

NOTABLE PERFORMANCES OF BRITISH AEROPLANES.*
SINGLE-SEATER MACHINES.

Type.	Engine.	Max. speed, m.p.h. as stated.	Height of max. speed.	Speed in m.p.h., and r.p.m. at 10,000 ft.				Rate of climb at G.L., ft. per min.	Time in mins., rate of climb in ft. per min., and r.p.m. at 10,000 ft.						Ceiling, ft. approx.	Max. height reached.	Weight.					Useful load.	Date of Trial report.	Place of Trial.	
				At 6,500 ft.		r.p.m.	At 15,000 ft.		6,500 ft.		10,000 ft.		r.p.m.	15,000 ft.			Gross	Empty	Fuel and oil.	Mily. load	Crew.				
				Time.	Rate.				Time.	Rate.	Time.	Rate.		Time.											Rate.
Martinsyde Scout	120 Aus. Daim.	93	G.L.	—	—	—	Data incomplete	—	20.5	—	—	51	—	—	15,000	—	—	—	—	—	—	—	9.15	U.	
Vickers Scout..	100 Mono.	118	G.L.	—	—	—	Data incomplete	—	—	—	—	—	—	—	—	1,130	—	—	—	—	—	—	11.15	U.	
F.E. 8	100 Mono.	94.5	G.L.	—	—	—	—	—	—	—	—	—	—	—	—	1,346	895	232	39	180	451	11.15	U.		
B.E. 12	150 R.A.F. 4A	103	G.L.	97	91	—	—	—	95	490	18.8	260	—	—	12,500	2,104	1,540	283	101	180	564	2.16	U.		
F.E. 8	110 Le Rhone	—	—	—	89	—	—	1,050	9.3	700	17.3	580	—	—	—	1,470	960	280	50	180	510	4.16	F.		
Vickers Scout..	110 Le Rhone	117.2	G.L.	109†	—	—	—	1,150	7.7	605	14.8	465	1,125	32.5	256	16,000	1,617	1,068	300	89	160	549	5.16	U.	
Bristol Mono. P.L.	110 Clerget	128	5,400	127	118	—	110.5	1,800	4.8	1,080	8.5	830	—	17.4	320	17,000	1,326	913	183	50	180	413	7.16	U.	
Sopwith Triplane	130 Clerget	—	—	116	114	1,220	105	—	6.3	870	10.6	790	1,025	19.0	460	17,000	1,415	993	184	58	180	422	12.16	E.	
Martinsyde	190 Rolls-R.	—	—	126.5	122	—	115	—	5.9	900	10.3	670	1,790	19.3	440	24,500	2,234	1,730	214	110	180	504	2.17	M.	
S.E. 5A	200 Hispano	123	14,000	—	—	—	121	—	6.0	915	10.3	725	1,780	18.8	465	23,000	1,953	1,400	266	107	180	553	5.17	M.	
Sopwith Camel	110 Le Rhone	—	—	—	108.5	1,235	103	—	5.2	1,035	9.0	790	1,110	17.3	455	—	1,408	889	238	101	180	519	5.17	M.	
Martinsyde	Rolls Fn. III	132.5	5,000	131.5	130	—	127.5	1,810	4.2	1,315	7.3	1,075	—	12.8	725	25,000	2,261	1,740	240	101	180	521	6.17	M.	
S.E. 5A	200 Hispano	—	—	132	128	1,990	115.5	—	6.0	765	11.3	580	1,710	22.9	305	19,000	2,034	—	—	—	180	500?	7.17	M.	
Vickers F.B. 16D	200 Hispano	135	10,000	—	135	—	126	—	6.0	900	10.4	675	1,800	20.8	345	18,500	1,875	1,376	231	88	180	499	7.17	M.	
Martinsyde	Rolls Fn. Exp.	138	10,000	—	138	—	132.5	1,870	4.0	1,405	6.8	1,150	—	11.9	790	26,000	2,325	1,790	254	101	180	535	11.17	M.	
Sopwith Snipe	A.B.C. Dfy.	141	15,000	—	—	—	141	—	—	—	7.5	1,080	—	13.0	700	25,000	2,132	1,405	344	203	180	727	2.19	F.	
Martinsyde F.4.	300 Hispano	142.5	10,000	—	142.5	—	136.5	1,875	4.0	1,415	6.7	1,175	—	11.8	830	26,700	2,289	1,710	298	101	180	579	6.18	M.	
Martinsyde F. 4	300 Hispano	145	50,000	144.5	143.5	—	139.5	2,000	4.0	1,355	6.9	1,100	1,605	12.3	760	26,000	2,289	1,710	298	101	180	579	8.18	M.	
Sopwith Snipe	A.B.C. Dfy.	—	—	—	142	—	—	—	—	5.5	1,365	—	—	9.9	875	—	1,927	1,471	276	—	180	456	1.19	F.	
Bristol Scout	Mercury	—	—	—	143	—	136	—	—	5.5	1,420	—	—	9.9	980	25,000	2,376	1,800	1,365	213	42	180	435	3.19	F.

TWO-SEATER MACHINES.

Grahame-White	100 Mono.	87	G.L.	—	—	—	Data incomplete	—	—	—	—	—	—	—	3,500	—	—	—	—	—	—	—	—	8.15	U.
B.E. 2c	90 R.A.F. 1A	82	G.L.	—	—	—	Data incomplete	—	—	—	—	—	—	—	4,000	—	—	—	—	—	—	—	—	8.15	U.
De H. Fighter	100 Mono.	93	G.L.	—	—	—	Data incomplete	—	18.5	—	—	—	—	—	10,000	—	—	—	—	—	—	—	—	12.15	U.
Sopwith Biplane	110 Clerget	105	G.L.	—	—	—	Data incomplete	—	20.8	310	—	—	—	—	14,000	—	—	—	—	—	—	—	—	1.16	U.
B.E. 2c	150 Hispano	94.9	G.L.	91	86	—	—	750	13.3	350	26.1	294	—	—	14,000	13,000	2,350	1,750	200	80	320	600	4.16	U.	
Morane Biplane	110 Le Rhone	—	—	—	83	—	—	—	13.0	400	26.8	190	—	—	12,000	—	1,677	1,082	225	30	340	595	5.16	F.	
Armstrong-Whit.	105 R.A.F. 1B	—	—	88	80	1,700	—	—	12.0	380	23.5	210	1,680	—	13,000	—	2,010	1,375	235	80	320	635	6.16	U.	
Armstrong-Whit.	160 Beardmore	98.4	G.L.	95	88	—	—	—	15.4	330	27.8	240	1,160	—	16,000	13,000	2,811	1,916	402	133	360	895	6.16	U.	
R.E. 8	150 R.A.F. 4A	106.5	1,600	99	93	—	—	—	11.7	390	22.0	260	1,600	—	16,000	13,200	2,604	1,627	409	208	360	977	7.16	F.	
De Havilland 4	200 b.h.p.	108.5	11,200	—	—	—	—	1,000	9.6	600	16.4	430	—	32.5	220	20,000	15,500	2,945	—	—	—	—	935	10.16	U.
De Havilland 4	200 b.h.p.	112.5	4,000	112	109	—	103	—	11.0	510	19.0	370	1,190	—	20,500	15,300	3,146	2,010	340	436	360	1136	9.16	U.	
De Havilland 4	200 b.h.p.	118	1,500	117	113	—	105	1,100	9.5	625	16.3	430	—	29.0	310	16,000	2,945	2,010	390	185	360	935	9.16	U.	
Bristol Fighter	190 Rolls-R.	—	—	105	101	1,900	96	—	7.5	700	14.5	400	1,690	31.0	250	16,000	—	2,663	1,727	396	180	360	936	10.16	U.
De Havilland 4	250 Rolls, Mk. 3	119	3,000	117	113	1,650	102.5	—	8.9	550	16.4	380	1,520	26.7	150	16,000	—	3,313	2,303	465	185	360	1010	3.17	M.
De Havilland 4	200 R.A.F. 3A	120	6,500	120	117.5	—	110.5	—	8.0	650	14.2	470	—	29.3	220	17,500	17,000	3,340	2,304	510	166	360	1036	4.17	M.
Martinsyde	200 Hispano	—	—	—	114	2,135	107	—	7.7	680	13.5	525	—	26.3	270	17,000	—	2,355	1,547	263	185	360	808	5.17	M.
De Havilland 4	260 Fiat	—	—	110	106.5	1,330	—	—	14.0	350	26.7	205	1,250	—	14,000	—	3,822	2,306	501	655	360	1516	7.17	M.	
Bristol Fighter	Rolls Falcon 2	125	3,000	119	113	1,995	105	1,180	6.5	830	11.25	645	—	21.3	375	21,500	—	2,779	1,934	300	185	360	845	8.17	M.
De Havilland 4	375 Rolls Eagle	136.5	6,500	136.5	133.5	—	126	1,435	5.2	1,042	9.0	830	—	16.5	525	23,500	18,000	3,472	2,403	524	185	360	1069	8.17	M.
De Havilland 4	375 Rolls Eagle	—	—	—	—	—	128	—	—	—	—	—	—	—	—	—	—	3,472	—	—	—	—	1069	9.17	M.
Sopwith Bulldog	A.B.C. D'fly	—	—	—	131	—	108	—	—	8.1	890	—	—	15.5	600	?	—	2,277	—	—	—	—	—	—	F.
De Havilland	Napier	137	10,000	—	137	—	132	—	—	7.2	1,140	—	—	13.0	740	25,800	25,800	3,667	2,554	568	185	360	1113	9.18	F.
De Havilland 9	Napier Lion	140	10,000	—	140	—	135	1,550	4.9	1,160	8.2	940	—	14.6	640	25,300	22,650	3,725	2,602	578	185	360	1123	11.18	M.
De Havilland 9	Napier Lion	—	—	—	—	—	—	1,970	3.9	1,400	6.75	1,095	—	12.6	650	30,500	27,350	3,440	—	—	—	—	815	1.19	M.

The performance data given in these Tables are taken from reports issued by the Testing Squadrons.

* All performances in these Tables are for a Standard atmosphere.

† At 8,000 ft.

The heights given are those corresponding with mean atmospheric conditions.

U = Upavon. F = Farnborough. E = Eastchurch. M = Martlesham.



MULTI-SEATED MACHINES.

Type.	Engine.	Max. speed m.p.h. as stated.	Height of max. speed.	Speed in m.p.h., and r.p.m. at 10,000 ft.			Rate of climb at G.L. ft. per min.	Time in mins., rate of climb in ft. per min., and r.p.m. at 10,000 ft.				Ceiling ft. approx.	Max. height reached.	Weight.					Useful load.	Date of Trial report.	Place of Trial.		
				At 6,500 ft.	At 10,000 ft.	At 15,000 ft.		6,500 ft.		10,000 ft.				15,000 ft.		Gross	Empty	Fuel and oil.				Mily. load	Crew.
								Time.	Rate.	Time.	Rate.			Time.	Rate.								
F.E. 4 (P. 3) ..	2 R.A.F. 5 ..	84.3	G.L.	—	—	—	220	47	55	—	—	—	7,000	6,600	—	—	1,365	40	540	1,945	5.16	U.	
Avro-twin (T. 3) ..	2 190 Rolls R.	94	8,000	—	89	—	735	11.4	430	21.7	260	—	16,000	14,000	6,300	4,376	1,120	273	540	1,933	6.17	M.	
Avro-Twin (T. 3) ..	2 200 b.h.p. ..	106	10,000	—	106	93	920	9.1	555	16.5	400	34.1	200	20,000	17,000	6,050	—	—	540	?	11.17	M.	
De H. 10 (T. 3) ..	2 400 Libertys	113.5	10,000	—	113.5	105	860	9.3	560	16.6	400	35.3	165	18,600	16,100	8,500	5,500	1,435	925	540	2,900	7.18	M.
De H. 10 (T. 3) ..	2 400 Libertys	120	3,000	117.5	115	110	965	8.2	650	14.6	470	29.9	220	19,500	17,400	8,500	—	—	—	—	2,915	8.18	M.
De H. 10 (T. 3) ..	2 400 Libertys	120	3,000	119	116.5	—	1,020	7.7	695	13.4	525	26.3	275	20,500	—	8,500	—	—	—	—	2,915	8.18	M.
De H. 10A (T. 3) ..	2 400 Libertys	130	5,000	128	124	117	1,170	6.4	860	11.0	675	20.6	380	19,000	17,500	8,500	5,750	1,756	454	540	2,750	9.18	M.
Handley Page (T. 4) O.400	2 275 Rolls II	91.5	5,000	88.5	80	—	495	20.3	215	42.6	113	—	—	14,000	10,000	12,230	8,480	2,830	200	720	3,750	9.17	M.
BristolBraemar (T.&P. 4)	4 Sid. Pumas	107	5,000	101	95	—	760	16.0	295	31.7	160	—	—	11,500	13,800	14,573	9,878	3,635	345	720	4,700	10.18	M.
Handley Page (T. & P. 6) V. 1500	4 Rolls, Eagle 8	97 at	8,750	—	—	—	450	18.5	220	—	—	—	—	12,800	8,750?	24,700	16,210	4,290	3,120	1,080	8,490	9.18	M.

Weight empty includes cooling water for water-cooled engines.

SEAPLANES AND SHIP AEROPLANES

Type	Engine	Normal b.h.p. and r.p.m. at G.L.	Lifting surface.	Speed in knots			Time in mins., and rate of climb in ft. per min.				Air Endurance	Service ceiling (ft.)	Weight.					Loading.		Date of trial report.		
				At 2,000 ft.	At 6,500 ft.	At 10,000 ft.	2,000 ft.		6,500 ft.				10,000 ft.		Gross	Empty.	Fuel and oil.	Military load.	Crew.		Lbs. per sq. ft.	Lbs. per h.p.
							Time	Rate	Time	Rate			Time	Rate								
<i>Ship Aeroplanes—</i>																						
Parnall Panther (T 2)	230 B.R.2 ..	228 at 1,300	325	—	94	89.5	2.3	795	9.3	545	17.1	345	4 1/2 at 10,000'	14,500	2,595	1,328	541	366	360	8.0	11.4	5/18
Sopwith Camel (T 1)	150 B.R.I ..	150 at 1,250	229	108	105.5	103	1.8	1,278	6.2	752	11.4	541	—	17,500	1,530	1,036	223	91	180	6.7	10.2	10/17
Sopwith Torpedo (T 1)	Sunbeam Arab	207 at 2,000	568	90.5	89	85	4.0	466	15.7	303	31.0	176	4 at 10,000'	12,000	3,883	2,199	405	*1,099	180	6.8	18.75	6/18
<i>Float Seaplanes—</i>																						
Fairey Campania (T 2)	275 Rolls, Mk.I	307 at 1,800	654	76	72	—	5.6	307	28.5	120	—	—	4 1/2	7,000	5,406	3,613	783	650	360	8.3	17.6	6/17
Fairey 3B (T 2) ..	Sunbeam Maori	265 at 2,100	570	79	75.5	—	4.3	410	19.5	210	—	—	—	9,000	5,083	3,423	610	690	360	8.9	19.2	10/18
Fairey 3C (Normal load) (T 2) ..	Rolls Eagle 8	359 at 1,800	476	96	93	89	2.3	794	9.3	510	18.0	332	5 1/2 at 6,000'	15,000	4,800	3,392	878	170	360	10.1	13.4	10/18
Fairey 3C (Over load) (T 2) ..	Rolls Eagle 8	359 at 1,800	476	87.5	83	—	3.7	500	16.5	246	44.0	48	5 at 6,000'	8,500	5,039	3,549	883	247	360	10.6	14.0	3/19
Short Improved 184 (T 2)	260 Sunbeam	265 at 2,100	680	73	72	70	6.3	300	26.3	165	—	—	4 1/2	9,000	5,123	3,479	637	647	360	7.5	19.9	9/17
<i>Boat Seaplanes—</i>																						
F.2A (T 4) ..	2 Rolls Eagle 8	2 x 345 at 1,800	1,133	83	77	70	3.8	470	16.7	252	39.5	86	6 at 1,000'	9,500	10,978	7,549	2,124	585	720	9.7	15.9	3/18
F. 3 (Normal load) (T 4) ..	2 Rolls Eagle 8	2 x 345 at 1,800	1,430	79	74.5	—	5.4	333	24.0	163	—	—	6 at 2,000'	8,000	12,235	7,958	2,096	†1,461	720	8.55	17.7	4/18
F. 3 (Over load) (T 4) ..	2 Rolls Eagle 8	2 x 345 at 1,800	1,430	78	75.5	—	7.8	230	41.0	75	—	—	—	6,000	13,281	7,958	3,142	†1,461	720	9.3	19.25	4/18
F.5(Normal load)(T4)	2 Rolls Eagle 8	2 x 345 at 1,800	1,409	89	86	78.5	4.0	462	16.1	290	32.5	160	7 at 6,000'	11,500	12,268	8,023	2,097	†1,428	720	8.7	17.8	5/18
F. 5 (Overload) (T 4) ..	2 Rolls Eagle 8	2 x 345 at 1,800	1,409	88.5	80.5	—	5.3	352	22.5	193	—	—	7 at 6,000'	9,000	13,306	8,023	3,121	†1,442	720	9.4	19.3	5/18
H. 16 (T 4) ..	2 Rolls Eagle 8	2 x 345 at 1,800	1,200	85.5	83.5	80	3.7	512	14.6	335	28.0	198	6 at 2,000'	12,500	10,670	7,363	2,115	472	720	8.9	15.5	5/18

NOTE.—Loading lbs. per h.p. .. Gross weight + actual h.p. developed at normal revs.
 Lifting surface .. Surface of wings and flaps only.
 Military load .. Weight of guns, bombs, ammunition and reconnaissance load.
 Type: T = Tractor; P = Pusher. The figure in brackets indicates number of seats.

Air endurance At 10,000 ft. alt., at full throttle, including climb.
 Service ceiling Height at which rate of climb is 100 ft. min.
 Weight empty Includes cooling water for water-cooled engines.
 * 18-inch torpedo. † With four 230-lbs. bombs.

