — Actual H.P. developed at normal revs.
(Gross H.P. shown that H.P. has not been used in absence of actual H.P.)
LIFTING SURFACE — Surface of lifting area only.
MILITARY LOAD — Weight of bombs, ammunition and reconnaissance load.
CLASS — Designation of aircraft.
SERVICE CEILING — Height of which rate of climb is 100 ft./min.
WEIGHT EMPTY — Includes cooling water for water-cooled engines.

① Filled.
② On Test.
③ Uncorrected for Indicator Error.
④ Includes 1000 lbs. Water in Pumps.
⑤ 85 @ 4,000.

AIR MINISTRY.
SUBSTITUTE IN RESEARCH

RECORD OF PERFORMANCE OF BRITISH SEAPLANES. 1917-19.

SHEET II.

RECORD OF AIRCRAFT PERFORMANCE																	WEIGHT (LBS.)		DIMENSIONS		No & DATE		SEE ALSO				
No	TYPE	CLASS	No OF ENGINES	ENGINE	NORMAL B.H.P. R.M. AT G.L.	LIFTING SURFACE	PROP. DIA. IN.	SPEED IN KNOTS			AIR RESISTANCE	TIME IN MIN. RATE OF CLIMB PER MIN. AND R.P.M. @ 6600.		SERVICE CEILING	LOADING	LBS. PER SQ. FT.	LBS. PER SQ. FT.	EMPTY	FULL	MILY	CREW	SPAN	LENGTH	HEIGHT	REAL RECORD	LINE No	
								AT 2000 FT.	AT 5000 FT.	AT 10000 FT.		2000	5000														10000
37.	F. 3. MEDIUM LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1430	A.D. 665	80.5	—	4.1 136 18.2	41 90	9700 7.75 16.1	11084 7958 2089 1317	720 102.0 49.6 19.0	N.M. 153	24											
38.	F. 3. ORDINARY LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1430	A.D. 665	79	24.5 17.50	5.6 337 24.0	—	8200 8.55 17.75	12255 7958 2096 1461	720 102.0 49.6 19.0	N.M. 153	24											
39.	F. 3. OVER LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1430	A.D. 665	78	75.8 17.50	7.6 230 41.5	—	5700 9.3 19.25	13281 7958 3142 1461	720 102.0 49.6 19.0	N.M. 153	24											
40.	F. 3. WITH CABLES INSTEAD OF EXHAUSTING NOSE.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1430	A.D. 665	79	79.8 17.50	6.0 294 27.5	—	7800 8.55 17.75	12255	102.0 49.6 19.0	N.M. 206	24											
41.	F. 5	B.S.T. 4.	2	Rolls Royce Eagle VIII.	352 @ 1800	1409	A.D. 665	78	78.0 17.50	4.0 540 13.2	29 205	12500 7.57 15.15	10660 9134 740 66	720 103.8 49.6 19.0	N.M. 243	24											
42.	F. 5. WITH LIGHT LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	352 @ 1800	1409	A.D. 665	78	78.0 17.50	4.0 480 16.5	38 100	10000 7.49 14.98	10514 9100 694	720 103.8 49.6 19.0	N.M. 165	24											
43.	F. 5. WITH LIGHT LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1409	A.D. 665	88	85 17.50	2.75 700 10.1	17.8 390	7400 6.85 13.95	9630 8023 688 199	720 103.8 49.6 19.0	N.M. 165	24											
44.	F. 5. WITH MEDIUM LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1409	A.D. 665	86	83 17.50	3.7 525 14.1	358 26.2 223	13300 8.05 16.45	11337 8023 2066 508	720 103.8 49.6 19.0	N.M. 165	24											
45.	F. 5. WITH ORDINARY LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1409	A.D. 665	89	85 17.50	4.0 463 16.1	32.5 155	11400 8.7 17.8	12189 8023 2097 1428	720 103.8 49.6 19.0	N.M. 165	24											
46.	F. 5. WITH FULL LOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	352 @ 1800	1409	A.D. 665	76.5	17.50	6.6 250 30.0	—	6.800 9.0 18.0	12682 9100 2662	720 103.8 49.6 19.0	N.M. 246	24											
47.	F. 5. WITH OVERLOAD.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1409	A.D. 665	88.5	81 17.50	5.2 350 22.5	190 170	9100 9.45 19.3	13506 8023 3121 1442	720 103.8 49.6 19.0	N.M. 165	24											
48.	FELKYSTOWE FURY. WITH LIGHT LOAD.	B.S.T. 4.	5	Rolls Royce Eagle VIII.	345 @ 1725	3160	A.D. 665	85	(8) 79	2.8 705 10.0	19.1 330	4400 6.93 12.7	21883 18563 2300 300	720 123.0 63.0 27.6	N.M. 250	24											
49.	FELKYSTOWE FURY. WITH MEDIUM LOAD.	B.S.T. 4.	5	Rolls Royce Eagle VIII.	345 @ 1725	3160	A.D. 665	84.5	(8) 79	3.7 515 14.0	723 28.3 185	2000 8.0 14.6	25258 18563 5130 300	1260 123.0 63.0 27.6	N.M. 250	24											
50.	H. 12.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x345 @ 1800	1216	A.D. 665	87	84 17.50	3.3 564 13.7	723 28.3 140	10800 8.8 15.45	10650 7293 2057 580	720 95.2 46.6 18.6	N.M. 128	24											
51.	H. 16.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x352 @ 1800	1200	A.D. 665	85.5	85 17.50	3.7 512 14.6	723 28.0 198	12500 8.3 15.2	10670 7363 2115 472	720 95.1 45.7 18.6	N.M. 200	24											
52.	HAMBLE BABY.	F.S.T. 1.	110	CLIFNET.	114 @ 1200	256	A.D. 558	78	116.5	5.5 340 250	150	7600 7.6 17.1	1946 1386 195 185	180 27.0 23.4 10.4	—	—											
53.	NAVY PLANE.	F.S.P. 2.	150	A.R. 1.	150 @ 1250	364	—	56	—	30.0 48	—	1300 7.0 17.0	2550 2042 328 0	180	—	—											
54.	NORMAN THOMPSON SMALL AMERICA.	B.S.P. 3.	2	200 Hispano Suiza	210 @ 2000	1014	A.D. 1062	82.5	81 21.65	3.8 487 15.0	31.1 164	11700 6.4 15.4	6869 4572 1084 273	540 77.0 40.0 14.7	N.M. 170	24											
55.	NORMAN THOMPSON.	B.S.P. 2.	200	Hispano Suiza	210 @ 2000	357	A.D. 1062	81	18.50	3.5 520 14.3	34.0 170	12600 7.5 12.7	2673 1835 398 20	360 53.0 32.0 11.4	N.M. 211	24											
56.	NORMAN THOMPSON.	B.S.P. 2.	200	Sunbeam Arab (Mounted)	212 @ 2000	453	A.D. 1485	74	75.5 20.38	4.2 447 16.8	33.7 150	11400 7.0 15.0	3169 2321 488 0	360	—	—											
57.	PHOENIX P. 5.	B.S.T. 4.	2	Rolls Royce Eagle VIII.	2x352 @ 1800	1236	A.D. 665	91	88 18.25	6.2 672 10.8	18.6 320	15100 7.1 13.1	9210 7437 915 138	720	—	—											
58.	P. V. 2.	F.S. 1.	100	MONO Gnome.	105 @ 1200	180	—	71	—	3.8 461 16.1	260	35.6 100	10000 9.46 16.2	1702 1211 311 0	180	—	—										
59.	P. V. 5.	F.S.T. 1.	150	Hispano Suiza	150 @ 1500	245	A.D. 684	82	16.50	4.8 390 20.5	—	9900 10.0 16.4	2456 1788 296 192	180 32.0 25.6 9.3	N.M. 150	24											
60.	P. V. 5A.	F.S.T. 1.	200	Hispano Suiza	208 @ 2000	309	A.D. 7282	89	83 20.80	2.3 800 9.0	17.7 327	13700 18.15 12.1	2518 1972 254 112	180 23.1 26.9 14.0	N.M. 150	24											
61.	P. V. 9.	F.S.T. 1.	150	B. R. 1.	150 @ 1250	227	A.D. 644	96	81.5 18.65	3.2 570 13.3	273 175	11500 8.65 13.1	1965 1404 261 120	180 30.1 25.2 10.3	N.M. 175	24											
62.	PORTE BOAT.	B.S. 7.	5	Rolls Royce Eagle VIII.	3x360 @ 1800	2364	A.D. 76	76	75.5 17.50	—	5.3 325 25.1	—	8000 7.85 17.2	18600 4700 2482 296	1120 104.0 63.0 25.0	N.M. 189	24										
63.	PORTE BOAT.	B.S. 5.	3	Rolls Royce Eagle VIII.	3x360 @ 1800	2364	A.D. 73	73	72.5 17.50	6.8	4.9 372 20.5	44.0 100	10000 7.05 15.45	16700 4700 370 180	850 124.0 63.0 25.0	N.M. 189	24										
64.	SAGE SCHOOL SEAPLANE.	F.S.T. 2.	200	Hispano Suiza	206 @ 2100	388.5	A.D. 7202	84.5	84 20.00	3.0 650 11.2	21.3 272	13700 7.4 14.0	2873 2215 300	360 28.1 32.6 10.10	N.M. 237	24											
65.	SHORT 830 TYPE.	F.S.T. 2.	140	CAN. UNNE.	140 @ 1250	506	61	—	3.5 10.4 141	—	—	6.6 23.8	3324 2622 342 0	360	—	—											
66.	SHORT IMPROVED 184.	F.S.T. 2.	250	RENAULT.	255 @ 1300	670	A.D. 1304	64	—	4.0 10.6 170	—	4000 8.25 21.6	5516 4056 662 438	360	—	—											
67.	SHORT IMPROVED 184.	F.S.T. 2.	250	RENAULT.	255 @ 1300	670	69.5	61	—	4.8 9.25 115	42.5	—	5700 8.3 21.8	5560 3798 734 668	360	—	—										
68.	SHORT IMP 184 (SAGE).	F.S.T. 2.	250	RENAULT.	255 @ 1300	680	74	68	—	5.9 9.3 184	51.5	—	5900 7.65 20.8	5190 3514 666 650	360	—	—										
69.	SHORT IMP 184 (RENAULT).	F.S.T. 2.	250	RENAULT.	265 @ 1300	626	66.5	60.5	—	9.1 192 46.6	71.8	—	5800 8.4 20.6	5244 3498 738 650	360	—	—										
70.	SHORT IMP 184 (RENAULT).	F.S.T. 2.	260	SUNBEAM.	258 @ 2000	680	—	71.0	—	5.6 6.0 296	29.5	—	6900 7.8 20.5	5287 3638 636 653	360	—	—										
71.	SHORT IMP 184.	F.S.T. 2.	260	SUNBEAM.	258 @ 2000	680	77	73	—	2.4 8.6 219	58.8	—	9000 7.9 20.8	5363 3703 640 660	360	—	—										
72.	SHORT IMP 184.	F.S.T. 2.	260	SUNBEAM.	265 @ 2100	680	A.D. 217	75 12.10	70	6.25 300	25.25	—	8700 7.55 19.3	5123 3479 637 1647	360	—	—										

NOTE

LOADING LBS PER H.P.

Service Ceiling - Actual H.P. developed at normal rate of climb. No bank and no wind.

Surface of Wings and Fins only.

Military Load - Surface of Wings, Bomb, Fuel and Reserve Load.

Clasess - Military, Passenger, Transport, Trainer, Bomber, Scout, etc.

Weight - Empty, Full, Military, etc.

Comparative Performance - Comparison of performance of different types of aircraft.

Loadings of 14 lbs per sq. ft. and 7 lbs per sq. ft.

① At 10000' Rev'd.

② At 5000'

③ At 6500'

④ At 4000'

⑤ At 1000'

⑥ At 500'

⑦ At 100'

⑧ At 50'

⑨ At 10'

⑩ At 5'

⑪ At 1'

⑫ At 0'

⑬ At 1000'

⑭ At 5000'

⑮ At 10000'

⑯ At 15000'

⑰ At 20000'

⑱ At 25000'

⑲ At 30000'

⑳ At 35000'

㉑ At 40000'

㉒ At 45000'

㉓ At 50000'

㉔ At 55000'

㉕ At 60000'

㉖ At 65000'

㉗ At 70000'

㉘ At 75000'

㉙ At 80000'

㉚ At 85000'

㉛ At 90000'

㉜ At 95000'

㉝ At 100000'

㉞ At 105000'

㉟ At 110000'

㊱ At 115000'

㊲ At 120000'

㊳ At 125000'

㊴ At 130000'

㊵ At 135000'

㊶ At 140000'

㊷ At 145000'

㊸ At 150000'

㊹ At 155000'

㊺ At 160000'

㊻ At 165000'

㊼ At 170000'

㊽ At 175000'

㊾ At 180000'

㊿ At 185000'

⓪ At 190000'

⓫ At 195000'

⓬ At 200000'

⓭ At 205000'

⓮ At 210000'

⓯ At 215000'

⓰ At 220000'

⓱ At 225000'

⓲ At 230000'

⓳ At 235000'

⓴ At 240000'

⓵ At 245000'

⓶ At 250000'

⓷ At 255000'

⓸ At 260000'

⓹ At 265000'

⓺ At 270000'

⓻ At 275000'

⓼ At 280000'

⓽ At 285000'

⓿ At 290000'

Ⓚ At 295000'

Ⓛ At 300000'

Ⓜ At 305000'

Ⓨ At 310000'

Ⓩ At 315000'

ⓐ At 320000'

ⓑ At 325000'

ⓒ At 330000'

ⓓ At 335000'

ⓔ At 340000'

ⓕ At 345000'

ⓖ At 350000'

ⓗ At 355000'

Ⓢ At 360000'

Ⓣ At 365000'

Ⓤ At 370000'

Ⓥ At 375000'

Ⓦ At 380000'

Ⓧ At 385000'

Ⓨ At 390000'

Ⓩ At 395000'

ⓐ At 400000'

ⓑ At 405000'

ⓒ At 410000'

ⓓ At 415000'

ⓔ At 420000'

ⓕ At 425000'

ⓖ At 430000'

ⓗ At 435000'

Ⓢ At 440000'

Ⓣ At 445000'

Ⓤ At 450000'

Ⓥ At 455000'

Ⓦ At 460000'

Ⓧ At 465000'

Ⓨ At 470000'

Ⓩ At 475000'

ⓐ At 480000'

ⓑ At 485000'

ⓒ At 490000'

ⓓ At 495000'

ⓔ At 500000'

ⓕ At 505000'

ⓖ At 510000'

ⓗ At 515000'

Ⓢ At 520000'

Ⓣ At 525000'

Ⓤ At 530000'

Ⓥ At 535000'

Ⓦ At 540000'

Ⓧ At 545000'

Ⓨ At 550000'

Ⓩ At 555000'

ⓐ At 560000'

ⓑ At 565000'

ⓒ At 570000'

ⓓ At 575000'

ⓔ At 580000'

ⓕ At 585000'

ⓖ At 590000'

ⓗ At 595000'

Ⓢ At 600000'

Ⓣ At 605000'

Ⓤ At 610000'

Ⓥ At 615000'

Ⓦ At 620000'

Ⓧ At 625000'

Ⓨ At 630000'

Ⓩ At 635000'

ⓐ At 640000'

ⓑ At 645000'

ⓒ At 650000'

ⓓ At 655000'

ⓔ At 660000'

ⓕ At 665000'

ⓖ At 670000'

ⓗ At 675000'

Ⓢ At 680000'

Ⓣ At 685000'

Ⓤ At 690000'

Ⓥ At 695000'

Ⓦ At 700000'

Ⓧ At 705000'

Ⓨ At 710000'

Ⓩ At 715000'

ⓐ At 720000'

ⓑ At 725000'

ⓒ At 730000'

ⓓ At 735000'

ⓔ At 740000'

ⓕ At 745000'

ⓖ At 750000'

ⓗ At 755000'

Ⓢ At 760000'

Ⓣ At 765000'

Ⓤ At 770000'

Ⓥ At 775000'

Ⓦ At 780000'

Ⓧ At 785000'

Ⓨ At 790000'

Ⓩ At 795000'

ⓐ At 800000'

ⓑ At 805000'

ⓒ At 810000'

ⓓ At 815000'

ⓔ At 820000'

ⓕ At 825000'

ⓖ At 830000'

ⓗ At 835000'

Ⓢ At 840000'

NOTE: Loading lbs per H.P. — Gross Weight — Actual H.P. developed at normal revs.
 (A) As shown in this table has been used in the case of Actual H.P.
 LIFTING SURFACE — Surface of Wings and Fins only.
 MILITARY LOAD — Weight of Gun, Bombs, Ammunition and Reconnaissance Load.
 CLASS — Bombs, Reconnaissance, Trainer, Fighter.
 SERVICE CEILING — Height at which rate of climb is 100 ft/min.
 WEIGHT ENTRY — Comparative performance reduced to comparison with
 loadings of 14 lbs per H.P. and 7 lbs per sq ft.

① At 10000 Revs. — 1820 1740 11800
 ② At 4000 — 1100 1600 1000
 ③ At 6500 — 1180 1780 11800
 ④ At 4000 — 1180 1620 11800

① Folded.
 ② On Trolley.
 ③ Includes Tank.
 ④ With Gross Weight of 5449.
 ⑤ With Gross Weight of 988.

AIR MINISTRY.
 DIRECTORATE OF RESEARCH.

No	TYPE.	CLASS SER. NOTE	No OF ENGINES	ENGINE.	NORMAL B.H.P. & R.P.M. AT G.L.	LIFTING SURFACE SQ. FT.	PROP. ELLIPSE DIA. IN.	SPEED IN KNOTS & R.P.M. @ 10000'		AIR END LIFT INCHES	TIME IN MIN. & RATE OF CLIMB IN FT. PER MIN. AND R.P.M. @ 6500'			SERVICE CEILING FT.	LOADING.		WEIGHT.			DIMENSIONS.			No & DATE OF TRIAL REPORT	SEE ALSO LINE No					
								AT 6500'	AT 10000'		2000'	6500'	10000'		LBS. PER SQ. FT.	LBS. PER HP.	GROSS-EMPTY G.O.L.	FUEL G.O.L.	MILIT. LOAD	SPAN	LENGTH	HEIGHT							
73	SHORT N.2.B.	F.S.T.	2	260 SUNBEAM	265 @ 2100	678	78	76.5	2150	72.5	-	5.4	322	24.5	157	69.0	40	8400	7.0	17.9	4741	3119	603	639	360	11.1	19.1	1917	1/1
74	SHORT N.2.B.	F.S.T.	2	260 SUNBEAM	265 @ 2100	678	-	78.5	2150	72.5	-	4.8	392	19.5	205	40.6	118	10600	7.25	18.5	4911	3280	598	673	360	11.1	19.1	1917	1/1
75	SHORT 320 TORPEDO.	F.S.T.	2	310 SUNBEAM	320 @ 2000	815	-	67	-	-	3	11.8	140	-	-	-	3500	6.6	21.9	7013	4873	605	1175	360	-	-	-	1917	1/1
76	SHORT 320 TORPEDO.	F.S.T.	2	320 SUNBEAM	345 @ 2000	815	1708	63	-	1200	-	12.0	133	-	-	-	3000	8.6	20.35	7014	4933	448	1273	360	-	-	-	1917	1/1
77	SHORT 320 TORPEDO.	F.S.T.	2	320 SUNBEAM	345 @ 2000	815	-	68.5	-	-	-	8.6	200	45	70	-	5500	8.6	20.35	7021	4891	1080	690	360	-	-	-	1917	1/1
78	SUPERMARINE BABY.	B.L.P.	1	SUNBEAM ARAB	207 @ 2000	293	2411	101	24.5	97	3	2.3	770	11.0	375	26.5	150	10700	8.55	12.1	2508	1902	360	66	180	10.5	11.0	1917	1/1
79	WESTLAND	F.S.T.	1	B. R. I.	150 @ 1250	296	-	66.4	34.5	-	-	3.8	486	15.0	243	28.7	196	12700	6.7	13.2	1978	1504	241	53	180	10.5	11.0	1917	1/1
80	WESTLAND	F.S.T.	1	B. R. I.	150 @ 1250	296	-	66.4	92	-	-	3.2	584	13.3	1100	29.8	125	10400	6.7	13.2	1987	1513	241	53	180	10.5	11.0	1917	1/1
81	WIGHT BABY.	F.S.T.	1	100 MOND GHOME	105 @ 1200	297	6238	-	77.5	-	2 1/2	4.8	390	20.5	210	48.5	70	9300	6.3	17.7	1064	1277	277	130	180	10.5	11.0	1917	1/1
82	WIGHT CONVERTED.	F.S.T.	2	275 ROLLS ROYCE	322 @ 1800	762	-	66.9	74.5	-	3 1/2	4.3	430	18.3	238	42.5	85	9600	7.3	17.2	3556	3758	788	650	360	11.5	15.5	1917	1/1
83	WIGHT CONVERTED	F.S.T.	2	SUNBEAM MAORI	265 @ 2100	762	-	70.6	74.5	-	-	8.0	250	-	-	-	-	7.1	20.4	5394	3957	594	483	360	-	-	-	1917	1/1

NOTE. LIFTING SURFACE PER H.P. — Gross Weight + Actual H.P. developed at normal revs. (4 with 8 Short and 320 Torpedo have been used in absence of Actual H.P.)
 LIFTING SURFACE — Surface of Wings and Fins only.
 MILITARY LOAD — Weight of some, including Fuel, Stores, and Reconnaissance Load.
 CLASS — Short Seaplane, Fleet Seaplane, Tender, Pusher.
 SERVICE CEILING — Height at which rate of climb is 100 ft. min.
 WEIGHT EMPTY — Includes fueling water for water cooled engines.

COMPARATIVE PERFORMANCE reduced to correspond with loadings of 14 lbs. per H.P. and 7 lbs. per sq. ft.

- ① Folded.
- ② On Trolley.
- ③ Includes Tanks.
- ④ With Gross Weight 5649.
- ⑤ With Gross Weight 4988.

RECORD OF PERFORMANCES OF BRITISH SHIP AEROPLANES.

TYPE.	FUNCTION OF PLANE/SHIP	ENGINE	NORMAL B.H.P. & R.P.M. AT G.L.	LIFTING SURFACE SQ. FT.	PROP. ELLIPSE DIA. IN.	SPEED IN KNOTS & R.P.M. @ 10000'			AIR END LIFT INCHES	TIME IN MIN. & RATE OF CLIMB IN FT. PER MIN. AND R.P.M. @ 10000'			SERVICE CEILING FT.	LOADING.	COMPARATIVE PERFORMANCE SEE NOTE.	WEIGHT. (LBS.)			DIMENSIONS.			No & DATE OF TRIAL REPORT	SEE ALSO LINE No								
						AT 6500'	AT 10000'	AT 15000'		2000'	6500'	10000'				15000'	GROSS-EMPTY. G.O.L.	FUEL G.O.L.	MILIT. LOAD	SPAN	LENGTH			HEIGHT							
																									LBS. PER SQ. FT.	LBS. PER HP.	LBS. PER SQ. FT.				
1. BEARDMORE FOLDING PUP WITHOUT CHASSIS.	T	1	80 LE RHONE.	84 @ 1250	236	-	69.5	-	3000	-	13	430	24.75	270	-	13800	5.2	14.6	1223	844	165	36	180	10.5	11.0	1917	1/1				
2. BEARDMORE FOLDING PUP WITH CHASSIS.	T	1	80 LE RHONE.	84 @ 1250	236	-	71	-	-	-	16	330	-	-	-	5.3	14.8	1248	865	165	36	180	10.5	11.0	1917	1/1					
3. BEARDMORE FOLDING PUP.	T	1	80 LE RHONE.	84 @ 1250	236	-	74	68.5	-	10.5	445	20.3	880	-	14000	5.2	14.6	1230	849	165	36	180	10.5	11.0	1917	1/1					
4. BEARDMORE FOLDING PUP.	T	1	80 LE RHONE.	84 @ 1250	236	-	93	88.5	10000	-	12	400	23.3	218	-	12100	5.4	18.2	1279	887	167	55	180	10.5	11.0	1917	1/1				
5. BEARDMORE FOLDING PUP.	T	1	80 LE RHONE.	84 @ 1250	243	-	85	73	1100	-	12.2	390	24.3	218	-	12400	5.3	15.3	1289	890	164	55	180	10.5	11.0	1917	1/1				
6. BEARDMORE W. B. IV.	T	1	200 HISPANO SUISE	208 @ 2000	350	-	-	-	-	-	9.7	510	16.3	318	-	14000	7.4	12.5	2595	2053	269	91	180	36.0	27.3	3-8	1918	1/1			
7. BLACKBURN (WITHOUT CHASSIS) TORPEDO	T	1	ROLLS ROYCE "EAGLE" 225.	345 @ 1800	684	-	85.0	82.3	1070	77	-	8.7	625	15.1	343	28.7	280	13000	5.75	11.35	-	-	-	180	52.0	34.10	-	1918	1/1		
8. BLACKBURN (WITH CHASSIS) TORPEDO	T	1	ROLLS ROYCE "EAGLE" 225.	345 @ 1800	684	-	85.0	82.3	1070	77	-	16.2	285	35.4	1690	-	11800	8.35	16.5	-	-	-	180	52.0	34.10	-	1918	1/1			
9. D.H.4 WITHOUT FLUTATION GEAR.	T	2	SIDDELEY PUMA.	252 @ 1400	448	-	70.9	106	1480	97	-	7.5	660	14.0	139	28.5	230	17400	7.5	13.3	3344	2230	444	310	360	42.0	30.5	11.1	1919	1/1	
10. D.H.4 WITH FLUTATION GEAR.	T	2	SIDDELEY PUMA.	252 @ 1400	448	-	70.9	106	1480	97	-	10.6	475	19.7	338	44.0	110	15200	7.85	15.9	3510	2396	444	310	360	42.0	30.5	11.1	1919	1/1	
11. D.H.4 WITHOUT EMERGENCY FLUTATION GEAR.	T	2	SIDDELEY PUMA.	252 @ 1400	448	-	70.9	101	97	2416	91	3 1/2	8.4	620	15.2	412	30.5	220	17700	7.45	13.2	3528	2214	444	310	360	42.0	30.5	11.1	1919	1/1
12. D.H.4 (WITH FLUTATION GEAR & NEW TYPE OF HYDROPLANES)	T	2	SIDDELEY PUMA.	252 @ 1400	448	-	70.9	96	93	230	88	-	10.5	490	19.2	338	44.0	100	15000	7.8	13.9	3495	-	-	-	42.0	30.5	11.1	1919	1/1	
13. D.H.6 (WITHOUT FLUTATION GEAR.)	T	1	90 CURTISS.	92 @ 1300	414	-	65.4	65	2000	-	-	3.5	80	-	-	6100	4.65	20.9	1926	1539	207	-	180	-	-	-	-	1920	1/1		
14. D.H.6 (WITH FLUTATION GEAR.)	T	1	90 CURTISS.	92 @ 1300	414	-	65.4	63	2000	-	-	4.5	50	-	-	5400	4.85	21.9	2011	1624	207	-	180	-	-	-	-	1920	1/1		
15. FAIREY 2 A.	T	2	SUNBEAM MAORI	265 @ 2100	476	-	74.7	92.3	2350	-	4 1/2	10.0	530	17.7	380	20.25	-	15000	7.75	13.95	3694	2532	578	224	360	42.0	30.5	10.8	1921	1/1	

NOTE. LIFTING SURFACE PER H.P. — Gross Weight + Actual H.P. developed at normal revs. (4 with 8 Short and 320 Torpedo have been used in absence of Actual H.P.)
 LIFTING SURFACE — Surface of Wings and Fins only.
 MILITARY LOAD — Weight of some, including Fuel, Stores, and Reconnaissance Load.
 CLASS — Short Seaplane, Fleet Seaplane, Tender, Pusher.
 SERVICE CEILING — Height at which rate of climb is 100 ft. min.
 WEIGHT EMPTY — Includes fueling water for water cooled engines.

COMPARATIVE PERFORMANCE reduced to correspond with loadings of 14 lbs. per H.P. and 7 lbs. per sq. ft.

- ① Folded.
- ② Regarded as too optimistic.
- ③ Speeds obtained from a.s.l. (corrected for density only).
- ④ Weight of H.V.O. Torpedo 1600 lbs.
- ⑤ With Landing Chassis.
- ⑥ With flotation gear & skid.

AIR MINISTRY.
DIRECTORATE OF RESEARCH.

TYPE.	INCORPORATION OF IMPROVEMENTS	ENGINE	NORMAL B.H.P. & R.P.M. AT G.L.	LIFTING SURFACE	SPEED IN KNOTS A.R.P.M. @ 10,000 FT.	AIR SPEED	TIME IN MINS. & RATE OF CLIMB IN FT. PER MIN. AND R.P.M. @ 10,000 FT.			SERVICE CEILING FT.	LOADING		COMPARATIVE PERFORMANCE See Note.	WEIGHT (LBS.)				DIMENSIONS			M.A. DATE	SEE ALSO LINE NO.	
							6500'	10,000'	15,000'		LBS. PER SQ. FT.	LBS. PER HP.		GROSS	EMPTY	FUEL OIL	MAY LARD	SPAN	LENGTH	HEIGHT			
																							TIME
16. FAIRLEY 3.A.	T. 2	SUNBEAM MAGRI.	270 @ 2100	465	82	78.5	14.0	355	26.0	13400	8.5	14.6		3945	2690	448	449	360	43-0	31-0	12-0	M. 220 1/16	
17. FAIRLEY 3.A.	T. 2	SUNBEAM MAGRI.	270 @ 2100	465	82	78.5	11.0	440	21	13600	8.95	15.2		4107	2691	481	575	360	44-0	31-0	12-0	M. 220 1/16	
18. GRAIN "GRIFFIN"	T. 2	SUNBEAM ARAB.	207 @ 2000	506	98.5	87.5	7.1	770	12	13000	5.68	15.8		2658	1911	409	178	360	42-0	27-3	10-6	M. 220 1/16	
19. GRAIN "GRIFFIN"	T. 2	B. R. 2.	228 @ 1300	497	98	86	9.0	585	15.9	16500	5.75	12.8		2858	1678	477	346	360	42-0	27-3	10-6	M. 220 1/16	
20. HANDLEY PAGE.	T. 2	200 HISPANO SUIZA	210 @ 2000	410	82.5	80.5	15.3	315	29.5	12000	7.3	14.2		2300	1882	448	302	360	42-0	27-3	10-6	M. 220 1/16	
21. MANN EGERTON WITH CHASSIS	T. 1	200 HISPANO SUIZA	210 @ 2000	292	87	78	9.2	520	18.0	12800	8.25	11.45		2404	1938	332	54	180	42-0	27-3	10-6	M. 220 1/16	
22. MANN EGERTON WITHOUT CHASSIS	T. 1	200 HISPANO SUIZA	210 @ 2000	292	87	78	8.3	605	15.5	14700	7.95	11.05		2320	1754	322	54	180	42-0	27-3	10-6	M. 220 1/16	
23. MANN EGERTON	T. 1	200 HISPANO SUIZA	210 @ 2000	292	98	80.5	6.4	690	12.5	16800	7.95	11.1		2326	1760	326	61	180	42-0	27-3	10-6	M. 220 1/16	
24. PARNALL "PANTHER"	T. 2	230 B. R. 2.	228 @ 1300	325	94	80.5	9.3	545	17.1	14500	8.0	11.4		2595	1921	541	366	360	42-0	27-3	10-6	M. 220 1/16	
25. P.V. 7 "KITTEEN"	T. 1	A. B. C. GNAT.	32 @ 1800	85	74	68	10.8	430	22	11900	5.8	15.35		491	284	38	30.5	138.5	19-0	14-11	5-8	M. 220 1/16	
26. P.V. 8 "KITTEEN"	T. 1	A. B. C. GNAT.	32 @ 1800	106	76	68	11.0	465	20.2	14900	5.58	18.3		586	340	77	30.5	138.5	19-0	15-3/4	5-5	M. 220 1/16	
27. P.V. 8 "KITTEEN"	T. 1	A. B. C. GNAT.	32 @ 1800	106	76	68	12.0	400	23.1	12500	6.1	20.15		648	358	80	30	180	119-0	16-7	5-2	M. 220 1/16	
28. SHORT SHIRL WITHOUT TOWERS	T. 1	ROLLS ROYCE "EMULSION"	345 @ 1800	791	85	81	7.9	660	14.0	19000	4.7	10.8		5732	2949	588	45	180	52-2	33-10	12-0	M. 207 1/16	
29. SHORT SHIRL TO WITH TOWERS	T. 1	ROLLS ROYCE "EMULSION"	345 @ 1800	791	85	81	17.0	255	38.0	9500	7.0	16.0		5912	2949	538	182	180	52-2	33-10	12-0	M. 207 1/16	
30. SHORT SHIRL	T. 1	ROLLS ROYCE "EMULSION"	359 @ 1800	796	81	81	17.5	250	38.4	10000	6.95	15.35		5912	3319	592	142	180	52-2	35-3	11-11	M. 232 1/16	
31. SHORT SHIRL WITH TOWERS	T. 1	ROLLS ROYCE "EMULSION"	359 @ 1800	796	80	80	21.0	200	-	9000	7.5	16.6		5951	3319	1051	142	180	52-2	35-3	11-11	M. 232 1/16	
32. SOPWITH CAMEL 2FL	T. 1	B. R. 1.	150 @ 1250	229	105.5	98	6.0	750	11.5	17300	6.7	10.2		1930	1036	223	91	180	26-10	18-8	9-1	M. 220 1/16	
33. SOPWITH "IMPROVED PLANE"	T. 1	200 HISPANO SUIZA	200 @ 2000	562	90	87	14.8	368	25.5	15600	6.35	17.85		3572	1928	464	1000	180	-	-	-	M. 220 1/16	
34. SOPWITH "IMPROVED PLANE"	T. 1	SUNBEAM ARAB.	207 @ 2000	562	90.5	89	11.9	420	22.1	13900	6.6	17.9		3711	2013	419	1099	180	46-0	28-6	11-9	M. 220 1/16	
35. SOPWITH "IMPROVED PLANE"	T. 1	SUNBEAM ARAB.	207 @ 2000	568	89	85	15.7	300	31.0	175	6.85	18.75		3885	2199	405	1099	180	46-0	28-10	10-8	M. 220 1/16	
36. SOPWITH "CUCUDDO" (WITH TOWERS)	T. 1	ROLLS FALCON III	264 @ 2000	562	80.5	87.5	12.3	595	23.5	13400	7.74	16.49		4350	2535	485	1100	180	-	-	-	M. 244 1/16	
37. SOPWITH "CUCUDDO" (WITHOUT TOWERS)	T. 1	WOLSELEY VIPER	210 @ 2000	557	80.3	76.2	10.2	482	19.3	13700	5.16	13.7		2875	2233	462	-	180	46-5	26-5	11-3	M. 249 1/16	

NOTE — Loading lbs per H.P. — Gross weight of fuel oil & oil used at normal rate.
 LIFTING SURFACE — Surface of wings and flaps only.
 MILITARY LOAD — Weight of guns, bombs, ammunition & reconnaissance load.
 AIR ENDURANCE — At 8000 ft. at full throttle including climb.
 SERVICE CEILING — Height at which rate of climb is 100 ft. per min.
 WEIGHT EMPTY — Includes cooling water for water cooled engines.

COMPARATIVE PERFORMANCE reduced to correspond with loading of 14 lbs. per H.P. and 7 lbs. per sq. ft.

- ① Folded
 ② Reported as too optimistic
 ③ Speeds obtained from ASI (Corrected for density only)
 ④ Weight of H.P. for 1400 lbs.
 ⑤ With Land Chassis.
 ⑥ With flotation gear in tanks.

AIR MINISTRY
 DIRECTORATE OF RESEARCH

SHEET 15.

RECORD OF PERFORMANCES OF BRITISH SHIP AEROPLANES. 1921.

RECORD OF PERFORMANCES OF BRITISH SEAPLANES. 1921.

AIR MINISTRY

No	TYPE.	TRACTOR OR PLANE	CREW.	ENGINE.	BHP & RPM AT G.L.	LIFTING SURFACE	PROP. BLADE NO	SPEED IN MPH. AT 10000'			AIR ENG. NO.	TIME IN MINS. & RATE OF CLIMB IN FT. PER MIN. AND R.P.M. @ 10000'			SERVICE CEILING FT.	LOADING.		FUEL CAP. GALLS.	BOMBS LBS.	WEIGHT			DIMENSIONS			No & DATE OF TRIAL REPORT	RE- MARKS				
								AT 5500'	AT 10000'	AT 15000'		5500'	10000'	15000'		LBS. PER SQ. FT.	LBS. PER FT.			GROSS	FUEL EMPTY & OIL	MILY. LOAD	CREW	SPAN	LENGTH			HEIGHT			
154	ALDERSHOT	T	3	CONDOR	679 @ 1575	1064	329	99.6	83	1975	3	19.5	215	43	86	9700	10.23	16	214	1500	10880	6027	1662	2651	540	68'-0"	44'-9"	14'-7"	M 309	1	
155	AVRO	T	2	LYNX	453 @ 1700	329	349	86	83	1450	—	14.5	345	27	111	13700	5.63	17.4	20	NIL	1850	1400	65	4	380	36'-0"	29'-6"	10'-7"	M 313	2	
156	AVRO	T	2	GNOME MONO	113 @ 1250	329	700	75	—	—	—	30	135	—	—	7900	5.52	—	—	NIL	1820	—	—	—	—	—	—	—	—	M 286	2
157	BAMEL, MARS I	T	1	LION	526 @ 2100	200	—	180	174	2000	655	2.5	2220	4.25	7.4	325	28600	13.85	5.27	50	NIL	2770	2133	457	NIL	180	23'-1"	21'-4"	9'-7"	M 317	22
158	BRISTOL FIGHTER	T	2	FALCON III	264 @ 2000	408	107	108	108	2000	66	9.5	540	17.5	42	90	14,800	7.92	12.15	65	NIL	3235	—	—	—	360	39'-4"	25'-10"	9'-9"	M 293	2
159	FAIRFY III D. LAND CRASSIS	T	3	LION	458 @ 2000	468	800	—	111	2250	109	6.8	750	2.2	26	240	17400	10.8	11.0	101	—	5050	—	—	—	—	—	—	—	M 311	22
160	VERNON	T	2	2 LIONS II	2147 @ 2000	1929	5377	101	—	—	—	14.6	185	—	—	—	10600	9.41	14.36	167	NIL	12500	7850	1582	2908	360	68'-0"	43'-4"	15'-4"	M 295	2
161	WAGTAIL	T	1	LYNX	162 @ 1700	185	240	119	111	110	—	6.6	815	11	21.6	305	18600	8.0	9.12	22	NIL	1476	1073	190	33	180	23'-2"	18'-2"	8'-4"	M 289	2
162	WEASEL	T	2	JUPITER	375 @ 1575	344	—	—	151	1725	124	4.1	1360	7.1	12.5	710	24350	8.6	8.34	68	NIL	2988	2080	518	NIL	360	35'-7"	24'-11"	6'-11"	M 299	2

RECORD OF PERFORMANCES OF BRITISH SHIP AEROPLANES. DEC. 1922.

|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

NOTE: (LOADING) (LBS PER HP) Gross Weight + Actual M.P. developed at normal revs.
 (Actual M.P. shown that 10000' has been used in absence of Actual M.P.)
 LIFTING SURFACE: Surface of wing and fins only.
 MILITARY LOAD: Weight of guns, bombs, ammunition and necessary crew load.
 AIR ENDURANCE: At 10000' Alt. (or 15000' if possible) including all other fuel used, stated.
 SERVICE CEILING: Height at which rate of climb is 1000' per min.
 WEIGHT EMPTY: Includes Cooling Water for Water Cooled Engines.

1. 108 M.P. at 1500'.
 2. At 5000'.
 3. At 8000'.

4. The gross M.P. is given as 25.1 of which about 30 would be lost in windage at 12,000' and equipment.

AIR MINISTRY
 DEPARTMENT OF RESEARCH

No	TYPE.	No. of POWER	CREW	ENGINE.	H.P. & R.P.M. AT G.L.	LIFTING SURFACE sq. ft.	SPEED IN KNOTS AT 10000'	AIR RESISTANCE	TIME IN MINS. RATE OF CLIMB IN FT. PER MIN. AND R.P.M. @ 10000'			SERVICEL CEILING FT.	LOADING LBS. PER sq. ft.	FUEL CAP. GALLS.	BOMBS LBS.	WEIGHT			DIMENSIONS			No. & DATE OF TRIAL REPORT	REMARKS				
									AT 3000'	AT 6500'	AT 10000'					GROSS-EMPTY LBS.	FUEL OIL LBS.	MIL. LOAD	CREW	SPAN	LENGTH			HEIGHT			
1	PINTAIL.	T	2	LION.	476 @ 2100	399	104	101	3	950	71	10000	110	99	65	NIL	4703	3440	348	365	360	40'-0"	35'-3"	11'-0"	NM 267A 1/2		
2	"	"	2	"	"	"	102	101	3	932	72	10000	110	99	"	"	4570	3365	338	307	360	"	"	"	"	NM 267A 1/2	
3	SEAGULL.	T	3	LION.	480 @ 2100	605	80	77	6	590	105	10000	90	114	100	NIL	5462	3691	617	414	540	46'-11"	34'-6"	13'-6"	NM 263A 1/2		
4	VIKING	T	2	LION.	489 @ 2100	637	97	97	4	620	106	10000	100	100	100	NIL	5650	4429	850	331	360	50'-0"	34'-5"	13'-4"	NM 314 1/2		

RECORD OF PERFORMANCES OF BRITISH SEAPLANES. DEC. 1922.

90	FAIREY III D	T	3	LION	457 @ 2000	468	1000	96	24	210	91	35 @ 1000	3	888	77	410	147	390	14800	103	14	101E	4923	3634	662	67	540	28'-0"	34'-5"	11'-0"	NM 253A	1/2	More E.	
91	F.S.	T	5	2-LIONS.	2-484 @ 2100	1375	78	73	8	300	26	1000	8	300	26	1966	-	-	6650	1014	14-43	400	920	13950	9700	3192	198	900	105'-0"	45'-0"	10'-5"	NM 271	1/2	

RECORD OF PERFORMANCES OF BRITISH CIVIL AIRCRAFT. DEC. 1922.

No	TYPE.	No. of POWER	CREW	ENGINE.	H.P. & R.P.M. AT G.L.	LIFTING SURFACE sq. ft.	SPEED IN KNOTS AT 10000'	AIR RESISTANCE	TIME IN MINS. RATE OF CLIMB IN FT. PER MIN. & R.P.M. @ 10000'	SERVICEL CEILING FT.	LOADING LBS. PER sq. ft.	FUEL CAP. GALLS.	BOMBS LBS.	WEIGHT GROSS-EMPTY LBS.	DIMENSIONS SPAN LENGTH HEIGHT ft. in. ft. in. ft. in.	No. & DATE OF TRIAL REPORT	REMARKS		
1	BRISTOL SEATER.	T	1	LION I	465 @ 2000	681	315	111	65 385 19	10000	10-41	18-28	110	NIL	7100 4427 885	180	54'-5" 41'-5" 15'-3"	M 290 1/2	
2	"	"	"	"	"	"	113	113	60 435 16-8	"	"	"	"	"	"	"	"	"	M 290 1/2
3	De H. 18.	T	1	LION (L.C.)	456 @ 2000	624	110	110	5-8 450 15-1	10000	11-21	16-04	100	"	7000 4430 646	180	51'-4" 39'-9" 15'-0"	M 292 1/2	
4	De H. 34.	T	1	LION (L.C.)	449 @ 2100	633	112	112	5-7 460 18-5	10000	12-6	15-0	82	"	4760 4453 687	180	51'-5" 41'-5" 15'-3"	M 301A 1/2	
5	"	"	"	"	"	"	112	"	76 300 27-5	"	"	"	"	"	"	"	"	"	"
6	"	"	"	"	459 @ 2100	"	112	"	72 374 18-6	"	"	"	"	"	7230 4618 655	180	" " "	M 307 1/2	
7	"	"	"	"	"	"	112	"	68 365 19-6	"	"	"	"	"	"	"	"	"	M 310 1/2
8	HANDLEY PAGE WOB.	T	1	2 EAGLE IX	6-366 @ 1800	1489	97	"	6-5 310	"	"	7-9	19-6	200	"	18200 7809 1100	180	76'-0" 60'-5" 16'-0"	M 302 1/2
9	"	"	"	"	"	"	98	"	96 280	"	"	"	17-1	"	"	"	"	"	"
10	VULCAN.	T	1	EAGLE IX	870 @ 2000	837	102	102	8-2 304 19-4	10000	8-0	10-1	82	"	36-90 4110 570	180	49'-2" 36'-0" 14'-5"	M 316 1/2	
11	"	T	1	EAGLE IX	364 @ 1800	840	102	102	9-4 281 25	10000	7-97	16-6	72	"	6679 4414 585	180	49'-0" 37'-6" 14'-5"	M 313 1/2	

NOTE. LOADING (LBS. PER SQ. FT.) - Gross Weight - Actual H.P. developed at normal revs.
(Actual H.P. values that figure H.P. has been used in absence of Actual H.P.)
LIFTING SURFACE - Surface of Wings and Pops only.
MILITARY LOAD - Weight of Guns, Machine, Bomb, Fuel and Reconnaissance Load.
OR ENDURANCE - At 10000' Alt. at full throttle including climb, unless otherwise stated.
SERVICE CLIMB - Climb at 10000' Alt. at full throttle including climb, unless otherwise stated.
WEIGHT EMPTY - Including Landing Gear, No. 10000' Alt. at full throttle.

1 - Includes deck landing gear and 40 lbs. absorbed value.
2 - Lower end of dimensions for folded and on trolley.
3 - Includes 40 lbs. absorbed value.
4 - Carried in rear of fuselage or disposable load.
5 - Launching, landing, & climbing trial.

AIR MINISTRY
DIRECTORATE OF RESEARCH

RECORD OF PERFORMANCES OF BRITISH SHIP AEROPLANES. DEC. 1923.

- 7 Includes 2 Sub Piles - 12' x 12' x 12' x 12'
- 8 A 12' x 12' x 12' x 12' pile reduced to 12' x 12' x 12' x 12'
- 9 Reduced pile
- 10 Production Type

DOI: 10.1002/eqe.2241

N°	TYPE	TRAINING UP POWER	CREW	ENGINE.	RHP/HP AT GL	LITING SURFACE	FUEL CONSUMPTION GAL/HR	SPEED IN KNOTS SRPM @ 6500			AIR END 100 NCE	TIME IN HOURS - RATE OF CLIMB IN FT PER MIN AND R.P.M. @ 6500				SERVICE CEILING FT	LOADING		FUEL CAP	BOMBS	WEIGHT (LB)				DIMENSIONS				NPS DATE OF TEST/PROB	Remarks	
								AT 3000	AT 4000	AT 5000		1000	2000	3000	4000		LB PER HR	LB PROB			WING (Span)	WING (Area)	WING (Load)	WING (Area)	WING (Load)	WING (Area)	WING (Load)				
5	SEAGULL.	T	3	LION.	482-2100	593	85	10.5	11.5	12.5	14.5	7.40	5.40	4.30	3.20	9150	9.6	11.6	100	NIL	589	3420	840	521	540	46-0	37-6	14-0	1327		
																												</			

RECORD OF PERFORMANCES OF BRITISH CIVIL AIRCRAFT. DEC. 1923.

|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

NOTE: LOADS (LBS PER HP) Gross Weight - Actual HP developed - 2 normal test
 (A) 100% Gross Weight - Actual HP developed - 2 normal test
 (B) 100% Gross Weight - Actual HP developed - 2 normal test
 (C) 100% Gross Weight - Actual HP developed - 2 normal test
 (D) 100% Gross Weight - Actual HP developed - 2 normal test
 (E) 100% Gross Weight - Actual HP developed - 2 normal test
 (F) 100% Gross Weight - Actual HP developed - 2 normal test
 (G) 100% Gross Weight - Actual HP developed - 2 normal test
 (H) 100% Gross Weight - Actual HP developed - 2 normal test
 (I) 100% Gross Weight - Actual HP developed - 2 normal test
 (J) 100% Gross Weight - Actual HP developed - 2 normal test
 (K) 100% Gross Weight - Actual HP developed - 2 normal test
 (L) 100% Gross Weight - Actual HP developed - 2 normal test
 (M) 100% Gross Weight - Actual HP developed - 2 normal test
 (N) 100% Gross Weight - Actual HP developed - 2 normal test
 (O) 100% Gross Weight - Actual HP developed - 2 normal test
 (P) 100% Gross Weight - Actual HP developed - 2 normal test
 (Q) 100% Gross Weight - Actual HP developed - 2 normal test
 (R) 100% Gross Weight - Actual HP developed - 2 normal test
 (S) 100% Gross Weight - Actual HP developed - 2 normal test
 (T) 100% Gross Weight - Actual HP developed - 2 normal test
 (U) 100% Gross Weight - Actual HP developed - 2 normal test
 (V) 100% Gross Weight - Actual HP developed - 2 normal test
 (W) 100% Gross Weight - Actual HP developed - 2 normal test
 (X) 100% Gross Weight - Actual HP developed - 2 normal test
 (Y) 100% Gross Weight - Actual HP developed - 2 normal test
 (Z) 100% Gross Weight - Actual HP developed - 2 normal test

AIR MINISTRY

RECORD OF PERFORMANCES OF BRITISH AEROPLANES 1924 -

1. 1. 1.

[illegible]

No.	Type.	Reaction or Power	Engine.	Normal B.H.P. at G.L.	Lift Surface Area	Air Speed in M.P.H. at 10,000'	Time in Min. per Mile at R.P.M. @ 10,000'	Service Ceiling FT.	Loading Lb. per Sq. Yd.	Fuel Consumption Lb. per Hour	Weight (Lb.) Gross Empty	Dimensions		Wings Date of Issue	Remarks	
												Span	Length	Area		
61	Fawn	T.	LION II.	502 at 2100	-	A-1000 129.5 1000	8-0' 530 17-30 188 18 10000 15140	13850	-	-	184 336 5670 3320 1801 540 - - -	M373				
62	"	T.	LION II.	-	-	A-1000 129.5 1000	8-45' 582 16-64 188 18 10000 15140		-	-	3633 - - - - -	"				
63	FLY CATCHER	T	JAGUAR.	-	-	A-1000 129.5 1000	5-36' 940 9-30 175 19-10 380 10650		-	-	2837 - - - - -	M379				
64	"	T.	" Mk IV.	391 at 1700	-	A-1000 1336 1000	5-0' 1088 6-16 173 16-23 490 20600		-	-	3028 2141 443 263 180 - - -	M394				
65	"	T	"	-	-	A-1000 1320 1000	" " " " " " " "		-	-	" " " " " " " "	"				
66	"	T	JUPITER IV	471 at 2000	362	A-1000 1336 1000	4-35' 1080 8-35 175 15 400 16750 10-9 -		-	-	3107 2128 410 369 180 - - -	M400				
67	HENDON.	T	LION II.	471 at 2000	362	A-1000 1336 1000	6-30' 1373 12-0' 188 18 10000 15140	9500 12-4 14-8 62	-	-	6970 3966 686 956 380 45-6 33-10 12-10	M398				
68	"	T	"	-	-	A-1000 1336 1000	6-30' 1373 12-0' 188 18 10000 15140	8500 " " " "	-	-	" " " " " " " "	"				
69	FLOWER	T	JUPITER IV	410 at 1575	-	A-1000 1336 1000	4-30' 1060 8-36 165 15-20 473 20500		-	-	52 - 3018 2070 453 314 180 - - -	M382				
70	"	T.	JUPITER IV	400 at 1575	-	A-1000 1336 1000	4-30' 1153 7-36 153 15-26 506 21200 9-8 17-2		-	-	3033 - - - - -	M389				

No.	Type.	Tractor or Power.	No. of Cyls.	Engine.	Normal B.H.P. & R.P.M. at G.L.	Lifting Surface	Am. Score No.	Speed in Knots & R.P.M. @ 10,000'			Air Endurance Hrs.	Time in Sec. & Rate of Climb in Ft. per Min. @ 10,000'			Service Ceiling Ft.	Loading.			Fuel Cap. Batts.	Weight (Lb.)			Dimensions			No. & Date of Trial Report.	Remarks.						
								AT 8500'	AT 10000'	AT 15000'		6500'	10000'	15000'		Lb. per sq. ft.	Lb. per sq. ft.	Galls. per sq. ft.		Gross Empty	Fuel & Oil	Mil. Load	Span	Length	Height								
92.	ATALANTA.	2-T. S.P.	7	4CONDOR.	(1)	26335	(1)	—	—	—	16-1	297	31-23	16-1	—	—	—	—	11870	11-15	12-0	400	—	3162	23566	3470	3346	1260	139-34	68-0	28-10	G.5	9/24
93.	BRANDENBURGER.	T.	2	BENZ.	243 @ 1800	335-5	—	—	—	—	12-0	410	22-38	13-0	—	—	—	—	13600	6-58	12-37	42-4	—	3001	22435	3375	40	360	44-2	30-78	9-10	G.1.	19/23
94.	"	T.	2	"	"	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	11/24
95.	FAIRY III.	(A) T.	3	LION II.	461 @ 2000	483-18	1900 A	—	100	2190	91	6-36	832	11-32	813	1923	23-25	268	17250	10-9	10-95	103	—	5050	3625	642	283	360	46-48	35-74	12-6	F.4.	7/24
96.	"	(A) T.	2	"	485 @ 2000	"	"	—	103	2190	975	6-46	807	12-2	600	1923	23-33	306	16500	"	10-4	174	—	"	3667	979	24	"	—	—	—	F.7.	19/24
97.	"	(A) T.	2	"	"	"	"	—	101	2236	825	7-41	716	13-36	515	1975	26-22	230	17280	11-45	10-92	"	—	5500	"	288	"	—	—	—	—	"	"
98.	KINGSTON.	T.	3	2 LION.	948 @ 2000	1282-5	174	569	—	504	174	10-17	455	20-36	843	1470	32-39	128	15400	11-07	6-33	"	—	3342	2563	442	137	"	29-0	29-10	18-6	F.6.	9/24
99.	FLOWER.	T.	1	JAGUAR.	284 @ 1500	313-3	788	1000	98-7	1563	87-5	7-15	691	13-30	458	1475	32-39	128	15400	11-07	6-33	"	—	3342	2563	442	137	"	29-0	29-10	18-6	F.6.	9/24
100.	"	T.	1	JUPITER IV.	401 @ 1375	301-7	741 E	993	97	1562	87-5	7-15	691	13-30	458	1475	32-39	128	15400	11-07	6-33	"	—	3342	2563	442	137	"	29-0	29-10	18-6	F.6.	9/24
101.	VALENTIA.	T.	5	2 GONDOLIA	870-3 @ 1800	1925	800	89	77-5	—	3	16-43	270	34-34	128	—	—	—	10700	10	15	664	—	19382	4446	3330	806	900	105-05	54-3	22-24	G.4.	9/24

NOTE.

Loadings (Lbs per H.P.) Gross Weight = Actual H.P. developed of normal, revs. (Auxiliary without that Rated H.P. has been used in absence of Actual H.P.)
 LIFTING SURFACE. — Surface of Wings and Tail only.
 MILITARY LOAD. — Weight of Bomb, Ammunition and Reconnaissance Load
 AIR ENDURANCE. — At 10000' Alt. all full throttle including climb unless otherwise stated
 SERVICE CEILING. — Height at which rate of climb is 100 ft. min.
 WEIGHT EMPTY. — Includes Cooling Water for Water Cooled Engines

Port Front 648-4 @ 1500
 1. " Rear 668 " "
 " Star Front 648-3 " "
 " Rear 664-4 " "
 2. 15498. Port & Star 4 Tractor.
 15839A. " " Pusher.

3 With Metal Wings.
 4 For Kings Cup Race.
 5 Full Crew not carried on Trial
 6 Military Load as above does not include Crew.
 7 Includes 40 lb reserve water.
 8 " 36 " "
 9 With Wings folded, Width 11' 0".
 10 Height on Trolley 30' 4".
 11 " " " 22' 8".
 12 " " " 24' 15"

AIR MINISTRY.
O.T.O.

No	TYPE.	TRADE OR PURPOSE	CREW	ENGINE.	NORMAL S.H.P. & R.P.M. AT G.L.	LIFTING SURFACE NO.	SPEED IN M.P.H. & R.P.M. @ 8,500'				AIR END USES	TIME IN HRS. & RATE OF CLIMB (FT. PER MIN. @ 8,500' & 15,000')				SERVICE CEILING FT.	LOADING.			FUEL CAP. GAL.	SEE NOTE (1).	WEIGHT. (Lb.)				DIMENSIONS.				No. & DATE OF TRIAL REPORT	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
							SURFACE	AT 8,500'	AT 15,000'	R.P.M.		TWR	RATE	TIME	RATE		TIME	Lb. per sq. ft.	Lb. per sq. ft.			Lb. per sq. ft.	GROSS EMPTY	FUEL CAP. GAL.	CREW	SPAN	LENGTH	HEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
16.	HAMILTON	T.	2	2 PUMA	1400	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450

NOTE.

LOADING (LBS PER HP)

LIFTING SURFACE

MILITARY LOAD

AIR CIRCUMFERENCE

SERVICE CEILING

WEIGHT EMPTY

1. Actual H.P. developed at 8,500 ft.
 (If full power at 8,500 ft. has been used in above, it should be so stated.)
 2. Surface of wing and tail only.
 3. Weight of gun, bombs, ammunition and fuel included.
 4. If above Air at full throttle, rate of climb is 100 ft. per sec.
 5. Height of aircraft at full throttle, rate of climb is 100 ft. per sec.
 6. In case of water for water service, it should be so stated.

1. Accommodation for the Pilot and Observer.
 2. Weight of fuel, ammunition, etc.
 3. Weight of gun, bombs, etc.
 4. Maximum weight of payload.

AIR MINISTRY
O.T.D.

No.	Type.	TRACTOR OR PLANE	ENGINE.	NORMAL B.H.P. AT G.M.	LIFTING SURFACE	AIR SPEED IN MPH. AT 2000 FT.	TIME IN MIN. TO CLIMB IN FT.			SERVICE CEILING	LOADING	FUEL CAP.	BOMBS	WEIGHT (LB.)			DIMENSIONS.			No. DATE OF TEST REPORT	REMARKS		
							1st 1000	1000 to 2000	2000 to 3000					Empty	Full	Max. Load	Span	Length	Height				
207	CUBAROO.	T	3 "CUB"	986 @ 1700	2154	152	152	152	152	4975	950	20-8	700	1000	1300	1300	1300	1300	1300	1300	1300	1300	
208	SISKIN Y.	T	1 JAGUAR III	3735 @ 1620	2628	152	152	152	152	2400	946	6-3	—	2300	1620	328	216	18-0	28-3	11-6	6-6	4-0	2-2
209	VIRGINIA.	T	4 2CONDOR III	3815 @ 1600	—	152	152	152	152	11500	8	13-6	—	1008	1610	1200	1454	2058	720	26-7	30-0	10-0	4-0
210	"	T	4 "	—	—	152	152	152	152	10550	"	"	—	"	"	"	"	"	"	"	"	"	"
211	BUCLE.	T	3 2JUPITER	400 @ 1700	847	118	118	118	118	4700	60	—	672	8300	5300	762	1600	540	55-0	10-5	13-9	13-0	13-0
212	GAMECOCK ⁽¹⁾	T	1 JUPITER IV	428 @ 1450	264	153	153	153	153	4030	320	—	—	2787	1687	505	185	180	29-7	10-6	5-7	14-0	2-2
213	GREBE.	T	1 JAGUAR IV	597 @ 1700	—	150	150	150	150	22000	1046	6-6	—	2622	1805	385	252	"	"	"	"	"	"
214	ADMARTINSYDE	T	1 " III	568 @ 1620	328-8	—	149	149	149	25700	865	7-7	55	—	2300	1981	458	181	180	32-0	26-0	9-2	14-0
215	ANDOVER.	T	2 CONDOR III	683 @ 1900	1062	150	150	150	150	9550	11-1	17	300	—	17800	6087	2465	1988	360	37-10	54-6	18-8	
216	BLOODHOUND ⁽¹⁾	T	2 JUPITER IV	403 @ 1575	—	117	117	117	117	15450	863	10-66	—	—	4263	2352	880	471	"	40-2	26-0	10-6	14-0
217	HANDCROSS.	T	2 CONDOR III	691 @ 1900	785	117	117	117	117	19250	956	10-84	230	320	7500	4615	1485	1040	360	60-1	40-0	14-6	14-0
218	HORSLEY.	T	2 "	689 @ 1900	685-6	111	111	111	111	18700	11-2	11-3	"	"	7810	4901	1519	1030	260	57-0	30-6	18-0	
218	YEovil.	T	2 "	668 @ 1900	848-18	115	115	115	115	17700	10-0	11-7	300	—	8121	5191	1578	992	360	58-6	30-6	14-4	
220	SISKIN III.	T	1 JAGUAR IV	400 @ 1700	—	146	146	146	146	17800	7-05	6-0	—	—	7820	2060	400	180	180	—	—	—	—
221	WOODCOCK.	T	1 JUPITER IV	399 @ 1575	846	117	117	117	117	21500	879	7-62	337-5	—	3040	2075	433	352	180	32-6	26-2	9-11	
222	SISKIN III.	T	2 JAGUAR III	3339-7 @ 1500	291-5	154	154	154	154	22400	8-07	4-6	—	—	2740	2084	269	27	360	33-0	22-11	9-11	
223	BLOODHOUND.	T	2 JUPITER	412 @ 1575	491-2	118	118	118	118	22400	8-07	4-6	—	—	2740	2084	269	27	360	33-0	22-11	9-11	
224	FOX.	T	2 CURTIS D.2	—	324-5	—	136	136	136	17800	7-05	6-0	—	—	7820	2060	400	180	180	—	—	—	—
225	WOODCOCK.	T	1 JUPITER	416 @ 1650	346	136	136	136	136	17800	7-05	6-0	—	—	7820	2060	400	180	180	—	—	—	—
226	GAMECOCK	T	1 "	406 @ 1700	—	131	131	131	131	17800	7-05	6-0	—	—	7820	2060	400	180	180	—	—	—	—
227	BRISTOL TRAINING AIRCRAFT.	T	2 WUCIFER II	128 @ 1700	249-1	109	109	109	109	17800	7-05	6-0	—	—	7820	2060	400	180	180	—	—	—	—
228	VIRGINIA.	T	4 2CONDOR.	3815 @ 1600	—	152	152	152	152	11500	8	13-6	—	1008	1610	1200	1454	2058	720	26-7	30-0	10-0	4-0
229	ATLAS.	T	2 JAGUAR IV	404 @ 1700	877-4	—	145	145	145	17800	7-05	6-0	—	—	7820	2060	400	180	180	—	—	—	—

No.	TYPE.	TRACER OR PUNCH	CREW	ENGINE.	NORMAL B.H.P. & R.P.M. AT G.L.	LIFTING SURFACE	AIR SPEED	SPEED IN MPH	AIR TIME IN MIN.	RATE OF CLIMB IN FT. PER MIN.	SERVICE CEILING	LOADING	FUEL CAP.	BOMB	WEIGHT (L.B.)	DIMENSIONS	No. & DATE OF TRIAL REPORT	REMARKS	
69	BLACKBURN.	T.	-	LION II.	481 @ 2200	-	3000	3300	10000	-	11750	9:17	12:1	-	3882	-	-	45-7 38-6 14-2 M 409 18	
70	"	T.	-	"	"	-	3000	3300	10000	-	11750	9:17	12:1	-	3882	-	-	"	
71	BISON.	T.	4	"	453 @ 2200	814-4	384	1043	2215	96.3	11-15	240	21	2080	36-0	140	13800	9:3 11:2 95	
72	"	T.	4	"	453 @ 2200	820-3	386	1055	2165	94.3	10-36	495	19-2	2040	45-25	95	14900	9:2 11:5 93	
73	BLACKBURN.	T.	2	"	II.	474 @ 2000	841-7	-	3000	3300	10000	11-15	240	21	2080	36-0	140	13800	9:3 11:2 95
74	FERRET.	T.	3	JAGUAR IV	402 @ 1700	386-72	2857	118-4	118-4	84-5	108-6	9-42	537	17-45	745	42-18	104	15,070	11-47 11-0 110

NOTE.

LOADING (LBS PER HP) — Gross Weight ÷ Actual H.P. developed at normal revs.
 (A suffix shows that Rated H.P. has been used in absence of Actual H.P.)
 LIFTING SURFACE — Surface of Wings and Fins only.
 MILITARY LOAD — Weight of Bomb, Bomb, Ammunition and Reconnaissance Load (Not crew).
 AIR ENDURANCE — At 10000' Alt. at full throttle including climb, unless otherwise stated.
 SERVICE CEILING — Height at which rate of climb is 100 ft. min.
 WEIGHT EMPTY — Includes Water in Radiators & Reserve.

1. At 800-5 H.P.
 2. 496
 3. Lower Dimensions with Wings Folded.

AIR MINISTRY.
D.T.O.

No.	TYPE.	TRACTOR OR PUMPER	ENGINE.	NORMAL B.H.P. R.P.M. AT G.L.	LIFTING SURFACE	AM. SURFACE	SPEED IN M.P.H. AT R.P.M. @ 6500'			AIR CAP. (GAL.)	TIME IN HRS. @ RATE OF CLIMB IN FT. PER MIN. (R.P.M. @ 6500')			SERVICING FEET	LOADING			FUEL CAP.	SEEK	WEIGHT. (LB.)			DIMENSIONS			NP & DATE OF REPORT	REMARKS					
							AT 3000'	AT 6500'	AT 10000'		TIME	RATE	TIME		RATE	TIME	RATE			L.B. PER @	L.B. PER @	GALLA	GROSS-EMPTY ON.	FUEL, CIVIL, ON.	WEIGHT, ON.			SPAN	LENGTH	HEIGHT		
																															3000'	6500'
19	DH.53.	T.	1. TOMTIT.	225 @ 3250	121-33	M.B. 2	70	63.3	87.3	—	16-22	155	5-10	118	48-12	85	5700	4-54	—	2	—	551	349	19	3	180	30-1	19-11	5-2	M. 401.3	—	
20	ANEC.	T.	1. "	23.5 @ "	138	Z.6	72.5	67.5	—	—	11-50	235	28-36	118	63-32	55	8700	4-25	24-8	—	—	583	384	23	4	172	32-8	18-5	4-8	M. 411.3	—	
21	AVRO AIRDISCO.	T.	1. AIRDISCO.	110 @ 1800	—	—	83.5	79.5	1000	—	8-30	288	27-0	121	47-00	—	7050	8-4	15-9	17	L. 83 P. 1	2114	1459	232	243	180	—	—	—	M. 412.3	—	
22	AVIS.	T.	1. CHERUB I.	24 @ 2500	245-43	—	100.0	100.0	1000	—	27-30	272	23-30	62	60-32	70	1150	3-86	28-3	5	P. 1	844	566.5	433	164.5	170	30-10	23-10	8-7	M. 413.3	—	
23	PIXIE.	T.	1. TOMTIT.	234 @ 3250	—	D. 749	66	63	3150	—	13-45	180	40-12	31	30-33	—	6250	5-2	—	5	—	529	301	45	3	180	28-10	17-9	4-8	M. 392.3	—	
24	"	(S)	T. 1.	"	—	"	—	—	—	—	14-48	182	37-0	3000	—	82	8800	"	—	—	"	"	"	"	"	"	"	"	"	M. 414.3	—	
25	" III.	(S)	T. 2.	CHERUB I.	241 @ 2500	137	—	100.0	100.0	1000	—	27-30	272	23-30	62	60-32	70	3150	6-02	34-2	5-6	—	825	486	42	127	170	32-6	21-2	6-1	M. 408.3	—
26	"	T.	2	"	"	237-04	—	100.0	100.0	1000	—	27-30	272	23-30	62	60-32	70	4550	3-84	37-8	"	—	910	592	"	106	"	"	"	7-9	M. 425.3	—
27	VANGUARD.	T.	2. CONCOR III	530 @ 1800 570 @ "	2164	0643	111-75	108	100	—	4-55	535	12-18	243	23-35	255	14000	8-51	13-58	260	L. 335 P. 15	18460	2462	2155	3483	360	87-10	80-5	18-0	M. 432.3	—	
28	BROWNIE.	T.	2. CHERUB.	24.5 @ 2500	204-6	3201	69-3	100.0	100.0	—	14-52	176	27-34	143	38-3	117	7340	4-47	37-4	4	—	915	542	27	6	340	36-6	25-10	7-6	M. 433.3	—	

2 JAN 1918

NOTE. LOADING (LBS PER M.P.) - Gross Weight Actual M.P. developed at normal rate (As built by manufacturer. Not to be used in absence of Actual M.P.)

LIFTING SURFACE - Surface of wings and flap only.

CIVIL LOAD - Weight of passengers, baggage, instruments, (Not to be).

AIR ENDURANCE - At 10000' Air at full throttle including constant altitude 30%.

SERVICE CEILING - Height at which rate of climb is 1000' per min.

WEIGHT EMPTY - Includes Water in Radiators & Reserve.

1. Acceleration for 1000' per min. 2. At 135 M.P. 3. At 32 R.P.M. 4. Lower diameters with wings fixed 5. With modified Rudder.

6. As Monoplane 7. Upper Figures Port Engine Lower " Starboard 8. Includes 50 Lbs Reserve Water.

AIR MINISTRY
D.T.O.

No.	Type	Engine	Normal S.H.P. at G.L.	Lift lb	Alt ft	Speed in M.P.H. S.H.P. at G.L.	Time in min	Rate of Climb ft/min		Range ft	Load lb	Fuel Cap lb	Weight (lb)	Dimensions Span Length Height	Date of Test	Remarks
								6500'	10000'							
230	BURKELEY	T. 2	CONDOR	590 @ 1900	385	110	104	90	—	6-45	570	15-6	1000	11-15	87	14000
231	WIKEN V.	T. 2	LION V.	475 @ 2000	360	130	127	110	—	9-15	570	15-6	1000	11-15	87	14000
232	"	T. 2	"	"	"	124	130	180	—	9-0	550	14-6	1000	11-15	87	14000
233	WEE-DEE	T. 2	CHERUB	—	184-9	—	—	—	—	—	—	—	—	—	—	—
234	VIRGINIA	T. 4	LION II.	487 @ 2000	316-4	124	124	110	—	—	—	—	—	—	—	—
235	SHENON III A.	T. 1	JAGUAR IV	374 @ 1700	293-1	134	134	149	—	—	—	—	—	—	—	—
236	VICTORIA	T. 2	LION V	475 @ 2000	365	110	104	90	—	—	—	—	—	—	—	—
237	BOARHOUND	T. 2	JUPITER	397 @ 1575	463-8	124	124	136	—	—	—	—	—	—	—	—
238	FOX	T. 2	CURTIS	—	365-6	—	—	—	—	—	—	—	—	—	—	—
239	AVRO 504 H.	T. 2	MONO.	109 @ 1244	—	—	—	—	—	—	—	—	—	—	—	—
240	GAMCOCK	T. 1	JUPITER V	426-5 @ 1700	364	147	145	137	—	4-34	508	7-37	1180	13-46	612	21800

5 JUL 1918

NOTE

Loadings & alt. per M.P. - Gross Weight - Actual M.P. developed at normal rate.
 — Surface of wing and flap only.
 — Weight of fuel, oil, ammunition, and Reserve engine Load (Not shown)
 — At 1000 ft. alt. 1000 ft. alt. including climb where otherwise stated
 — Weight of aircraft only of climb at 1000 ft. alt.
 — Includes water in Radiators & Reserve.

1. Includes 40 lbs Reserve Water
2. Built to requirements of a Foreign Government
3. Includes 30 lbs Reserve Water
4. Upper Figure Port Engine, Lower " Star "
5. Includes 10 lbs Reserve Water
6. Lower Dimensions with Wings folded
7. Supercharged
8. 1st Production
9. Includes 50 lbs Reserve Water

10. Private Venture on Lines of Spec 30/34
11. Experimental
12. Production

AIR MINISTRY
 LTD

No.	Type	Tractor or Pusher	Engine	Normal B.M.P. at G.L.	Lift Surface	Air Resistance at 10000 ft.	Speed in M.P.H.		Air Resistance at 10000 ft.	Rate of Climb in Feet per Minute			Service Ceiling Feet	Loading		Fuel Capacity Gallons	Range Miles	Weight (Lb.)			Dimensions			Remarks							
							At 10000 ft.	At 10000 ft.		At 10000 ft.	At 10000 ft.	At 10000 ft.		At 10000 ft.	At 10000 ft.			At 10000 ft.	At 10000 ft.	At 10000 ft.	At 10000 ft.	At 10000 ft.	At 10000 ft.		At 10000 ft.	At 10000 ft.	At 10000 ft.	At 10000 ft.	At 10000 ft.	At 10000 ft.	At 10000 ft.
230	BERKELEY	T	2 CONDOR	590 @ 1900	985.4	325.1	110	108.5	90	—	8-42	392	15-6	222	11-18	87	14800	8-8	117	278	8078	8188	1498	1036	36-0	47-1	14-4	M.434	23		
231	WREN V	T	2 LION V	475 @ 1000	580.75	106.1	130	125.5	110	—	9-15	570	16-24	344	10-08	126	17550	10-08	116-8	126	3358	3350	1039	803	—	—	—	—	M.441	24	
232	—	T	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
233	WEE-BEE	T	2 CHERUB	—	184.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
234	VIRGINIA	T	4 LION II	475 @ 1855	418 @ 2010	124.5	124	123	124	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
235	SISKIN IIIA	T	1 JAGUAR IV	394 @ 1700	293.1	24	134	133	149	—	4-6	633	6-31	131	10-34	100	27400	10-33	7-48	48	2948	203	400	381	180	33-1	23-4	9-7	M.444	25	
236	VICTORIA	T	2 LION V	475 @ 1000	580.75	106.1	130	125.5	110	—	9-15	570	16-24	344	10-08	126	17550	10-08	116-8	126	3358	3350	1039	803	—	—	—	—	M.446	26	
237	BOARHOUND	T	2 JUPITER	387.5 @ 1575	453.8	121	145	126	—	—	6-22	100	10-24	126	10-22	480	23600	8-54	10-18	108	160	408	424	547	446	—	—	—	M.447	27	
238	FOX	T	2 CURTIS D2	—	263.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
239	AVRO. 504 N.	T	2 MONO.	109 @ 12.84	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
240	GAMCOCK	T	1 JUPITER VI	475 @ 1700	264	147	173	137	—	—	4-34	285	7-37	117	13-46	612	21800	11-21	6-94	60	80	2760	1973	450	4025	180	29-1	19-1	9-7	M.448	28
241	MYENA	T	2 JAGUAR IV	394 @ 1700	293.1	24	134	133	149	—	4-6	633	6-31	131	10-34	100	27400	10-33	7-48	48	2948	203	400	381	180	33-1	23-4	9-7	M.449	29	
242	BOARHOUND	T	2 JUPITER VI	475 @ 1700	264	147	173	137	—	—	4-34	285	7-37	117	13-46	612	21800	11-21	6-94	60	80	2760	1973	450	4025	180	29-1	19-1	9-7	M.450	30
243	VESPA	T	2 JUPITER IV	397.5 @ 1475	371	120	121	122	—	—	6-45	808	11-42	122	10-34	394	21000	8-58	8-77	104	160	358	2305	655	458	360	44-8	31-0	11-0	M.451	31
244	ATLAS	T	2 JAGUAR IV	404 @ 1700	384.6	24	134	133	149	—	4-6	633	6-31	131	10-34	100	27400	10-33	7-48	48	2948	203	400	381	180	33-1	23-4	9-7	M.452	32	
245	AVRO. 504 N.	T	2 LUCIFER	1275 @ 1700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
246	HEMON	T	1 JUPITER V	431 @ 1700	280.5	131	135	144	—	—	4-15	144	10-45	121	10-30	280	23000	8-28	6-28	46	—	2488	1681	374	2355	180	31-10	27-10	9-9	M.453	33
247	SISKIN V	T	1 JAGUAR	—	222.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
248	GOSPORT	T	2 MONO.	100-3 @ 1235	311	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
249	VIRGINIA	T	4 LION V B	—	2164	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		

NOTE

Loadings (Lbs. per MP) — "Imagined" or "Actual" H.P. developed at normal revs.

LIFTING SURFACE — Surface of wing and fuselage only.

MILITARY LOAD — Weight of all bombs, ammunition and resistance load (Net crew).

AIR RESISTANCE — At 10000 ft. of all types, including climb, unless otherwise stated.

SERVICE CEILING — Height at which rate of climb is 100 ft. per min.

WEIGHT EMPTY — Includes 50 lbs. Reserve Fuel.

1 Includes 50 lbs. Reserve Fuel.

2 Refers to requirements of a Foreign Government.

3 Includes 50 lbs. Reserve Fuel.

4 Upper Figure: Prop. Engine, Lower: "Shaft".

5 Includes 70 lbs. Reserve Fuel.

6 Lower Figure: with wings folded.

7 Supercharge.

8 1st Production.

9 Includes 50 lbs. Reserve Fuel.

10 Private Machine on Lines of Spec. 30/24.

11 Experimental.

12 Production.

AIR MINISTRY
G.D.

No	TYPE.	TRACTION OR PUSHER	3 CUR	ENGINE.	NORMAL 8 HP & RPM AT GL	LIFTING SURFACE	AIR SPEED ORS MPH	SPEED IN MPH & RPM @ 10000			AIR END USE PER HRS	TIME IN SECS PER MIN. @ 10000	RATE OF CLIMB IN FT. PER MIN. @ 10000		SERVICE CEILING FT	LOADING		FUEL CAP	HOMES	WEIGHT. (LBS)				DIMENSIONS				No	DATE OF TEST REPORT	REMARKS				
								AT 6500	AT 10000	AT 15000			G500	10000		15000	LB PER SQ PERH			LB PER SQ PERH	GALLS	LB	GROSS	EMPTY	FUEL	Wt. of CREW	SPAN				LENGTH	HEIGHT		
																																	TIME	RATE
75	FERRET.	T.	3	JUPITER VI.	407 @ 1700	378-6	129	125	870	114	—	7-42	711	13-3	508	27-54	26-4	17200	12-11	11-26	106	—	4885	2895	863	563	540	42-0	17-9	10-1	M 464	26	Shot at 11:07	
76	FAIREY III F.	T	3	LION V.	481 @ 2000	443-4	137	133	1123	123	—	6-18	850	10-50	218	21-14	355	19400	11-95	11-02	125	500	5300	3278	7843	5035	540	42-0	17-9	10-1	M 466	26	—	
77	RIPON	T	2	LION V.	465 @ 2000	581-2	104	104	104	—	—	16-15	230	45-15	208	—	—	9500	10-37	15-25	161	1450	7971	3862	779	2130	360	42-0	17-9	10-1	M 468	26	—	
																														</				

[illegible]

FOR OFFICIAL USE ONLY. RECORD OF PERFORMANCES OF BRITISH AMPHIBIANS & SEAPLANES (PART 1) 1926 JUNE SHEET 22

No	TYPE.	TRADE OR PREFIX	CREW.	ENGINE.	NORMAL S.M.P.R.P.M. AT G.L.	LIFTING S.M.P.R.P.M.	AIR S.M.P.R.P.M.	SPEED IN KNOTS AT 10000 FT.	TIME IN MIN. PER MILE (10000 FT.)	RATE OF CLIMB (10000 FT.)	SERVICE CEILING FT.	LOADING Lb.	FUEL CAP. GALL.	WING SPAN FT.	WING AREA SQ. FT.	WEIGHT (Lb.)	DIMENSIONS	NO & DATE OF TEST	REMARKS
113	VIXEN.	T.	2	LION II.	474 @ 2000	549-46	104-21	101-3	90-7	10-0	30-4	10-4	11-7	18-4	—	3300	409-4	1-14	1926
114	FLYCATHER.	T.	1	JAGUAR IV.	354 @ 1700	—	—	—	—	—	—	—	—	—	—	—	—	—	—
115	HYPERNESS. (10000 FT.)	T.	5	LION V.	474 @ 2000	549-46	104-21	101-3	90-7	10-0	30-4	10-4	11-7	18-4	—	3300	409-4	1-14	1926
116	BLACKBURN.	T.	4	LION II.	465 @ 2000	650	104-21	101-3	90-7	10-0	30-4	10-4	11-7	18-4	—	3300	409-4	1-14	1926
117	KINGSTON.	T.	4	LION II.	457 @ 2000	—	—	—	—	—	—	—	—	—	—	—	—	—	—

NOTE.

1. Includes 30 lbs. Reserve Water.
 2. Upper Figures Part Engine.
 3. Part 30668. 36-1 30668.
 4. Includes 30 lbs. Reserve Water.
 5. Main Hull.

6. Includes 40 lbs. Reserve Water.

AIR MINISTRY
 DTD

AIR MINISTRY
D.T.O

RECORD OF PERFORMANCES OF BRITISH CIVIL AIRCRAFT. 1926. JAN. '27 JUNE '27

AIR MINISTRY
DTD

NO.	TYPE.	Power on Panel	Capacity	ENGINE.	Normal B.H.P. R.P.M. at G.L.	Lifted Weight	SPEED IN M.P.H. R.P.M. at 2500'			Alt. Exp. Alt. M.P.H.	Time in Air (Rate of Climb in F.T. per Minute R.P.M. at 2500')				Sinker Columns FT.	LOADING			Fuel Cons. Gall. per Hour	See Note (1)	WEIGHT (LB.)				DIMENSIONS.				NPS DATE OF TRIAL RUN	REMARKS		
							Av. M.P.H.	Av. R.P.M.	Av. M.P.H.		Time	Rate	Time	Rate		Time	Rate	La. per Hour			La. per Hour	Galls.	Wt. of Gun	Wt. of Load	Wt. of Gun	Wt. of Load	Wt. of Gun	Wt. of Load				
29.	High-Clearance D.H.S.A.	T.	2.	CONDOR III	575 @ 1900	1000-9	104	112	104	—	5-21	400	10-45	1700	35	34	120	10300	10-54	16	27	150	11000	575	1230	2648	360	56-8	31-23	17-5	M 440	—

3 JUL 1945

Notes. LOADINGS (LB. PER M.P.H.) - Gross Weight-Airfield H.P. developed at normal rates.
 (A note: "Experiments" with H.P. has been made in course of actual H.P.)
 (Lifted) Submarine: _____
 Gun, Load: _____
 Air Compressor: _____
 Weight of various parts of plane is 1000' from including water in Reservoir & Reserve.

AIR INDUSTRY
OTD

AIR MINISTRY
R.T.D.

[illegible]

**AIR MINISTRY
DTD**

FOR OFFICIAL USE ONLY.

RECORD OF PERFORMANCES OF BRITISH CIVIL AIRCRAFT. 1927

JANUARY
TO DECEMBER.

SHEET. 23. C.

No	TYPE	TRACTION OR POWER	S E R V I C E	ENGINE	NORMAL BHP & RPM AT G.L.	LIFTING SURFACE	AIR SPEED DNG AT HY	SPEED IN M.P.H. AT 6500'	LAW DNG AT HY	TIME IN MINS. PER HOUR (LONG R.P.M. @ 3000')	RATE OF CLIMB IN FT. PER MINUTE (LONG R.P.M. @ 3000')			SERVICE CEILING FT.	LOADING		FUEL MAX. CAPACITY GALLS	SEE NOTE (1)	WEIGHT (L.B.)			DIMENSIONS			NO. & DATE OF FINAL REPORT	PREVIOUS REMARKS							
											3000'	6500'	10000'		LB PER SQ. FT.	LB PER GALLON			Empty Weight (1)	Empty Weight (2)	Empty Weight (3)	Span	Length	Height									
31.	BLUEBIRD	T	2	GENET 1.	712 @ 1850	2304	100	100	100	100	7 34	352	4 34	367	2054	218	10100	5 64	10 3	12 1/2	1305	809	101	55	360	58	0 22	7 1/2	10 1/2	1477	7/27		
32	ARGOSY	T	2	3 JAGUAR IX	1263 @ 1700	2564	100	100	100	100	7 21	340	4 6	255	2542	195	9100	5 07	14 25	250	1400	800	1094	204	1660	360	107	65	5 16	0	1470	27	

NOTE

Loadings (LBS per HP)

LIFTING SURFACE

Crew Load

FUEL

SERVICE CEILING

WEIGHT

Actual HP developed at normal revs.

Actual horsepower (HP) has been used in absence of (Actual HP)

Surface of wings and flaps only.

Weight of Observer's baggage & instruments (Net weight).

Reduced on the flying basis.

Part of which may be in the air.

Classed from 1000 to 1500 ft. & above.

As determined by (See Note 1).

1. Empty Weight (LBS) of Observer's R.

2. Empty Weight (LBS) of Observer's R.

3. Lower dimensions with wings folded.

4. Part Empty, 415 G.M.P. at 1000, 5100, 5100, 5100, 5100.

AIR MINISTRY
OTO

No	Type	Tractor or Power	Engine	Normal S.H.P. R.P.M. at G.L.	Lift Capacity	Air Speed	Speed in M.P.H. at R.P.M.		Landing Gear	Time in Air			Service Ceiling	Loading	Fuel	Bomb	Weight (Lb.)			Dimensions			N.A. Date of Test Report	Remarks											
							at 10000			per Hour																									
							at 10000	at 10000		at 10000	at 10000	at 10000																							
274	VIXEN	(1)	T	2	CONDOR III	283 @1900	592.2	600	150	155	49	-	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.A.38	REPLY 27
275	VIRGINIA	(2)	T	4	2 LION VA	1010 - 2150	266.4	(5)	100	100	187	63	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
276	SPRAT	(8)	T	2	PALOM II	290 - 2000	575	1000	150	155	49	50	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
277	SISKIN IIIA	(7)	T	1	JAGUAR IV	400 - 1700	292	1000	150	155	49	50	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
278	HORSLEY		T	2	CONDOR III	600 - 1900	605.6	1000	150	155	49	50	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
279	BULLDOG I	(4)	T	1	JUPITER III	500 @1935	501	1000	150	155	49	50	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
280	WAPTIL II	(5)	T	2	" "	545 - 1000	-	139	150	155	49	50	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
281	" "	(5)	T	2	" "	" "	" "	" "	" "	" "	" "	" "	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
282	D.M.9.A	(14)	T	-	" "	" "	" "	" "	" "	" "	" "	" "	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
283	" "	(16)	T	-	" "	" "	" "	" "	" "	" "	" "	" "	4-36	1430	15	1155	26	76	70	2350	9-37	7-0	83	70	3550	4051	696	443	560	45-15	24-15	11-0	10	M.441.C.38	REPLY 27
284	ATLAS		T	2	JAGUAR IV	3500 @ 1700	300.8	-	150	155	165	62	7-45	800	13	400	20	28	215	1700	9-39	9-8	-	-	3002	3445	645	435	560	-	-	-	-	M.441.C.38	REPLY 27
285	III. F. GP	(17)	T	3	LION 2A	555 - 2350	443.4	1000	150	155	187	63	8-6	1055	6-30	170	17	0	400	2400	11-7	9-4	135	500	3195	3526	771	560	540	40-35	20-35	9-0	8-0	M.441.C.38	REPLY 27
286	HAWTHORNE		T	1	JUPITER III	364 @ 1775	293.4	1000	150	155	170	59	8-35	1945	6-45	170	18-15	1470	3050	9-31	9-0	54	104	3908	1023	530	370	180	35-7	24-8	9-3	8-3	M.441.C.38	REPLY 27	
287	BULLDOG I		T	1	" "	444 @ 1775	306.5	1000	150	155	170	61	4-0	1710	6-0	170	8-12	1300	11	10	7-43	70	80	3067	1999	570	363	180	35-7	24-8	9-3	8-3	M.441.C.38	REPLY 27	
288	GOLDFINCH		T	1	" "	444 @ 1775	274.32	1000	150	155	170	61	4-5	1570	6-0	170	10-18	1080	20900	11-0	8-1	57	80	3036	2164	553	370	180	35-7	24-8	9-3	8-3	M.441.C.38	REPLY 27	
289	VIRGINIA M.IX	(6)	T	2	2 LION V	944 @ 2000	1187.5	1000	150	155	187	63	15-35	2215	11-45	148	30-20	1600	6400	8-45	9-55	-	-	10650	9501	4451	3600	720	-	-	-	-	M.441.C.38	REPLY 27	
290	MINAIDI	(10)	T	4	2 JUPITER III	1091 - 2000	467.0	1000	150	155	187	63	20-5	2320	10-30	170	30-10	1600	14750	9-03	15-2	360	1500	10396	6054	3128	5284	720	-	-	-	-	M.441.C.38	REPLY 27	
291	D.M. 65 Hawk	(14)	T	-	JUPITER III	537 @ 2000	-	156	154	147	-	5-0	1355	8-35	170	15-2	1405	19200	-	-	-	-	4646	-	-	-	-	-	-	-	-	M.441.C.38	REPLY 27		
292	LOCKEY		T	1	LYTH II	193 - 1620	177.4	1000	150	155	187	63	8-10	1295	10-55	164	30-20	155	1600	10-44	9-8	26	-	1078	1211	210	277	180	23-45	18-9	7-2	7-0	M.441.C.38	REPLY 27	
293	HORSLEY		T	2	CONDOR III	665 - 1900	605.6	1000	150	155	187	63	10-18	107	64.5	10-30	405	1948	208	13250	15-4	14-27	230	-	9406	5170	818	2835	360	36-5	38-5	15-7	15-0	M.441.C.38	REPLY 27
294	WESTBURY		T	3	2 JUPITER III	800 - 1700	917	1000	150	155	187	63	7-6	1085	11-45	165	25-24	340	19500	9-1	9-7	160	-	8338	5221	1295	1502	540	68	1-45	1-4	1-3	1-3	M.441.C.38	REPLY 27
295	SISKIN IIIA	(23)	T	1	JAGUAR IV (M)	376 - 1700	292	-	155	150	-	4-36	1200	6-40	170	18-15	1470	20400	-	-	-	-	2861	2007	271	403	180	-	-	-	-	-	M.441.C.38	REPLY 27	
296	VIRGINIA M.IX	(16)	T	4	2 LION V (23)	955 - 2000	-	155	150	-	4-36	1200	6-40	170	18-15	1470	20400	-	-	-	-	1840	3393	4243	3564	720	-	-	-	-	-	-	-	M.441.C.38	REPLY 27
297	HORSLEY	(68)	T	2	CONDOR III	701 - 1900	605.6	1000	150	155	187	63	7-6	1085	11-45	165	25-24	340	19500	9-1	9-7	160	-	8338	5221	1295	1502	540	68	1-45	1-4	1-3	1-3	M.441.C.38	REPLY 27
298	GOSPORT	(17)	T	2	HOMOCORE	135 - 1620	312.7	1000	150	155	187	63	11-9	405	22-34	170	40-20	60	14000	6-31	14-43	31	-	1975	1768	267	180	36-0	36-0	29-6	10-14	1-4	1-4	M.441.C.38	REPLY 27

NOTE Loadings (Lb. per M.P.H.): 1. Gross Weight - Actual M.P.H. developed at normal revs. 2. Useful load shown for M.P.H. has been used in absence of Actual M.P.H. 3. Weight of fuel, oil, and water. 4. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 5. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 6. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 7. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 8. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 9. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 10. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 11. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 12. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 13. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 14. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 15. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 16. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 17. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 18. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 19. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 20. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 21. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 22. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 23. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 24. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 25. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 26. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 27. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 28. Weight of Dry Weight, including and excluding all Lead (M.P.H.) 29. 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1928. S.

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LOADING (LBS PER HP)	Gross Weight • Actual HP developed at normal revs (Amfins Rignow's "R" Engine has been used in above)
LIFTING SURFACE	Surface Weight and Lbs only
MILITARY LOAD	Weight of Army, Navy, Air Force and Marines and TESTS
REDUCED ON THE	REDUCED ON THE
SERVICE CYLIND	REDUCED ON THE
WEIGHT LIFTING	REDUCED ON THE

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|----|---------------|--|
| 1. | Wing Torpedo. | |
| 2. | Wing Torpedo. | |
| 3. | Wing Torpedo. | |
| 4. | Wing Torpedo. | |
| 5. | Wing Torpedo. | |
| 6. | Wing Torpedo. | |
| 7. | Wing Torpedo. | |

11. Compared to performance that with left hand alone.
12. Tap figures fall down. Lower figures fall up.
13. Medal Hall.
14. Max length reached 440 ft. 30 Max rate of climb 7500 ft per minute.

AIR MINISTRY
D.T.R

No	TYPE.	CREW.	ENGINE.	NORMAL BHP/HPM AT G.L.	LIFTING SURFACE	SPEED IN MPH			TIME IN MINS			SERVICE CEILING FT	LOADING		FUEL MAX. CONSUMPTION GALLS LB	BOMB MAX. CAPACITY LB	WEIGHT IN (LB)		DIMENSIONS.			No DATE OF TEST	PREVIOUS RECORD					
						AT 5000	AT 10000	AT 15000	TIME RATE	TIME RATE	TIME RATE		LB PER HP	LB PER HP			TARE + 8 % Load	SPAN FT	LENGTH FT	HEIGHT FT								
																					5000			10000	15000			
																										TIME	RATE	TIME
299	VICTORIA	—	2-JUPITER IX.	430 @ 2000	—	105	99.5	53	19.15	8.0	4.34	9550	—	—	—	—	7760	9862	1855	4075	—	—	11/24/34	11/24/34				
300	VELLORE.	—	" IX.	437 @ 2000	16/19	107	101.5	51.5	17.18	8.90	4.72	18900	6.7	2/7	—	—	9500	1780	1834	3386	—	—	11/24/34	11/24/34				
301	SIDESTRAND	(3)	2- " VI	433 @ 2000	—	98.0	128.6	128	7.18	8.15	7.18	18300	9.4	9.5	—	—	9838	5845	1900	377	—	—	11/24/34	11/24/34				
302	MART.	2	F XI B.	530 @ 2350	346.8	176	178	163	6.1	5.18	11.60	8.36	—	—	—	—	370	26496	723	10272	37.8	28.6	10.6	11/24/34	11/24/34			
303	ANTELOPE.	2	"	538 @ 2350	377	171.8	187	163	6.4	5.48	12.00	8.9	—	—	—	—	4588	22047	723	2648	36.0	31.8	10.15	11/24/34	11/24/34			
304	SISKIN III B	2	(A) JAGUAR IV.	405 @ 2000	281.6	—	178	80	4.18	4.60	6.24	13500	9.8	13.50	31.300	11.1	7.7	—	3118	9228	487	4633	—	—	11/24/34	11/24/34		
305	WITCH	—	JUPITER VIII	553 @ 2000	538	138	138.6	120.8	6.9	5.6	7.90	14.9	—	—	—	—	6156	3703	1860	1193	—	—	11/24/34	11/24/34				
306	HARRIER	—	"	566 @ 2000	496.8	128	133	128	5.9	5.36	10.36	10.080	11.4	10.2	—	—	6656	2878	1850	1118	—	—	11/24/34	11/24/34				
307	III F	—	JAGUAR 6C	440 @ 2000	443.6	186	187.5	199.5	7.0	5.40	18.48	13515	18.6	12.1	—	—	5524	3576	770	1178	—	—	11/24/34	11/24/34				
308	HARRIER	—	JUPITER VIII	545 @ 2000	496.8	126	130.0	129.0	—	12.42	11.9	13.50	10.4	13.2	—	—	7178	3291	1048	2244	—	—	11/24/34	11/24/34				
309	MORNET.	X	(A) RR FXI.	434 @ 2250	810.7	81.8	249.0	206.6	6.8	2.48	23.94	16.20	7.9	15.40	27300	15.5	6.4	—	3448	2358	428	384	—	—	11/24/34	11/24/34		
310	MARE.	—	JUPITER VIII.	545 @ 2000	482.7	126.5	126.5	121.6	6.7	11.0	12.50	12.7	10.5	—	—	—	—	5742	3970	1890	1183	—	—	11/24/34	11/24/34			
311	AVIAN.	—	GENET II.	69.9 @ 1850	244.3	81.8	186.7	186.5	4.6	35.18	10.0	11.30	7.0	22.54	14.5	6.900	6	21.	—	1440	887	—	—	—	—	11/24/34	11/24/34	
312	BULLDOGG	X	(A) JUPITER VII	437 @ 1775	305.6	176	175.2	178.5	6.8	4.84	15.78	6.33	17.00	5.48	13.05	28800	10.6	7.6	62	3254	2876	538	446	33.10	34.85	9.34	11/24/34	11/24/34
313	WAPITI.	(M)	JAGUAR 6C.	460 @ 2000	408.4	175	175.8	174	—	6.30	6.00	15.48	19.25	37.84	19.0	16.800	10.6	11.3	—	5185	3186	819	1180	46.48	32.85	11.94	11/24/34	11/24/34
314	VICTORIA	—	P LION XIA	530 @ 2350	219.4	103	103.8	99.8	6.3	29.0	1.80	7.15	18.0	14.40	8.00	8.2	17	—	18000	1931	294	4886	87.65	57.9	17.6	—	11/24/34	11/24/34
315	SIDESTRAND III.	—	2-JUPITER VIII.	440 @ 2000	987.18	129	134	126	—	6.42	10.70	10.18	12.50	18.6	4.00	10.800	10.4	29.6	—	5968	6370	2180	1413	71.11	46.34	14.11	11/24/34	11/24/34
316	AVRO.	2	MONGOOSE IIIA	160 @ 1850	302.5	104	94.5	106	—	13.40	34.6	26.40	17.30	16.22	1.5	11900	7.38	—	30	2230	1871	282	407	34.0	86.72	9.7	11/24/34	11/24/34

NOTE: Performance. — Reduced on a PRESSURE BASIS
 Loading (LBS per HP): Gross Weight. Actual HP developed of normal rating
 (Actual shown) Base HP has been used in absence of Actual HP.
 LIFTING SURFACE — Surface wing and Flaps only

SERVICE CEILING — Height at which rate of climb is 100 ft/min
 X — DENSITY FIGURES

- See A.M.W.O. 632/1928
- Max permissible all up weight
- First Airborne & Servo Flapless Rudder fixed.
- Supercharged
- At 3000 FT
- At 10500 FT
- Test with G.P. load

AIR MINISTRY
D.T.O.

No	TYPE	CREW	ENGINE	NORMAL BHP/PM AT G.L.	LIFTING SURFACE	SPEED IN KNOTS			TIME IN MIN. (L.R.P.M. @ 10000)			SERVICE CEILING FT	LOADING		FUEL TANK GALLS	SPECIAL FUEL LBS	WEIGHT (1)		DIMENSIONS			NPA DATE OF TEST/REPORT	PREVIOUS REFERENCE	
						AT 10000	AT 10000	AT 10000	AT 10000	AT 10000	AT 10000		LB PER G	LB PER G			GROSS TAKE-OFF	FUEL CONSUMPTION	SPAN	LENGTH	HEIGHT			
137	ATLAS	2	JAGUAR IV.	390 S @ 1700	391	172	1075	1075	1075	1075	1075	16670	11	10-9	78	160	6350	10985	64	709	39-68	31-7	13-0	F.35A
138	WART.	2	JUPITER VI.	474	490-9	97-8	98-7	98-7	98-7	98-7	98-7	13100	11	11-64	78	160	6400	10985	1073	1073	46-5	33-7	16-8	F.35A
139	III. F.	—	" VIII.	538 @ 2000	—	108	1031	1031	1031	1031	1031	13000	—	—	—	—	6090	10785	1068	815	—	—	—	F.35A
140	HORSLEY	2	CONDOR IIIA.	668 @ 1900	—	108	1031	1031	1031	1031	1031	11330	13-0	14-5	230	—	6475	10785	1068	815	36-81	43-5	15-108	F.35A
141	SEAMEW	3	2-LYNX 'S.	838 @ 2100	—	110	1040	1040	1040	1040	1040	10950	10	15-2	—	—	5800	10475	510	615	45-115	36-675	15-1	F.35A
142	III. F. M. IX. M.	3	JUPITER VIII.	530 @ 2000	438-5	110	1040	1040	1040	1040	1040	14850	13-00	11-7	131	500	6090	10785	1068	815	45-9	36-115	13-8	F.35A
143	" " III	3	LION IIA	539 @ 2150	—	108	1031	1031	1031	1031	1031	12700	10-97	—	155	—	6004	10804	1020	835	—	—	—	F.35A
SHIP AEROPLANES.																								
						SPEED IN MPH																		
81	HART	4	RR.F XII	315 @ 2250	363-2	175	1075	1075	1075	1075	1075	22850	11-7	9-1	—	—	4542	2885	974	692	—	—	—	M.35A
82	GURNARD	4	JUPITER X	525 @ 2000	429	153	1075	1075	1075	1075	1075	28500	11-15	9-1	—	—	4784	2843	860	692	—	—	—	M.35A
83	FAIRY	4	RR.F XII	315 @ 2250	363-1	175	1075	1075	1075	1075	1075	18950	13-05	9	—	—	4730	3390	660	680	37-0	28-10	10-4	M.35A
84	NAUTILUS	4	do.	50.	438-6	147	1075	1075	1075	1075	1075	18700	10-9	9-04	—	—	4740	3400	663	685	36-4	28-10	10-4	M.35A
NOTES: Loadings (LBS per MP) Gross Weight Actual MP developed at normal revs (Actual 2 shows that 5000 R.P.M. has been used in absence of Actual 112) LIFTING SURFACE — Surface of wing and tail only. PERFORMANCE — Estimated on a PRESSURE BASIS. SERVICE CEILING — Height at which rate of climb is 0.37 FT/min * DENSITY BASIS																								
1. See A.M.W.O. 632/1928. 2. 1425 LBS Torque carried on fuel tank. 3. At 4000 F. 4. At 10000 F. 5. Supercharged																								
AIR MINISTRY D.T.D.																								

NOTE: Loading (LBS per MP) Gross Weight - Actual HP developed at normal revs
 LIFTING SURFACE - Surface of wing and tail only
 PERFORMANCE - Reduced on a PRESSURE BASIS.
 SERVICE CEILING - Height at which rate of climb is 100 FT. min
 DENSITY BASIS

- See A.M.W.O. 632/1928.
- 1425 LB Torpedo carried on trials
- At 4000 FT
- At 10000 FT
- Supercharged.

AIR MINISTRY
O.T.D.

RECORD OF PERFORMANCES OF BRITISH AEROPLANES.

1930 Jan to Dec

SHEET 26.

FOR OFFICIAL USE ONLY.

LANDPLANES.

No	TYPE.	CREW	ENGINE	NORMAL R.H.P. AT Q.L.	LIFTING SURFACE sq. ft.	SPEED IN M.P.H.				TIME IN MIN. & SECS. & RATE OF CLIMB IN "PER MIN.	SERVICE CEILING FT.	LOADING Lb. per sq. ft.	FUEL BURN MAXIMUM CAPACITY. GALL. Lb.	WEIGHT. (L.B.)		DIMENSIONS		No & DATE of Test Report	PREVIOUS RECORD Sheet & No.		
						At 4000 ft.								GROSS	TAKE-OFF	Span	Wing Area				
						At 4000 ft.	At 4000 ft.	At 4000 ft.	At 4000 ft.	Time Rate	Time Rate	Time Rate	Time Rate								
317	WAPITI.	2	JAGUAR VI	460 @ 2000	448-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
318	"	2	JUPITER III	440 @ 2000	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
319	MINAID.	2	"	440 @ 2000	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
320	"	2	"	440 @ 2000	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
321	ILF.	2	LION XII	430 @ 2150	444-1	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
322	"	2	"	430 @ 2150	444-1	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
323	WIZARD.	2	R.R.F. XI	427 @ 2150	431-4	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
324	HAWKER FROVET.	1	"	480 @ 2250	480-7	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
325	FAIRY.	1	"	480 @ 2250	480-7	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
326	FOX.	2	R.R.F. IX	440 @ 2250	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
327	INFLEXIBLE.	3	3-CONDOR III	440 @ 2250	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
328	ATLAS.	2	JAGUAR VI	440 @ 2000	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
329	"	2	"	440 @ 2000	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
330	TOMTIT.	2	MOMBOOSE I	130 @ 1800	237-7	118	118	118	118	50	9-15	820	1-30	230	330	330	330	330	330		
331	AVIAN.	2	HERMES	104 @ 1900	99	99	99	99	99	48	13-45	337	26-17	207	—	—	—	—	—		
332	MOTH.	2	GIPSY.	84 @ 1900	244-3	94-2	94-2	94-2	94-2	48	13-45	337	26-17	207	—	—	—	—	—		
333	MART.	2	R.R.F. XI	480 @ 2250	480-7	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
334	"	2	F.XI B	"	166	166	166	166	166	50	9-15	820	1-30	230	330	330	330	330	330		
335	FAIRY P12/26.	2	F.XI B	"	349-9	186	186	186	186	50	9-15	820	1-30	230	330	330	330	330	330		
336	WAPITI.	2	JUPITER III	440 @ 2000	440-6	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
337	"	2	"	"	128	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
338	"	2	PANTHER.	346-3 @ 2000	274	128	128	128	128	59	6-16	840	1-10	610	22-40	294	11-50	1800	10-9		
339	"	2	"	"	128	128	128	128	128	55	6-20	810	1-30	230	330	330	330	330	330		
340	ARMSTRONG-PAWSON	1	III (R.F.)	210 @ 2000	236-4	173	183	193	193	54	7-22	714	13-6	517	26-40	230	11-50	1800	10-9		
341	DE HAVILLAND PUP.	1	HARPOD HAPIER	201 @ 3500	185-9	1961	1905	1874	1874	57	12-30	714	13-6	517	26-40	230	11-50	1800	10-9		
342	"	1	"	"	1994	204	204	204	204	57	12-30	714	13-6	517	26-40	230	11-50	1800	10-9		
343	AVRO, TRAINING.	2	LYNX IVc.	225 @ 1900	301-4	119	118	110	110	54	7-22	714	13-6	517	26-40	230	11-50	1800	10-9		
344	VENERA B19/27	2	R.R.F. XIV	470 @ 2250	126-7	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
345	TOMTIT.	2	HERMES	104 @ 1900	99	99	99	99	99	48	13-45	337	26-17	207	—	—	—	—	—		
346	HOBSELEY	2	LEONARD III	875 @ 1700	693	724	724	724	724	58	6-40	738	18-28	334	26-40	230	11-50	1800	10-9		
347	"	2	R.H.X. (R.F.)	812 @ 2000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		

NOTE: PERFORMANCE — Reduced on a Pressure Basis.
WEIGHT. — See A.M.O. 632/1928

- Includes 30 Gall auxiliary tank.
- At 4000 ft.
- Estimated.
- At 1800 ft.
- Mean air intake fitted.
- G.P. Load.
- Army Corps Load.
- At 3000 ft.
- Private Venture.
- Armstrong A.C.G. No 16336.
- " " " " 15001.
- At 7500 ft.
- Ember Load.
- Torpedo Load.

AIR MINISTRY
D.T.O. (M.T.)

FOR OFFICIAL USE ONLY.

— FLEET AIR ARM —

No	TYPE.	CREW	ENGINE	NORMAL B.M.P.R.P.M. AT G.L.	LIFTING SURFACE sq. ft.	SPEED IN KNOTS				TIME IN MIN. & RATE OF CLIMB IN FT. PER MIN.				SERVICE CEILING FT.	LOADING		FUEL BURNED MAXIMUM CAPACITY GALLONS	WEIGHT. (L.B.)		DIMENSIONS.			No & DATE OF REMARKS	PREVIOUS SHEET		
						At 8500'	At 10000'	At 10000'	At 10000'	Time	Rate	Time	Rate		Time	Rate		L.B.	L.B. PER SQ. FT.	GROSS	TARE	SPAN			LENGTH	HEIGHT
85.	GURNARD.	2	R.R.F. XII	330 @ 2350	429	124.7	121.7	110	105.3	4.49	3.28	2.70	2.48	10000	—	—	100	80	48.64	34.98	6.71	6.65	37-0	11-8	26A. 88.	
86.	RIPON. III.	2	LION XIIA	330 @ 2350	710.9	96.1	89.1	—	—	—	—	—	—	—	—	—	162	1650	76.63	46.76	8.00	9.187	45-10	37-1	26A. 79.	
87.	"	2	"	"	"	93.3	86.1	—	—	—	—	—	—	—	—	—	10-30	14.43	—	—	—	—	—	—	"	
88.	"	2	"	"	"	6.8	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	
89.	ARMSTRONG WHITWORTH. N2/26	1	PANTHER II	325 @ 2000	28.9	145.5	144.3	141.3	135.3	4.83	3.41	1.80	1.40	1100	—	—	60	80	37.22	25.66	6.85	4.01	34-3	—	26A. 78.	
90.	"	1	"	"	"	—	144.3	139	131	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	
91.	GLOSTER. N2/26	1	JAGUAR VII	440 @ 2000	348.2	—	146.5	144.8	137	—	—	—	—	—	—	—	73	80	38.64	27.66	6.82	3.96	34-4	26-10	26A. 77.	
92.	VICKERS.	1	JUPITER IX	525 @ 2000	337.4	148	166	163.6	157	5.0	4.34	1.15	6.46	1618	—	—	8.3	—	39.62	29.44	—	—	34-6	27-10	26A. 76.	
93.	HAWKER.	1	R.R.F. XI	460 @ 2250	300.7	163	174	173	167	—	—	—	—	—	—	—	66	—	34.59	26.40	5.81	2.98	33-3	26-0	26A. 75.	
94.	"	1	"	"	"	—	159.2	149.3	170	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	
95.	FAIRY.	1	"	"	"	271.6	184	163	163	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 63.	
96.	"	1	"	"	"	—	153.8	140.3	164.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	
97.	RIPON. IIc.	—	LION XI A	548 @ 2350	677.4	90.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 68.	
98.	"	—	"	"	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	
99.	"	—	"	"	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	
100.	III.F	—	"	"	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 66.	
101.	"	—	PANTHER II	525 @ 2000	442.9	140	131	124.3	119.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	"	
— AMPHIBIANS & SEAPLANES. (BOAT & FLOAT.) —																										
144.	HOBLEY.	2	COMBOS III	665 @ 1900	695.5	101.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 60.	
145.	SINGAPORE. I.	5	Z.R.R. X (H.S.)	825 @ 1800	178.4	108	103.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 59.	
146.	III.F III	3	R.R.F. XII	431 @ 2250	438.5	116.3	116	107	101.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 58.	
147.	SHORT. O22/26.	2	JUPITER X	515 @ 2000	429.3	128.7	133.7	120.5	114.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 57.	
148.	SINGAPORE. I.	3	Z.R.R. X (H.S.)	825 @ 1800	178.4	108	103.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26A. 56.	
— CIVIL AEROPLANES. —																										
NOTE.— PERFORMANCE. — Reduced on a PRESSURE BASIS. † Accommodation for (1) 1st Lieut. (2) 2nd Lieut. (3) 3rd Lieut. (4) 4th Lieut. (5) 5th Lieut. (6) 6th Lieut. (7) 7th Lieut. (8) 8th Lieut. (9) 9th Lieut. (10) 10th Lieut. (11) 11th Lieut. (12) 12th Lieut. (13) 13th Lieut. (14) 14th Lieut. (15) 15th Lieut. (16) 16th Lieut. (17) 17th Lieut. (18) 18th Lieut. (19) 19th Lieut. (20) 20th Lieut. (21) 21st Lieut. (22) 22nd Lieut. (23) 23rd Lieut. (24) 24th Lieut. (25) 25th Lieut. (26) 26th Lieut. (27) 27th Lieut. (28) 28th Lieut. (29) 29th Lieut. (30) 30th Lieut. (31) 31st Lieut. (32) 32nd Lieut. (33) 33rd Lieut. (34) 34th Lieut. (35) 35th Lieut. (36) 36th Lieut. (37) 37th Lieut. (38) 38th Lieut. (39) 39th Lieut. (40) 40th Lieut. (41) 41st Lieut. (42) 42nd Lieut. (43) 43rd Lieut. (44) 44th Lieut. (45) 45th Lieut. (46) 46th Lieut. (47) 47th Lieut. (48) 48th Lieut. (49) 49th Lieut. (50) 50th Lieut. (51) 51st Lieut. (52) 52nd Lieut. (53) 53rd Lieut. (54) 54th Lieut. (55) 55th Lieut. 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RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan. to June 1931.

FOR OFFICIAL USE ONLY.

— LANDPLANES. —

SHEET 27.

No	TYPE.	3 UN	ENGINE	NORMAL BHP RPM AT GL	LIFTING SURFACE	SPEED IN MPH				TIME IN MIN & SECS & FRACTIONS								FUEL CONSUMPTION				OIL CONSUMPTION				REMARKS							
										PER HOUR				PER HOUR				PER HOUR				PER HOUR											
						At 1000	At 1200	At 1400	At 1600	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate	Time Rate									
348	TUTOR.	D 2	MONGOOSE	154 @ 1850	307.4	100	93	-	-	43	520	280	336	134	-	-	15200	10800	720	-	31	-	2182	1531	249	402	34.0	20.6	9.7	M 374 inf 2.10	20.343		
349	ATLAS	X PY	PANTHER III	500 - 2000	402	148	154	157	151.5	-	545	1155	843	1185	1313	920	2045	23000	11.44	9.21	68	-	4599	3200	583	810	40.0	27.9	10.4	M 437 inf 2.3	20.129		
350	VIRGINIA	-	2 JUPITER II	485 2000	217.4	99	90	-	-	43	17.0	205	343	143	-	-	63.0	11300	7.9	17.08	500	2016	17177	9495	4123	3561	87.6	62.1	17.6	M 443 inf 1.73	20.295		
351	GLOSTER CUM	E	JUPITER VII	480 - 1775	304	182	188	180	175.5	57	345	1765	548	1590	930	1125	1540	25100	11.4	-	60	-	3468	2562	406	502	32.9	25.4	10.2	M 572 inf 1.31			
352		B				193	187.5	1775	-	-	332	1795	530	1744	8.55	1210	1418	25550	-	-	-	-	-	-	-	-	-	-	-	M 572 inf 2.73			
353	BULLDOG	K P	I			508.6	181	166	183	154	59	57	1500	729	1350	121	895	1918	20400	11.6	-	68.5	80	3543	2438	1002	503	33.0	24.0	9.5	M 494 inf 2.31	25.312	
354	FAIREY B12/26 K	2	R R F XII S	474	8250	369	-	-	1755	173	63	552	1185	838	1370	1230	1085	1817	28000	13	101	80	336	4806	3191	673	942	3710	29.4	10.0	-	M 503 inf 2.31	26.335
355	III F (5)	2	LION X			-	-	-	118	-	-	72	1115	420	2239	225	-	-	12200	-	-	287	-	6904	4125	2081	698	-	-	-	M 483 inf 4.31		
356	PUSS-MOTH	P	3 GIPSY III	108 @ 2000	208.6	124	121	-	-	109	117	54	1330	375	2442	860	-	3924	15000	9.87	-	35	-	2050	1207	285	558	36	9	25.0	6.10	M 504 inf 2.31	
357	VICKERS 24/25	E	PANTHER I &	585	-	711	119	114	-	-	109	61	1355	445	2724	190	-	4058	12300	10.48	-	176	1100	7778	4226	396	2150	49.0	37.4	14.2	M 510 inf 1.43		
358		X PY	JUPITER IX FB	540	-	137	137	132	120	58	837	705	1478	510	2840	235	5027	70	17400	-	-	161	-	7597	4254	1187	-	-	-	-	M 510 inf 2.31		
359	VILBERCESTE	E	2			-	-	-	134.5	130	-	-	-	-	-	-	1512	446	331	170	-	-	142	-	7649	4306	-	-	-	-	M 510 inf 2.31		
360	MORSLEY	A	2 R R H	812	-	693	-	-	126	123.5	171.5	-	545	880	1027	655	2047	350	33.0	19000	-	-	180	1500	8227	5510	1454	1263	-	-	M 510 inf 2.31	20.347	
361		-	2	750	-	-	-	-	138.5	134.5	125	-	550	-	1030	640	2177	330	34.0	18000	-	-	-	-	8269	5532	-	-	-	-	M 418 inf 1.31		
362		P	2 COMDOR III B	665 - 1900	687	118	115	-	109	58	1142	400	2349	203	-	-	5710	1450	1366	141	250	14775	9384	3680	1498	2205	50	6	38.0	14.0	M 487 inf 0.8		
363	HART	D	2 KESTREL IB	480 - 2250	347.2	167	162	153	158	61	520	1170	834	910	1554	555	3078	205	21000	13.2	9.58	83	500	4598	2786	692	120	37.3	28.10	10.5	M 512 inf 4.31	20.333	
364		D. 2				187.5	183.5	153.3	139	-	440	1180	810	-	1434	560	2824	135	22200	-	-	336	4434	-	936	-	-	-	-	-	M 485 inf 4.63		
365	OTH.	-	G.P.S.V. J	105 - 2000	244.3	97	92	-	165.5	46	-	2654	210	-	-	4610	115	13400	67	15.6	19	-	1636	1070	166	400	30.0	23.13	8.7	M 465 inf 4.63	26.331		

NOTE	PERFORMANCE			
	1	Reduced on a PRESSURE BASIS	1 Estimated.	8 At 2500 Ff
		DENSITY RATES	2 At 1200 Ff	9 Torpedo Load
WEIGHT		Size 4 MWC 812/1000	3 At 2000 Ff	10 At 3000 Ff
E		EXPERIMENTAL.	4 Airscrew NO ACG 1789B.	
D		DEVELOPMENT.	5 Long range Tanks fitted.	
P		PRODUCTION.	6 Bombar Load	
PV		PRIVATE VENTURE	7 New Engine & Airscrew.	

AIR MAIL

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan to Jan, 1931.

FOR OFFICIAL USE ONLY.

—FLEET AIR ARM.—

SHEET 2 of 4

[illegible]

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan to Dec 1931.

FOR OFFICIAL USE ONLY.

— FLEET AIR ARM —

SHEET 27A

No	Type	No	Engine	Normal BHP/RPM at G/L	Climb Surf ft/sec	Speed in MPH				Time min	Time & Rate in Miles				Service ceiling ft	Loading		Fuel Burn Maximum Capacity Gallons	Weight (Lbs)	Range		Rate of Climb ft/min	Rate of Turn deg/sec	Rate of Descent ft/min	Rate of Landing ft/min														
						A	A1	A2	A3		Time	Rate	Time	Rate		Time	Rate			LR	LR					Time	Rate												
																												ft/sec	ft/sec	ft/sec	ft/sec	Time	Rate	Time	Rate	LR	LR	Time	Rate
102	HAWKER 72/26	1	PANTHER III	500 @ 2000	301	174	184	187.5	176.5	4.0	1790	5.54	1840	9.2	1370	36.5	33	30000	1175	7.08	73	3539	252	623	395	M 526.3													
103	ARMSTRONG WHITWORTH 72/26	1	"	"	201	181	190.5	197.5	184	4.33	1555	6.45	1730	9.54	1410	37	150	30700	1500	7.80	52.5	5928	290	633	394	M 579													
— AMPHIBIANS & SEAPLANES. (BOAT & FLAT) —																																							
						Speeds in Knots																																	
149	RANGOON	D	6	3-JUPITER XI	1810	91	—	—	862	60	2328	100	—	—	35.5	97	7920	1278	15.17	1270	1180	23145	15440	5030	2047	93.1	100.9	123.0	170										
150	SAUNDERS ROE	E	6	3- XI FP	1470	1557	101.5	91.5	—	50	1440	233	55.0	142	—	—	6930	142	151	1240	—	22153	14803	59.5	437	80.0	104.0	9.5	0.3										
151	SINGAPORE II	E	5	4-KESTREL	1759	110.5	108.8	—	1200	65	1130	427	2238	228	—	36.5	114	12200	15.8	13.2	1180	—	27732	19320	6830	1602	90.0	104.0	14.3	173.1									
— CIVIL AEROPLANES. —																																							
NIL																																							
NOTE — PERFORMANCE						EXPERIMENTAL				2 Estimated				3 At 2000 ft				4 At 2000 ft				5 From M.M. (M.S.)				6 From M.M. (M.S.)													
— X						D Development				P Production				PV Private Venture				1 Recommendation for (See Legend)				L				R Recommendation for (See Legend)													
— WEIGHT						— Required for Pressure Map				— Denote Figures				— See A.M.W. 632/929				— Preliminary Report																					

FAIR MINISTRY
D.T.O.

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan to Dec. 1931.

FOR OFFICIAL USE ONLY.

— LANDPLANES. —

SHEET 27.

No.	TYPE.	3 CLASS	ENGINE	NORMAL BHP/PRM AT GL.	LIFTING SURFACE sq ft	SPEED IN MPH				TIME IN MIN. & SECS. & RATE OF CLIMB				LOADING			FUEL CONSUMPTION			WEIGHT			ARMAMENT		
						At 5000	At 10000	At 15000	At 20000	6500'	10000'	15000'	20000'	PER SQ FT	PER SQ FT	PER SQ FT	GALLONS PER HOUR	PER GAL.	PER GAL.	EMPTY	MAX.	MAX.	EMPTY	MAX.	MAX.
						Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	
344	ALFA	PV	PANTHER III	500 2000	402	148	154	157	1515	43	1820	280	336	134	—	—	—	2182	1531	249	402	340	20	8	9.7
345	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
346	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
347	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
348	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
349	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
350	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
351	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
352	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
353	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
354	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
355	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
356	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
357	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
358	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
359	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
360	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
361	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
362	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
363	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
364	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
365	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
366	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
367	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
368	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
369	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
370	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
371	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
372	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7
373	ALFA	PV	PANTHER III	485 2000	—	2174	99	90	—	43	170	265	343	145	—	—	—	2182	1531	249	402	340	20	8	9.7

NOTE: Performance figures are based on the following conditions:

- 1. Estimated
- 2. At 2000 ft
- 3. At 10000 ft
- 4. At 15000 ft
- 5. At 20000 ft
- 6. At 25000 ft
- 7. At 30000 ft
- 8. At 35000 ft
- 9. At 40000 ft
- 10. At 45000 ft
- 11. At 50000 ft
- 12. At 55000 ft

- 1. Preliminary Report
- 2. Estimated
- 3. At 2000 ft
- 4. At 10000 ft
- 5. At 15000 ft
- 6. At 20000 ft
- 7. At 25000 ft
- 8. At 30000 ft
- 9. At 35000 ft
- 10. At 40000 ft
- 11. At 45000 ft
- 12. At 50000 ft

- 1. Preliminary Report
- 2. Estimated
- 3. At 2000 ft
- 4. At 10000 ft
- 5. At 15000 ft
- 6. At 20000 ft
- 7. At 25000 ft
- 8. At 30000 ft
- 9. At 35000 ft
- 10. At 40000 ft
- 11. At 45000 ft
- 12. At 50000 ft

- 1. Preliminary Report
- 2. Estimated
- 3. At 2000 ft
- 4. At 10000 ft
- 5. At 15000 ft
- 6. At 20000 ft
- 7. At 25000 ft
- 8. At 30000 ft
- 9. At 35000 ft
- 10. At 40000 ft
- 11. At 45000 ft
- 12. At 50000 ft

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan to June 1932.

FOR OFFICIAL USE ONLY.

— LANDPLANES. —

SHEET 28.

No	TYPE	GROUP	ENGINE	NORMAL B.H.P. at G.L.	LIFTING SURFACE sq. ft.	SPEED IN MPH				TIME IN MIN. SEC. & RATE OF CLIMB PER MIN.	SERVICE CEILING ft.	RANGE miles	FUEL CONSUMPTION gals. per hour	WEIGHT (Lbs.)	WING AREA sq. ft.	WING LOADING lb. per sq. ft.	CLAS.	STATUS	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
						At 1000	At 2000	At 3000	At 4000											5000	6000	7000	8000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
374	BECON	D	2 KESTREL II S	400 @ 2250	547.2	170	180.5	183.5	185.5	50	4.14	13.15	7.11	1500	10.56	12.15	26,100	12.12	8.77	85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—</

NOTE:

Performance — Based on a Pressure Basis
 " X — Density Factor
 Weight — See A.M.W. 822 1428
 P.L. — Preliminary Report
 E. — Experimental
 D. — Development
 P. — Production

P.V. — Private Venture
 C. — Composite Report
 (1) — At 11,500 FT.
 (2) — " 3000"
 (3) — " 4000"
 (4) — Performance Reduced on Power Bugs
 (5) — At 12,000 FT.

(6) — With Bomber Load

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan to June 1932.

FOR OFFICIAL USE ONLY.

— FLEET AIR ARM —

SHEET 28.A

No	TYPE	CREW	ENGINE	NORMAL RHP/HPM AT GL	SPEED IN MPH	TIME IN MIN'S & RATE OF CLIMB IN FEET PER MIN										SERVICING CREWING	LOADING		FUEL CAPACITY		WEIGHT (LBS.)		DIMENSIONS		No & DATE OF TRIAL REPORT	PREVIOUS REFERENCE	
						At 1000	At 2000	At 3000	At 4000	At 5000	At 6000	At 7000	At 8000	At 9000	At 10000		GROSS	TARE	FUEL TANK	SERVICING	FUEL LOAD	SPAN	LENGTH				
																								TIME			RATE
- N/A -																											
- AMPHIBIANS & SEAPLANES. (BOAT & FLOAT) -																											
SPEEDS IN KNOTS																											
152	RIPON MK II	E 2	Lion XI A	530 @ 2350	683	2000 3400 4000 4500	1000 1500 2000 2500	3000 3500 4000 4500	5000 5500 6000 6500																		
						985 175 340 112 51	632 390 719 337 1625 230 2225 165	7500 117 151	161	1460 7784 5004 790 2190 457 3843 1835																	
- CIVIL AEROPLANES. -																											
SPEEDS IN KNOTS																											
34	SHORT 21/27	E 2	3 JUPITER II FP	490 @ 2000	1387	118 115 8 110 98 64	144 150 175 135 236 126 4256 100	13000 17.0 16.0	366 340-5 13500 1534 2457 403																		
NOTE - PERFORMANCE - Result on a PRESSURE DAB 5																											
WEIGHT - See A.M.W.C. 632/A/28																											
E. - EXPERIMENTAL.																											
(1.) Accompanying figures in brackets are: (1) COMMERCIAL PAY LOAD.																											
(2) TORQUE.																											
AIR MINISTRY D.T.D.																											

AIR MINISTRY
D.T.D.

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan to June 1932.

FOR OFFICIAL USE ONLY.

— LANDPLANES. —

SHEET 28.

No	TYPE	CREW	ENGINE	NORMAL BHP PER HP AT GL.	LIFTING SURFACE sq. ft.	SPEED IN MPH				TIME IN MIN PER MIN	TIME IN SECS & RATE OF CLIMB PER MIN				SERVICE CEILING ft.	LOADING lb.	FUEL BOMBS MAXIMUM CAPACITY GALLONS	WEIGHT (Lb.)	MATERIALS CHANGING POINTS	WE STATE OF P.A. REPORT	REVISIONS REFERENCES													
						At 15000'	At 10000'	At 5000'	At 0'		5500'	10000'	15000'	15000'																				
373	DEMOL	(1)	D. 2	KESTREL II S	480 @ 2250	347.2	170	180.5	183.5	3700	50	4.44	13.15	7.11	1500	10.36	12.15	16.12	750	26100	12.12	8.77	85	—	4190	2885	587	724	37.3	28.10	10.6	4.537	10.31	—
575	HART	(1)	D. 2	"	480 @ 2250	347.2	163	158.5	145.5	3500	51	6.24	9.90	10.24	760	19.0	4.30	4.12	700	20000	13.32	9.8	83	400	4700	2890	708	1096	37.3	29.75	10.6	4.537	10.31	27.570
576	GORDON	(1)	D. 2	PANTHER II A	535 @ 2200	445	136	132	119.5	—	57	8.45	6.30	5.24	440	53.3	185	43.8	105	16600	13.2	11.04	137	316	5908	3774	941	1186	45.9	34.4	10.9	4.537	10.31	—
577	VICTORIA	(1)	D. 2	JUPITER STEN	565 @ 2000	—	124	120.5	123.5	—	45	11.30	7.75	7.27	320	47.0	100	—	—	15000	—	—	—	—	410	—	—	—	—	—	—	—	—	—
579	HUNTER P.V. 1	(1)	PL 4	2 ENGINES	480 @ 2250	472	100	100	100	100	—	4.45	4.40	2.5	595	33.30	330	45.5	160	17000	10.55	16.2	384	1230	5334	975	3255	2722	—	—	—	—	—	—
579	WESTLAND P.V. 3	(1)	PV 2	JUPITER STEN	565 @ 2000	500	165	165	165	—	—	6.20	10.05	9.29	1095	15.4	720	43.30	145	23300	11.2	11.6	134	448	5648	3563	726	925	—	—	—	—	—	—
580	AW 9.30	(1)	PV 1	PANTHER II A	510 @ 2000	261.4	178	175	175	175	—	5.54	11.90	11.42	1000	12.42	1090	10.40	600	24400	15.53	7.98	60	—	4070	2873	697	500	—	—	—	—	—	—
581	AVRO	(1)	PL 2	LYNX IV	120 @ 1625	301	125	125	125	—	—	13.1	342	27.5	175	—	—	—	—	17000	8.86	14.8	30	100	2663	1777	254	632	—	—	—	—	—	—
582	ATLAS	(1)	PL 2	PANTHER II A	510 @ 2000	401	150.5	159.5	164	162	—	8.30	8.05	12.41	1855	14.0	670	28.3	385	25000	13.1	16.3	95	—	3240	3400	1020	514	—	—	—	—	—	—
583	HART	(1)	C	PANTHER II	525 @ 2100	453	139	135	124	—	—	8.30	6.15	5.24	400	35.0	110	—	—	15200	13.36	11.5	—	—	6650	—	—	—	—	—	—	—	—	—
584	HART	(1)	C	"	"	—	138	134.5	126	—	—	7.40	7.00	3.42	505	28.6	220	36.30	140	17200	—	—	—	—	6007	—	—	—	—	—	—	—	—	—
585	BULLDOG T.	(1)	PL 2	JUPITER VI	477 @ 1700	305	149	145.5	138	124	—	5.15	11.05	11.45	860	10.7	505	33.3	150	20700	11.2	7.2	60.5	—	3420	2415	557	594	—	—	—	—	—	—
586	TIGER MOTH	(1)	PL 2	GIPIY III	165 @ 2000	234	171.5	171.0	—	—	—	12.0	4.25	22.5	280	—	—	36.1	160	14500	6.88	15.63	19	—	1624	1270	135	15.5	—	—	—	—	—	—
587	BULLDOG II A	(1)	C. 1	JUPITER VII	420 @ 1775	—	159	159	—	151	—	5.35	12.70	11.10	1300	12.54	880	20.40	140	25500	—	—	—	—	68	—	3415	2360	579	56.3	—	—	—	—
588	HART	(1)	PV 2	JUPITER STEN	545 @ 2000	347	173	171.5	162.5	143	—	4.44	12.45	7.54	475	32.1	610	26.50	245	22000	13.75	10.5	88	520	4781	2718	724	121	—	—	—	—	—	
589	WESTLAND P.V. 6	(1)	PL 2	PHASIS I M.C.	545 @ 2000	406.6	153	153	149	134	—	5.0	12.30	11.10	490	14.25	645	25.35	300	22950	11.25	10.0	107	448	5500	3670	778	1455	—	—	—	—	—	

NOTE

Performance

Weight

P.L.

E.

D.

P.

— Reduced on a Pressure Basis

— Density Figure

— See A.M.W. 832-1128

— Preliminary Report

— Experimental

— Development

— Production

P.V. — Private Venture

C — Comparative Report

(1) — At 11500 F.T.

(2) — " 3000 "

(3) — " 4000 "

(4) — Performance Reduced on Power Basis

(5) — At 12,000 F.T.

(6) — With Bomber Load

4-12-51

1-12-51

NOTE— PERFORMANCE — Reduced on a PRESSURE BASIS
 " X — DENSITY FACTOR —
 WEIGHT — See A.M.W. 612 11420.
 P.L. — Preliminary Report.
 E. — Experimental.
 D. — Development.
 P. — Production.

P.V. — Private Venture
 C — Comparative Report
 (1) — At 11500 F.
 (2) — " 3000 "
 (3) — " 4000 "
 (4) — Performance Reduced on Power Basis.
 (5) — At 12,000 F.

(6) — With Bomber Load

A-12 11.11

RECORD OF PERFORMANCES OF BRITISH AEROPLANES (Jan. to Dec. 1932.)

FOR OFFICIAL USE ONLY.

— FLEET AIR ARM —

SHEET 28 A

No.	TYPE	PL	ENGINE	NORMAL H.P. (B.M.) at (ft.)	Speed in M.P.H.	Time in Minutes & Seconds										Altitude in Feet	Description of Flight																				
						1000	1500	2000	2500	3000	3500	4000	4500	5000	5500																						
104	NIMROD. (1)	PL 1	KESTREL IIS	477-2250	301	179	190	192.5	181	—	4:11	1:07.5	6.8	1:09.0	9:14	1:56.0	1354	350	26900	12.8	8.1	1:47.5	—	3867	2061	514	432	356.5	—	—	M. 574	7.31					
105	III F.M.K.III	E	PANTHER IIA	525-2200	458.5	109.7	103.7	94	—	—	8:30	5:08	1:12	3:50	2:57.0	1:50	—	—	13900	13.7	11.4	1:24.5	—	5020	4382	746.5	591.5	459	362	12.10	—	—	F. 144	8.12			
— AMPHIBIANS & SEAPLANES. (BOAT & FLOAT) —																		Speeds in Knots										Time in Minutes & Seconds									
152	RIPON MK II	E	2 Lion XI A.	530-2350	683	98.5	97.5	94.8	91.2	51	4:32	3:30	2:47	3:37	4:24	5:30	6:55	8:55	7:50.0	11.7	15.1	1:01	1:46.0	7:42.4	5:00.4	7:10	2:56.5	1:47	1:47.5	1:47.5	1:47.5	1:47.5	1:47.5	1:47.5	1:47.5		
153	IRIS V	D	5 3BUZZARD IIS	850-2000	246.1	107.8	105.4	105.7	—	—	5:55	10:14	4:57	10:34	2:41	3:12	11.7	—	12:50.0	12.61	12:52	1:46.7	—	3:04.5	2:43.8	8:04	4:12.5	1:14	6:24	—	—	—	—	—	F. 143 A	7.42	
154	SINGAPORE II	E	5 4 KESTREL	4.525-2250	—	—	—	—	—	—	1:40	3:00	2:51	1:40	3:50	1:40	—	—	11:20.0	—	—	(5)	—	4:00.9	1:40.5	1:12	1:03.5	—	—	—	—	—	—	—	F. 150	8.12	
155	SOUTHAMPTON MK II	E	4 2 KESTREL IIS	2.525-2250	144.8	102	100.5	96.5	92.5	—	3:20	6:45	4:35	5:00	2:12	2:00	3:44	1:55	13:30.0	10.25	11.1	1:00	—	1:08.15	1:00.5	2:48	2:42	75	1:18	1:20.5	—	—	—	—	F. 155	8.12	
— CIVIL AEROPLANES —																		Speed in M.P.H.										Time in Minutes & Seconds									
34	SHORT	E	3 JUPITER I P	400-2000	138.7	118	115.8	110	98	—	4:22	3:55	3:15	3:05	2:30	2:20	1:00	—	1:30.0	17.0	16.0	—	—	3:00	3:45.5	2:55.5	2:44	2:57	1:42	1:47.0	1:30.2	1:30.2	1:30.2	1:30.2	1:30.2	1:30.2	
35	CIERVA MONTGOMERY	PL 2	GENET MAMRI	100-2100	—	—	—	—	—	—	7:28	3:40	1:48	2:40	2:04	1:40	—	—	3:55	40	—	—	1:54.9	1:55	3:20	1:54.9	1:54	1:15	2:02	—	—	—	—	—	—	—	
36	VIASRA	PL 2	JUPITER III R	555-2000	730	120	118	111	107.5	—	1:10	1:40	2:14	3:15	3:41	4:15	5:15	1:25	17:00	10.5	11.8	2:13	—	7:50.0	6:16.5	3:25	—	—	—	—	—	—	—	—	—	—	

NOTE — (1) For official use only.
(2) For official use only.
(3) For official use only.
(4) For official use only.
(5) For official use only.
(6) For official use only.
(7) For official use only.
(8) For official use only.
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(6) For official use only.
(7) For official use only.
(8) For official use only.
(9) For official use only.
(10) For official use only.

MINISTRY
OF AIR

— LANDPLANES. —

SHEET 29.

AIR MINISTRY.
O T D (RTP)

No.	TYPE	CREW	ENGINE	NORMAL		RATED ALTITUDE	SPEED IN MPH.				LIFTING SURFACE	TIME IN MIN. SEC. & RATE OF CLIMB IN F. PER MIN.								LOADING		FUEL BURNS		WEIGHT (LB.)				DIMENSIONS			No. of Total Report	PREVIOUS REPORT		
				BHP	RPM		AT 6500	AT 10000	AT 15000	AT 20000		6500' 10000' 15000'								Service Ceiling	LB. per sq. ft.	LB. per sq. ft.	Gallons	LB.	Gross	Take-off	Fuel	Service	Span	Length			Height	
												Time	Rate	Time	Rate	Time	Rate	Time	Rate															Time
106	NIMROD.	P	1	KESTREL IIS	477	2250	11500	179	190	193	1835	4-11	1675	6-8	1890	9-14	1360	15-30	830	26,900	12.84	8.13	80.5	—	3867	2901	514	452	53.6	26.04	9.10	M 594	20 + 104	
— AMPHIBIANS & SEAPLANES. (BOAT & FLOAT) —																																		
SPEED IN KNOTS																																		
107	SOUTHAMPTON. P	4	LION. V	2450	2000	G.L.	81	77.8	79.8	75	1448	6-15	278	10-4	232	2-15	142	59-42	96	5950	10.5	16.9	500	—	15,200	1648.5	2465	2592	75.0	49.85	20.5	F 98	2/35	
108	SHORT R 650 E	5	BUZZARD IIS	44825	2000	G.L.	81	150	—	—	—	—	(3)	—	—	—	—	—	—	15,000	—	—	3822	—	61,010	16084	1675	3181.5	—	—	—	F 100	2/35	
109	SUPERMARINE K20H	5	KESTREL IIS	24575	2250	2000	121.8	117.5	110.5	105	1294	10-15	535	18-31	355	29-25	220	45-44	95	14,950	12.05	16.8	460	(4)	15566	103095	1591	1646.5	—	—	—	F 107	3/35	
110	SOUTHAMPTON MKII	4	KESTREL IIS	24575	2250	2000	81	75.5	—	85.2	1448	12-30	405	24-46	230	—	—	—	3050	150	12,500	10.5	14.4	500	1000	15162	10994	2205	2463	—	—	—	F 114	3/35
— CIVIL AEROPLANES. —																																		
SPEED IN MPH.																																		
— NIL —																																		

NOTE: — PERFORMANCE BASIS. (P 1/2 5/2)

(1) Accommodation for (No. of Passengers) & Commercial payload.

(3) Fuel consumption test figures given only in this report.

AIR MINISTRY
D.T.D.

See H.M.W.O. 637/1929

(2) 4435 Ballast carried to allow for equipment such as Automatic Pilot.

(4) Six smoke floats carried.

* — Preliminary Report. E — Experimental. P — Production.

— LANDPLANES.

SHEET 29.

NOTE: Performance Based. ($P^2 \sigma^2$)	(1) Does not include Auxiliary Tank of 124 galls for Long Rangs.	P. Production.
(2) Less Auxiliary Fuel's Oil Tanks.	(2) Does not include Dash* Tank at 23 galls each.	
(3) Torpedo MK VIII, cancelled.	D-NF Day + Night Fighter	
* Preliminary Report only.		
PV. Private Ventures.		
E. Experimental.		

ALL INFORMATION
CONTAINED
HEREIN IS UNCLASSIFIED
DATE 08-10-2001 BY 60322 UCBAW

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. Jan to Dec. 1933.

FOR OFFICIAL USE ONLY.

- FLEET AIR ARM -

SHEET 29A

No.	Type	Engine	Normal R.H.P. R.P.M.	Top Speed M.P.H.	At 5000	At 10000	At 15000	At 20000	Range Miles	Endurance Hours	Climb Feet per Minute	Climb Feet per Second	Rate of Turn Degrees per Second	Rate of Turn Degrees per Minute	Rate of Turn Degrees per Hour	Rate of Turn Degrees per Day	Rate of Turn Degrees per Month	Rate of Turn Degrees per Year	Rate of Turn Degrees per Decade	Rate of Turn Degrees per Century	Rate of Turn Degrees per Millennium	Rate of Turn Degrees per Billion Years								
106	NIMROD P	1 KESTREL IIS	477 2250 11500	179	190	193	1835	301	4-11	1625	6.8	1800	9.14	1340	28.350	26.900	1284	8.15	80.5	—	3867	2931	514	452	55.0	20.0	14.0	M 559	25.0	104
107	ARM WHIT N. 1120	1 PANTHER IIIA	506 2000 12000	—	183.5	183.5	162	201.9	4-10	1445	7.0	1535	10.35	1190	35.40	28.850	1575	8.15	70	—	4121	3027	617	477	—	—	—	M 570	27.0	135
— AMPHIBIANS & SEAPLANES. (P. 1 to P. 10) —																														
156	SOUTHAMPTON P	1 LION V	2450 2000 G.L.	51	51	51	51	51	6-5	271	3.4	230	21.5	112	29.40	3950	10.5	10.9	500	—	15200	9665	2431	2592	75.0	40.8	20.5	F 92	35	—
157	SHORT R 600 E	1 BUZZARD IIMS	4325 2210 G.L.	51	51	51	51	51	—	—	—	—	—	—	—	13,000	—	—	3822	—	81020	46005	10735	32015	—	—	—	F 100	2	14
158	SUPERMARINE P. 23	5 KESTREL IIMS	2450 2250 2000	121.8	117.5	110.5	105	129	10-15	537	6.11	355	29.25	230	31.44	14,950	12.05	11.8	160	—	15596	103025	2591	16465	—	—	—	F 107	3	15
159	SOUTHAMPTON MAH	4 KESTREL IIMS	2450 2250 2000	121.8	117.5	110.5	105	129	10-15	537	6.11	355	29.25	230	31.44	14,950	12.05	11.8	160	—	15596	103025	2591	16465	—	—	—	F 110	5	33
160	TUTOR E	2 LYNX IV	195 1700 S/L	132.2	121.7	117.2	—	303	13-14	352	7.82	105	—	—	—	11450	9.1	14.15	31	—	2760	2475	250	4025	31.0	29.4	11.61	F 111A	1	35
161	SEAGULL P.Y. E	3 PEGASUS I L.P.	1580 2000 1500	111.5	108.5	99.0	—	402	13-14	352	7.82	105	—	—	—	17,100	10.9	11.1	150	—	35735	47355	860	978	15.91	37.8	14.45	F 112	11	33
— CIVIL AEROPLANES. —																														
37	DIAGRAM 6/20 E	2 JAGUAR IV	1000 1700 S/L	133	125	118	105	485	13-14	352	7.82	105	—	—	—	9000	12.08	14.9	170	1854	12150	8170	1581	2596	67.0	32.2	14.2	M 101	2	15
38	DIAGRAM 6/20 E	2 JAGUAR IV	1000 1700 S/L	133	125	118	105	485	13-14	352	7.82	105	—	—	—	13500	13.3	16.2	304	960	13074	9050	2075	1564	85.0	33.2	14.0	M 101A	2	15
39	VALETTA E	2 JUPITER I L.P.	1580 2000 S/L	123	117.2	—	—	1587	10-11	210	15.52	175	—	—	—	10600	16.94	15.6	360	4330	13300	14532	2556	3742	107.0	70.5	25.0	M 102	2	15
40	COURIER G ABXN	1 LYNX IV	—	—	—	—	—	—	—	—	—	—	—	—	—	14200	10.74	10.74	300	—	2700	2475	250	4025	31.0	29.4	11.61	M 102	2	15
SEE NOTE																														
CIVIL LOAD																														
(1) 4435 Ballast carried to allow for equipment such as Automatic Pilot.																														
(2) 4435 Ballast carried to allow for equipment such as Automatic Pilot.																														
(3) Fuel consumption test figures given only in this report.																														
(4) Six smoke floats carried.																														
AIR MINISTRY D.T.D.																														

NOTE: Performance Basis (P. 2 of 2)

(1) As recorded in the original report.

(2) Fuel consumption test figures given only in this report.

(2) 4435 Ballast carried to allow for equipment such as Automatic Pilot.

(4) Six Smoke floats carried.

* - Preliminary Report. E - Experimental. P - Production.

AIR MINISTRY
O.T.D. 1933

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. JAN TO JUNE, 1934.

FOR OFFICIAL USE ONLY

LANDPLANES.

SHEET 30.

No.	Type	Engine	No. of Engines	SPEED IN MPH.			TIME IN MIN. SEC. & RATE OF COMB.				Service Ceiling ft.	LOADING		MAXIMUM CAPACITY. FUEL TANKS (GALLS) (LB)	WEIGHT (LB)		DIMENSIONS		No. of Seats	Remarks
				40	45	50	55	60	65	70		LB	LB		Empty	Full	Span	Length		
47	TUTOR	BRISTOL	2	100	110	120	130	140	150	160	15,500	835	1175	50	2495	3415	237	1115	40	2945
48	VICTOR	BRISTOL	2	100	110	120	130	140	150	160	15,500	835	1175	50	2495	3415	237	1115	40	2945
49	OVERSTRAND	BRISTOL	2	100	110	120	130	140	150	160	15,500	835	1175	50	2495	3415	237	1115	40	2945
50	DEMON	BRISTOL	2	100	110	120	130	140	150	160	15,500	835	1175	50	2495	3415	237	1115	40	2945

NOTE.— PERFORMANCE BASIS. (P¹—6¹)
WEIGHT.— SEE A.M.O.(A) 652/1928.

P. PRODUCTION.

* PRELIMINARY REPORT

(1) 2 PILOTS & 21 TROOPS.

AIR MINISTRY.
D.T.D. (RTP)

RECORD OF PERFORMANCES OF BRITISH AEROPLANES JAN: to JUNE 1934.

FOR OFFICIAL USE ONLY.

- -- FLEET AIR ARM

SHEET 30A.

[illegible]

SEAPLANES BOATS & AMPHIBIANS

SPEED 440TS

1621 OSPREY.	D. F. 10/10/10	2 WESTREL II S	525	2250	2000	85	1825	119	33	648	73	125	545	20	200	—	—	16350	14.9	9.63	24.5	—	5050	3702	617	731	37.0	31.74	12.14	R/1003	
163 MIMROD.	D. F. 10/10/10	1 WESTREL II S	480	2250	1900	84	1825	119	32	652	133	122	430	110	150	71.88	6.5	20000	14.3	8.95	79	—	4290	3307	508	481	33.6	29.93	11.04	R/1003	
1641 CLOUD.	P. Training	6 2 SERIAL I	540	2250	2000	51	1825	119	670	21.8	80	21.1	55	23.5	110	71.88	6.5	—	7630	14.6	14.0	188	—	9525	10845	1096	1581.5	—	—	—	R/110

CIVIL AEROPLANES.

SPEED IN MPH.—

SEE
NOTE (1)

CIVIL
LOAD

NIL.

NOTE. - PERFORMANCE BASIS. (976)
WEIGHT. - SEE AMO(A) 632/1928.

(i) Commercial Pay load. (lb) = $\left\{ \begin{array}{l} \text{luggage} \\ \text{passengers.} \end{array} \right.$

P PRODUCTION.
D DEVELOPMENT.

* PRELIMINARY REPORT.

AIR MINISTRY.
D.T.D. (R.T.P)

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. JAN: 60 DEC: 1934.

FOR OFFICIAL USE ONLY.

LANDPLANES.

SHEET 30.

No	TYPE.	DUTY.	CREW.	ENGINE.	NORMAL BHP/AT NORMAL REV/AT RATED ALTITUDE			SPEED IN MPH.			LIFTING SURFACE	TIME IN MIN & SEC & RATE OF CLIMB IN FT PER MIN.								SERVICE CEILING FT		LOADING.		MAXIMUM CAPABILITY		WEIGHT (LB.)			DIMENSIONS.		No & DATE OF TOTAL REPORT	No & DATE OF PERFORMANCE															
					BHP	RPM	ALT.	AT 6500	AT 10000	AT 15000		AT		6500 10000 15000								TIME	RATE	TIME	RATE	TIME	RATE	TIME	RATE	TIME			RATE	TIME	RATE	TIME	RATE	TIME	RATE								
														TIME	RATE	TIME	RATE	TIME	RATE	TIME	RATE																			TIME	RATE	TIME	RATE	TIME	RATE	TIME	RATE
417	TUTOR.	Training.	2	LYNX IV.	212	1900	5/1	117	115	104	—	299	10.3	490	10.50	325	434	110	—	—	15300	8.5	175	30	—	2415	2645	2.57	40.0	54.1	26.8	910	M/574.1 1/34	29.415													
418	VICTORIA V.	Training.	2	PEGASUS IIS	280	2000	5/1	105	106	—	—	2104	16.47	265	34.36	140	—	—	—	—	11300	8.93	164	40	—	2455	2645	2.57	40.0	54.1	26.8	910	M/574.1 1/34	29.415													
419	OVERSTREET	Day Bomber.	3	PEGASUS IIS	280	2000	5/1	105	106	—	—	2104	16.47	265	34.36	140	—	—	—	—	11300	8.93	164	40	—	2455	2645	2.57	40.0	54.1	26.8	910	M/574.1 1/34	29.415													
420	DEMON.	Day Bomber.	2	KESTREL IIS	476	2250	11500	145	143	129	—	900	3.14	1160	8.45	895	1526	600	—	—	23700	11.5	9.5	26.7	—	4125	2757	3.46	40.0	54.1	26.8	910	M/574.1 1/34	29.415													
421	HART	Day Bomber.	2	PEGASUS IIS	476	2250	11500	145	143	129	—	900	3.14	1160	8.45	895	1526	600	—	—	23700	11.5	9.5	26.7	—	4125	2757	3.46	40.0	54.1	26.8	910	M/574.1 1/34	29.415													
422	VIRGINIA	Night Bomber.	4	PEGASUS IIS	575	2000	5000	115	112	101	—	—	1124	4.95	1930	353	412	140	—	—	15900	—	—	521	—	4125	2757	3.46	40.0	54.1	26.8	910	M/574.1 1/34	29.415													
423	HART	Day Bomber.	2	PEGASUS IV.	675	2250	11500	177	127	106.5	—	347	3.00	2270	436	2100	715	1600	—	—	11600	13.3	6.9	72	—	4635	2634	703	1098	—	—	—	M/574.1 1/34	29.415													
424	WALLACE	General Purpose.	2	PEGASUS IIS	578	2000	4500	140.5	149.5	144.5	—	408	5.15	1130	8.45	960	1540	570	—	—	20350	11.8	10.03	105	—	5792	3567	759	1116	—	—	—	M/574.1 1/34	29.415													
425	WALLACE	General Purpose.	2	PEGASUS IIS	578	2000	4500	140.5	149.5	144.5	—	408	5.15	1130	8.45	960	1540	570	—	—	20350	11.8	10.03	105	—	5792	3567	759	1116	—	—	—	M/574.1 1/34	29.415													
426	HENDON	Day Bomber.	1	KESTREL IIS	489	2350	12000	130	137	132	—	1457	3.80	2524	435	3854	215	1500	—	—	2124	14.05	—	—	—	4917	3070	3.44	29.63	—	—	—	M/574.1 1/34	29.407													
427	HEYFORD.	Night Bomber	4	KESTREL IIS	979	2350	12000	121	127	126	—	1470	15.10	355	2430	400	420	150	—	—	15700	11.5	17.3	400	—	16922	16429	3.60	27.83	74.9	55.0	176	M/574.1 1/34	29.396													

NOTE PERFORMANCE BASIS. (p²σ²)
WEIGHT — SEE AMD (A) 632 1920

P. PRODUCTION.

• PRELIMINARY REPORT.

(1) 2 PILOTS & 21 TROOPS.

AIR MINISTRY
L.T.O (H.T.U.)

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. JAN. to DEC. 1934.

FOR OFFICIAL USE ONLY.

FLEET AIR ARM.

SHEET 30A.

No	TYPE.	DUTY.	CREW.	ENGINE.	NORMAL BARO- METRIC REVS AT RATED ALTITUDE. B.M.P. ALT.	SPEED IN MPH.				LIFTING SURFACE	TIME IN MIN. & SEC. & RATE OF CLIMB IN FT PER MIN.												SERVICE CEILING FT	LOADING.			MAXIMUM CAPACITY.	WEIGHT (LB.)		DIMENSIONS		No & DATE OF TRIAL REPORT	PREVIOUS REMARKS SHEETANT			
						AT 6000	AT 10000	AT 15000	AT 20000		6500	10000	15000	20000	LB. PERF.	LB. PERF.	FUEL CAPS.	BURNS (LB)	GROSS-TARE	FUEL & OIL	SERV. LOAD	SPAN		LENGTH FT & IN												
																									TIME	RATE		TIME	RATE	TIME	RATE			TIME	RATE	
																																				TIME
108	BLACKBURN M.30A	TORPEDO BOMBER.	2	BUZZARD IIM3	825	2000	5/L	137	1305	—	651	1125	410	2250	215	—	—	—	—	—	—	—	12000	16.0	12.6	255	—	—	40393	6138	520	2735	—	—	M/6212 4/34	
109	VILDEBEEST M.30A	TORPEDO BOMBER.	2	PEGASUS II L3	580	2000	2000	1315	125	—	1360	713	1140	410	2245	235	—	—	—	—	—	—	12700	12.25	14.08	183.5	—	—	8738	4687	1347	2704	—	—	M/5108 2/34	
110	SEAL.	D SPOTTER RECONNAISSANCE	2	PANTHER IIA	523	2000	3000	135	132	124.5	—	4435	7.36	690	1337	480	2939	190	—	—	—	—	16500	13.5	11.5	121	—	—	6600	4064	940	999	45.9	34.0	10.0	M/607 6/34
111	SEAL. (T.)	* TRAINING.	2	PANTHER IIA	520	2000	3000	138	1345	124	—	443	6.45	800	1145	535	2315	303	—	—	—	—	18500	12.7	10.65	126	—	—	5637	4171	1053	413	—	—	M/607 2/34	
112	BAFFIN.	TORPEDO.	2	PEGASUS IIM3	576	2000	4500	120	114	—	—	659	15.0	385	2621	230	—	—	—	—	—	—	12500	11.75	13.45	157	—	—	7742	4666	876	2200	45.6	38.3	13.6	M/632 12/34
113	FAIREY S.15/33.	SPOTTER.	3	PEGASUS IIM3	677	2200	3500	146	143	136	—	542	6.0	895	1033	670	2034	360	—	—	—	—	19300	12.6	10.1	142	—	—	6841	4194	1375	1272	46.0	37.0	—	M/616 12/34
"	"	TORPEDO.	2	PEGASUS IIM3	677	2200	3500	142	138	129	—	542	8.18	605	1510	430	3256	170	—	—	—	—	16500	14.0	11.5	142	—	—	7773	4194	1181	2398	46.0	37.0	—	M/640 12/34
SEAPLANES (BOAT & FLOAT) & AMPHIBIANS.																																				
SPEED IN KNOTS.																																				
162	OSPREY.	D TWO SEATER FLEET FIGHTER	2	KESTREL IIM3	525	2250	2000	135	1305	119	—	339	6.48	783	12.5	545	2640	200	—	—	—	—	16350	14.9	9.63	94.5	—	—	5050	3702	617	731	37.0	31.3	12.4	M/610 1/34
163	NIMROD.	D FLEET FIGHTER	1	KESTREL IIS	480	2250	11500	1452	154	1562	—	300	4.50	1340	722	1430	11.10	1150	—	—	—	—	26000	14.3	8.95	79	—	—	4296	3307	508	481	33.6	29.9	11.10	M/610 2/34
164	CLOUD.	P TRAINING.	6	2.SERVAL I.	340 each	2000 each	S/L	680	1090	753	—	650	18.18	190	2433	135	28.45	110	—	—	—	—	7630	14.6	14.0	188	—	—	9525	6845	1096	1581.5	—	—	M/610 2/34	
165	PERTH.	PATROL AND RECONNAISSANCE	5	3BUZZARD II	8115	2600	G/L	997	913	—	—	2493	15.16	280	3530	1100	—	—	—	—	—	—	10000	13.2	13.1	1725	—	—	3294	5213	1086	1608.5	97.0	70.0	20.11	M/612 1/34
166	SANDERS - ROE R.24/31	GENERAL PURPOSE	5	2PEGASUS IIM3	6837	2200	3500	1165	1135	1020	—	1427	9.3	582	1624	380	4213	82	—	—	—	—	14700	12.8	13.37	548	—	—	18280	11921	4102	2257	800	57.0	23.5	M/619 11/34
CIVIL AEROPLANES.																																				
SPEED IN M.P.H.																																				
41	COURIER K.4047			LYNX IV Scar	215	1900	5/L	136.5	134	—	—	1440	338	2735	220	—	—	—	—	—	—	—	13400	—	—	—	—	—	980	4000	2294	526	1180	U/C Retracted	M/614 1/34	
												1080	110	109	—	—	—	—	—	—	—	—	9000	—	—	—	—	—					U/C Extended		29*40	
NOTE - PERFORMANCE BASIS. (p ¹ σ ^{1/2})																																				
(1) Commercial Pay Load (B) = { luggage passengers.																																				
P. PRODUCTION.																																				
* PRELIMINARY REPORT.																																				
WEIGHT - SEE AMQ (A) 632/1928.																																				
AIR MINISTRY D.T.O. (H.T.D.)																																				

NOTE.— PERFORMANCE BASIS. (p¹ & 1/2)
WEIGHT — SEE AMQ (A) 632/1928.

(1) Commercial Pay Load (B) = { luggage passengers.

P. PRODUCTION.
D. DEVELOPMENT.

* PRELIMINARY REPORT.

AIR MINISTRY
D.T.O. (H.T.O.)

RECORD OF PERFORMANCES OF BRITISH AEROPLANES. JAN. to DEC. 1935.

FOR OFFICIAL USE ONLY.

DISCUSSION

Sheet 31.

[illegible]

NOTE: VERIFIABLE BASIS. $(p^{\frac{1}{2}} \leq \frac{1}{2})$

WILGUT SE: AMC 116-30 1025

✓ SUPERS G. L. L. 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790

AIR MINISTRY.
O.T.D. (R.T.R)

FOR OFFICIAL USE ONLY.

FLEET AIR ARM.

SHEET 31A.

No.	TYPE.	Duty.	Engine.	NORMAL SPEED AT NORMAL REV. AT P.M.P. ALT.				SPEED IN MPH.				LIFTING CAPACITY LBS.	TIME IN MIN. AT & PAY-LOAD CAPAC. IN THE MIN.										Climb Rate FT.	LOADING		MAXIMUM GROSS WT. (LBS.)	WEIGHT (LBS.)				Range Miles	Endurance Hours	Crew			
				H.P.	R.P.M.	ALT.	AT	AT	AT	5000			10000		15000		20000					LBS.		LBS.	LBS.		LBS.	LBS.	LBS.	LBS.				LBS.		
										TIME	RATE		TIME	RATE	TIME	RATE	TIME	RATE	TIME	RATE	TIME														RATE	TIME
14	OSPREY III	Fighter Reconnaissance	2 KESTREL IIMS	575	2350	2000	114	110	5	13000	103.3	103.3	18.30	10.51	4.60	20.30	285	—	—	—	—	—	13400	15.10	12.27	1254	—	28.26	39694	6285	652	89.11	64.4	26.11	F/131A 2-35	280/15
15	GLOSTER S.15/33	Spotter Reconnaissance	3 GOSHAWK VIII	694	2600	3000	153.5	151	145.5	159	155	144.5	134.5	—	54.2	9.70	9.45	7.50	18.24	440	16.96	27.12	26.60	20600	—	—	154	—	7100	45.73	1273	1254	—	—	—	M/653 6-35
16	OSPREY IV	Spotter Reconnaissance	2 KESTREL V	607	2500	1000	161	169	175	157.5	—	—	4.0	12.45	7.6	12.10	11.24	9.90	25.9	300	25.900	25.900	25400	—	—	93	—	4.979	3518	643	818	—	—	—	—	
SEAPLANES (BOAT & FLOAT) & AMPHIBIANS.																																				
SPEED IN KNOTS:																																				
167	SINGAPORE III	Reconnaissance	5 KESTREL IIMS	2252	2350	2000	114	110	5	13000	103.3	103.3	18.30	10.51	4.60	20.30	285	—	—	—	—	—	13400	15.10	12.27	1254	—	28.26	39694	6285	652	89.11	64.4	26.11	F/131A 2-35	280/15
168	SUPERMARINE RM.1	General Purpose	2 PEGASUS IIMS	671	2200	3500	131.5	128	118.5	107	16500	113	14.57	6.56	7.70	12.10	5.70	24	6	295	38.0	130	18500	12.2	13.17	500	—	17.87	11944	3563	2280	85	54.92	—	F/132 3-35	
169	OSPREY III	Fighter and Reconnaissance	2 KESTREL IIMS	572	2350	2000	135	130	118.5	113	16500	113	33.9	2.62	8.30	11.18	5.85	24.24	230	15.900	36.48	100	16900	16.17	9.60	94.5	—	5.483	10245	643	814	37	32.62	—	F/133 3-35	
170	SHORT R.6/28	Patrol and Reconnaissance	10 BUZZARD IIMS	4927	2000	—	3.000	6.800	—	—	—	—	34.60	15.2	253	29.34	100	—	—	—	—	—	8900	18.6	13.05	3386	—	64.309	41380	13472	3457	120	92	—	F/106 D 7/35	
171	FAIREY S.15/33	T. S. R.	3 PEGASUS IIMS	667	2200	3500	131.5	128	118.5	107	16500	113	14.57	6.56	7.70	12.10	5.70	24	6	295	38.0	130	18500	12.2	13.17	500	—	17.87	11944	3563	2280	85	54.92	—	F/133 3-35	
172	SHORT R.24/31	General Purpose	2 GOSHAWK VIII (SPECIAL)	7205	2600	3000	122.5	117.5	103.5	108	15000	108	14.7	7.54	6.40	14.36	4.30	34.48	130	—	—	—	15400	15.3	12.2	444	—	17.550	2904	2307	2339	90	63.3	—	F/140 10/38	
173	SINGAPORE III	Reconnaissance	5 KESTREL IIMS	2560	2400	3000	119.3	114.5	99	—	—	—	18.50	9.42	5.35	17.36	3.50	41	42	100	15.100	—	—	14800	15.25	10.9	1254	—	27.904	3970	6279	1657	8940	64.6	F/140 A 11/35	
174	SEAL	Reconnaissance	3 PANTHER VI	562	2100	5500	114.7	112.5	99	—	—	—	43.5	8.54	5.70	16.24	3.80	39.30	110	—	—	—	15150	14.6	11.4	125	—	6.400	4549	810	1041	45.9	36.2	13.02	F/140 B 12/35	
175	SCAPA	Reconnaissance	5 KESTREL IIMS	560P 564.5	2350	2000	124	120	0	—	—	—	12.90	9.51	5.30	18.3	3.45	41	36	100	14.100	—	—	14700	12.6	14.45	456	—	16.239	11196	3373	1670	75.0	52.6	—	F/139 A 12/35
176	SEAGULL V	Reconnaissance	3 PEGASUS IIMS	574	2000	5000	107.7	104.0	97.4	—	—	—	602	9.51	5.20	18.19	3.20	—	—	—	—	—	13800	12.18	12.77	150	—	7.331	5253	1029	1049	41.0	38.0	15.6	F/140 C 2/35	
CIVIL AEROPLANES.																																				
SPEED IN MPH.																																				
SEE NOTE (I)																																				
CIVIL LOAD																																				

NOTE. PERFORMANCE BASIS. (p¹ 0²)(1) Commercial Pay Load. (R)¹ : 1000 lbs. (2) 1000 lbs. (3) 1000 lbs.

WEIGHT - SEE AMO (A) 637/1928.

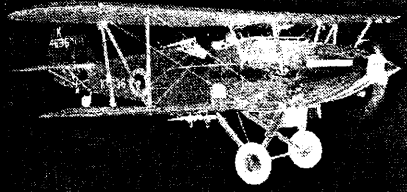
AIR MINISTRY
G. L. (W. D.)

LANDPLANES.

SHEET 32.

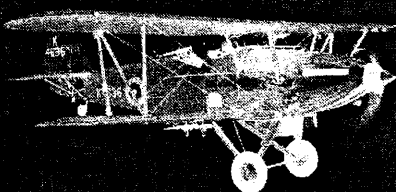
No.	Type	Date	Engine	No. of Engines	Speed in MPH	Lifting Surface	Time in Min & Sec & Rate of Climb in Ft per Min								Service Ceiling Ft	Loading		Maximum Capacity		Weight (Lb)		Dimensions			No & Date of Trial Report	Previous Sheet			
							6500.		10,000.		15,000.		Lb. Per Sq	Lb. Per Sq		Fuel (Galls)	Bombs (Lb)	Gross	Tare	Full Service Load	Span	Length	Height						
							Time	Rate	Time	Rate	Time	Rate												Time			Rate		
448	BRISTOL	26/31	Bomber	12	PEGASUS II	172	169.5	162	18,000	—	6.24	850	11.0	670	2042	400	—	—	403	—	18,740	12,696	3,006	3,038	—	—	—	M/684	1/36
449	HENDON		Medium Bomber	4	KESTREL VI	139.7	147.8	151.9	18,000	—	9.12	555	15.0	610	25.7	390	—	—	540	—	19,779	13,468	3,242	3,069	—	—	—	M/607/3	30/426
450	HELFORD		Medium Bomber	4	KESTREL VI	131.5	138.5	137.5	18,000	—	9.0	550	14.5	590	26.18	315	—	—	435	—	17,176	10,915	3,242	3,019	—	—	—	M/597.4	30/427
451	FURY		Fighter	2	KESTREL VI	200.5	211	223	18,000	—	2.19	2,450	3.48	2,570	5.49	2,080	—	—	49	—	3,620	2,752	423	445	—	—	—	M/527 K	27/373
452	SHARK		T.S.R.	2	TIGER VI	147.5	144.5	133	18,000	—	7.6	730	12.56	490	30.12	140	—	—	171	—	8,111	4,459	1,259	2,393	—	—	—	M/639.4/2	3/36
453	HAWK	16/34	Light Bomber	2	MERLIN C	280.5	295.5	314	23,000	—	2.25	2,880	3.37	2,680	5.42	2,150	—	—	—	—	5,672	—	—	—	—	—	—	M/689	4/36
454	HIND		Light Bomber	2	KESTREL V	170.5	179	188	23,000	—	4.0	1,370	6.42	1,330	10.54	1,305	—	—	101	—	5,296	3,260	782	1,254	—	—	—	M/688.4	5/36
			Light Bomber	2	KESTREL V	161.5	170	176.5	23,000	—	4.12	1,300	6.54	1,280	11.30	935	—	—	101	—	5,296	3,260	813	1,223	—	—	—	"	

Designed by Sir Sydney Camm, whose de



HIND

Designed by Sir Sydney Camm, whose de



HIND

NOTE PERFORMANCE BASIS. (p 5 1/2)

WEIGHT - SEE AMC (A) 632 125.

A - AS A DAY BOMBER WITH STUB EXHAUST PIPES.

E - AS A NIGHT BOMBER WITH RAMSHORN EXHAUSTS.

AIR MINISTRY
LONDON

RECORD OF PERFORMANCE OF BRITISH AEROPLANES. JAN: to JUNE, 1936.

FOR OFFICIAL USE ONLY.

FLEET AIR ARM.

SHEET 32 A.

No.	TYPE	DUTY	ENGINE	SERIAL (H.P.)		SPEED IN MPH.				LIFTING SURFACE	TIME IN MIN: A SEC: & RATE OF CLIMB IN FT PER MIN.								SERVICE CEILING FT	LOADING		MAXIMUM CAPACITY		WEIGHT (LB.)				DIMENSIONS			No & DATE OF TRIAL REPORT	PREVIOUS RECORD SHEET No.	
				SERIAL PREVS AT RATED ALTITUDE																													
				6000	10000	15000	20000																										
				ALT.	ALT.	ALT.	ALT.	TIME	RATE		TIME	RATE	TIME	RATE	TIME	RATE	TIME	RATE		LB. PER sq. FT.	LB. PER sq. FT.	FUEL (GALLS)	BOMBS (LB.)	GROSS-TARE	FUEL & OIL	SERVICE LOAD	SPAN	WING HEIGHT	17 & 17				
117	NIMROD	Fighter	1 KESTREL V	608	2500	11000	179	187	1925	28000 166	—	2.54	1770	5.0	1785	8.6	1415	28000 36.0	100	28800	—	—	78	—	4059	3115	508	436	—	—	—	M/594/A/2 1/36	29A/106

SEAPLANES (BOAT & FLOAT) & AMPHIBIANS.

										SPEED IN KNOTS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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CIVIL AEROPLANES.

(SPEED IN M.P.H.)

PERFORMANCE (p 10 2)

Performance (p 10 2)

Performance (p 10 2)

Performance (p 10 2)

Performance (p 10 2)