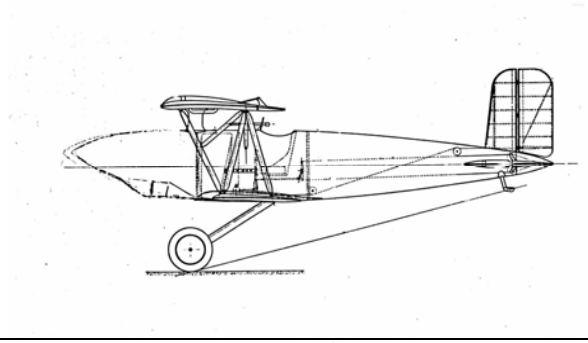
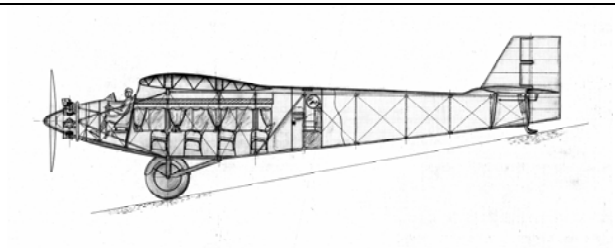
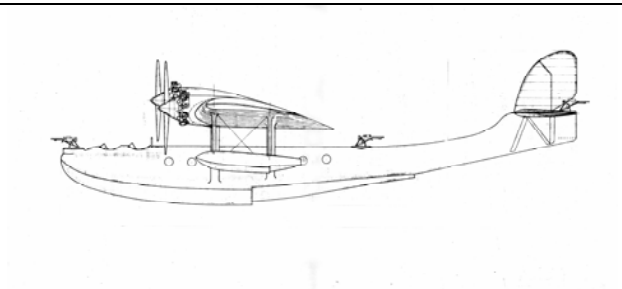
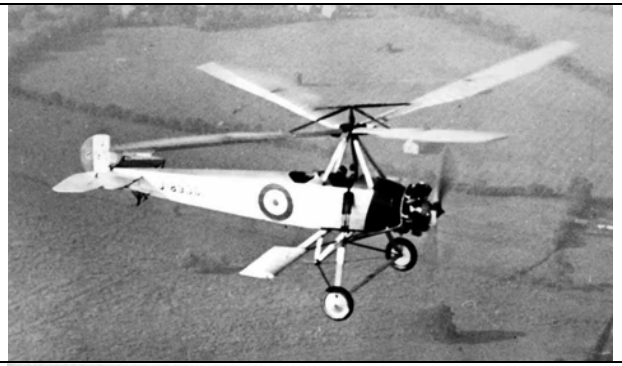
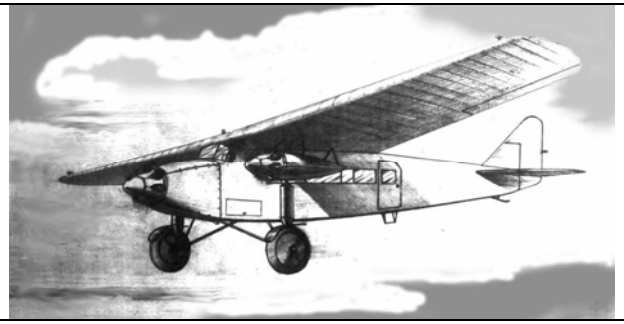
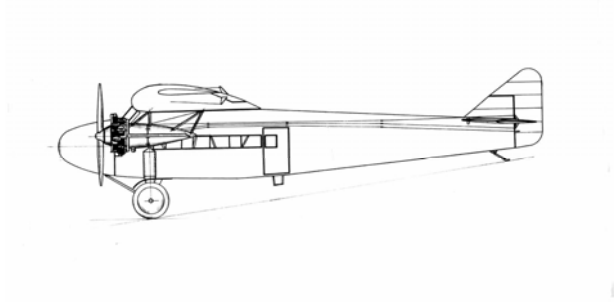
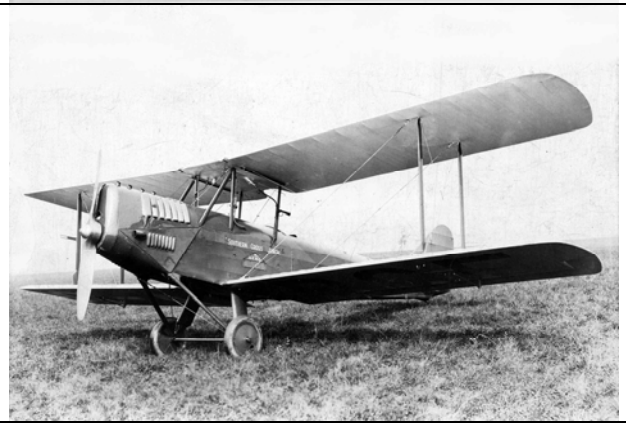
602	1927	Modified version of Avenger. Span 32’, Height 9’9” Engine unspecified. Not built.	
603	1927	8 passenger monoplane to Australian Govt. spec’n. 3x A-S Lynx Not built.	
604	1927	ANTELOPE. 2-seat high performance day bomber to Spec.12/26. 480hp R-R F.XIB. Span 36’/32’,Length 31’2”,Height 10’9”, AUW 4,550lb. Prototype only built, in competition with Fairey Fox & Hawker Hart.	

605	1927	AVIAN III or IIIA.Type No. allocated to floatplane version. Length 25',Height 9.5',AUW 1,600lb.	
605A	1927	Type 605 fitted with 100hp Avro Alpha. Not built.	
605B	1927	Type 605 fitted with 80hp A-S Genet. Not built.	
606	1927	Monoplane maritime patrol flying boat to Spec.4/27, with square-section hull.3x 505hp Bristol Jupiter VII. Span 110' AUW 21,050lb Not built.	

607	1927	As above with round-section hull. Span 96’4”,Length 66’9”, Height 20’ Not built.	
608	1927	HAWK. 2-seat biplane fighter based on Type 604. 425hp Bristol Jupiter. Re-worked into Type 622 during construction. Span 36’/32’ AUW 5,150lb	
609	1927	3-seat military seaplane based on Type 608. Not built.	
610	1928	SALOON. 5-seat high wing cabin monoplane. A-S Lynx. Span 43.5’ AUW 3,140lb Not built.	

611	1928	CIERVA C.8L Mk.I. autogiro based on Type 504N. Rotor dia. 39’8”, AUW 3,535lb 1 built	
612	1928	CIERVA C.17 Mk.I. Autogiro based on Avian IIIA. 90hp ADC Cirrus III. Rotor dia.33’3”,Length 28’9”,Height 11’1”,AUW 1,455lb. 1 built	
612		CIERVA C.17 Mk.II. As above with 100hp Avro Alpha. Probably later modified into Cierva C.12	
613	1927	Night bomber monoplane to Spec.B.19/27. 2x A-S Jaguar. Span 91’,Length 67’. Not built.	

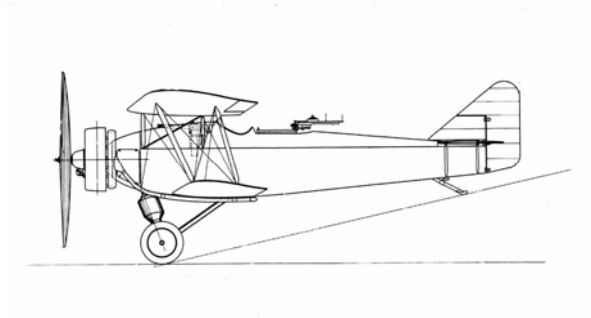
614	1928	High wing commercial monoplane. 3x180hp A-S Lynx IV. Span 71’3”,Length 48’,Height 12.5’ Not built.	
615	1928	Version of above with 2x A-S Jaguar IV. Span 41’,Length 46.5’. Not built.	
616	1929	AVIAN IVM. Avian IV with steel tube fuselage. Sold with a variety of engines. Span 28’, Length 24’3”,Height 8.5’,AUW 1,600lb. 166 built by Avro, also built in Canada by Ottawa Car Co. & Whittlesey Body Inc.in USA.	

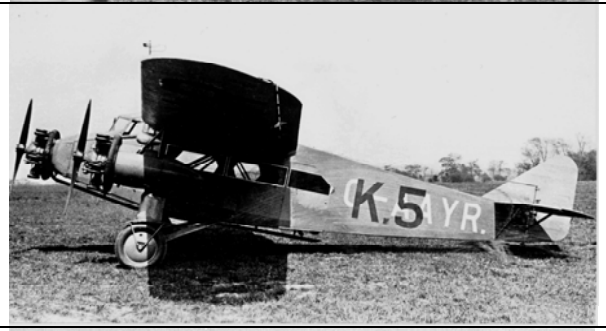
616	1930	SPORTS AVIAN. Modified high performance version of above. 16 built.	
616	1930	AVIAN IVA. Special long range version of Sports model built for Sir Charles Kingsford Smith with extra fuel tanks, named “Southern Cross Junior”& used to break UK-Australia Record held by Bert Hinkler (see Type 581E) 120hp DH Gipsy II. Span 30’,AUW 2,225lb.	

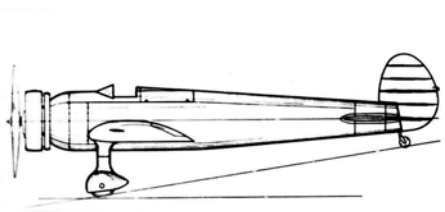
616	1931	AVIAN V. Further special version of Avian IVM for Sir Charles Kingsford Smith, but with 28’ span wings. Named “Southern Cross Minor” & used in an attempt at the Australia-UK Record, but retired in Turkey due to Sir Charles’ illness. Later lost in Sahara during a UK-Cape record attempt by Capt.Lancaster. Wreck & pilot not found for 26 years.	
617		CIERVA C.8L Mk.II. Civil version of Type 611. A-S Lynx IV. AUW 2,470lb.Used to make the first crossing of the English Channel by a rotary wing aircraft. 1 built.	
617	1928	CIERVA C.8L Mk.III. Similar to above, built for the Italian Govt. 1 built.	

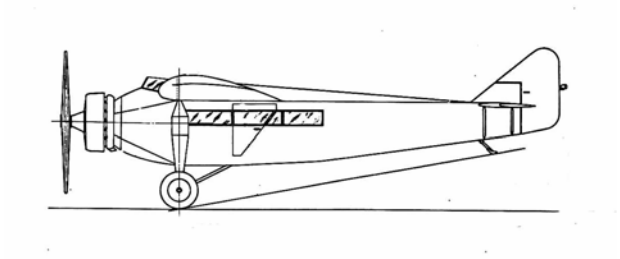
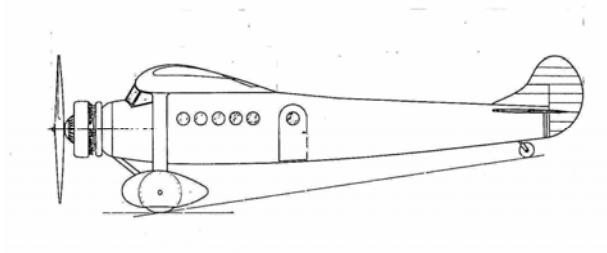
617	1928	CIERVA C.8L Mk.IV. Similar to above built to the order of American Harold Pitcairn, and made the first autogiro flight in the USA in Jan.1929. 225hp Wright Whirlwind J-5.	
618	1929	TEN. License built Fokker F.VIIB/3m high wing 8-passenger commercial monoplane. 3x A-S Lynx IVB. Span 71’3”, Length 47.5’,Height 12’9”, AUW 10,600lb. 14 built	
619	1929	FIVE. Scaled-down version of Avro Ten above, for 4 passengers & pilot. 3x 105hp A-S Genet Major. Span 47’,Length 35’9”,Height 9’5” 4 built.	

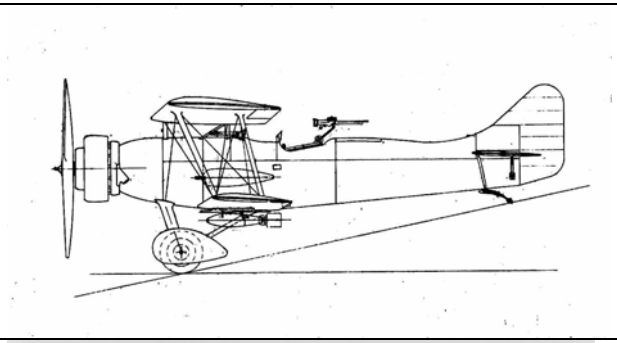
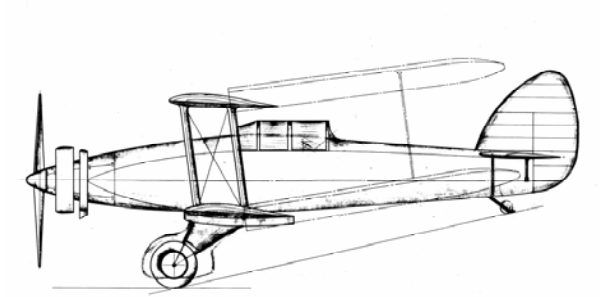
620	1929	CIERVA C.12. single-seat autogiro. See Type 612 1 built	
621	1929	2-seat biplane trainer built as a private venture. 155hp A-S Mongoose IIIA. Supplied to the RAF with Mongoose IIIC. Span 34',Length 26'8",Height 9'7"AUW 2,182lb. 5 built, plus 21 for RAF.	

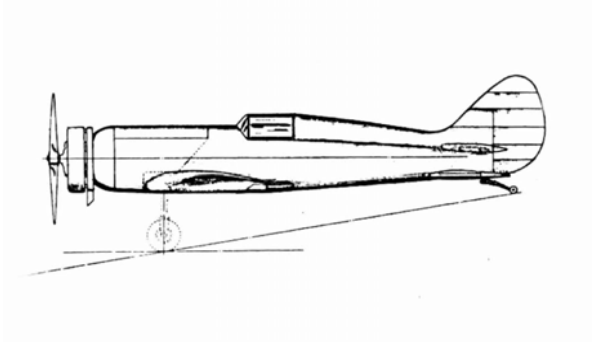
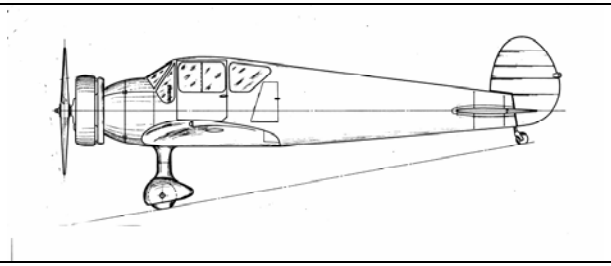
621	1930	TUTOR. Developed from the Type 621 with 240hp A-S Lynx IVC. Supplied in large numbers to the RAF, plus export and licence build. Span 34',Length 26'4",Height 9'7",AUW 2,493lb 465 built, plus over 60 under licence in Denmark, S.Africa & Poland.	
622	1930	HAWK. Type 608 fitted with 540hp A-S Panther II. Converted to Type 627 during construction. Span 36', Length 29'3",Height 11.5'.	

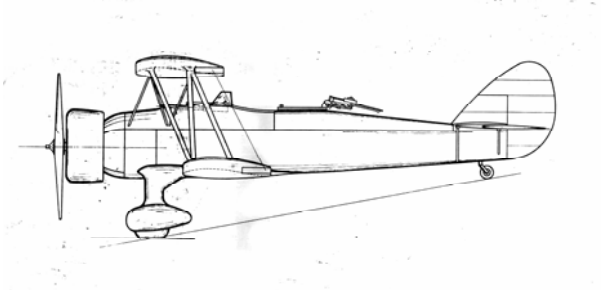
623	1930	3-seat version of Type 621 for aerial survey duties. 240hp A-S Lynx IV. 3 supplied to Tanganyika.	
624	1930	SIX. Enlarged version of Type 619 Five with 2 crew. 3x 105hp A-S Genet Major. Span 51',Length 36',Height 9.5',AUW 5,000lb 3 built	
625	1930	AVIAN MONOPLANE. Low wing racing version of Sports Avian built for 1930 King's Cup Air Race. 2 built, one powered by 135hpA-S Genet Major I (illus.), the other by 105hp ADC Cirrus Hermes I. Span 30', AUW 1,351lb.	

626		A drawing exists of a low wing sports monoplane. This was not proceeded with, and the Type number was re-allocated.	
626	1930	General purpose military biplane developed from the Tutor. Large scale production for export. Also operated on skis or floats. Alternative engines A-S Lynx IV or 260hp A-S Cheetah V. Span 34',Length 26.5',Height 9'7",AUW 2,667lb. Production 168 + licence build by OGMA in Portugal.	
626		PREFECT. Version of Type 626 for the RAF as navigation trainers to Spec.32/34. 215hp A-S Lynx IV. 7 built, plus 4 for the RNZAF.	

627	1930	MAILPLANE. Type 622 completed as mailplane for a Canadian requirement. Shipped there for trials but not ordered. Prototype only built, later rebuilt as Type 654. 525hp A-S Panther IIA. Span 36’/32’,Length 30’10”,Height 10’10”,AUW 5,150lb	
628	1930	FIVE Mk.III. Mail carrier version of the Type 619. 1xA-S Jaguar Major. Span 47’,Length 35’,Height 11.5’. Not built	
629	1930	Mail carrier version of the Type 618 to Spec.21/28. 1x A-S Leopard. Span 71’3”,Length 47’3”. Not built	

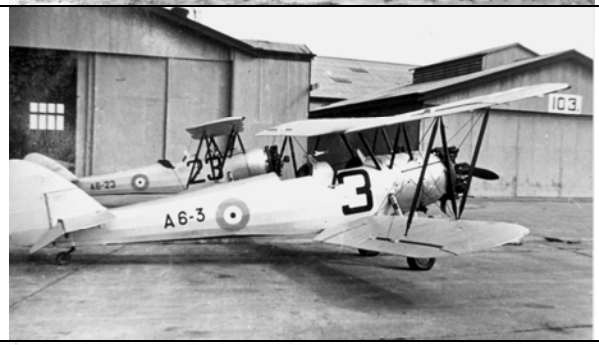
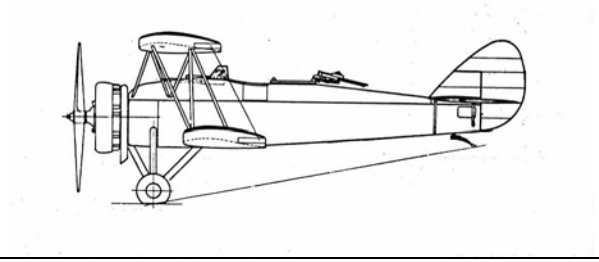
630	1930	Day bomber version of the Type 627. 1x A-S Panther. Not built.	
631	1930	CADET. 2-seat biplane for training & private ownership, scaled down from Tutor. 135hp A-S Genet Major I. Span 30', Length 24'9",Height 8'9",AUW 1,900lb 35 built.	
632	1930	Fleet torpedo bomber/recce biplane to Spec.S.9/30 For shipboard service with folding wings & floats.1x A-S Tiger. Span 46',Length 36'3" Not built.	
633	1931	CADET FIGHTER. Projected version of the Type 631. Not built	

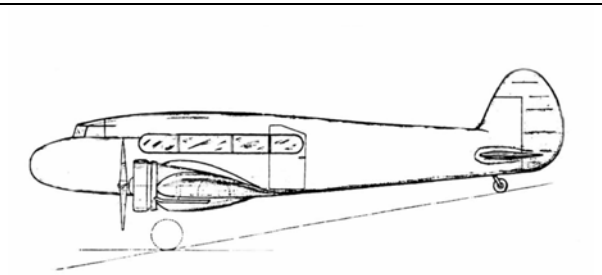
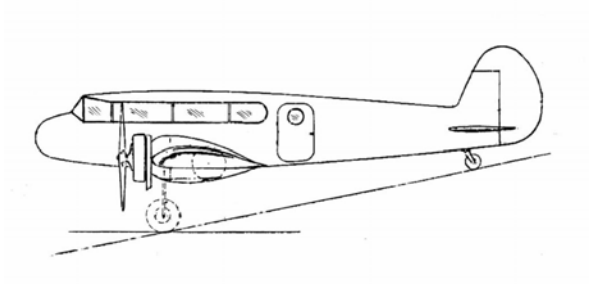
634	1931	2-seat low wing sports monoplane with retractable undercarriage. 1x A-S Lynx. Span 30',Length 24'9". Not built.	
635	1931	3-seat low wing cabin monoplane. A-S Lynx IVC. Span 39',Length 28',Height 7'10", AUW 2,996lb. Not built.	
636	1931	2-seat biplane fighter trainer, closely resembling the AW Scimitar built by sister company Armstrong Whitworth. Could be used as a gunnery trainer with rear seat faired over & a Vickers forward firing gun in front of the pilot. Prototype commenced as a private venture, but not completed. 420hp A-S Jaguar IV. Span 33'/27.5',Length 27.5',Height 11'7",AUW 3,924lb. NOTE: See Type 667	
636A	1931	As above fitted with 680hp A-S PantherXI.	

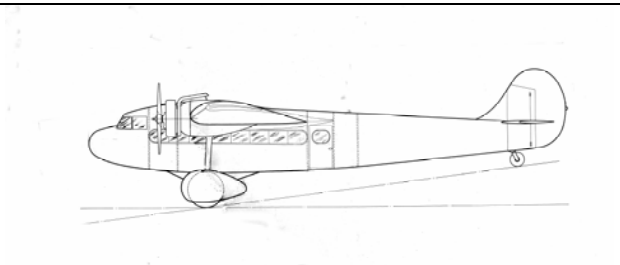
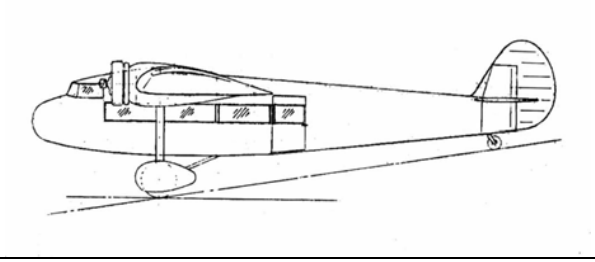
637	1932	Development of Type 626. 260hp A-S Cheetah V. Span 36',Length 27'3",Height 9'9",AUW 3,127lb. 8 built for the Kwangsi Air Force in China for use on frontier patrol.	
637A		Development of above. Not built.	
638	1933	CLUB CADET. Development of the Type 631 with folding wings for Club/training or private use. 135hp A-S Genet Major I or 130hp DH Gipsy Major I. Span 30'2",Length 24'9",Height 8'9",AUW 2,000lb. 15 built	

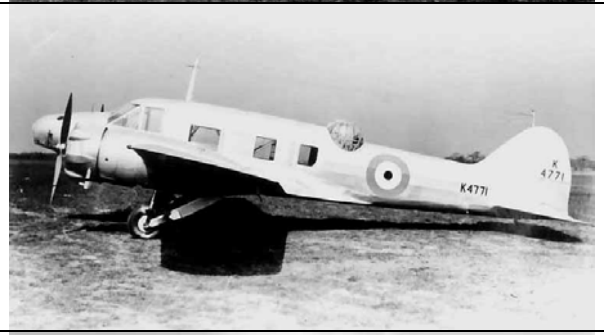
639	1932	CABIN CADET. 2-seat cabin version of Type 638. 135hp A-S Genet Major I. Prototype only built.	
640	1933	CADET 3-SEATER. Version of Type 638 with widened cockpit area for use as taxi/joy-riding duties. A-S Genet Major I or 140hp Cirrus Hermes IV. Span 30’, Length 24’9”, Height 8’9”,AUW 1,855lb. 9 built	

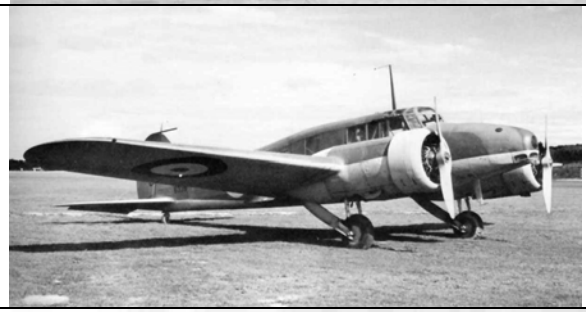
641	1933	COMMODORE. Luxury cabin biplane for 4/5 people. 240hp A-S Lynx IVC. Span 37’4”, Length 27’3”,Height 10’,AUW 3,500lb. 6 built	
642/2m	1933	EIGHTEEN. Twin-engined high wing transport monoplane developed from the Type 618 Ten to accommodate 16 passengers + 2 crew. 2x 450hp A-S Jaguar VIAA, later Jaguar VID & finally Panther VII . Span 71’3”, Length 54.5’,Height 11’5”, AUW 11,800lb. 1 built.	
642/3m	1933	Luxury 7-seat variant of above to the order of the Viceroy of India. 4x A-S Lynx IVC. AUW 12,250lb. 1 built	

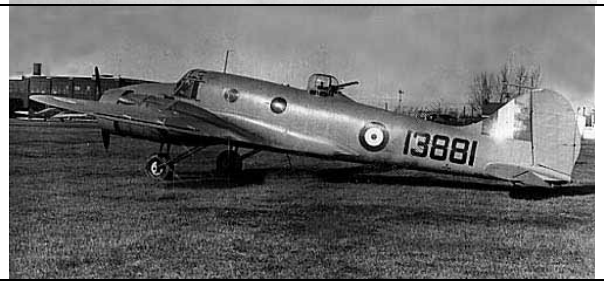
643	1934	CADET. Developed version of the Type 631. A-S Genet Major I. Span 30’2”,Length 24’9”,Height 8’9”, AUW 2,000lb. 8 built.	
643 Mk.2	1935	CADET. Further improved version of above. 150hp A-S Genet Major IA. Span 30’2”, Length 25.5’, Height 8’10”, AUW 1,986lb. 61 built, including 34 for the RAAF (illus.).	
644	1933	2-seat reconnaissance bomber development of the Type 637. A-S Jaguar. Span 36’, Length 26.5’,Height 9’9”. Not built.	

645	1933	6-seat low wing commercial monoplane with retractable undercarriage. 2x A-S Double Mongoose. Span 54', Length 40', Height 10'8". Not built.	
646	1933	SEA TUTOR. Seaplane version of Type 621 to Spec.26/34 as marine aircraft trainer for the RAF. Span 34', engtth 29'3", Height 11', AUW 2,894lb. 14 built.	
647	1933	6-seat low wing commercial monoplane. 2x A-S Genet Major IA. Span 50', Length 36',Height 10'5". Not built.	
648	1933	6-seat low wing commercial monoplane. 2x A-S Genet Major IA. Span 46',Length 34.5',Height 10'. Not built.	

649	1933	17-seat commercial monoplane. 4x 240hp A-S Lynx. Not built.	
650	1933	EIGHT. 8-seat variant of the Type 642/4m. 4x A-S Genet Major. Span 60',Length 39.5',Height 10.5'. Not built.	
651	1933	Tri-motor monoplane with 2x A-S Lynx IVC fitted to wings & 1x A-S Jaguar in nose. Not built.	
652	1933	Twin engined high speed courier aircraft to the requirements of Imperial Airways. 2x 270hp A-S Cheetah V. Span 56.5',Length 42'3",Height 13'1", AUW 7,400lb. 2 built.	

652 Mk.II		Modified version of above built for the Egyptian Govt. 2x 310hp A-S Cheetah IX. AUW 7,650lb. 1 built.	
652A	1934	Coastal patrol aircraft based on the Type 652 to Spec.18/35.2x A-S Cheetah IX. Fitted with AW gun turret. Span 56.5’,Length 42’3”,Height 13’1”, AUW 7,446lb. 1 prototype only.	
652A	1934	ANSON Mk.I. Production version of above, used for a variety of roles with differing equipment. 2x A-S Cheetah IX. AUW 9,850lb. 6,740 approx built.	

652A	1941	ANSON Mk.II. Canadian built version of Mk.I for the Empire Air Training Scheme. Fitted with improved cabin comfort, hydraulic undercarriage & flaps. 2x 330hp Jacobs L6MB. 1,832 built (50 supplied to USAAF as AT-20 with 330hp Jacobs R517-7)	
652A		ANSON Mk.III.. British built Mk.Is supplied to Canada & fitted with 330hp Jacobs L6MB.	
652A		ANSON Mk.IV. British built Mk.I airframes supplied to Canada and fitted with 300hp Wright Whirlwind R760-E1. 223 built. (Photo shows trial installation undertaken by Avros at Woodford)	

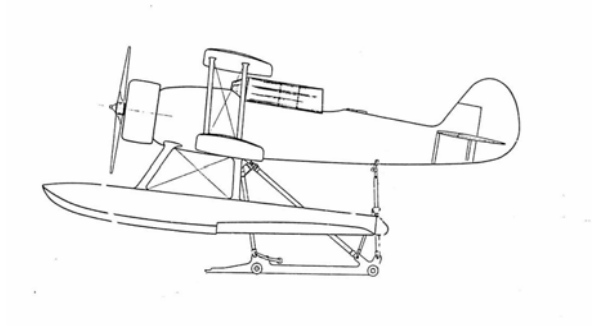
652A	1942	ANSON Mk.V. Extensively redesigned in Canada with moulded plywood fuselage & fitted with 450 hp P&W Wasp Junior R985-AN12B or 14B. AUW 9,460 lb. 1,050 built.	
652A		ANSON Mk.VI. Mk.V fitted with Bristol B.1 Mk.VI dorsal gun turret as gunnery trainer. Prototype only built.	
652A		ANSON Mk.VII. Mark no. reserved for Canada, but not used.	
652A		ANSON Mk.VIII. Mark no. reserved for Canada, but not used.	
652A		ANSON Mk.IX. Mark no. reserved for Canada, but not used.	
652A		ANSON Mk.X. Mk.I with strengthened floor for use as a freighter by RAF.AUW 9,450lb. 120 built, taken from Mk.I production line at Yeadon, Yorks.	

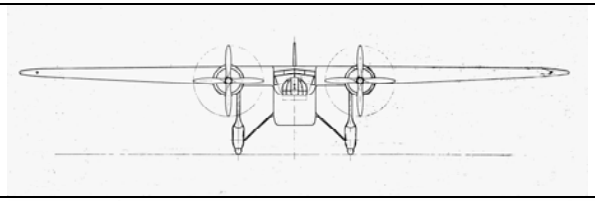
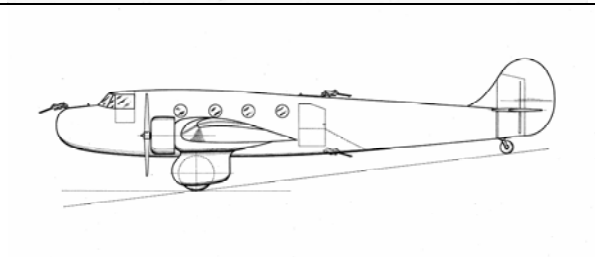
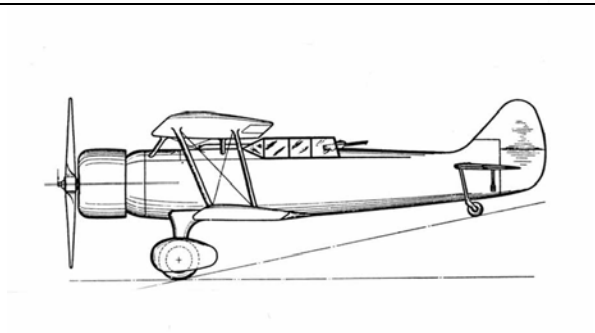
652A		ANSON Mk.XI. Redesigned fuselage with more headroom. 2x A-S Cheetah 19. Span 56.5',Length 42'3",Height 13'10",AUW 9,700lb. 91 built.	
652A		ANSON Mk.XII. As above with A-S Cheetah 15 & Rotol C.S.props. AUW 10,500lb. 270 built.	
652A		ANSON Mk.13. Mark No. reserved for gunnery trainer. Not used	
652A		ANSON Mk.14. Mark No. reserved for gunnery trainer. Not used	
652A		ANSON Mk.15. Mark No. reserved for navigation trainer. Not used	
652A		ANSON Mk.16. Mark No. reserved for bombing trainer. Not used	

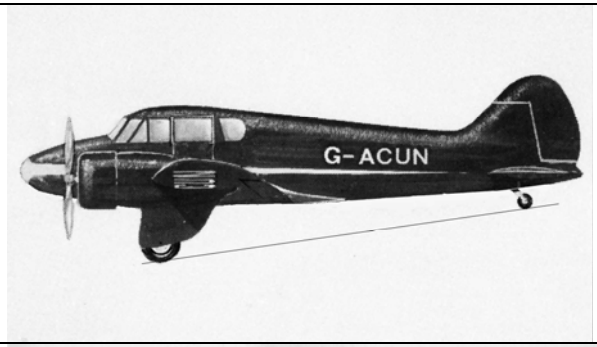
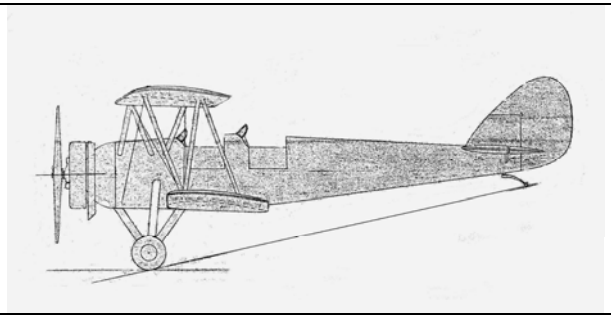
652A		ANSON Mk.17. Mark No. reserved . Not used	
652A		ANSON Mk.18. General purpose variant of Mk.19 for the R.Afghan Air Force. A-S Cheetah 17. 13 built.	
652A		ANSON Mk.18C. Civil Aircrew trainer variant of Mk.19 for the Indian Govt. 12 built	

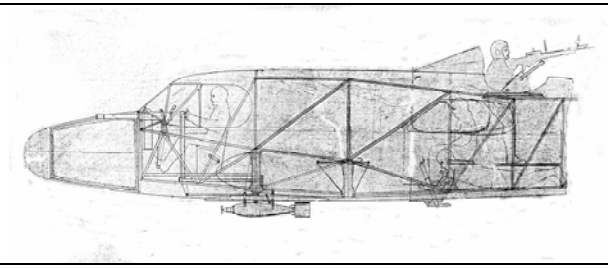
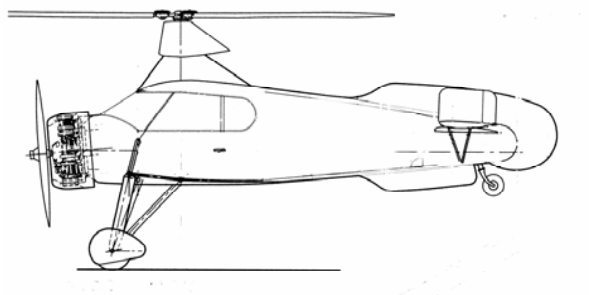
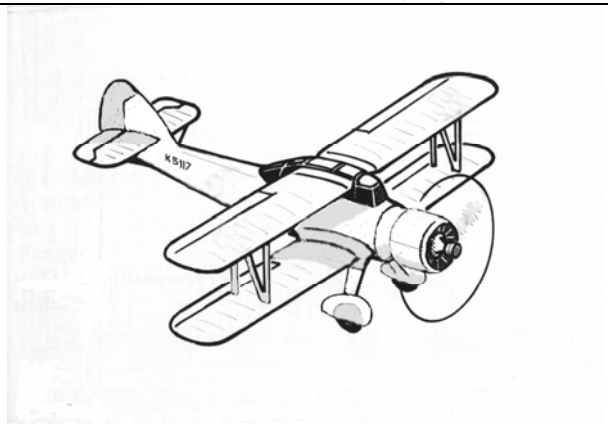
652A	1945	NINETEEN (XIX).Civil upgraded version of Mk.XII. 420hp A-S Cheetah 15.Span 57.5',Length 42'3",Height 13'10". Series 1 with wooden wings AUW 10,500lb. Series 2 with metal wings AUW 10,400lb.Some Srs.1 converted to Srs.2 in service. 35 Srs.1 & 27 Srs.2 built.	
652A		ANSON C.Mk.19. RAF version of XIX used for communications duties. 105 Srs.1 & 159 Srs.2 built	

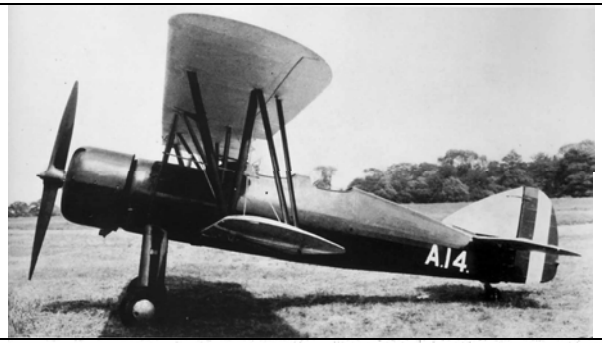
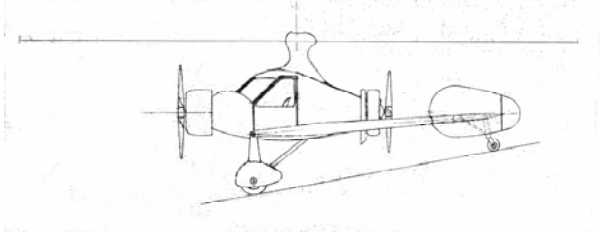
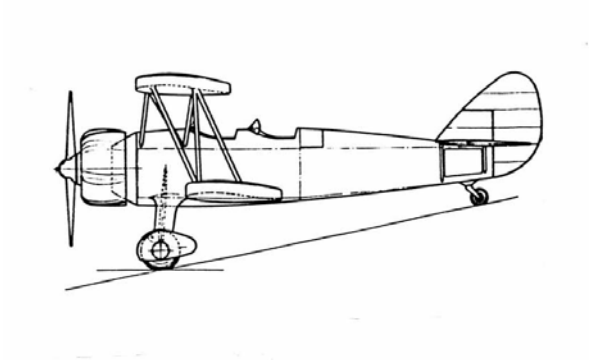
652A	1947	ANSON T.Mk.20. Version of Mk.19 to Spec.T.24/26 for RAF general purpose aircrew training in Southern Rhodesia. Fitted with bomb racks & glazed nose. 60 built.		
652A	1948	ANSON T.Mk.21.Version of Mk.19 to Spec.T.25/46 for RAF Navigation trainer. Some later converted to C.19s for comms.duties. 252 built.		

652A	1948	ANSON T.Mk.22. Version of Mk.19 to Spec.T.26/46 for RAF Radio trainer. AUW 10,306lb. 34 built	
653	1933	Long range biplane seaplane for shipborne use. A-S Cheetah IV. Span 40',Length 31', Height 12' Not built.	
654	1933	Type 627 modified as a high altitude flying test-bed for the 700hp A-S Tiger.	

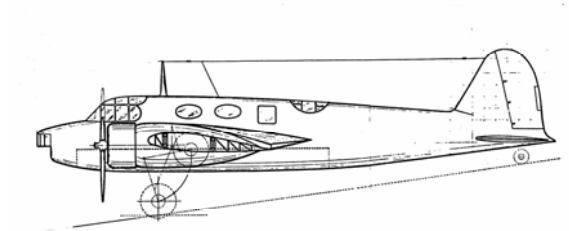
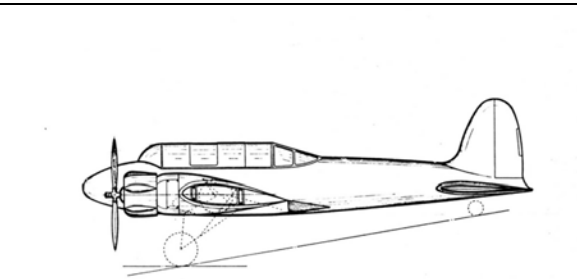
655	1933	Twin engined monoplane bomber with nose & dorsal turrets. 2x A-S Jaguar VIA. Not built.	
656	1933	Low wing version of above with ventral gun position. 2x A-S Jaguar IV. Not built	
657	1933	TIGER FIGHTER. Military variant of Type 654. Span 36',Length 31', Height 16.5'. Not built.	
658	1933	3 seat low wing monoplane. 140hp A-S Genet Major IA Not built.	
659	1934	Scaled down high wing version of the Type 652. 2x 140hp A-S Genet Major IA. Not built.	

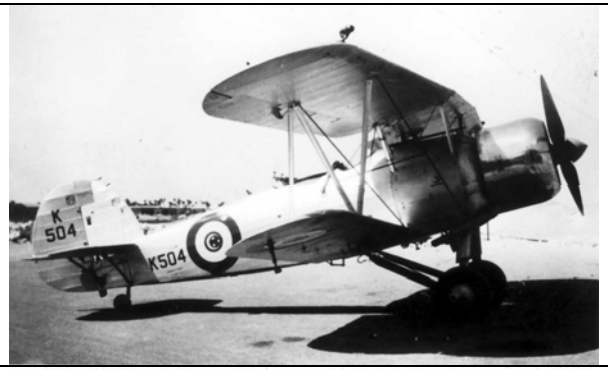
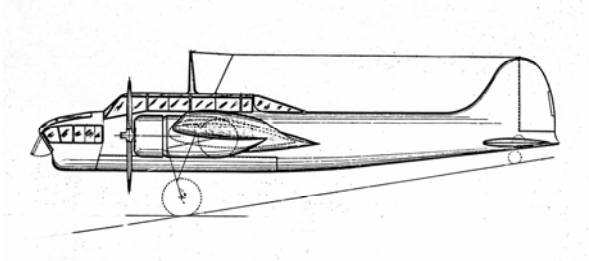
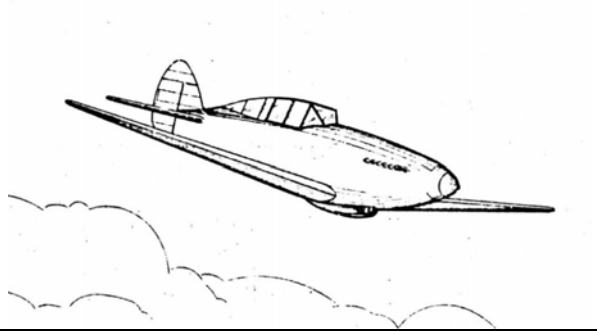
660	1934	Low wing version of above. 2x geared A-S Genet Major. Span 43’,Length 32’,Height 8.5’. Mock-up only built.	
661	1934	Parnall high wing monoplane modified for aerodynamic research with Zap Flap at Farnborough. Span 32’,Length 28’, AUW 3,070lb. 1 built.	
662		Improved version of Type 621. A-S Lynx. Re-designated Type 669. Not built.	
663		CADET TRAINER. Version of Type 643 with A-S Genet Major. Not built.	

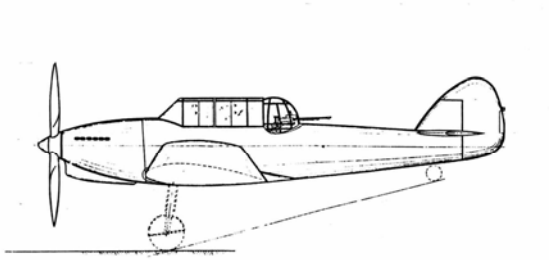
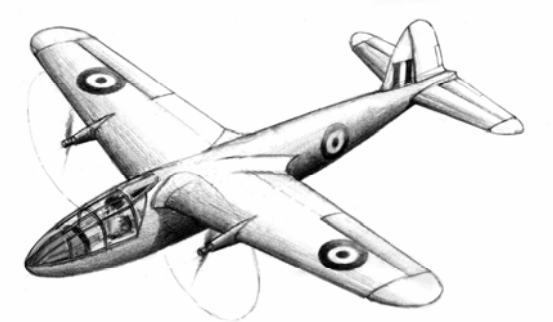
664	1934	Alternative design to Type 652A. Not built.	
665	1934	CIERVA C.33. Cabin Autogiro based on Type 641. A-S Lynx IVC. Not built.	
666	1934	Biplane bomber to Spec.O.27/34. A-S Tiger. Span 39',Length 33',Height 11'10" Prototype ordered but cancelled.	

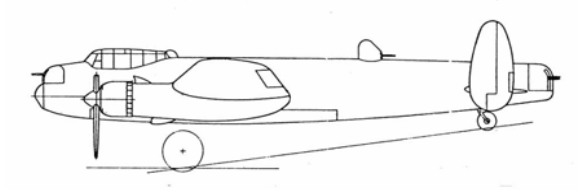
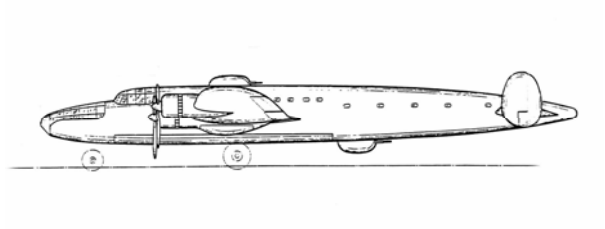
667	1934	Type 636 with 460hp A-S Jaguar VIC. Single or two seat fighter. AUW 3,721lb 4 built for Irish Air Corps, but always referred to as Type 636s in error.	
668	1935	Twin engined cabin autogiro. Rotor dia.45’ Not built.	
669	1935	Improved version of Type 621. A-S Cheetah IX. Span 30’,Length 24’4”. Not built.	

670	1935	Army Co-operation sesquiplane to Spec.A.39/34. A-S Tiger. Span 40.5',Length 27',Height 11'3". Not built [Painting by Peter Nield]	
671	1934	CIERVA C-30P. Licence built 2-seat autogiro. 140hp A-S Genet Major IA. Rotor dia.37',Length 19'8",Height 11'1", AUW 1,900lb 3 pre-production built.	
671	1934	CIERVA C-30A. Production version of above with Modified undercarriage etc. 66 built, plus licence build in France & Germany.	

671	1934	ROTA I. Version of C-30A for the RAF to Spec.16/35 for Army Co-operation duties. 12 built, including 1 float-equipped.	
672	1935	Twin-engined reconnaissance monoplane to Spec.G.24/35. 2x A-S Terrier. Span 56’3”, Length 42.5’, Height 12.5’. Not built	
673	1935	Twin-engined advanced gunnery trainer. 2x 200hp DH Gipsy Six, or A-S Genet Major. Span 44’, Length 29’8”, Height 8’2” Not built.	

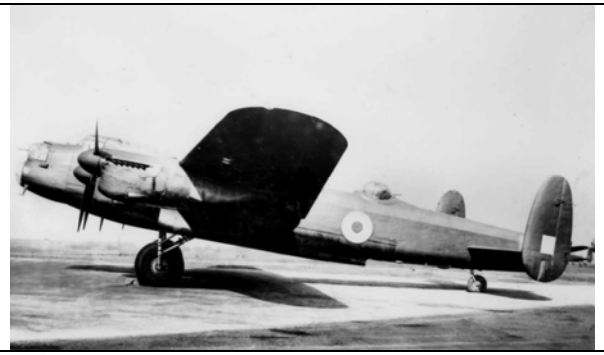
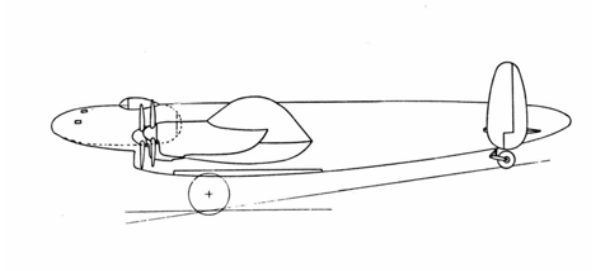
674	1936	PANTHER AUDAX. Avro designed version of the Hawker Audax Army Co-operation aircraft for the R.Egyptian A/F with 750hp A-S Panther VIA or X. Span 37’3”, Height 10’5”, AUW 4,634lb. 24 built. Note: Avros also built 287 standard Audax for the RAF.	
675	1936	Reconnaisance monoplane to Specs.G.24/35 & M.15/35. 2x A-S Terrier. Span 50.5’, Length 42.5’, Height 13’8”. Not built.	
676	1936	Advanced trainer to Spec.T.6/36. R-R Kestrel. Span 35’3”,Length 29’7”,Height 11.5’. Not built.	

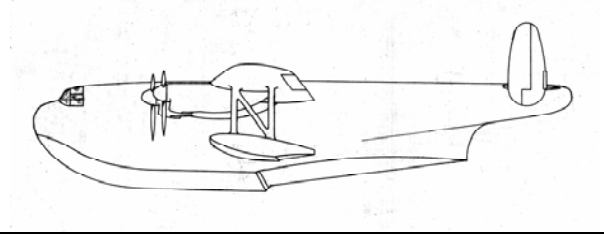
677	1936	Alternative version of above with dorsal gun turret. A-S Panther engine option. Span 40’,Length 29’7”,Height 12’. Not built.	
678	1936	Fighter using a R-R Merlin mounted in fuselage driving wing-mounted propellers. Span 34’ Not built. [Drawing by Peter Nield]	
679	1936	MANCHESTER. Medium bomber to Spec.P.13/36. 2x 1,760hp R-R Vulture. Span 80’2”,Length 68’4”, Height 19.5’,AUW 45,000lb. 2 prototypes built.	

679		MANCHESTER Mk.I. Production version to Spec.19/37. Span 90’1”,Length 68’10”, Height 19.5’,AUW 50,000lb.	
679		MANCHESTER Mk.IA. As above with revised tail assembly. AUW 56,000lb. Some Mk.I retro-fitted. Total Mk.I & IA built 156 by Avro & 44 by Metrovick.	
679		MANCHESTER Mk.II. Version of above with 2x 2,520hp Bristol Centaurus (illus.) or 2x 2,100hp Napier Sabre I. Not built	
680	1939	4 Engined heavy bomber to Spec.B.1/39. 4x Bristol Hercules HE.65M.. Not built.	

681		Heavy bomber project. Not built.	
682		Heavy bomber project. Not built.	
683	1940	(MANCHESTER III). 4 engined heavy bomber developed from Type 679. 4x R-R Merlin X. Span 102’,Length 69’4”,Height 20’5”. 2 prototypes built.	
683		LANCASTER Mk.I. Production version of above re-named. 4x 1,280hp R-R Merlin XX, 22 or 24. Length 69’11”. AUW 65,000lb	

683		LANCASTER Mk.II. Variant of Mk.I re-engined with 4x 1,650hp Bristol Hercules VI or XVI. AUW 63,000lb. 1 prototype & 300 produced by Armstrong Whitworth at Coventry.	
683		LANCASTER Mk.III. Variant of Mk.I with 1,300hp US-built Packard R-R Merlin 28.	
683		LANCASTER Mk.IV. Long range version of above Re-named Type 694 Lincoln I.	
683		LANCASTER Mk.V. Long range version of above Re-named Type 694 Lincoln II.	
683		LANCASTER Mk.VI. Conversion of Mk.I with 4x 1,750hp R-R Merlin 85 or 102 in annular cowlings.	

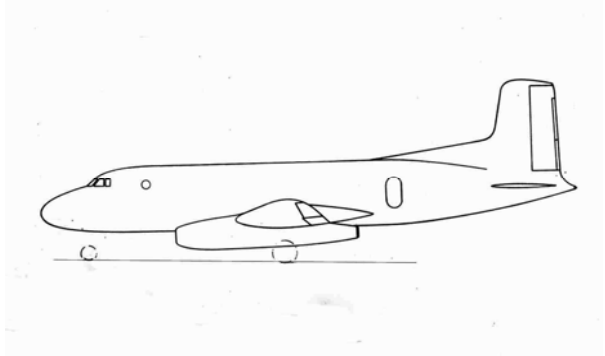
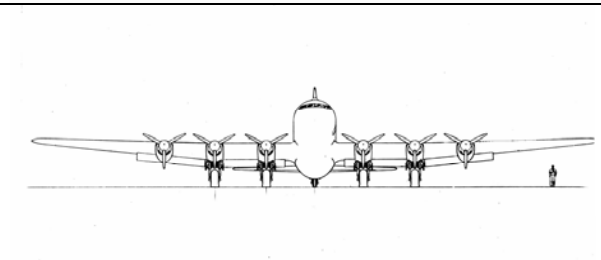
683		LANCASTER Mk.VII. Developed version with a Cannon armed Martin dorsal turret. 4x 1,620hp R-R Merlin 24. AUW 68,000lb.	
683		Lancaster Mk.VIII. Mark No. not used	
683		Lancaster Mk. IX. Mark No. not used.	
683	1943	LANCASTER Mk.X. Canadian built version of Mk.III. Also used widely post-war by RCAF. 430 produced by Victory Aircraft, Toronto	
684		High altitude replacement, and based on the Lancaster with pressurised cabin to operate at 40,000ft. 4x R-R Merlin XX, plus a Merlin 45 slave engine in the fuselage driving the pressurisation system. Not built.	

685	1942	YORK Mk.I. High wing transport using Lancaster flying surfaces married to a new rectangular fuselage. 4x 1,620hp R-R Merlin T.24 or 502. Span 102',Length 78'5",Height 16'5",AUW 68,000lb. 256 built.	
685	1942	YORK Mk.II. As above with 4x 1,650hp Bristol Hercules VI. One conversion from Mk.I.	
685B		Long range flying boat transport. 4x R-R Merlin XX. Not built	
686	1942	High altitude Lancaster replacement. 4x R-R Merlin. Not built.	
687	1943	AVRO XX. Empire route transport to Spec.29/43 based on Type 694.	

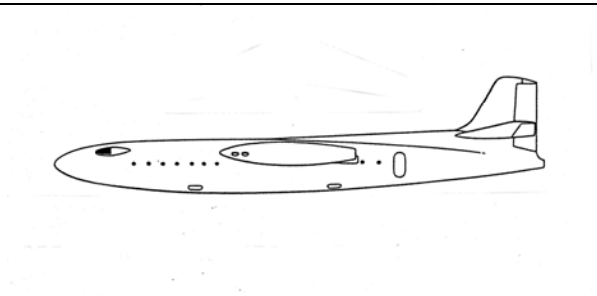
688	1944	TUDOR Mk.I. Long range transport to Spec.29/43 to the requirements of BOAC. 4x 1,750hp R-R Merlin 102A. Span 120',Length 79.5',Height 20'11",AUW 71,000lb 2 Prototypes + 11 production built.	
688	1946	TUDOR Mk.III. Version of above fitted out as Ministerial/VIP transport. 4x 1,770hp R-R Merlin 621. AUW 78,761lb. 2 built, but not completed as Mk.IIIs.	
688	1946	TUDOR Mk.IV. Version of Mk.I with 6' fuselage extension to Spec.28/46 & no flight engineer's station, enabling 32 pax to be carried to the requirements of BSAA. 4x 1,770hp R-R Merlin 621.Length 85'3",AUW 80,000lb 7 built.	

688		TUDOR Mk.IVB. Mk.Is converted to Mk.IV standard for BSAA with flight engineer's station retained. 4x Merlin 621. AUW 82,000lb 2 built.	
688		TUDOR Mk.IVC. Further development of Mk.IV for BSAA with a capacity of 28 pax, flight engineer's station & galley. None completed.	
688	1954	SUPER TRADER. Freighter conversions of Mk.IV & IVB by Aviation Traders Ltd. AUW 83,600lb 6 conversions.	
688	1946	TUDOR Mk.VIII. Version of Mk.IV with 4x 5,000lbst R-R Nene 5 turbojets. AUW 80,000lb. One conversion.	

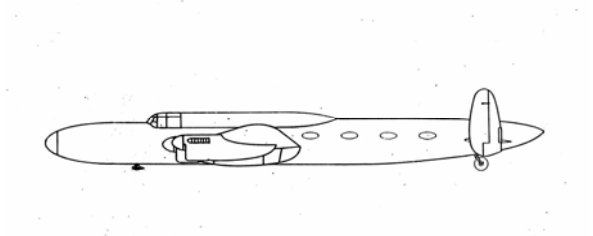
689	1944	TUDOR Mk.II. (AVRO XXI). 60 pax transport to Spec.12/44 to BOAC requirements. 4x 1,770hp R-R Merlin 621. Span 120', Length 105'7", Height 24'3", AUW 80,000lb. 1 prototype + 4 production produced.	
689	1946	TUDOR Mk.V. Variant of Mk.II to Spec.39/46 to BSAA requirements. 6 built.	
689	1946	TUDOR Mk.VI. Variant of Mk.II for FAMA in Argentina. Order cancelled before completion of first aircraft.	

689	1946	TUDOR Mk.VII. Variant of Mk.II with 4x 1,750hp Bristol Hercules 120. 1 built.	
689		TUDOR Mk.IX. Variant of Mk.II with 4x R-R Nene turbojets, shortened fuselage & tricycle undercarriage. Span 120',Length 89'6" Not built.	
690	1944	AVRO XXII. Transatlantic transport to Brabazon Type 3A Spec. Based on Tudor. 6x R-R Merlin 100. Span 148'6", AUW 105,000lb. Not built.	

691	1944	LANCASTRIAN Mk.I. 9 pax transport version of Lancaster for BOAC to Spec.16/44.Based on Canadian version of the Lancaster Mk.X. Used on Commonwealth routes, eg. Australia. 4x 1,635hp R-R Merlin T.24. Span 102', Length 76'10", Height 19'6", AUW 65,000lb. 23 built.		
691		LANCASTRIAN Mk.II. Variant of above for RAF. 33 built.		
691		LANCASTRIAN Mk.III. 13 pax version of above for BSAA use on South Atlantic routes. 18 built.		

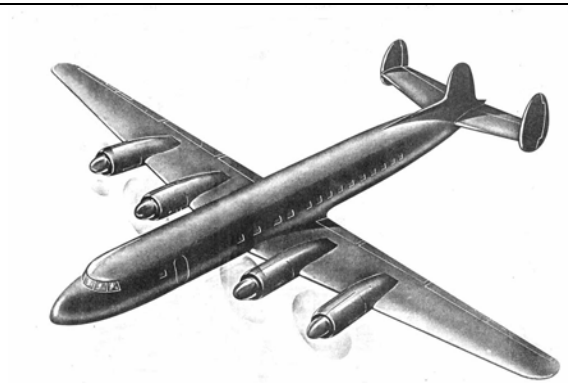
691		LANCASTRIAN Mk.IV. Variant of above for RAF. 8 built. 3 converted for FAMA (illus.) later used by Argentine A/F.	
692	1944	AVRO XXIII. Transatlantic transport to Brabazon Type 3 Spec. 6x R-R Merlin 100. Not built.	
693	1945	Empire route transport to Brabazon Type 3A Spec. 4x R-R Avon turbojets. Span 135', Length 141'10", Height 27'6",AUW 110,000lb. Not built.	
694	1944	LINCOLN Mk.I. Long range bomber developed from the Lancaster for the Pacific War to Spec.B.14/43. 4x 1,750hp R-R Merlin 85. Span 120', Length 78'3",Height 17'3", AUW 82,000lb. Entered service post-war with the RAF, and remained in service until replaced by the Canberra.	

694	1944	LINCOLN Mk.II. As above with 4x 1,750hp R-R Packard Merlin 68,68A or 300. Different H2S radar equipment resulted in designations B.2/3G & B.2/4A.	
694		Lincoln Mk.III. Air sea rescue variant of above, evolved into Type 696. Not built.	
694	1947	Lincoln Mk.IV. Merlin 85 powered variant of B.II. Not built.	
694		LINCOLN U.Mk.5. Radio-controlled Target Drone converted from Mk.2. Prototype only, 34 allocated not proceeded with.	
694		LINCOLN Mk.15. Canadian built by Victory Aircraft, Toronto. 1 built, remainder cancelled.	

694		LINCOLN Mk.30. Australian built version with R-R Merlin 85 or 102. 54 built.	
694		LINCOLN Mk.31. Conversion of above for anti-submarine/maritime patrol duties with extended nose. Length 84’3”. 18 conversions.	
695		LINCOLNIAN. Transport conversion of Type 694 4x 1,750hp R-R Merlin 85. Length 85’, AUW 81,950lb. Not built.	

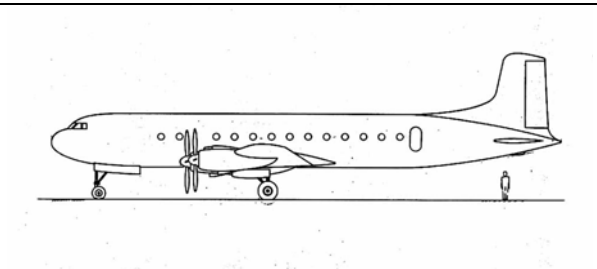
696	1947	SHACKLETON MR.1. Long range Maritime reconnaissance aircraft derived from the Type 694 to Spec.R.5/46. 4x 2,450hp R-R Griffon 57A(inboard), 57(outboard) driving contra-rotating props. Span 120', Length 77'5", Height 17'5",AUW 86,000lb. 3 prototypes + 29 production.	
696		SHACKLETON MR.1A. As above with 4x R-R Griffon 57A. 48 built.	
696	1950	SHACKLETON MR.2. Developed from Mk.1 re-designed nose, improved radar & armament. Length 87'3", Height 17'5", AUW 86,000lb. 59 built.	

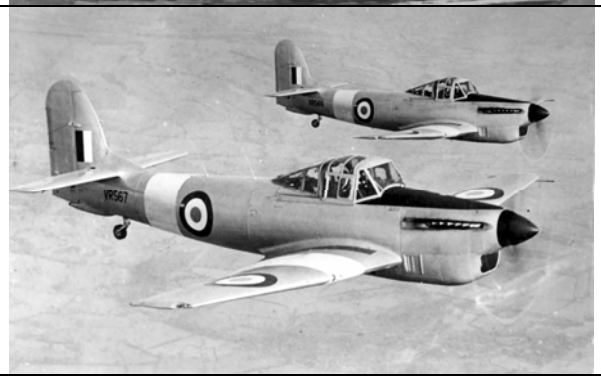
696	1970	SHACKLETON AEW.2. Conversion of MR.2 for Airborne Early Warning duties, using AN/APS 20F radar from the Gannet AEW.3 in a ventral radome. AUW 96,100lb. 11 conversions.	
696	1954	SHACKLETON MR.3. Further developed version of above with nosewheel undercarriage, wing tip fuel tanks & other improvements. Span 119'10", Length 92'6",Height 23'4", AUW 100,000lb. 34 built. Phase 3 flown in 1965 was an upgrade of existing Mk.3s with extra equipment & A-S Viper 203 turbojets in the outboard nacelles with retractable air intake 'ramps'.AUW 108,000lb	
696	1955	SHACKLETON T.4. Conversions of Mk.1A with dorsal turret removed & extensive internal rework as a flying classroom. 17 conversions.	

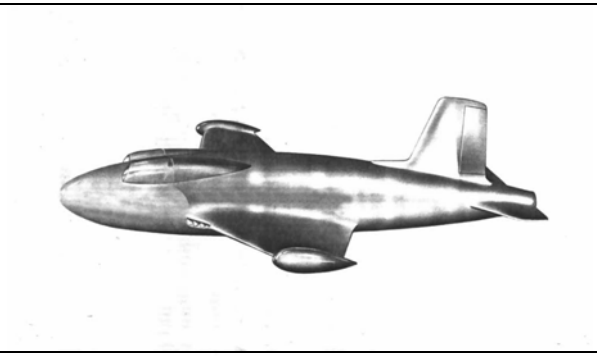
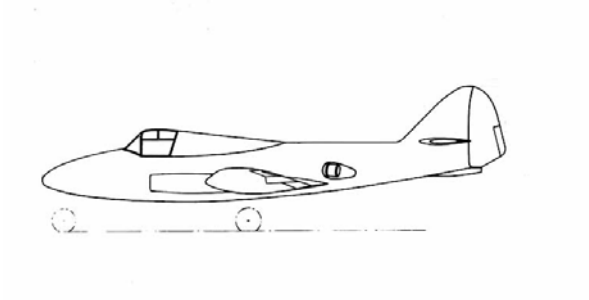
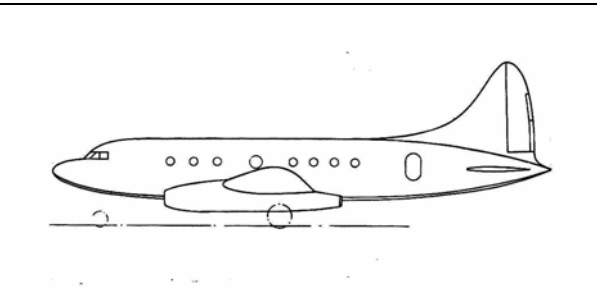
697	1947	Medium range 48 pax transport for Empire routes to Spec.2/47. 4x Bristol Centaurus 663. Span 126’, Length 109’, Height 21’9”, AUW 100,000lb. Not built.	
698	1947	VULCAN. High altitude bomber to Spec.B.35/46 using a delta wing planform. 4x 6,500lbst R_R Avon RA.3s fitted initially. Span 99’, Length 97’1”, Height 26’5” 2 prototypes	

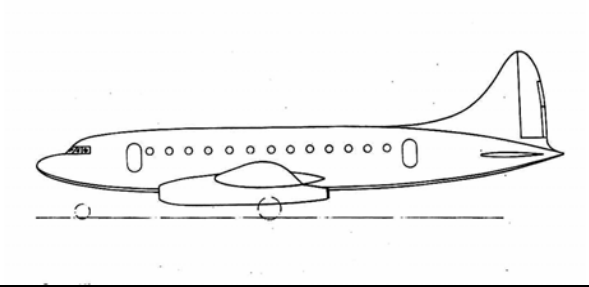
698		VULCAN B.1. Production version of above with revised leading edge profile. 4x 12,000lbst Bristol Olympus 101,102 or 104. AUW 170,000lb. 45 built.	
698		VULCAN B.1A. Upgraded Mk.1s with tail mounted Electronic Counter-Measures (ECM) in tail fairing & revised electronics similar to the Mk.2. Conversion work done at HSA Bitteswell. Span 99’3”, Length 105’6”	

698		VULCAN B.2. Revised Mk.1 with larger wing, increased range and more powerful 17,000lbst Bristol Olympus 201. Span 111', Length 105'5", Height 27'1", AUW 204,000lb 89 built.	
698		VULCAN B.2A. As above with 4x 20,00lbst Bristol Olympus 301.	
698	1982	VULCAN K.2. Conversion to Tanker role for Falklands Campaign. ECM fairing modified for air-to-air refuelling. 6 conversions.	

699	1947	Variant of Type 689 with nosewheel undercarriage and broad chord fin for BEA to carry 60 pax. 4x Bristol Hercules 730. Span 108', AUW 80,000lb. Not built.	
700	1945	12 seat transport designed as an Anson replacement. 2x 475hp A-S Cheetah 26. Span 60'3", Length 52'3", AUW 11,500lb. Not built.	
701	1945	ATHENA Mk.1. 3-seat Advanced turbo-prop trainer to Spec.T.7/45. 1,010hp A-S Mamba 1. Span 40', Length 36'5", Height 16'11", AUW 7,191 lb. 2 built.	

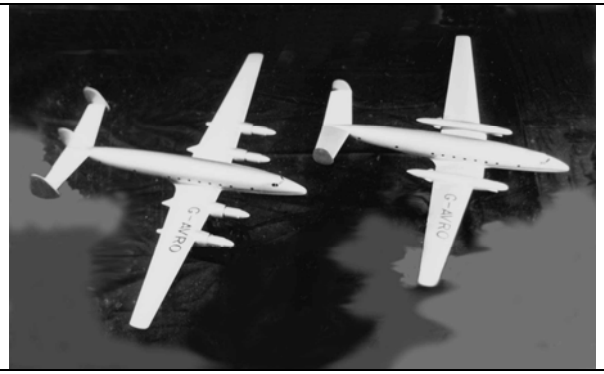
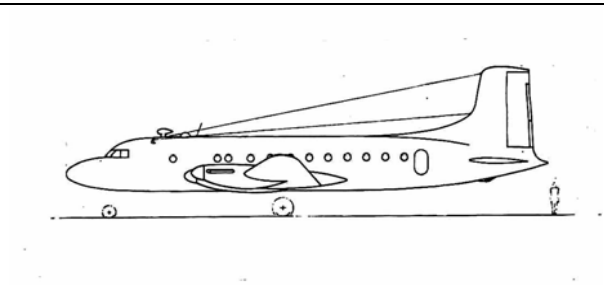
701		ATHENA Mk.1A. As above with 1,400hp R-R Dart 1. 1 built.	
701		ATHENA T.2. Production variant to revised Spec.T.14/47. 1,280hp R-R Merlin 35. AUW 9,383lb. 4 Prototypes & 15 production built.	
702	1945	Aircrew trainer for Canada. Not built.	
703	1947	Turbojet transport for Trans Canada Airlines to carry 36 pax. Not built.	

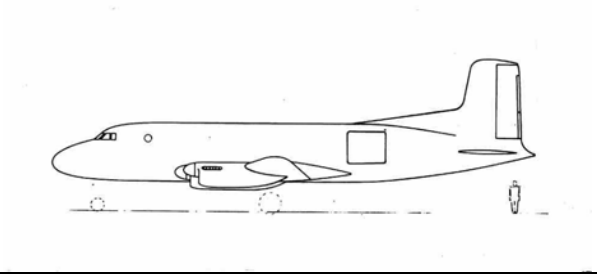
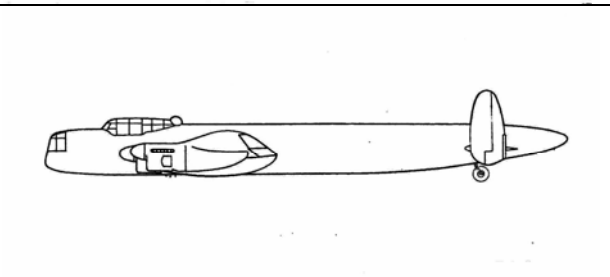
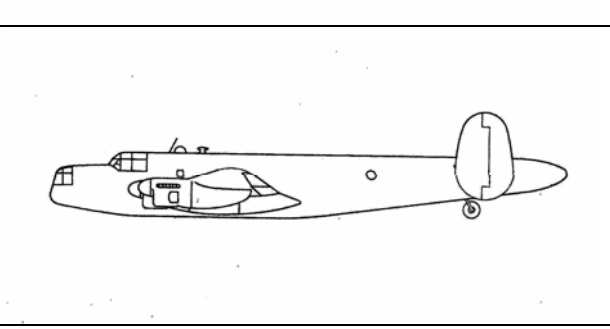
704	1947	2-seat Advanced turbojet trainer. 2x R-R Derwent 5. Span 37’8”, Length 34’6”, Height 13’6”, AUW 9,245lb. Not built.	
704B	1947	Alternative to above based on Athena airframe. Span 40’, Length 39’6”, Height 12’. Not built.	
705	1947	Turbojet transport based on Type 688 with nosewheel undercarriage. 36pax. 4x R-R Nene 1. Span 120’, Length 86’6”, AUW 80,000lb. Not built.	

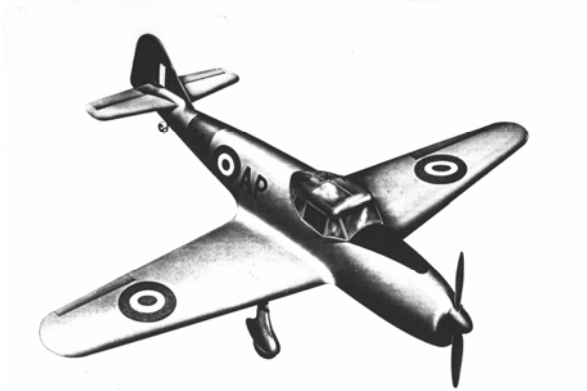
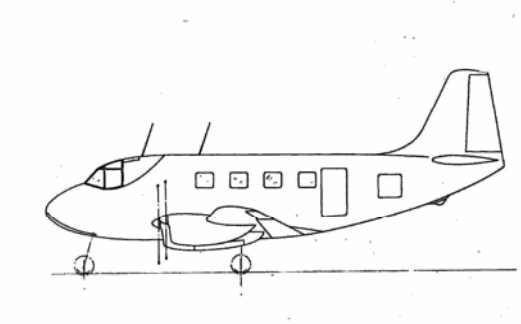
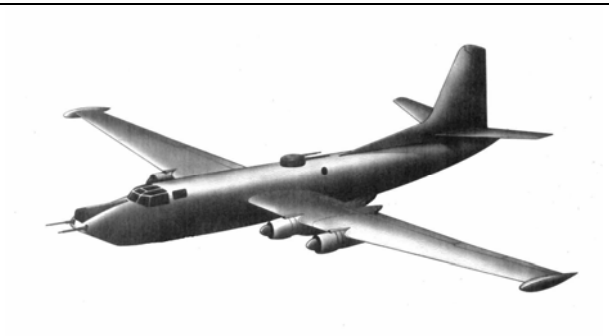
706	1947	As above with lengthened fuselage to increase seating capacity. Length 95’. Not built.	
706	1950	ASHTON Mk.1. Type No. re-used for research aircraft based on surplus Tudor II components. Equipped for high altitude research. Later fitted with long-range under wing fuel tanks to increase endurance. 4x 5,000lb R-R Nene 5. Span 120’, Length 89’6”, Height 31’3”, AUW 82,000lb. 1 built.	
706		ASHTON Mk.2. As above, equipped for cabin conditioning research. Later fitted with ventral nacelle for high altitude & de-icing trials on various turbojets, incl. Avon & Conway. 1 built.	

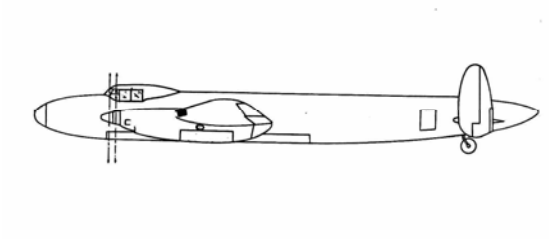
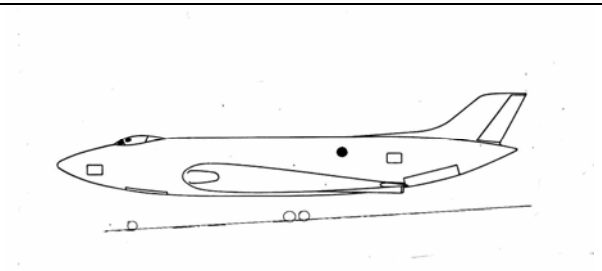
706		ASHTON Mk.3. As above, equipped for Radar, instrumentation & bomb ballistics. 2 Mk.3s later used as Flying test beds for various turbojets, incl. Olympus, Orpheus, Conway & Gyron Junior. 3 built.	
706		ASHTON Mk.4. As above, equipped with ventral pannier for visual bombing research. 1 built.	
707	1947	Delta wing research aircraft. Built as 1/3rd scale Type 698 to investigate the flight envelope. Dorsal air intake. 3,500lbst R-R Derwent 5. Span 33',Length 40'2", Height 11'3", AUW 8,000lb. 1 built.	

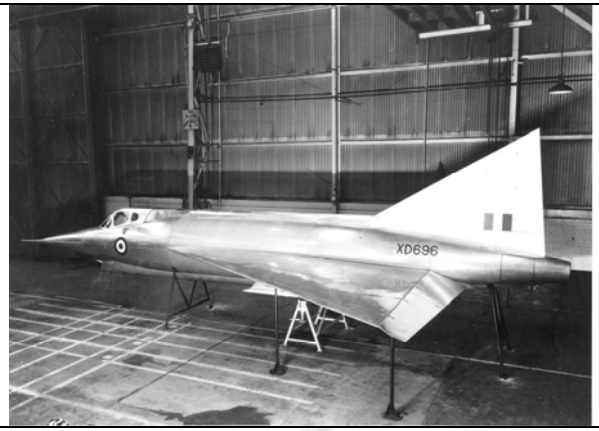
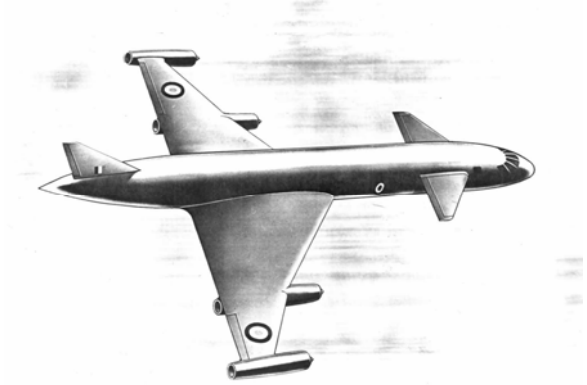
707A	1949	As above with wing root air intakes to investigate the high speed aspects. 3,600lbst R-R Derwent 6. Span 34’2”, Length 42’4”, Height 11’9”, AUW 9,800lb. 2 built.		
707B	1948	Replacement for the Type 707 which crashed. Span 37’, Length 41’4”, Height 11’7”, AUW 9,550lb. 1 built.		
707C	1951	Version of type 707A with 2 seats abreast for pilot familiarisation. 3,600lbst R-R Derwent 8. Span 34’2”, Length 42’4”, Height 11’7”, AUW 10,000lb. 1 built.		

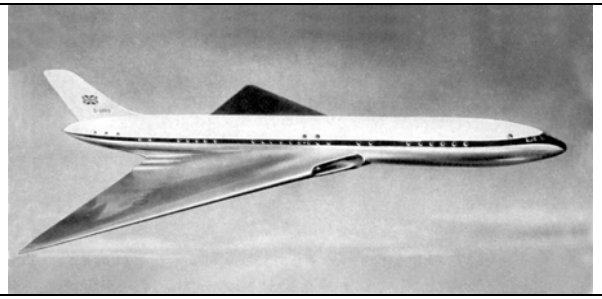
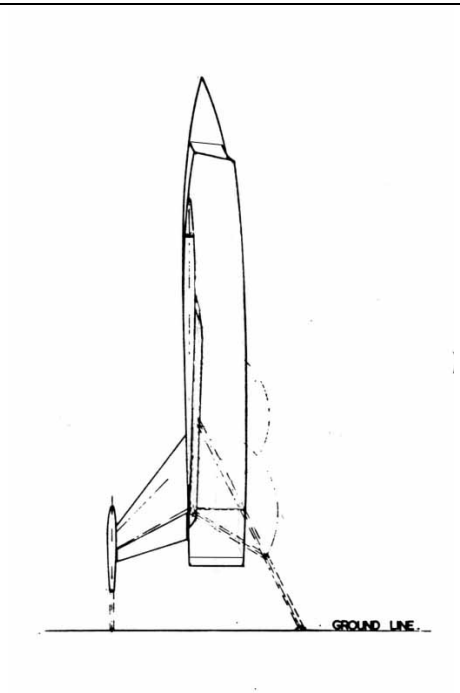
708		Long range 60 pax transport . 4x Napier Nomad in tandem pairs or Bristol Proteus Span 132'(Nomad) 140'(Proteus), Length 107', Height 26'10", AUW 106,000lb (Nomad), 117,000lb (Proteus). Not built	
709	1948	Long range transport based on Type 689 Tudor II. Not built	
710		Delta wing research aircraft designed for the Type 698 development programme (see Type 707), to be 1/10th scale Type 698. Not built.	
711	1948	Version of Tudor 4 for use as a 36 seat airliner or freighter. 4x R-R Griffon. Span 120', Length 88'3", Height 27'9", AUW 90,000lb. Not built.	

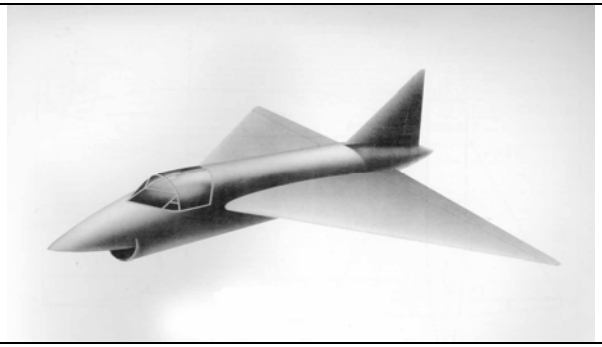
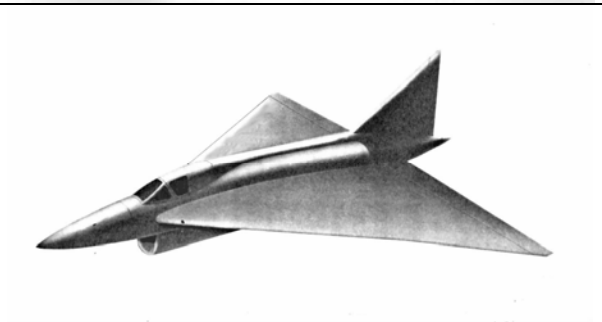
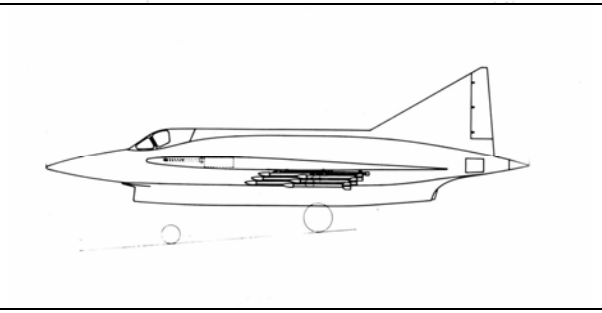
711A	1948	TRADER. Freighter variant of Tudor 4 to Spec.23/48. 4x R-R Merlin 623 or Bristol Hercules 763. Span 20', Length 89'6", Height 88'3", AUW 82,000lb. Also version with A-S Double Mamba & AUW 85,000lb. Not built.	
712	1948	Meteorological aircraft based on Lincoln II to OR259 with a crew of 9. 4x R-R Merlin 621. Length 83'6", AUW 75,000lb. Not built.	
713	1948	As above but based on Shackleton. AUW 77,000lb. Not built.	

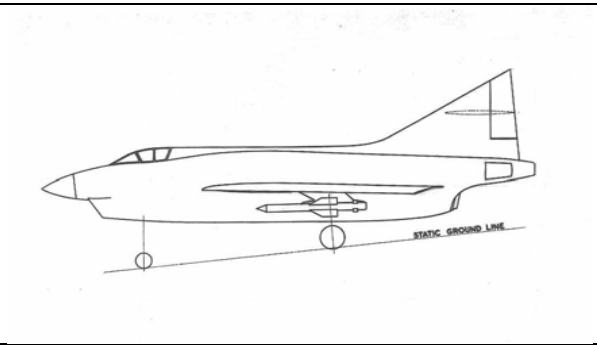
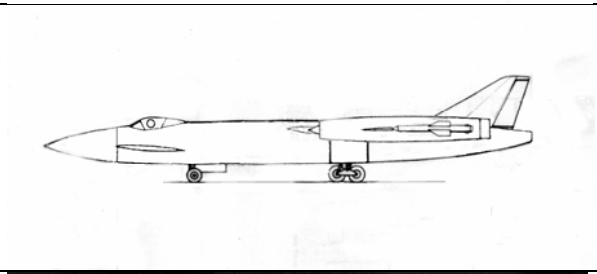
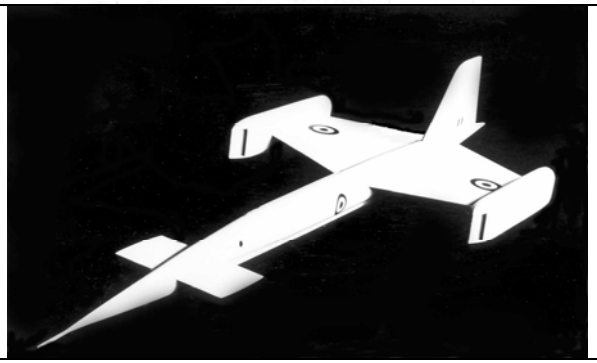
714	1949	Single engined basic trainer to Spec.T.16/48 based on Type 701 Athena. A-S Cheetah 10 or DH Gipsy Queen 50 (illus.). Span 40’2”, Length 31’9”(Cheetah), 34’4”(Gipsy Queen), Height 8’3”, AUW 4,200lb. Not built.	
715	1949	8-10 pax “Rapide replacement”. 4x DH Gipsy Major 10. Span 55’, Length 40’3”, Height 15’11”, AUW 7,860lb. Not built.	
716	1950	“Shackleton Mk.3”. Projected development of Type 696 with 4x 3,135hp Napier Nomad 3 or Bristol Centaurus. Span 120’, Length 106’6”, Height 32’4”, AUW 113,300lb. Not built, see Type 696 Shackleton 3. Redesigned as Type 719.	

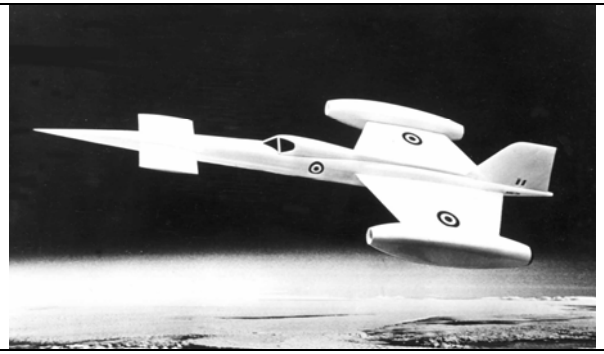
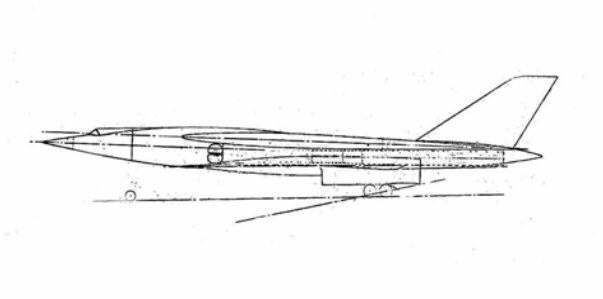
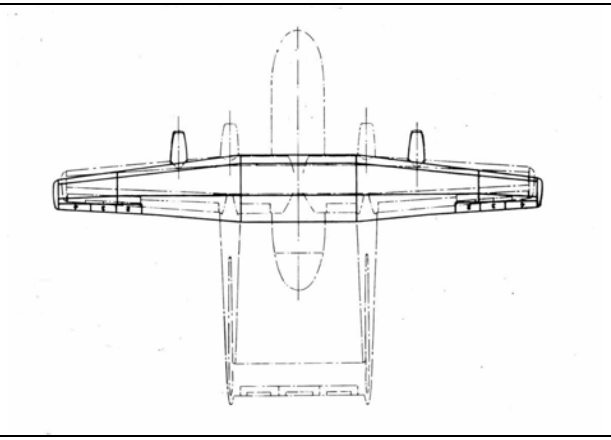
717	1950	Lincolnian Flying test-bed for 2x 3,135hp Napier Nomad 3 fitted in inboard nacelles, outer nacelles deleted, & Tudor outer wing panels. 8 crew. Span 120', Length 83'6", Height 17'4", AUW 100,125lb. Not built.	
718	1951	Delta winged military transport based on Type 698 to carry 80 troops or 110 pax. 4x Bristol Olympus B.Ol.3. Span 99', Length 124', Height 29',AUW 164,000lb. Not built.	
719	1951	Type 716 redesigned with 4x Napier Nomad E.145 or Bristol Centaurus. Re-designated Shackleton Mk.4 in 1953 with option of Wright Cyclone R3350-85 (ilus). Span 132', Length 96', Height 37'. Not built.	

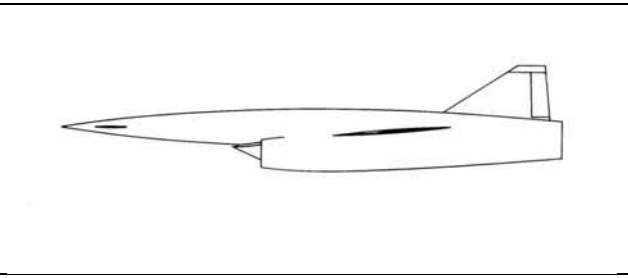
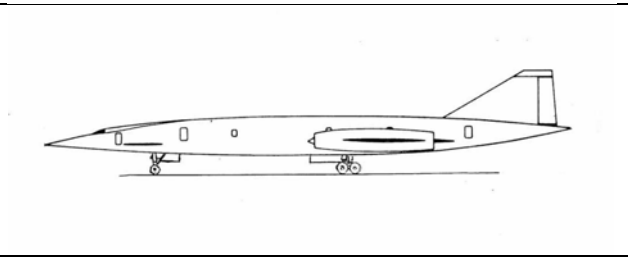
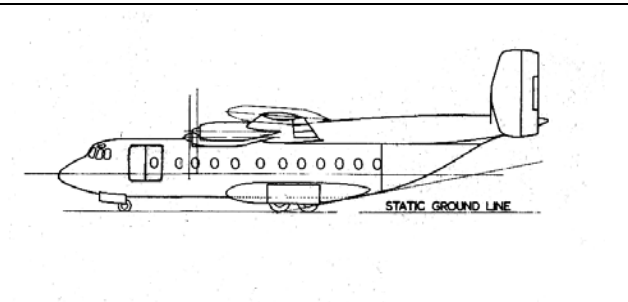
720	1952	Mixed powerplant delta winged interceptor to OR.301/Spec.F.124T (later F.137D). 1x A-S Viper & 1x A-S Screamer rocket motor. Span 27’3”, Length 43’3”, Height 12’6”, AUW 18,750lb. Prototype built, but cancelled before flight.	
721	1952	Low- level bomber to Spec.B.126T. To be launched by ‘skip’plane. 4x NapierNP172 or 2x R-R Conway. Span 47’, Length 80’, Height 21’5”, AUW 124,400 lb. Skip plane Span 64’, Length 42’6” Not built.	

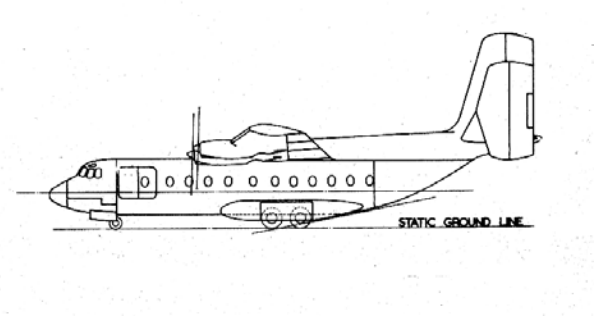
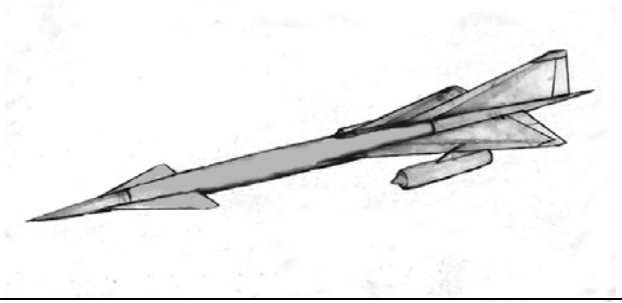
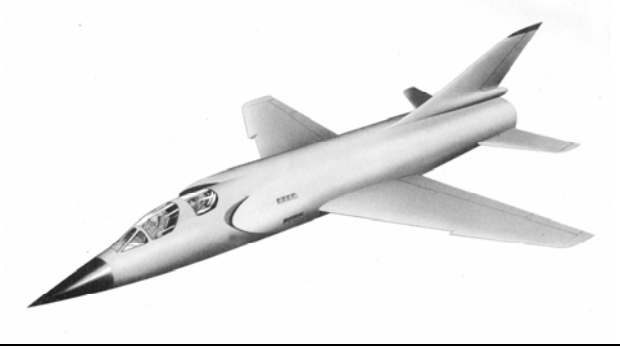
722	1952	ATLANTIC. Transatlantic 120 pax delta wing airliner based on Type 698. 4x Span 121', Length 145', Height 32', AUW 204,000lb Not built.	
723	1953	"DC-3 replacement" 4x Alvis Leonides Not built.	
724	1953	PROJECT 'Y'. Alternative to Avro Canada Avrocar flying disc. Tail-standing VTOL. 2x R-R RB106. Span 24', Length 37'. Not built.	

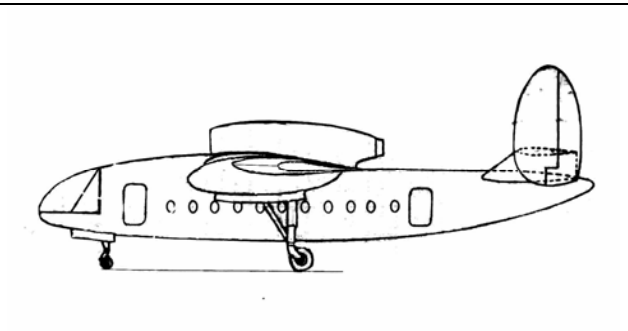
725	1953	Advanced trainer version of Type 720 to OR.318. 1x DH PS.35 or Bristol BE.26. Span 27’4”, Length 40’9”, Height11’, AUW 12.970lb. Not built.	
726	1953	Single engined lightweight fighter variant of Type 720. DH PS.35 or A-S P.151. Span 27’4”, Length 39’3”, Height 14’, AUW 14,340lb. Not built.	
727	1955	NATO ground attack aircraft based on Type 720. 1x Bristol Orpheus. Span 27’4”, Length 34’, Height 9’, AUW 10,344lb. Not built.	

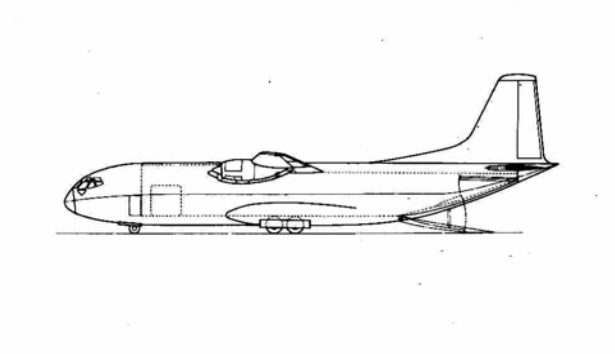
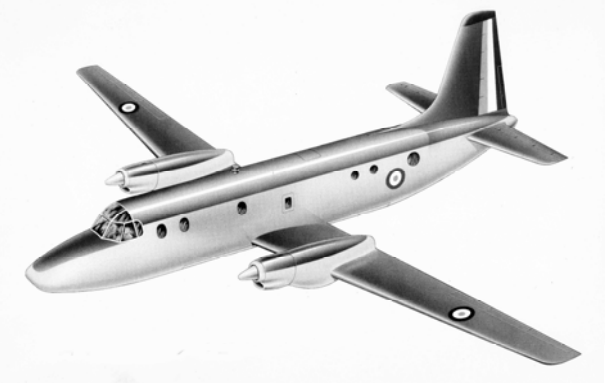
728	1955	Naval version of Type 720. 1x DH Gyron Junior + Spectre rocket motor. Span 27’4”, Length 48’, Height 15’, AUW 23,885lb. Not built.	
729	1955	Single seat fighter to OR.329. Canard delta layout. 2x DH Gyron Junior + Spectre rocket. Span 42’, Length 60’. Not built.	
730	1954	Supersonic stainless steel canard bomber to Spec. B.156T, later role change to Spec.R.156T. 8x AS P.176/2 turbojets or several alternatives. Span 65.6’, Length 189’, Height 30.4’, AUW 292,000lb. Ordered by Gov’t, but cancelled before completion of prototype.	

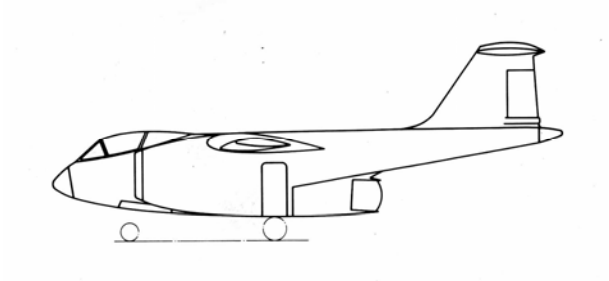
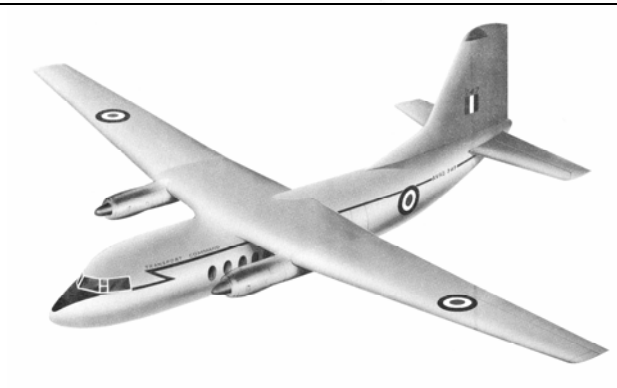
731	1955	3/8 scale development aircraft for Type 730. 2x DH Gyron Junior, Orpheus or RB108. Span 25’7”, Length 59’, Height 11’9”, AUW 14,300lb. Not built.	
732	1956	Supersonic Vulcan development. 8x Gyron Junior. Span 94’, Length 102’, Height 23’6”. Not built.	
733	1956	Allocated to modified Type 696 Mk.3 wing. Built for the AW Argosy transport. Span 115’.	

734	1956	Decoy countermeasures aircraft to be air launched from Vulcan. 1x AS P.176. Span 18', Length 50', Height 10.15', AUW 17,000lb. Not built.	
735	1956	100 pax M 1.8 supersonic transport based on Type 730. 8x NGTE turbojets. Span 68.56', Lengh180', Height 34.5', AUW 264,225lb. Not built.	
736	1956	30-54 seat transport. 2x R-R Dart or 4x Napier E.223 turboprops. Span 106', Length 73'3", Height 23'6", AUW 45,000lb. Not built.	

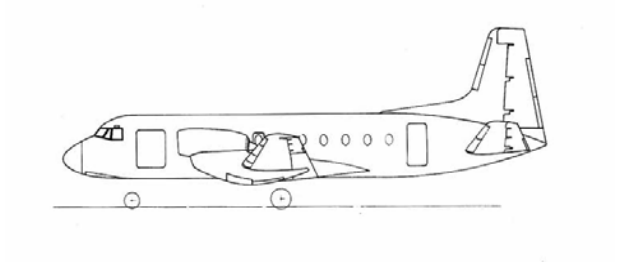
737	1957	30-54 seat STOL transport variant of Type 736 with double slotted flaps & spoilers. 4x Napier E.223 or A-S P.182 turboprops. Span 115’6”, Length 73’3”, Height 28’8”, AUW 40,000lb. Not built.	
738	1957	Staged weapon system. No further details found. Not built.	
739	1957	Low level supersonic strike aircraft to OR.339. The designs to this requirement culminated in the BAC TSR.2. Not built.	

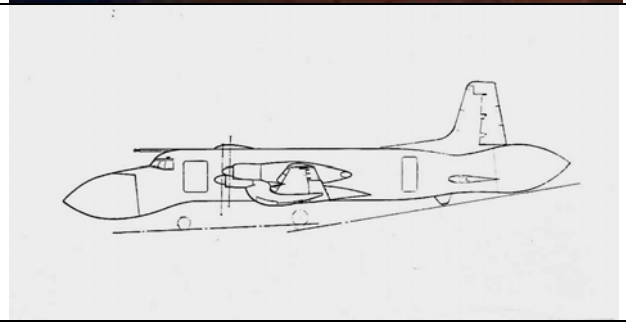
740	1957	Short range 70 pax airliner for BEA, which resulted in the Trident. 3x Bristol Olympus 551 or R-R RB141. Span 109’6” Not built.	
741	1957	Executive/feeder liner. 2x Bristol Orpheus OR.3 or 3x A-S Viper with butterfly tail layout. Span 54.7’, Length 47’, Height 18’, AUW 25,300lb. Not built.	
742	1957	Transport carrying 55 pax or 70 troops, using jet flap system. 3x Bristol BE.53. Span 38’, Length 77’4”, AUW 46,000lb. Not built.	

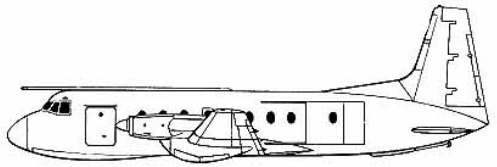
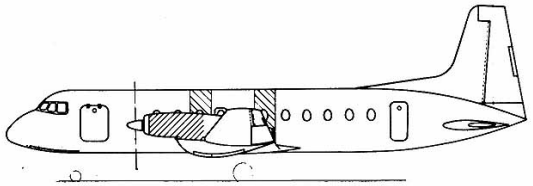
743	1957	Long range military transport. 4x Bristol Orion turboprops. Span 148’4”, Length 127’, Height 43’6”,AUW 143,000lb. Not built. (see Type 756)	
744		Nuclear powered aircraft study. No further details found, except scheme illustrated. Not built.	
745	195	Maritime patrol aircraft to NATO requirements, which resulted in the Breguet Atlantique. 2x R-R Tyne 11 turboprops. Span 112’3”, Length 82’9”, Height 31’9”, AUW 80,000lb. Not built.	

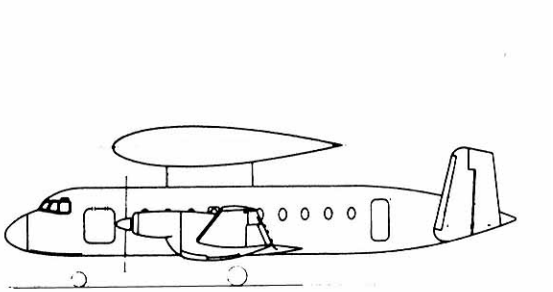
746	1957	Jet flap research aircraft. 1x Bristol BE.53. Span 42.4’, Length 43’, Height 16.5’, AUW 10,876lb Not built.	
747	1957	Turboprop transport based on Type 737. 2x R-R Dart 7/2. Span 108’6” Length 70’, Height 26’6”, AUW 39,000lb. Not built.	

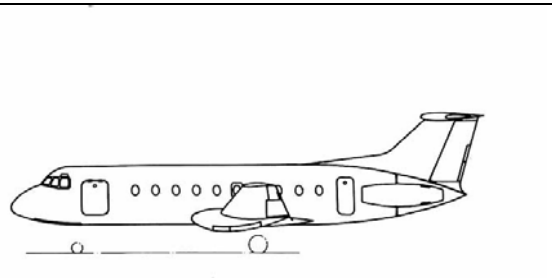
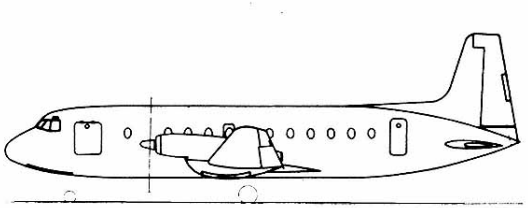
748 Srs.1	1958	Twin engined turboprop transport for 44 pax. 2x 1,600shp R-R Dart R.Da.6-514. Span 98’5”, Length 67’, Height 24’10”, AUW 39,500lb.	
748 Srs.2	1959	As above with 2x 1,910shp R-R Dart R.Da.7-531 and increased AUW 43,500lb.	

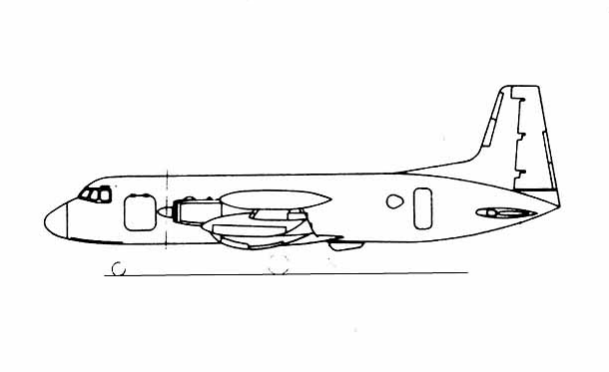
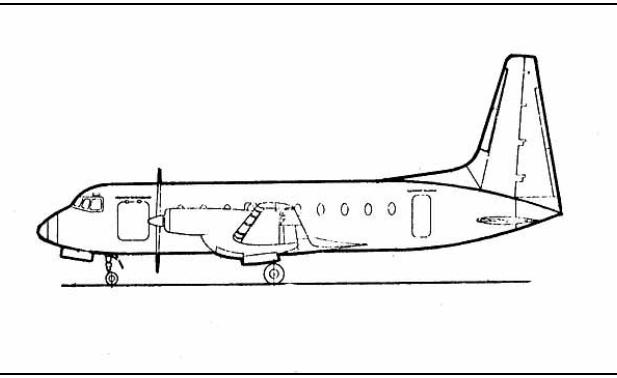
748 Srs.2A	1968	As above with 2x 2,105shp R-R Dart R.Da.7-535-2 and increased AUW 46,500lb.	
748 Srs.2B	1980	As above with revised outer wing & Dart R.Da.7-536-2. Increased Span 102’6” & AUW 48,500lb.	
748 Srs.5	1976	Variant with 2x 7,136 lbst R-R M-45H turbofans mounted overwing & 7’6” fuselage extension allowing 64 pax. AUW 46,500lb. Not built. (See also Types 748-502,778 & 806)	

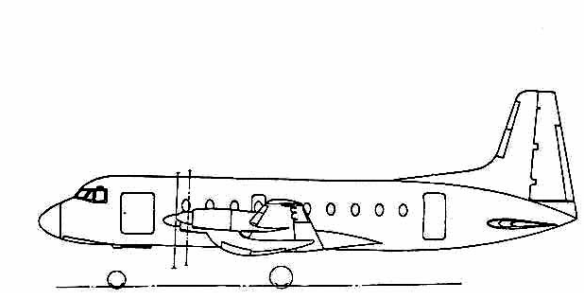
748AEW	1971	Variant of Type 748 to AST.400. Length 84’6”, Height 24.85’, AUW 46,100lb. Not built.	
748AEW (FASS)	1970	As above with 4x Avco Lycoming T53-21A turboprops. Length 87’, Height 24’10” Not built.	
748B	1958	36 seat variant with AUW 30,500lb. Not built	

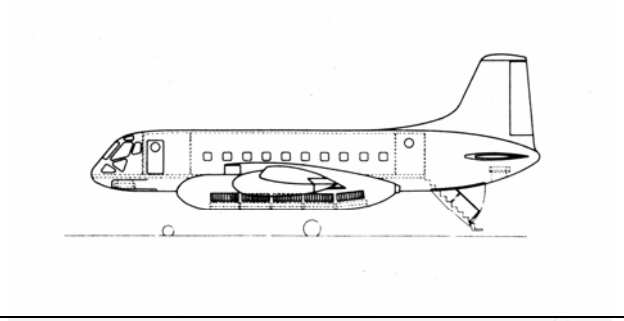
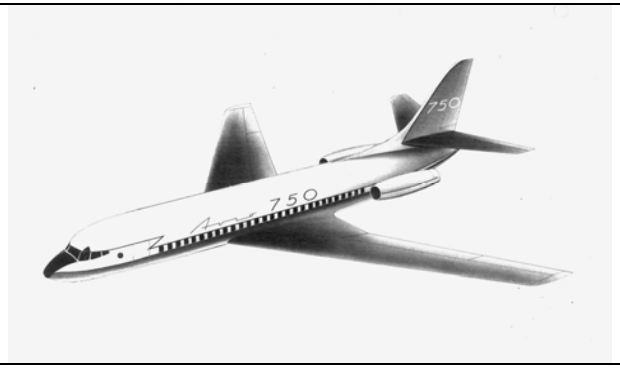
748 Coast-guarder	1980	Variant of Srs.2B for fishery protection, customs, rescue, etc. AUW 51,000lb. 1 conversion built.	
748COD	1972	Variant of Type 748 to the requirement of the U.S.Navy for a deck-landing fleet support a/c. 2x Dart R.Da.7-532-2C. Span 98'6" (48'6" folded), AUW 50,000lb. Not built.	
748CF	1962	Civil version of 748MF (see Type 780) Not built.	
748E	1960	Variant of Srs.2 with fuselage extended to 76' to carry 52-60pax. Wing from Type 780. Dart R.Da.10. AUW 49,000lb. Not built.	

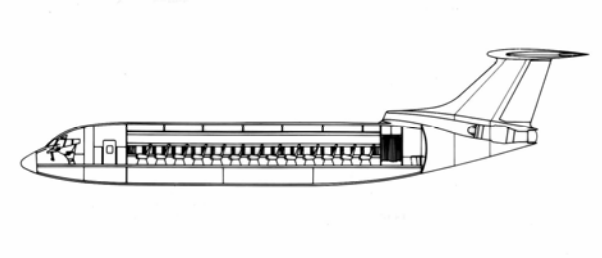
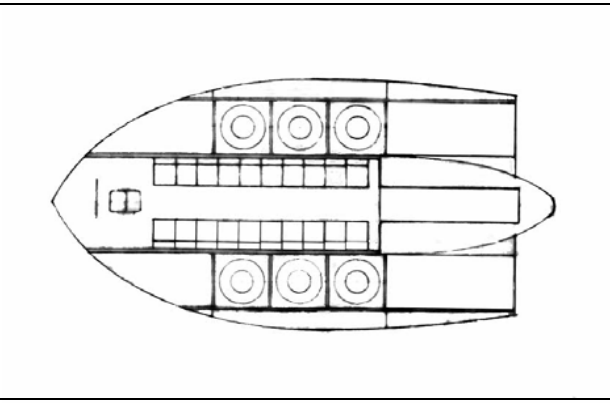
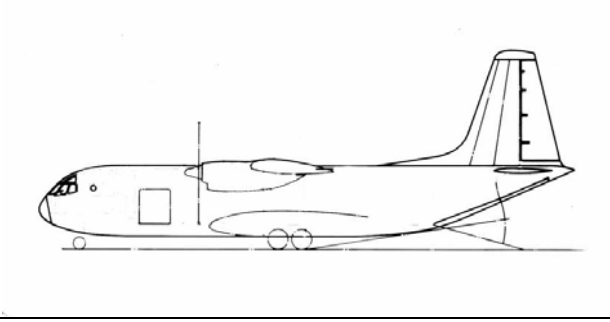
748 Super E	1960	Variant of above with AUW 42,000lb.Span 95’ Not built.	
748EW	1962	Variant of Type 748 for Swedish Government for Airborne Early Warning a/c with twin fins & rudders. Dart R.Da.7. AUW 42,000lb. Not built.	
748 Executive	1960	Executive/VIP variant of Srs.2. AUW 36,000lb.Span 95’. Not built.	
748F	1980	Freighter variant of Srs.2 with large freight door & strengthened floor. Span 95’,AUW 43,500lb. Not built, marketed as Type 748 Srs.2 LFD.(See illus.)	

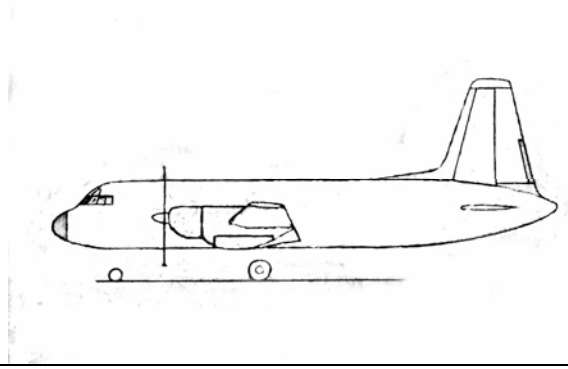
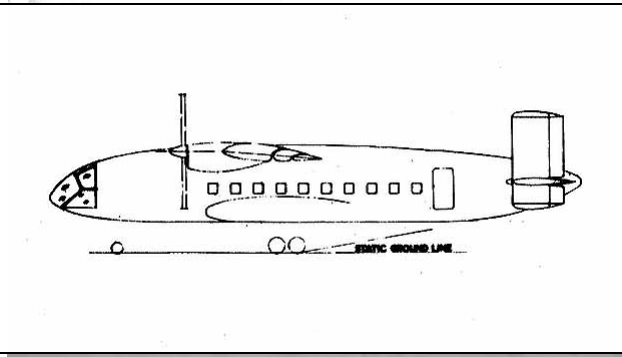
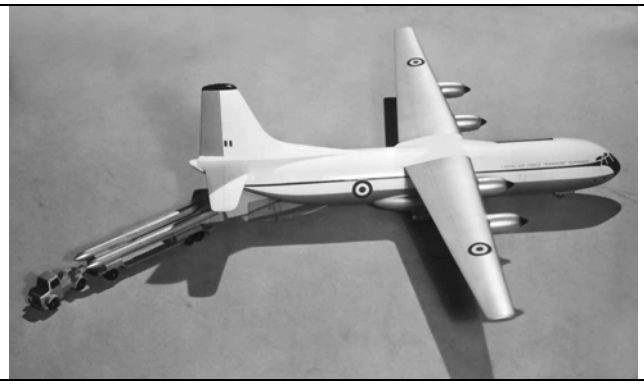
748J	1959	Turbojet variant with two rear mounted engines & 'T-tail'. 2x Bristol BE61, BS75 or A-S P.216. Span 81', Length 67', Height 24'10", AUW 42,100lb. Not built. (see also Srs.5, Type 778 & 806)	
748L	1959	Large diameter (10'6") fuselage variant of Srs.2. Dart R.Da.10. Span 109.16', AUW 48,000lb. Not built.	
748M	1958	See Type 757	
748MF	1961	See Type 780	

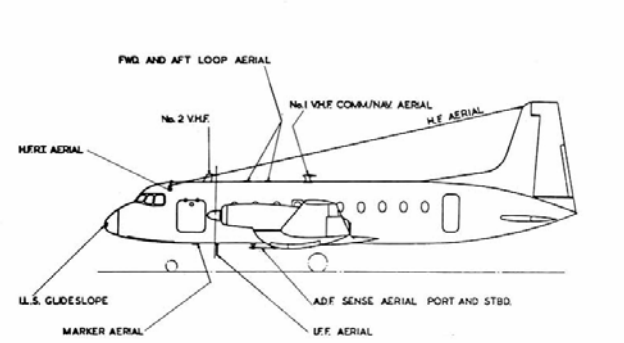
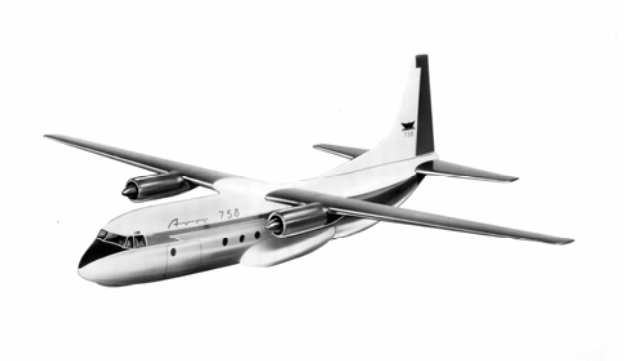
748MR	1961	Maritime Recce variant with Dart R.Da.8 or 21. AUW 44,380lb. Not built.	
748R	1959	See Type 758	
748S		See Type 782	
748SFV	1970	Variant of Srs.2A for US STOL requirement to carry 40 pax. 2,900shp Dart R.Da.10. Height 28.8', AUW 40,760lb. Not built.	

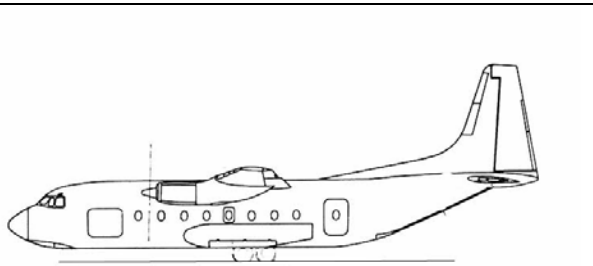
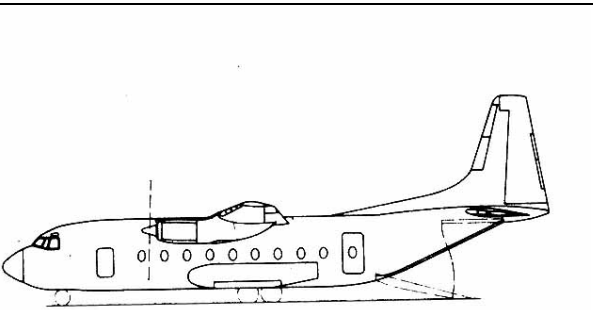
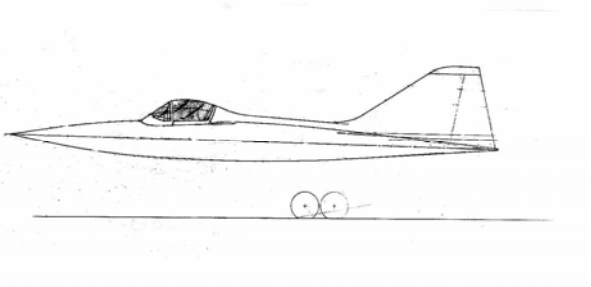
748STOL	1970	STOL variant for American A/L with 4x T53-21A. AUW 44,500lb. Not built.	
748 Trainer	1960	Variant for RAF as Nav/AEO classroom. 2,900shp Dart R.Da.10. Span 95', AUW 33,800lb. Not built, but similar role produced for RAAF (illus.)	
748X	1962	Executive variant of Srs.2 with extra fuel capacity. Not built.	

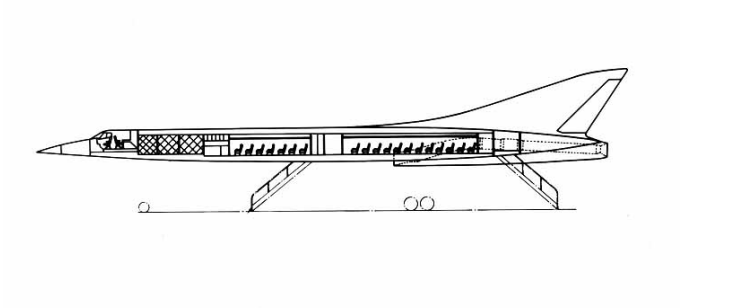
748-502	1974	Turbojet variant using 2x Avco Lycoming ALF502. Developed into Srs.5. See also Type 807. Not built.	
749	1958	VTOL 40pax transport to BEA spec. 8x scaled R-R RB145. Span 77.14', Length 75', Height 28',AUW 71,500lb. Not built.	
750	1958	Short range 80 pax transport. 2x R-R RB141 or Bristol Zephyr, or 4x Bristol Orpheus 14. Span 81.3', Length 97', Height 26.2', AUW 78,600lb. Not built.	

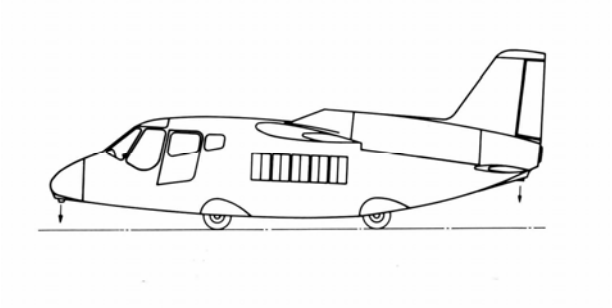
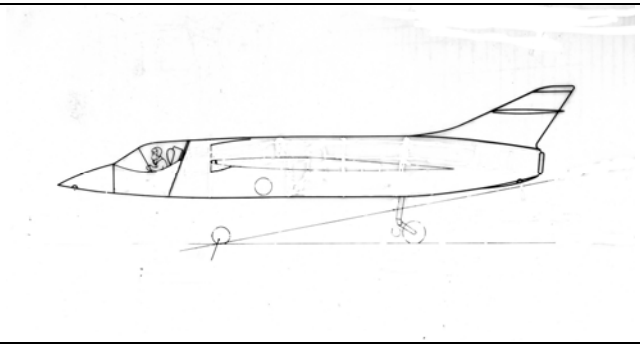
751	1958	3 engined airliner, 40-60pax. 3x rear-mounted Bristol Orpheus 8 or 14. Span 86.5', Length 93', Height 28', AUW 66,160lb (52 pax). Not built.	
752	1958	VTOL Assault aircraft to carry 20 troops.. 6x NGTE engines. AUW 6,000lb Not built.	
753	1958	Freighter using Type 745 wing with 2x R-R Tyne 11. Span 112.2', Length 84.5', Height 31.5'. Not built.	

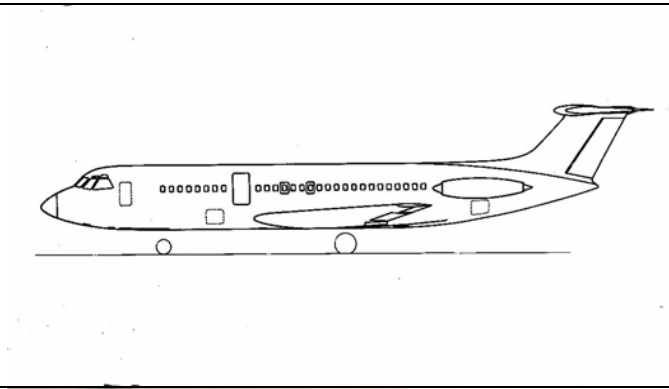
754	1958	Low wing airliner variant of above for 65-80 pax.. Span 116’10”, Length 93’, Height 31.6’, AUW 80,000lb. Not built.	
755	1958	STOL transport using deflected slipstream system for 40 pax. 4x DH Gnome. Span 71’, Length 65’, AUW 33,150lb. Not built.	
756	1958	Long range Military Transport superceding Type 743, to the same spec.as Short Belfast. 4x R-R Tyne11. Span 158’9”, Length 130’, Height 42’, AUW 185,000lb. Not built.	

757	1958	Variant of Type 748 Srs.1 with strengthened floor & revised avionics for the Indian A/F, for license production in India. Also known as the Type 748M. Not built.	
758	1959	High wing version of Type 748, also known as the Type 748R. 2x R-R Dart 8. Span 94.44’, Length 78’, Height 29.36’, AUW 43,600lb. Not built.	

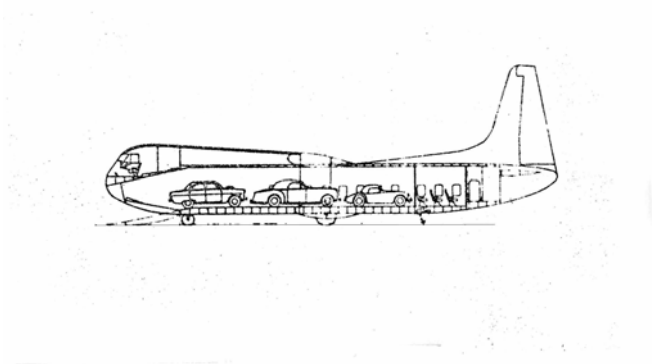
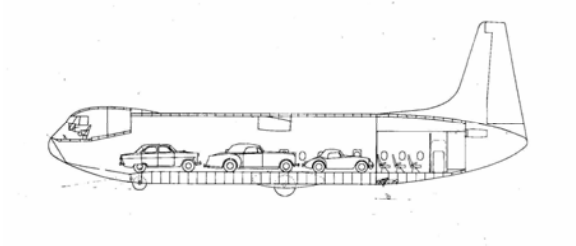
758B	1959	As above with increased payload. 2x Dart R.Da.12. Span 101.5', Length 78.4', Height 29.5', AUW 49,500lb. Not built.	
758M	1959	As above for RAF as STOL transport. 2xDart R.Da.12. Length 80.17', Height 29.6', AUW 51,900lb. Not built. (See Type 779)	
759	1958	Slender delta research a/c Not built.	

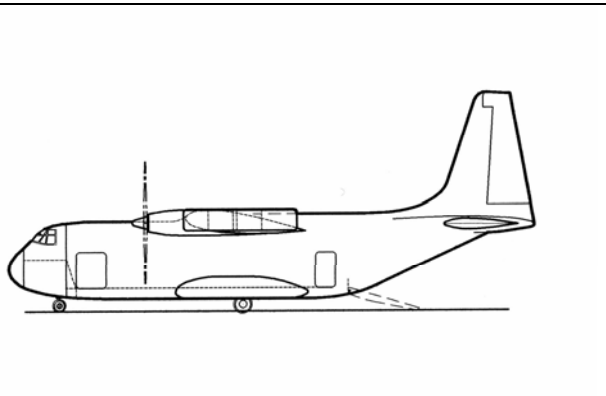
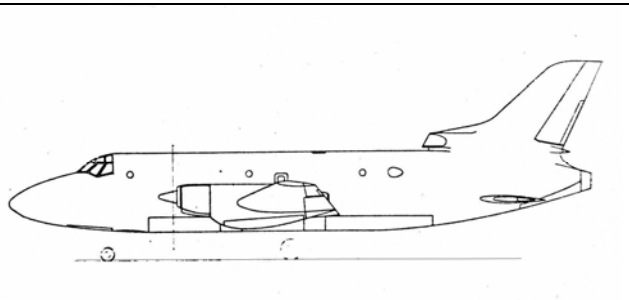
760	1958	Supersonic airliner (Concorde Spec.). Span 76’8”, Length 190’. Not built.	
761	1958	“Viscount replacement” 77 pax airliner with 2x R-R RB.163 rear-mounted (BAC-111 Spec). Span 87.75’, Length 92.6’, Height 26.6’, AUW 66,650lb. Not built.	
762	1958	Advanced weapon system. No further details found. Not built.	

763	1958	VTOL fan-lift “Jeep”. 2xR-R RB.153.Span 24.5’, Length 26.75’, AUW 8,500lb. Not built.	
764	1959	VTOL version of AW650. Not built.	
765	1959	VTOL Fan-lift fighter. 2x R-R RB.153. Span 21’, Length 41.3’, AUW 13,500lb. Not built.	
766	1959	4 turbojet long range military transport. No further details found. Not built	

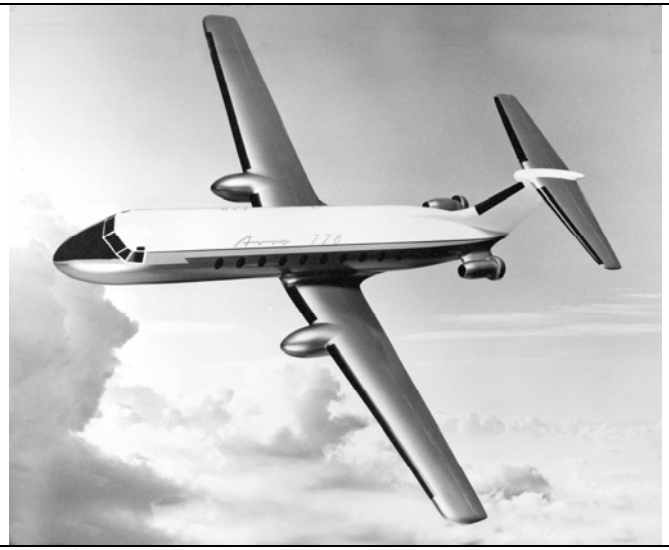
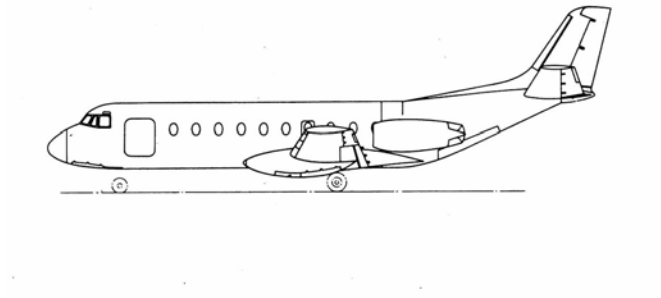
767	1959	Airliner joint project with Bristol to same spec.as Trident. Not built.	
768	1959	Carrier borne Early Warning a/c based on Type 748, to Naval Spec.NA.107T. 2x Dart R.Da.10. Span 85’ (30’ folded),Length 55’, Height 17.5’ folded, AUW 38,000lb. Not built.	
769	1959	VTOL weapons system based on the Vulcan. Not built.	

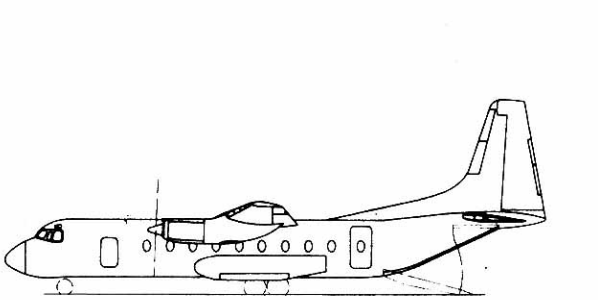
770	1959	STOL assault transport based on Type 758 using deflected slipstream technique. 4x Dart R.Da.12. Span 98’, Length 80.19’, Height 29.36’,AUW 65,270lb. Not built.	
771	1960	50 pax version of Type 761 (BAC 107 Spec). 2x BS75. Span 77.46’, Length 80.37’, Height 24.25’, AUW 60,000lb. Not built.	

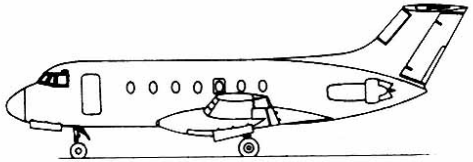
772	1960	Car Ferry or 90 pax transport a/c, using tail & outer wing sections of Type 748. 2x Dart R.Da.10, Napier Eland or Bristol Centaurus. Span 125.2', Length 86' Not built.	
772A		As above to carry 6 cars. Not built.	
772B		As above to carry 6 cars + 25 Pax. Not built.	
772C		As above pressurised to carry 6 cars + 25 Pax Not built..	

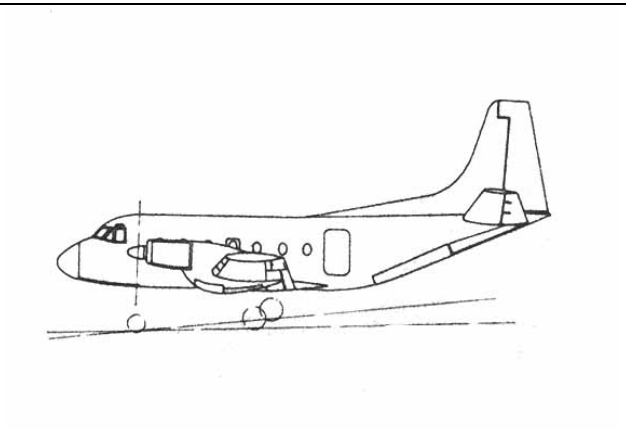
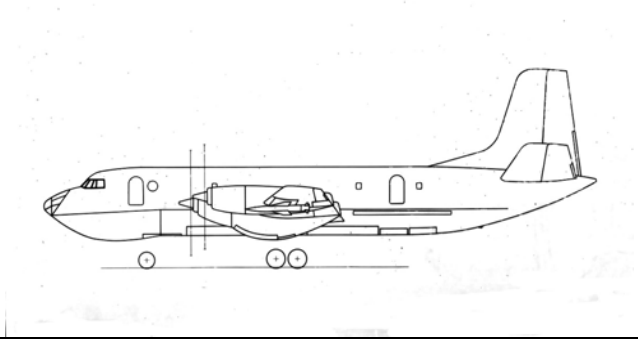
773	1960	STOL Military freighter. 4x R-R Tyne 12. Span 132’, Length 88’, Height 36.5’. Not built	
774	1960	Long endurance weapons system. Not built.	
775	1960	Maritime reconnaissance a/c to OR.350. 2x R-R Tyne + 1x R-R RB.168 turbojet in tail. Span 125.5’, Length 92’, Height 30’. Not built.	

776	1961	As above to AST.357. 3x R-R RB.178 turbofans rear-mounted. Crew 12. Span 123’6”, Length 115’, Height 32’6”, AUW179,613lb Not built.	
777		Type number reserved for an appropriate “special project”, but not used.	

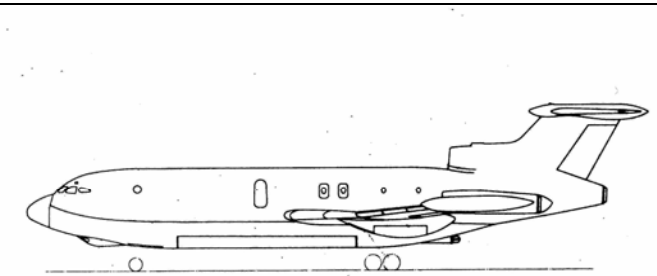
778	1960	748J. Jet powered 50 pax version of Type 748. 2x 7,000st R-R RB.161 rear mounted. Span 84', Length 73'9", Height 21'3", AUW 40,270lb. Not built. (See Type 806)	
778F	1961	Freighter version of above with rear ramp. 2x R-R RB.180, BS.75 orCF700. Not built.	

779	1961	High wing STOL transport using Type 748 components. 2x Dart R.Da.12. Span 97.53', Length 78', Height 28.36'. Not built.	
780	1960	ANDOVER C.Mk.1. Military freighter developed from Type 748 with redesigned rear fuselage incorporating rear loading ramp, combined with 'kneeling' undercarriage. Wider centre section to accommodate 2x 2,970shp Dart R.Da12. Span 98'3", Length 78', Height 30'1", AUW 50,000lb. Prototype modified from 748 + 31 production a/c.	

780		ANDOVER E.3. As above modified as calibration a/c.	
781	1962	Shortened version of Type 778 to carry 24-32 pax. 2x CF700 turbofans. Span 70', AUW 32,700lb. Not built.	

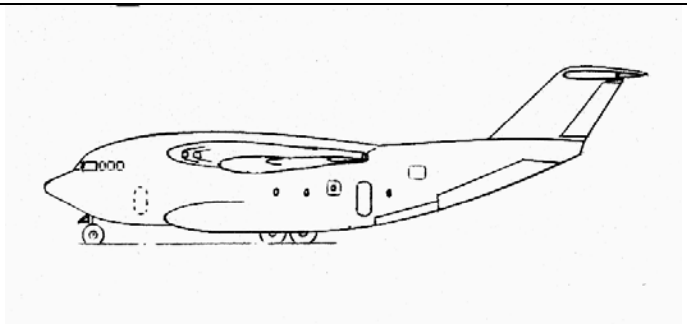
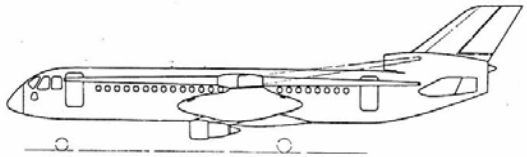
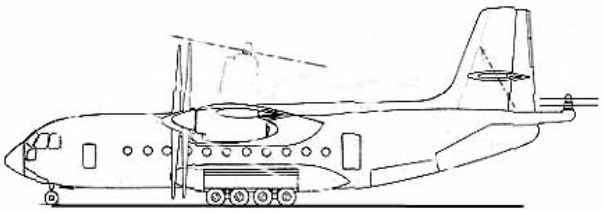
782	1962	Shortened version of Type 780, originally designated Type 748S. Not built.	
783	1963	STOL version of Type 780 to NATO requirements. Not built.	
784	1963	Maritime reconnaissance a/c to AST.357. 4x R-R Tyne turboprops. Span 145', Length 106.75', Height 38'. Not built.	

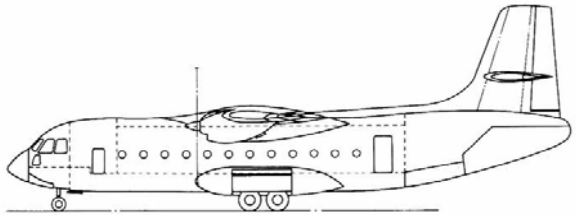
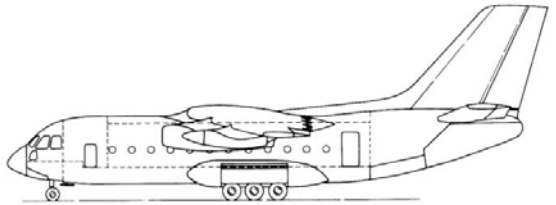
Type numbers 785 to 799 not used, following the rationalisation of project numbers within HSA and the formation of the Avro Whitworth Division. The Manchester Design Office was allocated Type 800 to 999.(Memo from S.D.Davies 12 July 1963).

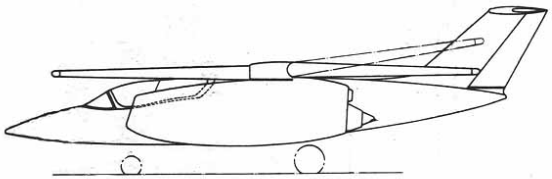
800	1963	Maritime reconnaissance a/c to ASR.381 based on the HS Trident. Comet based a/c chosen instead. (See Type 801) Span 98’6”, Length 115’3”, Height 30’6”, AUW 175,000lb. Not built.	
801	1964	NIMROD M.R. Mk.1.As above based on Comet 4 airframe. 4x R-R Spey. Span 114’10”, AUW 177,500lb. 2 prototypes converted from Comet airframes. 46 built.	

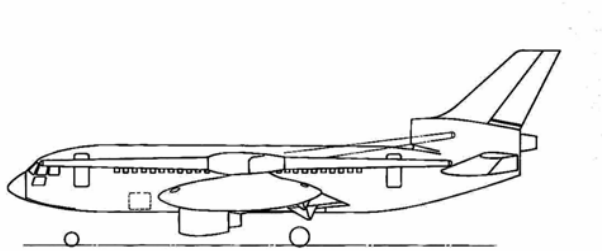
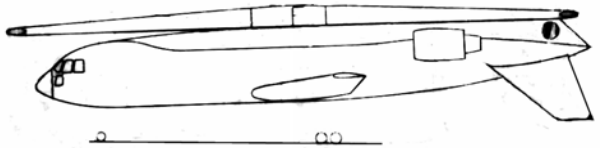
801		NIMROD R.Mk.1. Electronic surveillance variant of above. 3 built + 1 conversion from MR.1	
801		NIMROD M.R.2. upgraded version of Mk.1 with improved avionics including wing-tip pods. Span 115’1”, AUW 192,000lb. 32 Conversions.	

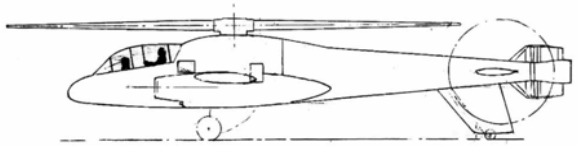
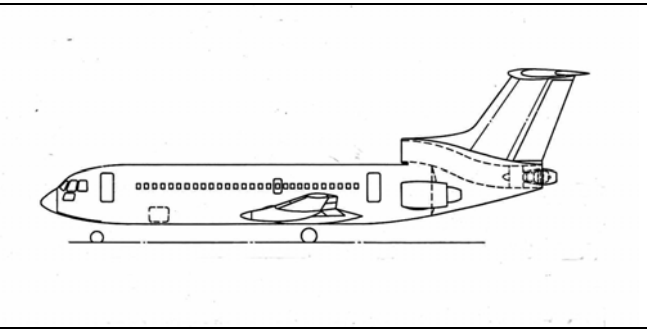
801	1974	NIMROD AEW.3. Early warning version to AST.400, incorporating fore-and-aft radomes. 11 converted, but programme abandoned.	
801	1996	NIMROD MRA.4. Conversion of M.R.2 with new wings & re-engined with 4x RR/BMW BR710 turbofans. AUW 23,315lb. Production Order cancelled 2010 after 5 completed.	

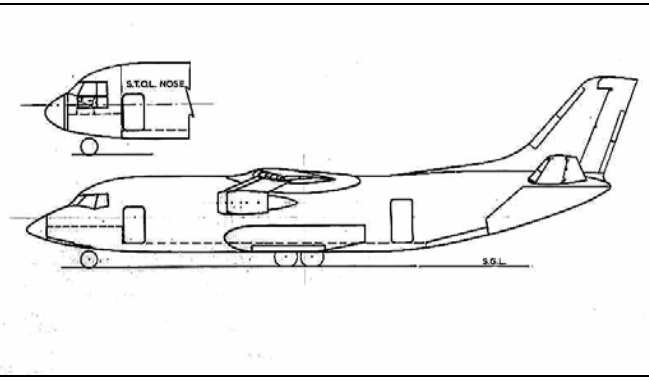
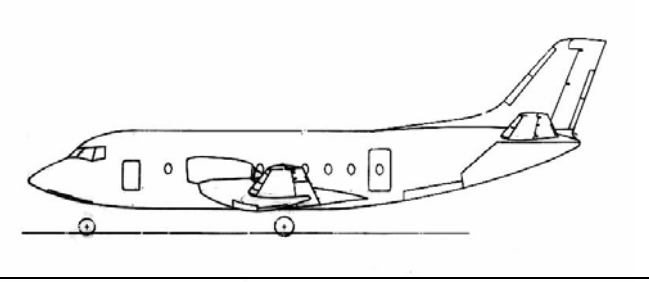
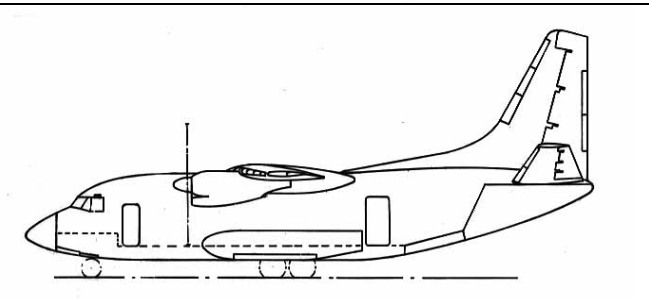
802	1965	Military freighter utilising the AW681 fuselage & Type 801 wing. Not built.	
803	1966	VTOL transport with folding Control Circulation Rotors (CCR). Span 74.5'(rotors stowed), Length 90.5', Height 26.35'. Not built.	
804	1966	Tilt-wing short range transport. Span 100', Length98.75', Height 32'. Not built.	

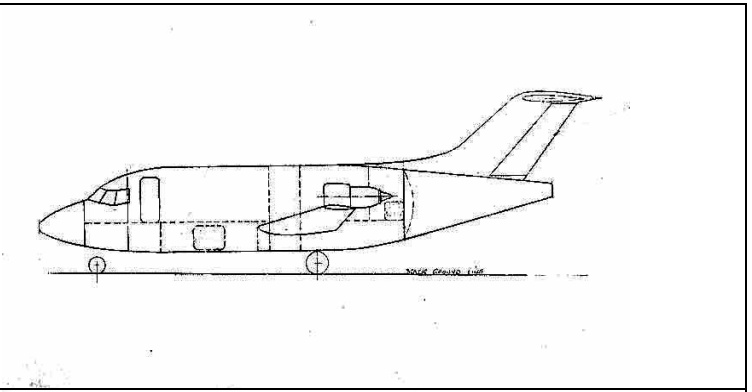
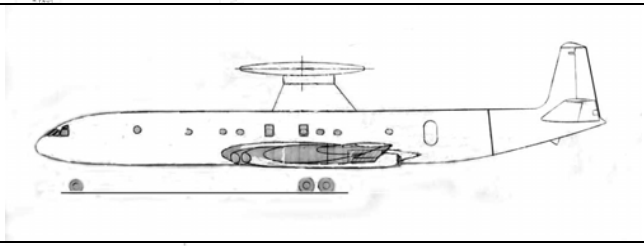
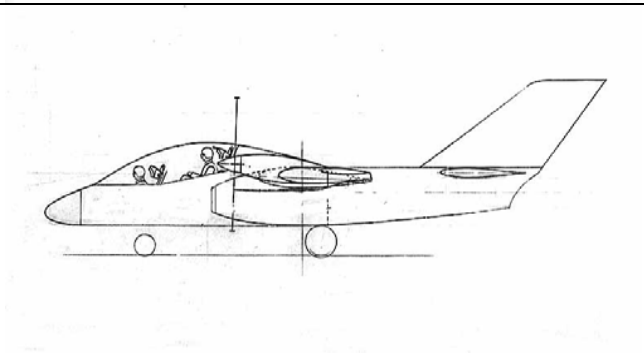
805A	1967	Transport using deflected slipstream system. 4x T-64 turboprops. Span 90.4', Length 88.33', Height 31.5', AUW 90,000lb. Not built.	
805B	1967	As above using mechanical flap system. 4x Spey 512 + 4x RB162. Span 113.8', Length 91', Height 32.5', AUW 119,900lb. Not built	
805C	1967	As above using blown flap system. Not built.	

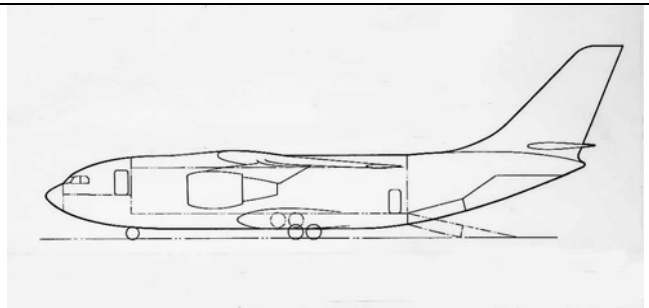
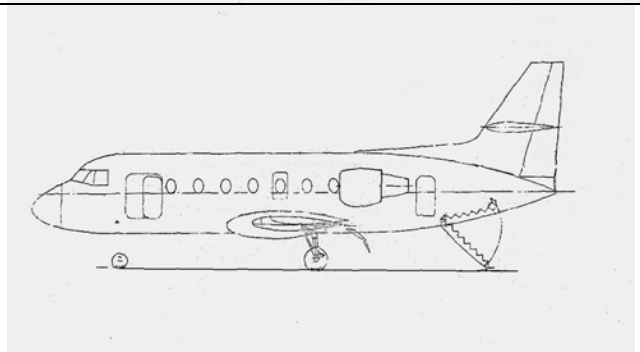
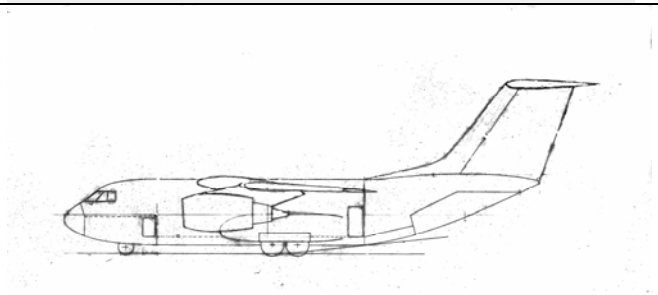
806	1967	72 pax twin-jet airliner based on Type 748, using 748 fuselage with 2x RB203-1 Trent rear mounted in F-228 nacelles & Type 780 outer wings. Span 95', Length 79'10", Height 28'1", AUW 55,000lb. Superseded Type 778 design. Re-designated Type 860. Not built.	
807-01	1967	VTOL Wide speed range a/c using CCR for executive transport. R-R Scaled Spey + 2x RB172. Span 39', Length 43.75', Height 13.25'. Not built,	
807-02	1967	As above for Aircrew Rescue duties. Not built.	
807-03	1967	As above as an attack a/c. R-R Spey 512 + 2x RB162. Span 35', Length 38', Height 11.7'.	
808	1967	Air Cushion landing gear design proposals. Not built.	
809	1968	VTOL high wing tandem-seat twin CCR with central engine. Proof of concept a/c for Type 810 100-seat	

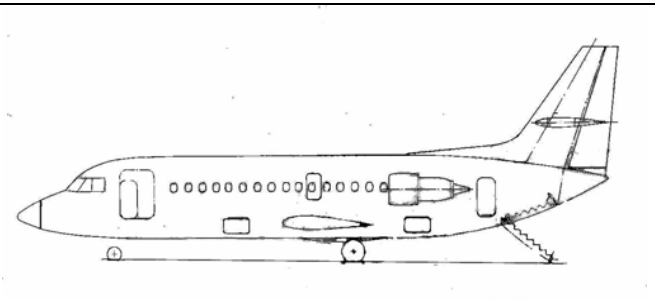
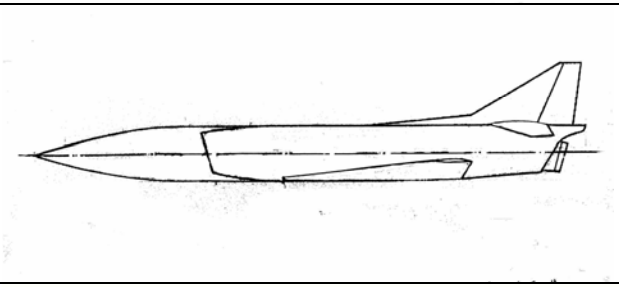
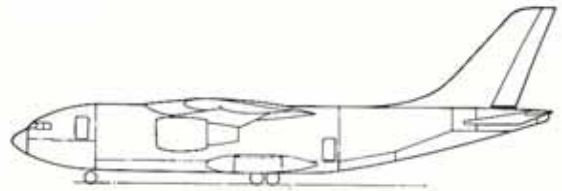
		transport. Not built.	
810	1969	VTOL 100-seat inter-city airliner using twin CCR system. 2x RB167 turbofans. Span 89.29', Length 101.75', Height 35.75' Not built.	
811	1969	VTOL CCR a/c 2x RB211 + 6x XJ99 lift engines. Span 81', Length 104.8', rotor dia.102', AUW 20,000lb Not built.	

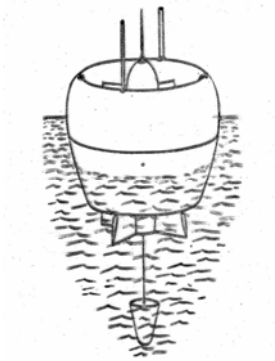
812	1969	VTOL Battlefield a/c. Single CCR. Not built.	
813	1970	Various flap design schemes as part of National High Lift Programme. No aircraft designed or built.	
814	1970	STOL Tri-motor airliner using blown flap system powered 3 aft mounted turbofans + 2 blowing motors. Span 94.5', Length 112', Height 35.5'. Not built.	
815	1970	Flying crane using CCR system. No work done & Type no. re-used.	
815A	1975	Short range military transport with high swept wing. Span 98.6', Length 80.15', AUW 61,400lb. Not built.	

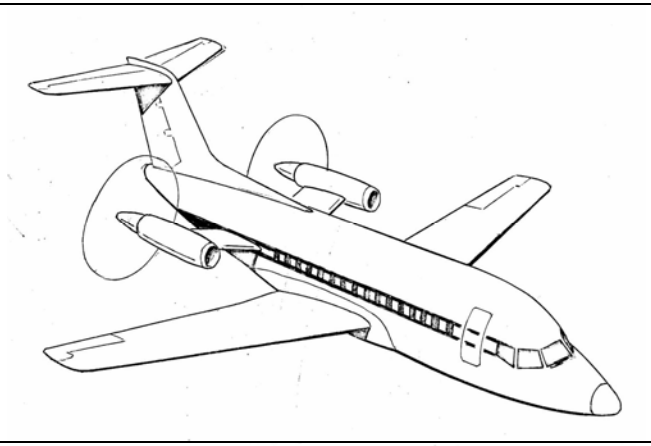
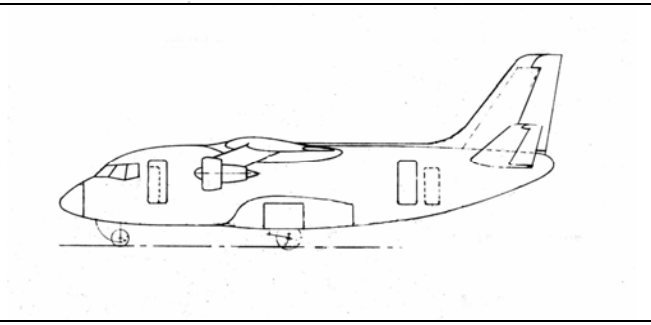
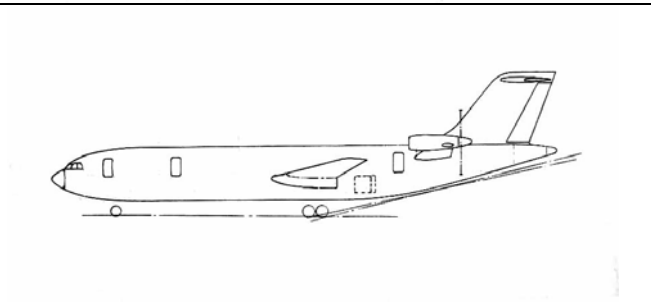
815B	1975	Type 815A with high unswept wing. 4x GE T-53. Span 98’7”, Length 80’2”, Height 80’2”, AEW 62,400lb. Not built.	
815C	1975	As above with low wing. 2x M45H. Span 92’, Length 80.17’, AUW 50,600lb Not built.	
815S	1975	Variant of Type 815A with high (illus.) or low wing. 2x GE T-64. Span 101’,Length 68’8”	
816	1970	Studies for supersonic (M= 1.1) transport. Not built.	

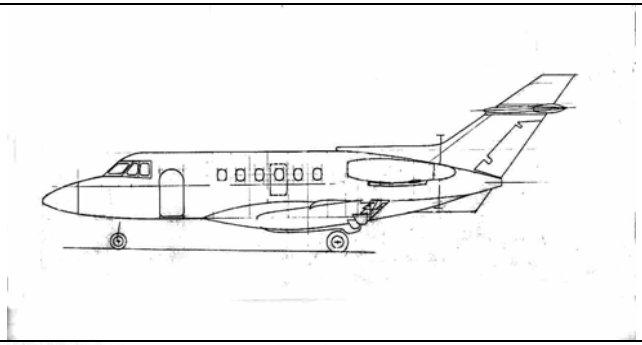
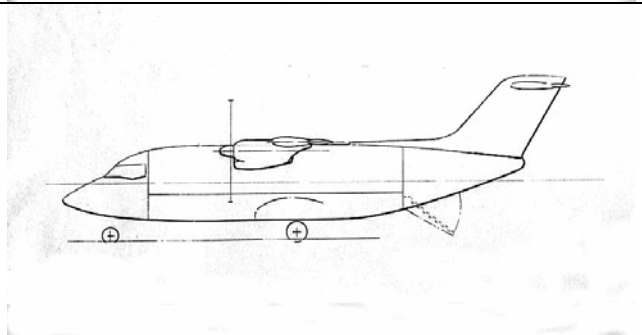
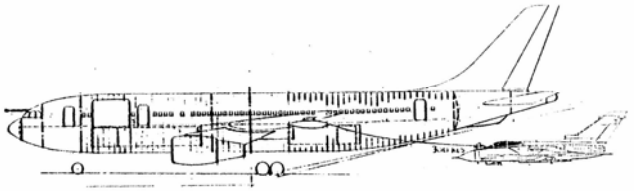
817	1970	Scaled down version of Type HS144. 2x M-45H. Not built.	
818	1970	This Type No. was used for a wide variety of military studies including variants of Vulcan, 748, Comet 4 (illus.), Nimrod and new designs. Studies only, none built.	
819	1970	Wide speed range aircraft. Not built.	

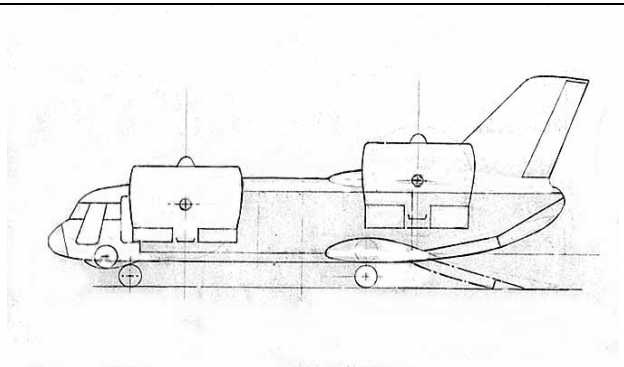
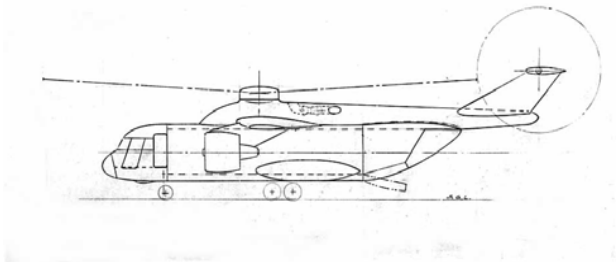
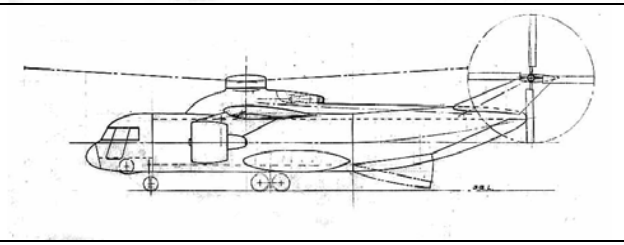
820	1970	Military transport “C-130 replacement”, based on Airbus A300B with 2x RB211-22. AUW 264,100lb Not built.	
821	1971	Feederliner (28-40 pax) using Type 748 fuselage. 2x ATF3, ALF502, T53 or T55. Span 67.32’, Length 68.5’, Height 23’, AUW 37,900lb. Not built.	
822	1971	Military transport “C-130 replacement”. 2x RB211-6 or scaled M56. Not built.	
823	1971	40-65 seat feederliner based on Type HS144. 3x 6,500lbst ALF502 turbofans. Span 83’4”, Length 88’, Height 28’, AUW 59,220lb.	

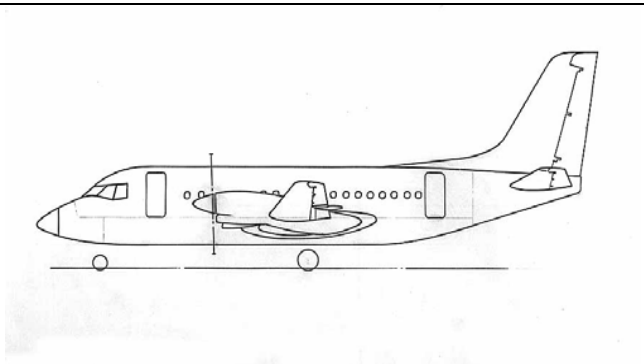
		Not built.	
824	1972	Feederliner powered by 2x M45H-01 (illust.) or scaled ALF502 for comparison with Type 823. AUW 42,500lb Not built.	
825	1972	Remote controlled fleet protection a/c Not built.	
826	1972	Military transport derived from A300B-2. Range of studies considered with 2x CF6-50, RB211-22X or RB211-524, different floor arrangements and rear fuselage arrangements. Span 147’, Length 151’7”, Height 49’, AUW 290,000lb Not built.	

827	1974	Third level airliner derived from Type 748. 2x ALF502.	
828	1975	Mobile flying sonobuoy. Not built.	
829	1975	Military support a/c based on Mercure wih 2x CFM56 or HS146 with 4x RB401. Not built.	
830	1975	As above but new design. 4xRB401 or scaled RB415. Span 93.8', Length 104.6' Height 30.25', AUW 117,500lb. Not built.	

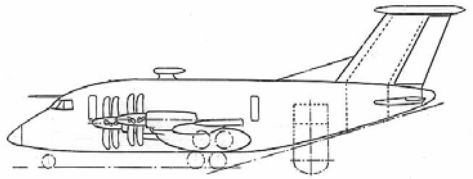
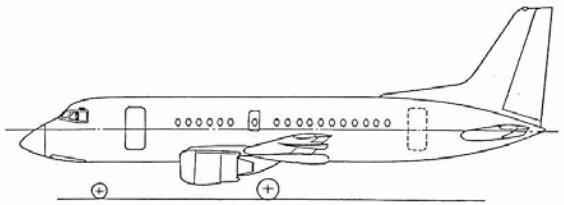
831	1975	Advanced turboprop feederliner. Not built.	
832	1975	Short haul 42 seat turbofan airliner based on Type 748 Srs.5. 2x RB415.Span 84.14’, Length 68’, Height 26’. Not built.	
833	1976	Advanced turboprop using A300B fuselage and 15deg. Swept wing. Rear mounted engines. Span 168’. Not built.	

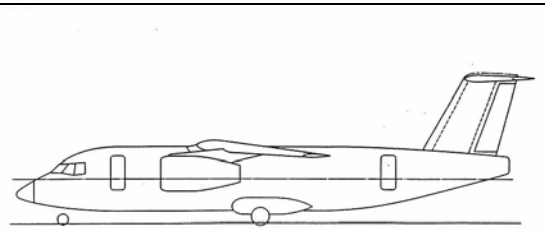
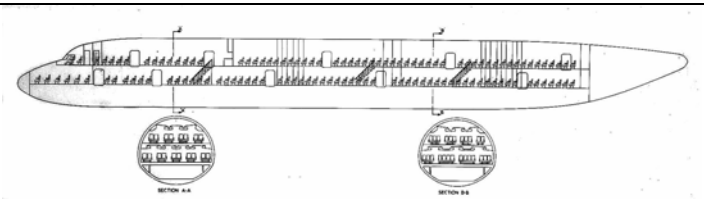
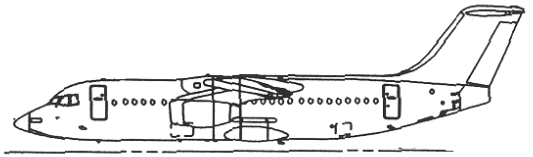
834	1976	HS125-600 turboprop development. Not built.	
835	1976	High wing advanced turboprop feederliner. Not built.	
836	1978	Multi-Role support a/c (MRSA) based on the A300C4. AUW 398,000lb Not built.	

837	1978	Design studies for military VTOL a/c. Various studies including illustrated scheme. See also Type 837A & 837B below. None built.	
837A	1978	As above for British Army. Not built.	
837B	1978	As above For the US Navy. Not built.	
838	1979	Provisional studies for NATO NIAG programme. None built	
839	1979	100 seat a/c study. See also Types 809 & 810. Not built.	

840	1982	“748 replacement” using Fuel Efficient A/c Technology specification (FEAT). 64 seater using HS146 components & 2x RB510 turboprops. High & low wing versions. Low wing ,as illustrated Span 96.27’, Length 76’, Height 29.5’. Not built.	
841	1983	Future International Military Airlifter (FIMA). Provisional studies. This requirement was finalised as the A400M.	
842	1983	Fleet protection AEW a/c studies. Not built.	
843	1982	Multi-Role version of the A300 for the RAF . Not built.	
844	1982	AEW/Multi-Role version of the A310 for the RAF . Not built.	
845	1982	AEW/Multi-Role version of the Type 748 for the RAF . Not built.	

846	1983	Advanced Turboprop (ATP). 64 seat development of the Type 748 with 2x 2,600shp PW126A. Renamed Jetstream 61 April 1993. Span 100.5', AUW 50,550lb. 63 built	
846	1993	Jetstream 61. Developed from ATP with 70 seats for production at BAE Prestwick plant. 2x PW127D. AUW 52,200lb. I built.	
846		Jetstream 51 & 71. Proposed studies for further development of the ATP with T-tails Seating for 50 & 72 respectively. Not built.	
847	1982	AEW/muti-role variant of the A300B for the RAF. Span 148.77', Length 201.5', Height 54.23', AUW	

		364,000lb. Not built.	
848	1983	80 seat feederliner (FEAT). Not built.	
849	1984	Studies for Next Generation Maritime Reconnaisance aircraft (NGMR). Not built.	
850	1987	High wing 20-36 seat business/commuter a/c. 2x R-R RTM322-06 turboprops. Not built.	
851	1988	High speed commuter a/c. High & low wing versions using shortened ATP fuselage & Bae 146 outer wing panels and pylons. Not bult.	
852	1988	Long term commuter a/c system studies. Not built.	

853	1989	75 seat airliner studies in high & low wing versions with 2 or 3 engines. Not built.	
854	1989	50 seat airliner using “Hub bypass” engines. Not built.	
855	1989	600-1,500 seat “Boeing 747 replacement” Not built.	
856	1990	Jetstream 41 replacement study. Not bult.	
857	1993	‘RJ-X’ 120 regional airliner study to form the basis of a joint Avro International Aerospace/Taiwan collaborative project using 2x BR715 turbofans. Not bult.	
858	1994	Various development studies of the Avro RJ (ex HS146) Designated RJ-Q/R/T & W. Not built.	

859	1995	AI(R) 70 seat twin-jet airliner using ATR72 fuselage & Avro RJ wing. Not built.	
860	1965	Type 806 re-designated. Note; by this time a swept fin had been introduced.	
861	1995	Airbus International Asia (AIA) study for a joint project with China. Not built.	

862	1999	RJX. Development of the Bae146/Avro RJ using Honeywell AS977 turbofans. 3 built.	

BIBLIOGRAPHY

The following is a list of selected books for those who wish to probe deeper into the subject:-

Avro The history of an aircraft company.	H.Holmes.	Tempus	2004	ISBN 1 86126 651 0
Avro Aircraft since 1908	A.J.Jackson	Putnam	1990	ISBN 0 85177 8348
AVRO An aircraft album	E.A.Harlin & G.A.Jenks	Ian Allan	1973	SBN 7110 0342 4
AVRO FlyPast Reference Library	D.Hannah	Key Pub.	1983	ISBN 0 946219 07 9
Architect of Wings. R.Chadwick biog.	H.Penrose	Airlife	1985	ISBN 0 906393 55 8
Stuck on the Drawing Board	R.Payne	Tempus	2004	ISBN 0 7524 3172 2
Project Cancelled	Derek Wood	Janes	1986	ISBN 0 7106 0441 6
Trials, Troubles & Triplanes	P.Jarrett	Adhoc	2007	ISBN 978 0 946958 65 8
The Anson File	R.C.Sturtivant	Air-Britain	1988	ISBN 0 85130 156 8
Avro Anson Mks.I,III,IV & X	A.W.Hall & E.Taylor	Allmark	1972	ISBN 0 85524 065 2

Avro Manchester	R.Kirby	Midland Pubn.	1995	ISBN 1 85780 028 1
Avro Lancaster. The Definitive Record	H.Holmes	Airlife	1997	ISBN 1 85310 721 2
Lancaster. Story of a famous bomber	B.Robertson	Harleyford	1964	
The Shackleton	R.C.B.Ashworth	Aston Pubs.	1990	ISBN 0 946627 16 9
Lincoln at War 1944-1966	Garbett & Goulding	Ian Allan	1979	ISBN 0 7110 0847 7
Cierva Autogiros	P.W.Brooks	Airlife	1988	ISBN 1 85310 040 4
Avro 748	R.Church	Air-Britain	Due 2011	
Avro 748	H.Holmes	Tempus	2000	ISBN 0 7524 1758 4
Comet & Nimrod	R.Williams	Tempus	2000	ISBN 0 7524 1752 5

Acknowledgements

This has been a team effort by the Avro Heritage Centre, but particular mention should be made of Len Whalley who has performed miracles on some of the early drawings which had suffered from the rigours of time, fire and flood, Gerald Atkins and Maurice Peall who have sourced many of the photographs from our archive, Eric Harlin for his specialist knowledge of the early machines (and the Type 504 in particular), David Fildes who has overseen the design of this production, and finally our Chairman, Harry Holmes who has kept a professional eye on the whole project. Heritage staff apart, Mike Green must be given credit for 'biting the bullet' and creating an initial list from which this has been developed. Mike was part of the Initial Projects staff at Woodford, together with Mark Metcalfe and Graham Brown, and these people together with Alan Green, Peter Teagle and John Downey ensured that a great deal of material was saved from 'the skip'. Our thanks to them all, along with many other ex Woodford employees who have played their part and supported us. Many friends and fellow enthusiasts from outside Woodford have also assisted us, including many members of Air-Britain, Colin Huston of Cross & Cockade and Stuart Leslie to whom particular thanks should be made. As mentioned above, we have drawn on our own photo collection primarily, but the source of many pictures has been lost, so sincerest apologies to those not mentioned.
Finally, to those who wish to find more information, a suggested bibliography has been added to the end .