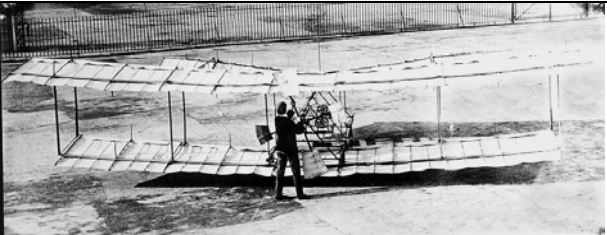

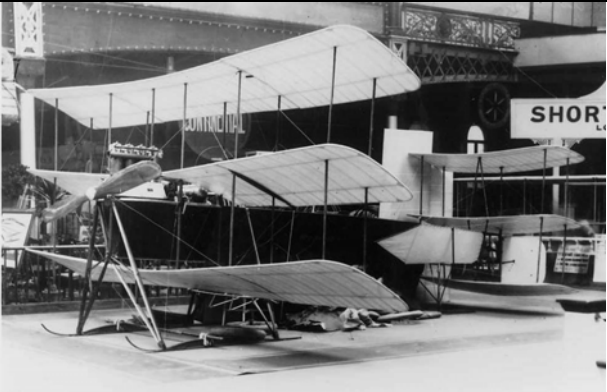



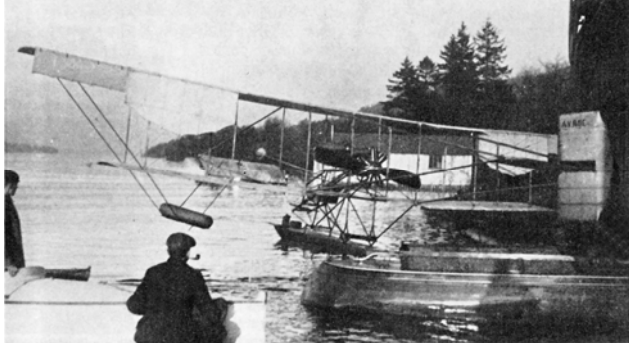





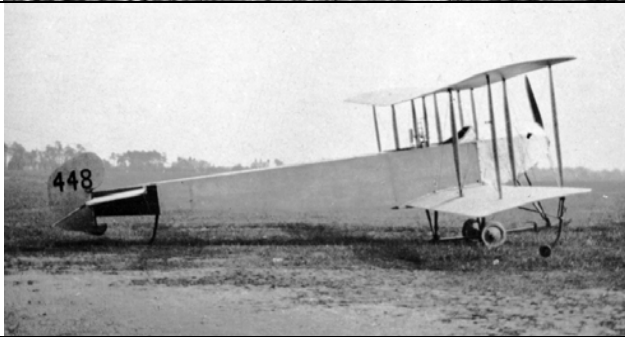



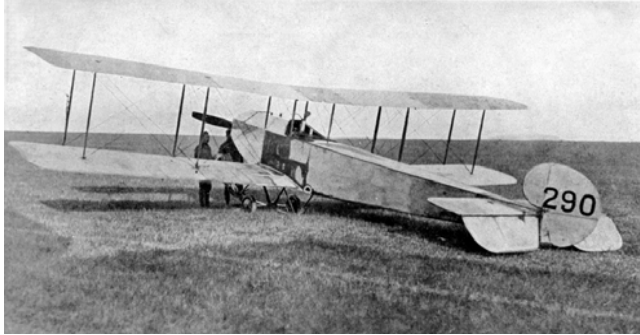
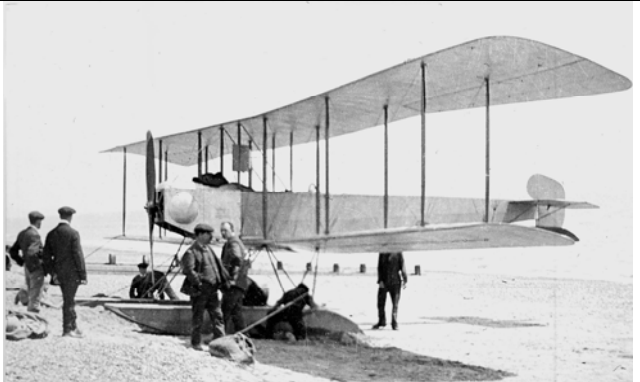

Roe I	1908	Canard biplane. 9hp JAP, later 24hp Antoinette. Tentative 'hops' at Brooklands. Span 36', Length 23', AUW 650lb. 1 only built.	
Roe I	1909	Triplane No.1 9hp JAP from Roe 1 biplane. Re-engined with 10hp JAP V-twin and made several 'hops' up to 10' high in July 1909. No.2 flown at Wembley Park in December 1909. 20hp 4 cylinder JAP. Span 20', Length 23', AUW 450lb. 2 built	
Roe II	1910	Triplane 'Mercury' 35hp Green. Displayed at Olympia Aero Show 03.1910(illus.) Span 26', Length 23', Height 9', AUW 550lb. 2 built	



Roe III	1910	<p>Triplane. 2 seat version of above. Wing warping replaced by ailerons & 4-wheel undercarriage. 35hp JAP V-8. 3rd & 4th Roe IIIs to USA. Span 31', Length 23', AUW 750lb 4 built</p>	
Roe IV	1910	<p>Triplane. 35hp Green. Similar to above with radiator re-positioned. Span 32', Length 30', Height 9', AUW 650lb 1 built</p>	
-----	1910	<p>Farman-type pusher biplane built to the order of Maurice F. Edwards of Bolton who built Avro engines. 20hp Avro air-cooled flat twin engine. 1 built</p>	


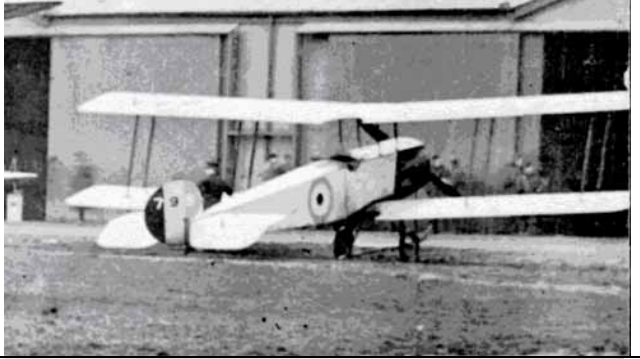

Type D	1911	<p>Two seater biplane: No.1 35hp Green, converted to seaplane for Commander Swann RN (illus.). No.2 60hp ENV "Circuit of Britain" sesquiplane. No.3 biplane 35hp Green. No.4 single seater biplane 45hp Green. No.5 sesquiplane 35hp Green. No.6 single seater biplane 35hp Viale. No.7 50hp Isaacson.</p> <p>Span 31' (Nos.2&5 33'/23'), Length 26', Height 9'2",AUW 500lb (seaplane 1,000lb), Nos.2&5 550lb. 7 built.</p>	
-----	1911	<p>Curtiss-type pusher landplane built to the order of Capt.E.W.Wakefield of Kendal.50hp Gnome. Converted to "Water Bird " at Bowness & flown extensively on Windermere(illus.).</p> <p>Span 41'/32', Length 36'5", AUW 1,130lb 1 built</p>	
-----	1911	<p>Duigan. Single seat biplane built to order of Mr.John R.Duigan of Victoria, Australia. Similar to the Type D, but with square-section fuselage instead of triangular section. 40hp Alvaston/ 35hp ENV. Converted to "Sea Bird" seaplane by Lakes Flying Co. with 50hp Gnome (illus.). Flown from Windermere during 1912 & 1913.</p> <p>Span 34' (Duigan) 39'4"/29'4" (Sea Bird), Length 29'4", Height 10'6" 1 built</p>	

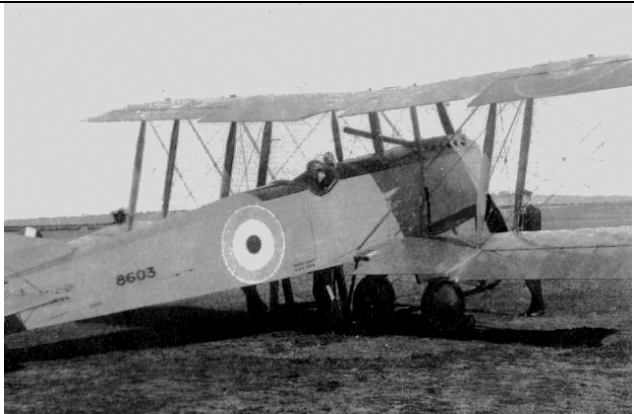
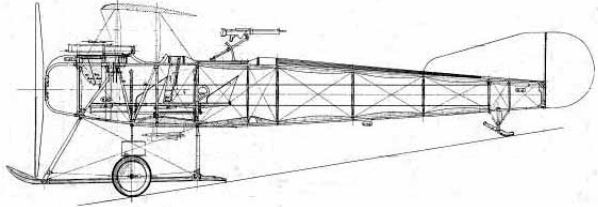
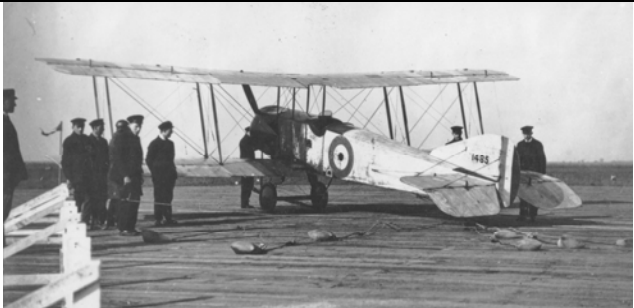
-----	1912	Burga. Biplane built to design of Lt.Burga of Peruvian Navy. Lateral control by 2 stabilisers fitted above & below front fuselage. 50hp Gnome. 1 built	
Type E	1912	Military Biplane. 60hp ENV/ 60hp ABC. Developed into Type 500. Span 35'3", Length 30'6", Height 9'9", AUV 1,650lb. 2 built	
Type F	1912	Cabin monoplane built for Military Trials. 35hp Viale. Span 23', Length 23', AUV 800lb. 1 built.	




Type G	1912	Cabin biplane built for Larkhill Military Trials. 60hp Green. Span 35'3", Length 28'6", A UW 1,792lb 1 built.	
500	1912	Military trainer for CFS based on Type E re-engined with 50hp Gnome. First Avro type to enter full production. Span 36', Length 29', Height 9'9", A UW 1,300lb 16 built	
501	1912	2 seat biplane seaplane. 100hp Gnome. First flown at Windermere. Rebuilt as landplane for RNAS (illus.) Span 47'6"/39'6", Length 33', Height 12'6", A UW 2,700lb 4 built.	



502		<p>Type Es. Royal Flying Corps aeroplane serial No. 290, one of a small batch of three single seater versions of the Type E known as the Es and later the Avro 502. They eventually equipped a flight of No 3 Squadron. These were the first machines to have the, soon to be famous, Avro 'comma' shaped, balanced rudder. [FAAM Photo JMBGSL]</p> <p>50hp Gnome. Span 36', Length 30'6", Height 9'9", A UW 1,650lb 5 built</p>	
503	1913	<p>Type H. 2 seat biplane built as seaplane & landplane versions. License built in Germany as the Gotha WD.1. 100hp Gnome Span 50'47", Length 33'6", Height 12'9", A UW 2,200lb. 2 built + 6 by Gotha</p>	
504	1913	<p>2 seat tractor biplane developed from the Type 500. 80hp Gnome. Purchased by the Daily Mail newspaper in 1914, re-engined with 80hp Gnome Monosoupape & fitted with interchangeable wheels & floats (illus.) It then toured UK holiday resorts during the summer giving joy-rides. Production followed, including 63 for the RFC & RNAS. Span 36', Length 29'5", Height 10'5", A UW 1,700lb.</p>	



504A		<p>The next production batch was for the RFC who had requested different changes to the aeroplane than the RNAS. Their modifications were confined to the wings that had strengthened spars and shorter ailerons. As this change request had preceded those of the RNAS, the RFC machines took the designation Avro 504A. However, in order to ease production the RNAS cockpit changes were retained. The photo shows an early production 504A. Various rotary engines were used. [FAAM Photo JMBGSL]</p>	
504B		<p>At the outbreak of the First World War the RNAS ordered a batch of 50 Avro 504s. These were built during the first half of 1915. As production progressed the RNAS specified, first a change to a fixed fin and rudder and later, modifications to the pilot's cockpit sides to enable him to lean out to operate a bomb sight. This photo shows 504 serial 1002 after conversion to 504 B standard. [FAAM Photo JMBGSL]</p>	


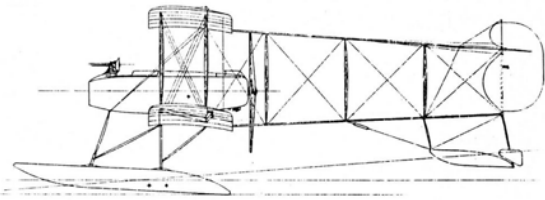
504C		<p>In November 1914 three RNAS Avro 504s were dispatched from Belfort, France to attack the Zeppelin shed at Friedrichshafen on Lake Constance. Despite losing one aeroplane the raid was considered such a success that the RNAS directed Avro's to redesign the Avro 504B to fit bomb racks under the fuselage and remove the front cockpit, replacing it with a large tank to carry fuel for a 6 hour flight. In this form the machine was produced as the 504C.80hp Gnome. [FAAM Photo JMBGSL00858]</p>	
504D		<p>The last 6 machines of the RFC Avro 504A production batch 750 – 799 were completed as single seat 504D long range bombers which were the equivalent of the RNAS 504Cs, but retained the RFC wings and 'comma' shaped rudder. Unfortunately they did not find favour and no more were built.</p>	
504E		<p>The production fuselage parts which were completed before cancellation of the RFC 521 project were almost certainly used by Avro in the next design, the Avro 504E, as can be seen by comparing the two photographs above. Only 10 machines (9276 – 9285) were built, powered by the 100 hp Gnome Monosoupape, indicating that the Navy was not happy with the design either. [IWM Photo]</p>	

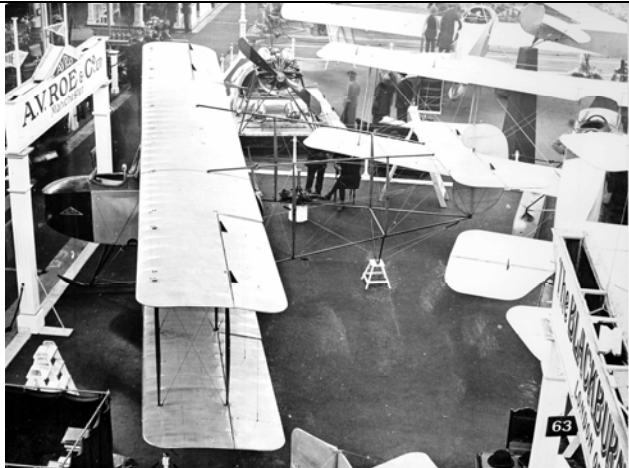
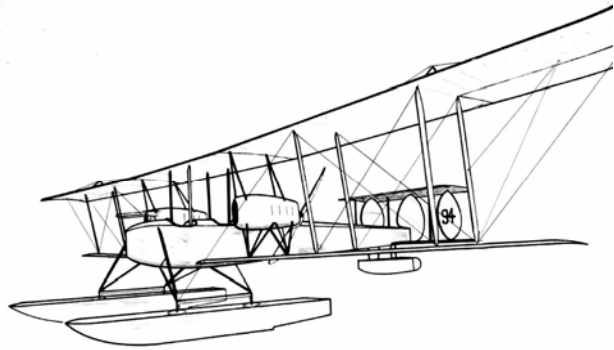
504F		<p>In February 1916 the last Avro built 504C of the Royal Naval Air Service batch 8574 – <u>8603</u> was completed as the sole 504F, shown above, powered by the 75 hp. 6 cylinder in-line Rolls Royce Hawk engine. This was evidently unsuccessful as a planned production batch of 30 machines was cancelled and replaced by standard 504Cs. [P Jarrett Photo Collection]</p>	
504G		<p>In December 1916, at the behest of the RNAS, Avros redesigned the 504B as a universal training aircraft the 504G. This was to be fitted with dual controls and a synchronized Vickers machine gun for the front pilot whilst in the rear cockpit, which had a removable control column, provision was made for a Scarff ring and Lewis gun for observer training. The machine was also fitted with small racks for practice bombs.</p>	
504H		<p>The last of the Royal Naval Air Service variants was the Avro 504H, which was a specially strengthened 504C, fitted with a padded pilot's seat and a pivoted hook under the rear fuselage for arrester cable trials. Nothing is known of these trials, but the system was shelved and not re-adopted by the Navy until some years later. [FAAM photo JMBGSL00853]</p>	



504J		<p>As 504A production increased, in early 1917, a crisis was reached when 80 hp. engines became in short supply as makers concentrated on their more powerful 100 and 110 hp. engines. Fortunately it was found that the 504A would accept the 100 hp. Gnome Monosoupape with only minor changes to the engine mounting, modifying the cowl by bulging it to accommodate the larger diameter and providing larger cut outs to aid cooling. This version became the Avro 504J.</p>	
504K		<p>In 1917 a new improved system of pilot training was developed by Col. Smith - Barry at the School of Special Flying, Gosport which standardised on the Avro 504J. Thus in order to adopt this system, large quantities of 504Js were required and ordered but, unfortunately, engine production could not keep pace with airframes. Avros therefore redesigned the forward fuselage and engine mounting of the 504J to take any of the 80 to 110 hp. engines that were in RFC service. Thus was created, the soon to be the most famous variant, the Avro 504K. [FAAM photo JMBGSL]</p>	
504L		<p>The next development of the 504 was the 504L. This was to have been a seaplane trainer identical to the 504K but fitted with pontoon floats and a fixed fin. In the event, with the end of the War, the RAF had no requirement for such a machine. But, however, a number of these aeroplanes were modified, by the addition of the extra seat for joy riding, and were operated from the beaches of British coastal resorts. This photo shows one of the early ATC machines at Birkenhead Docks.</p>	

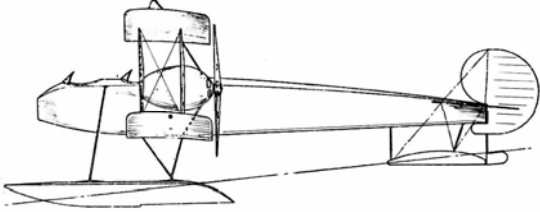
504M		<p>Possibly the first civil variant constructed after the end of World War I was the Avro 504M (K134) which was a 504K with the rear controls removed and an additional passenger seat fitted, enabling it to carry two passengers together with the pilot. Its main distinguishing feature was however the enclosed hoods for the occupants which enabled ladies to be carried without the risk of their hat's being blown away! The aeroplane proved to be unpopular however, and no more were built.</p>	
504N		<p>In October 1922 design work started on a new version of the 504K to fit a new seven cylinder radial, the Armstrong Siddeley Lynx. This was designated the Avro 504N and as time progressed features were added namely the long travel undercarriage and twin 18 gallon upper wing fuel tanks which later characterized the standard production version. 215hp AS Lynx IVC. Span 36', Length 28' 11", Height 10' 10", AUV 2,260lb 511 built for RAF plus large numbers of exports, license-built & 504K conversions.</p>	

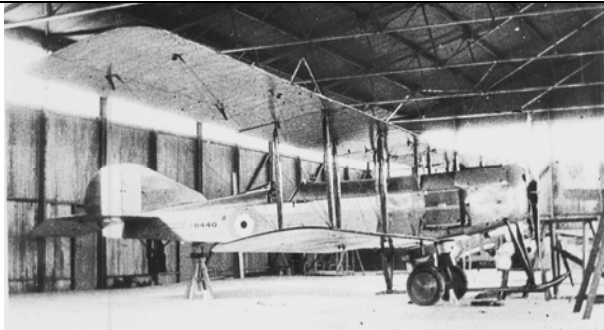


504O		<p>The Avro 504O, first produced in 1924, was a floatplane version of the 504N which had the fixed seaplane fin. The photograph shows an aircraft of the Greek Air Force on test at Hamble in 1925. These were unusual in that they were supplied with both land and seaplane undercarriages which were easily interchanged. The Chilean Air Force also acquired a total of 13 which were tested with landplane undercarriages. Others were bought by the Brazilians and a sole example was sold to Japan.</p>	
504P		<p>Variant of Type 504N with side-by-side seating. Not built.</p>	
504Q	1924	<p>Avro 504Q seaplane for the Oxford University Arctic Expedition. To produce an aeroplane as quickly and cheaply as possible the fuselage of the Type 546 was re-used, fitted with a 160 hp. Lynx engine, wings with tapered ailerons and twin 18 gallon fuel tanks. It was tested at Hamble in June before being shipped to the Isle of Spitzbergen. In the Arctic many flights were made and despite a number of accidents the aeroplane was kept in commission until the engine was removed and the airframe was abandoned at Liefde Bay, in September 1924, when the expedition returned to England.</p>	

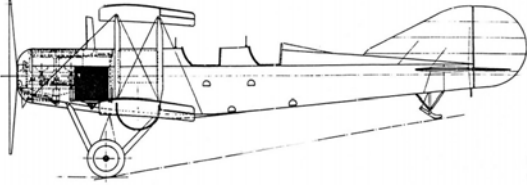
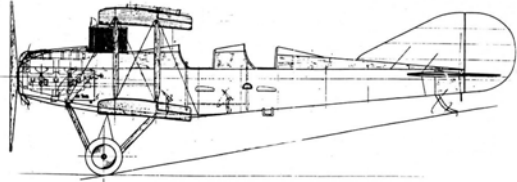


504R		<p>GOSPORT. The Avro 504R which was an updated light-weight variant initially powered by an improved 130hp. Clerget rotary engine intended as a low powered training aeroplane for small air forces or flying clubs. Although 504Rs were sold to Peru and Japan it was obvious that the days of the rotary were numbered and the machine was therefore re-engined with the 150 hp. Armstrong Siddeley Mongoose radial. In this form it was sold, as a basic trainer, to Belgium and Estonia.</p>	
505		Type No. not used	
506	1913	<p>Type J. Twin float pusher seaplane Gun Carrier. 160/200hp Gnome. Span 70', AUV 3,800lb. Not built</p>	
507	1913	Type No. allocated for the manufacture of a set of mainplanes for Mr. Leigh.	


508	1913	<p>2 seat Reconnaissance pusher biplane. 80hp Gnome. Exhibited at 1914 Olympia Aero Show (illus.). No evidence of usage. Span 44', Length 26'9", Height 10', A UW 1,680lb. 1 built</p>	
509	1913	<p>Type No. originally allocated for a set of tanks & struts for the Walsh flying boat in New Zealand. Re-used for 3-seat seaplane to carry heavy calibre gun with 2x 120hp Austro-Daimler engines. Span 80'56', Length 44'3", Height 14'10", A UW 4,510lb. Order for one cancelled.</p>	




510	1914	<p>Large 2-seat biplane built for the 1914 Circuit of Britain Race. The Race was cancelled due to the outbreak of War & the aircraft was purchased by the Admiralty, who later ordered a further 5.</p> <p>150hp Sunbeam Nubian. Span 63'38'6", Length 38', AUW 2,800lb. 6 built</p>	 <p>A black and white photograph of a large, two-seat biplane, the Sunbeam Nubian, parked on a beach. The aircraft is a high-wing biplane with a very long, narrow fuselage. Several people are standing around the plane, and the background shows a beach and some buildings.</p>
511	1914	<p>"ARROWSCOUT". Single seat scout with single bay swept wings. First Avro design to incorporate flaps to aid slow speed landing. Used for racing briefly before re-building as the Type 514.</p> <p>80hp Gnome Monosoupape. Span 26', Length 22'4", Height 9'4", AUW 1,165lb. 1 built.</p>	 <p>A black and white photograph of the Avro Arrowscout biplane. It is a single-seat, single-bay biplane with swept wings. The word "AVRO" is prominently displayed on the side of the fuselage. The aircraft is parked on a flat, open area, possibly a beach or airfield.</p>
512		<p>Landplane biplane with 65hp Austro-Daimler engine. Span 26' Not built</p>	

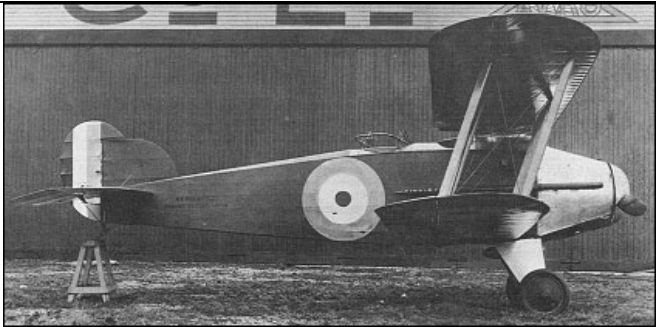

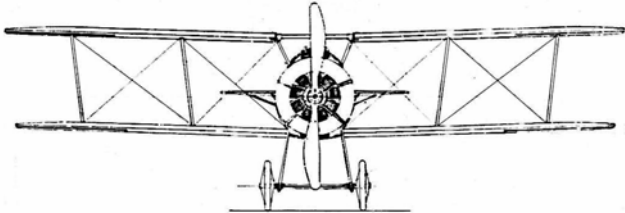
513	1914	<p>2 seat twin-engined seaplane bomber with folding wings & twin floats. 2x 80hp Gnome Span 72'47", Length 36'6" Not built.</p>	
514	1914	Type 511 rebuilt with unswept wings.	
515	1914	Biplane with 150hp Sunbeam engine. Not built	
516	1915	Tractor monoplane with 80hp Gnome. Not built	
517	1915	Biplane version of above. Not built.	
518	1915	Single seat tractor aircraft with 150hp Sunbeam engine. Not built.	

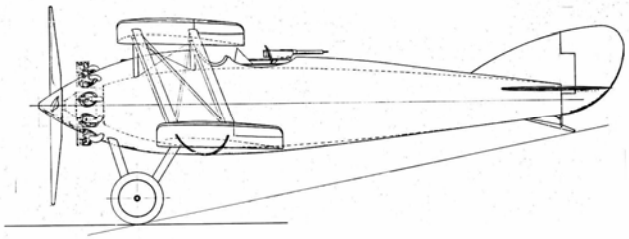

519	1916	<p>Single seat sesquiplane for RNAS. 150/225hp Sunbeam Nubian. Span 63'38", AUV 3,000lb. 2 built.</p>	
519A	1916	<p>2 seat version of above for RFC. 2 built.</p>	
520	1915	<p>Single seat landplane for RNAS with 150hp Sunbeam engine. Not built.</p>	
521	1915	<p>The Avro 521 was designed for the RFC in September 1915 and powered by a 100 hp Clerget rotary engine, was probably intended as a high speed unarmed observation machine. The aircraft had 30 foot span single bay wings and used many standard Avro 504 components. A production batch of 25 aircraft was ordered but these were cancelled when the official test reported that it was 'unpleasant to fly'. [IWM Photo MH3427]</p>	

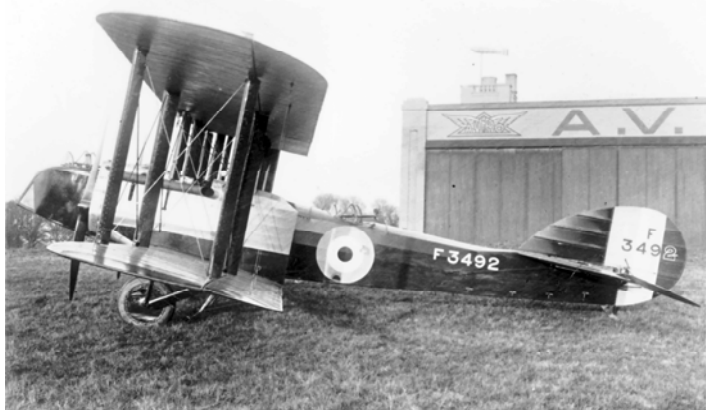
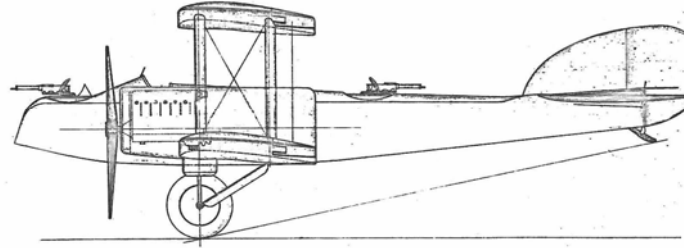
522	1915	2 seat landplane for RFC with 225hp Sunbeam engine. Span 46', Length 33', Height 12'. Not built.	
522A	1916	Variant of above designed as a bomber to A.M. Class IV. 225hp Sunbeam. Span 46', Length 35'4", Height 11'5". Not built.	
523	1916	PIKE. Long range reconnaissance fighter or short range day/night bomber to A.M. Types IV, VI & VII. 2x 160hp Sunbeam engines driving pusher props. Delivered to RNAS. Span 60', Length 39'1", Height 11'8", A UW 6,064lb. 1 built.	
523A	1916	PIKE. As above with 2x 150hp Green engines, initially driving pusher props, but later modified with tractor props (illus.). Used for experimental work. 2 ordered, but possibly only one built	



523B		PIKE. As above with higher power Sunbeam engines. Not built.	
523C		PIKE. As above with Rolls-Royce engines. Not built	
524		Scout aircraft with 80hp engine. Not built.	
525	1915	Single seat ground attack aircraft to A.M. Class II. Not built	
526	1915	Variant of Type 525 with monoplane tail. Not built.	
527	1915	Modified version of Type 504E as reconnaissance/fighter for the RFC with single Lewis gun on rear cockpit. 150hp Sunbeam engine. Span 36', Length 29'5", Height 10'5" 1 built	
527A	1915	As above with 42' span wings. Not built.	



528	1915	<p>SILVER KING. Bomber version of the Type 519 for the RNAS. Fitted with bomb containers on inboard lower wings. 250hp Sunbeam engine. Span 65'55", Length 33'8", A UW 5,509lb. 1 built</p>	
529	1916	<p>Enlarged version of the Pike for the RNAS as a long range bomber. Fitted with folding wings & Lewis guns mounted on nose and rear cockpits. 2x R-R Falcon uncowlled engines driving handed props. Span 63', Length 39'8", Height 13', A UW 6,309lb. 1 built</p>	
529A	1916	<p>Version of above with 2x 230hp BHP engines. Span 64', Length 39'8", Height 13', A UW 7,135lb. 1 built</p>	

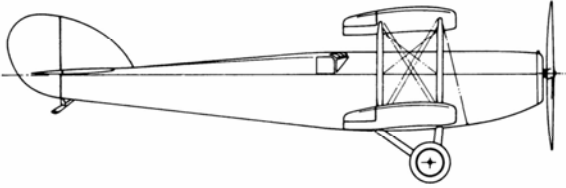


530	1917	<p>2 seat fighter built to the same requirement as the Bristol F.2b Fighter. The pilot was armed with a Vickers fixed forward firing gun & the observer's cockpit with a single Lewis gun on a Scarff ring. 200hp Hispano Suiza engine (first prototype) & 200hp Sunbeam Arab (second prototype). Span 36', Length 28'6", Height 9'7", A UW 2,600lb. 2 built, 2 cancelled.</p>	
531	1918	<p>SPIDER. Single-seat biplane fighter. 110hp Le Rhone, later 130hp Clerget. Span 28.5'/21.5', Length 20.5', Height 7'10", A UW 1,517lb Prototype only built</p>	
531A		<p>SPIDER. Modified from above with revised wings and struts. 130hp Clerget. Span 29'/27', Length 20.5', Height 8.5'</p>	



532	1918	2-seat General Purpose biplane designed to RAF Types IIIA,IIIB,& IVB spec'n. 350hp ABC Dragonfly. Span 40',Length 27' 10",Height 10' 2"	
533	1918	MANCHESTER I. 3-seat bomber/recce biplane. 2x 320hp ABC Dragonfly. Span 60',Length 37',Height 12.5',AUW 7,390lb.Prototype only built.	




533	1918	MANCHESTER II. As above with 2x 300hp Siddeley Puma. AUW 7,158lb. Prototype only built.	
533	1918	MANCHESTER III. As above with 2x 400hp Liberty 12s. Not completed	

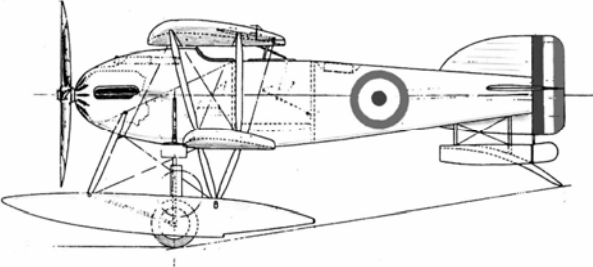

534	1919	<p>BABY. Single-seat sport biplane. 35hp Green. Span 25',Length 17.5',Height 7.5',AUW 857lb. 2 built</p>	
534A	1919	<p>WATER BABY. Floatplane version of above. 1 built.</p>	
534B		<p>Type 534 BABY with plywood fuselage & shorter bottom mainplane. 1 built</p>	

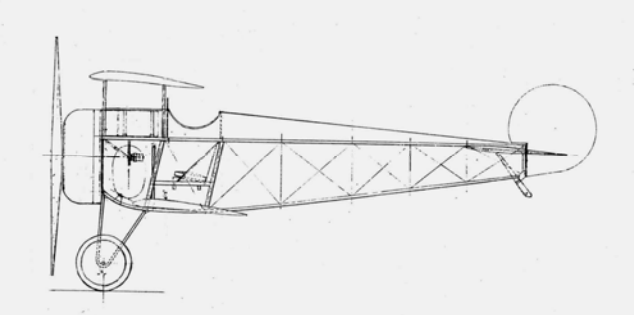


534C	1921	Single-seat racing version of BABY. Span 20'18',Length 17.5',Height 7.5' 1 built	
534D	1921	Tropical BABY. Span 25'23',Length 17.5',Height 7.5',AUW 950lb. 1 built	
534E		BABY variant with folding wings. Not built.	
534F		BABY variant with 100hp Lucifer engine. Not built	
534G		BABY variant with 60hp ADC Cirrus engine. Not built	



535	1919	<p>Long range biplane designed to compete for the "Daily Mail" Transatlantic prize. 275hp R-R Falcon, Span 45' Not built</p>	
536		<p>5-seat variant of 504K for pleasure flights. 150hp Bentley BR.1 or 130hp Clerget . Span 36'9",Length 29.5',Height 10'5",AUW 2,226lb. 22 built</p>	
537		<p>10 passenger biplane. 2x 300hp Siddeley Puma. Span 70',Length 46'5",Height 13'2". Not built</p>	




538	1919	Civil version of Type 531, intended for racing, but used for communications duties by Avro Transport Co. 150hp Bentley BR.1.Span 28',Length 20.5',Height 8.5',AUW 1,400lb. 1 built	
539	1919	Single seat racing biplane floatplane designed for the 1919 Schneider Trophy Race. 240hp Siddeley Puma. Span 25.5'/24.5',Length 21'4",Height 9'9", AUW 2,119lb. 1 built	




539A		Type 539 rebuilt with larger fin & rudder, then later as a landplane in 1920.	
539B	1921	Type 539A further rebuilt with 450hp Napier Lion.	
540		After the Great War a number of airforces adopted the Avro 504K as their standard training aeroplane. Amongst these was Japan, who also built them under licence. In 1920 Avro designed an observer training version for the Japanese, which was similar to the 504G in that the rear cockpit was modified to take a Scaff Ring and Lewis gun. This was given the type number Avro 540. [Avro Heritage Photo Collection]	



541	1919	Twin float recce seaplane to RAF Specn. Type XXI 300hp Siddeley Puma. Span 40' Not built	
542	1919	6 seat passenger aircraft. 450hp Napier Lion Not built	
543	1920	BABY. 2 seat version of Type 534. 35hp Green, later replaced by 60hp ADC Cirrus I. Span 25'/23', Length 20', Height 7.5'. 1 built	




544	1919	BABY. 2 seat version of Type 534. 80hp Le Rhone. Not built	
545	1919	Version of Type 504K. 90hp Curtiss OX-5. Span 36', Length 29'5", Height 10'5", A UW 1,829lb. 1 built	
546	1919	3-seat cabin version of Type 536. 150hp Bentley. Span 36'9", Length 29'5", Height 10'5", A UW 2,226lb. 1 built	



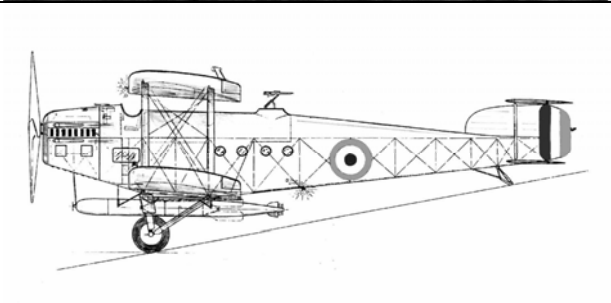
547	1919	4 Passenger triplane, using many Type 504 components. 160hp Beardmore. Span 37'3",Length 29'10", Height 14'5",Auw 3,000lb. 1 built	
547A	1920	Variant of above with 240hp Siddeley Puma. AUW 3,666lb. 1 built	




548	1918	<p>Variant of 504K. The 80 hp. Renault engine became available very cheaply from surplus stocks, thus one of these engines was fitted to a 504K airframe in July 1920, as the Avro 548 Tourist, the first machine was exhibited at the Olympia Aero Show and was later used for pleasure flying. Avros converted a further six airframes but the majority were built by outside firms and were also used for joy-riding or training. [Avro Heritage Photo Collection]</p> <p>Span 36',Length 29'5",Height 10'5",AUW 1,943lb 7 built by Avro , plus others.</p>	
548A	1920	<p>As above with 120hp Airdisco. AUW 2,150lb. 4 built as conversions.</p>	
549	1920	<p>ALDERSHOT Mk.I. Long range heavy bomber to Specn.2/20. 650hp R-R Condor III. Span 68',Length 39',Height 15'3",AUW10,764lb. 2 prototypes built</p>	


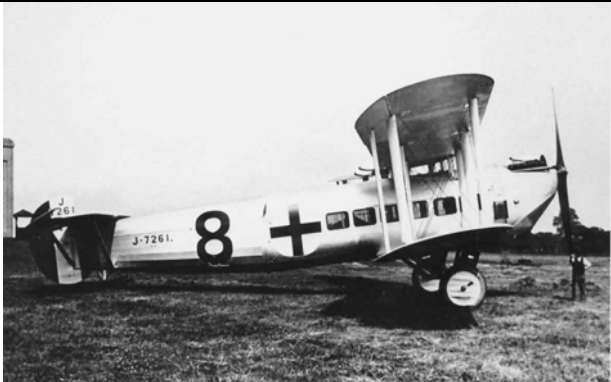
549A	1922	ALDERSHOT Mk.II. 1 st .prototype rebuilt with longer fuselage and strengthened undercarriage.Fitted with 1,000hp Napier Cub for engine for test work.	
549B	1924	ALDERSHOT Mk.III. Production version with lengthened fuselage. 650hp R-R Condor III. Length 45', AUW 10,950lb. 15 built and used exclusively by No.99 Sqn. at Bircham Newton	
549C	1926	ALDERSHOT Mk.IV. The Type 549A modified to fit 850hp Beardmore Typhoon I engine for test purposes.	

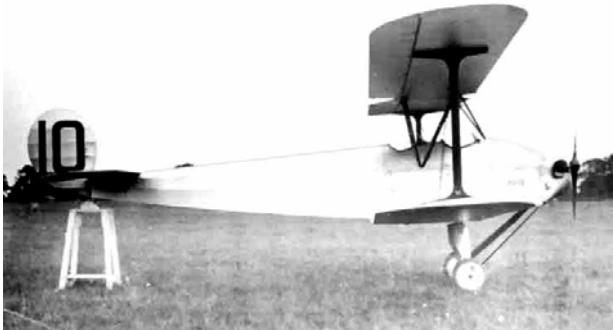

594M	1923	ALDERSHOT Mk.III fitted with experimental metal wings	
550		Variously referred to as a projected 3 seat Fleet recce. triplane to Spec.37/22, or a 15 passenger European transport with 3xR-R Condors to Spec.40/22.	
551		Early in 1921 the Avro 504K test airframe G-EAPR was fitted with a surplus 180 hp. Wolseley Viper V-8 water cooled engine and a radiator probably from a Martinsyde F4. In this form the machine was known as the type 551. As early as February 1921 design investigation was made into fitting a float undercarriage with the designation Avro 552. In this form machines were sold to the Argentine Navy as a seaplane trainer, and to the Canadian Air Board as a Forestry Patrol aircraft.	
552	1921	Further development of above as seaplane trainer. Production for Argentine Navy and Bulgaria. Span 36' AUV 2260 lb Production figures unknown	
552A	1923	As above produced by Canadian Vickers Ltd. For the RCAF. 14 built as land or seaplanes	

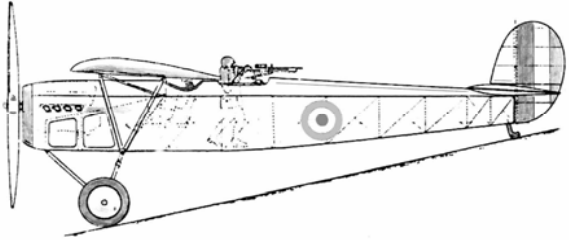


552B		As 552A with central single-float in place of twin floats.	
553	1920	Trainer version of Type 548. Not built	
554	1921	ARCTIC BABY. 2-seat floatplane version of Type 534 built for the Shackleton-Rowett South Pole Expedition, but not used. Sold to Canada and used for Seal spotting. 80hp Le Rhone. Span 26'3"/24', Length 22'5", Height 10'3", A UW 1,569lb	
555	1921	BISON. Deck-landing biplane to Spec.3/21 for Fleet Recce. 480hp Napier Lion II. Span 46', Length 36', Height 13'5", A UW 5,800lb. 3 prototypes & 12 production built.	

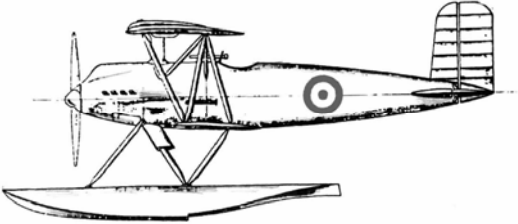

555A	1923	BISON IA/II. Developed version with raised centre-section to Spec.16/23. Height 14'2",Auw 6,132lb 41 built	
555B		BISON I. Amphibious version, with central float. Span 45'10",Length 37'4",Height 14'10", AUW 6,244lb. I conversion only.	
556	1921	Torpedo bomber to Spec.16/22. 1,000hp Napier Cub. Span 95',Length 58'3". Not built, developed into Type 557.	
557	1923	Single-seat monoplane. Wolseley Viper. AUW 2,450lb. Not built, Type No. re-used.	


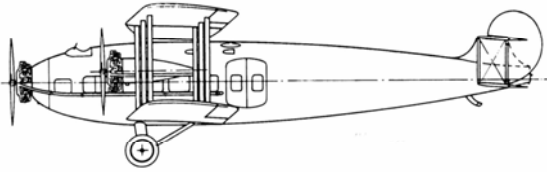
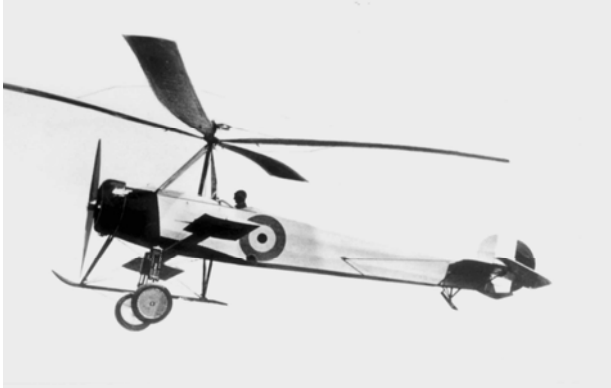
557	1923	AVA. Coastal defence 3-bay biplane to Spec.16/22. 2x 650hp R-R Condor III. Span 96'10",Length 61'9",Height 19'8",AUW 19,920lb. 1 Prototype only built.	
557A	1923	AVA. As above, but metal construction. Span 95'4" AUW 20,465lb. 1 prototype only built.	
558	1923	Single-seat light biplane built for 1923 Lympne Light A/c Trials. 1 st . a/c fitted with B&H engine, later 698cc Blackburne Tomtit. 2 nd . A/c with 500cc Douglas. Span 30',Length 19.5',AUW 480lb.	


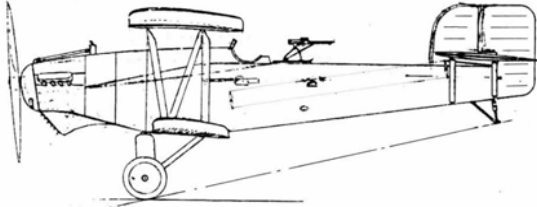
559	1923	Single-seat light monoplane for the Lypne Trials. Not built, replaced by the Type 560.	
560	1923	Single-seat light monoplane built for the same Trials as the Type 558. 698cc Blackburne Tomtit. Span 36', Length 21', AUV 471lb. I built.	
561	1923	ANDOVER. 12 passenger Ambulance biplane for the RAF. 650hp R-R Condor III. Span 68', Length 51'3", Height 15'3". 3 built.	

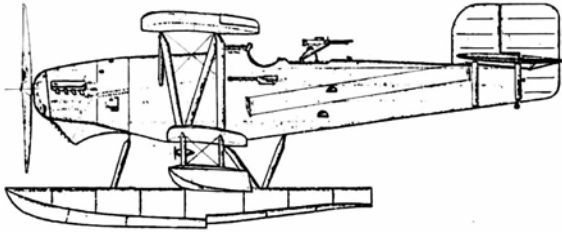
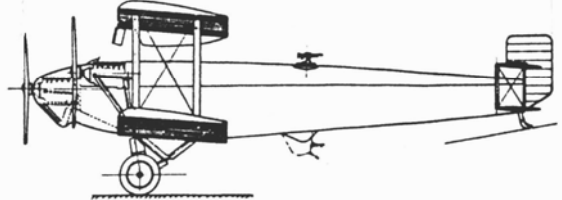
562	1924	AVIS. 2-seat light biplane built for the 1924 Lympne Trials. Fitted with various engines, including 35hp Blackburne Thrush & 36hp Bristol Cherub. Span 30' 1", Length 24', Height 14' 9", AUV 1,000lb. 1 built	
563	1924	ANDOVER. Civil version of Type 561. Span 68', Length 51' 7", Height 16' 1". 1 built	
564	1924	2-seat fighter monoplane with thick section elliptical wing. 650hp R-R Condor Not built	



565	1924	As above with Napier Lion engine.	
566	1925	<p>AVENGER. Private venture single-seat fighter. 525hp Napier Lion VIII. Span 32'28", Length 25.5', Height 10'3", A UW 3,220lb. 1 built.</p>	
567	1925	<p>AVENGER II. Type 566 rebuilt with equal-span wings with revised bracing. 553hp Napier Lion IX. Span 28', Height 9'9", A UW 3,414lb.</p>	



568	1925	All-metal single-seat fighter. Not built	
569	1927	AVENGER with RAF.30 section wings. Not built	
570	1925	Single-seat seaplane. Span 32'.Napier Lion. Not built	
571	1926	BUFFALO I. 2-seat private venture Naval Torpedo Biplane with folding wings.450hp Napier Lion VA. Span 46', Length 36.5',Height 13'9",A UW 7,430lb. Prototype only.	

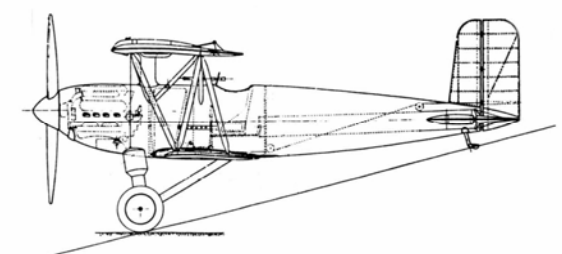

572	1927	BUFFALO II. Above aircraft rebuilt with new wings & 530hp Napier Lion XIA. Span 46',Length 38.5',Height 14'2", AUV 7,871lb(as seaplane)	
573	1926	Commercial biplane.3x Bristol Jupiter to Air Min Spec.26/24 for Imperial Airways. Span 100' Not built	
574	1926	CIERVA C.6C. Single seat autogiro using Type 504K fuselage. 130hp Clerget. Rotor Dia.36',Length 34' 5". 1 built	



575	1926	CIERVA C.6D. 2-seat autogiro using Type 504K fuselage. 130hp Clerget. Rotor Dia.36' 1 built.	
576	1926	CIERVA C.9. Single-seat autogiro using Type 581 Avian fuselage. 70hp A-S Genet. Rotor Dia.30', Length 24.5', AUW 1,073lb. 1 built.	
577	1926	General Purpose landplane biplane. Napier Lion Span 48' Not built	


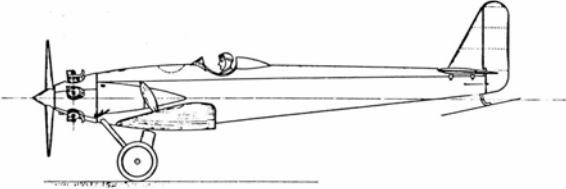
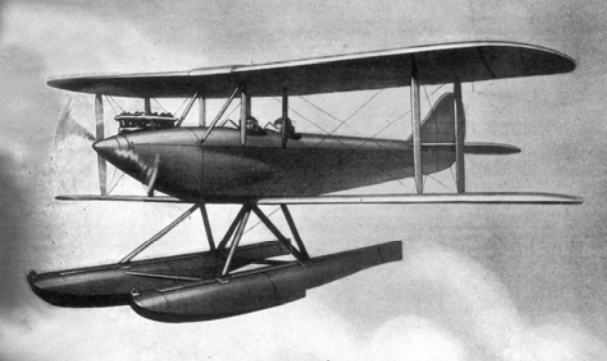
578	1926	Seaplane version of Type 577. Not built	
579	1926	Type 562 AVIS with RAF.15 section wings. Not built	
580	1926	Private venture bomber. 3x Bristol Jupiter. Span 165', Length 69'3", Height 23'9", AUW 26,000lb. Not built.	

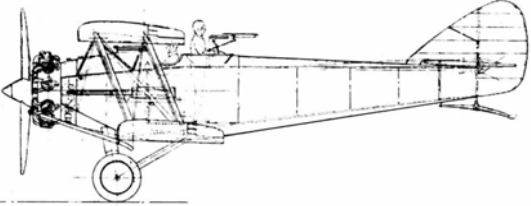
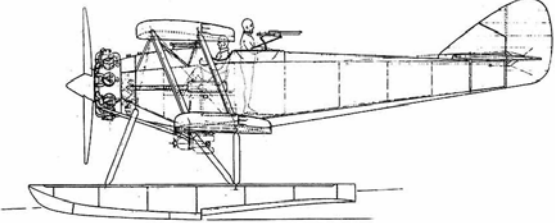
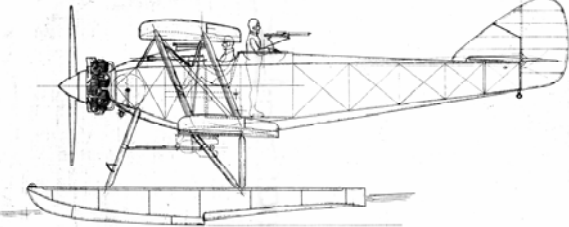
581	1926	<p>AVIAN. 2-seat light biplane. 70hp A-S Genet Span 32',Length 24'3",Height 8'3",AUW 1,600lb. Prototype only</p>	
581A	1927	<p>AVIAN. Type 581 modified with revised tail, and reduced span. Span 28',Length 24'3", Height 8.5'</p>	
581B		<p>Type No.allocated to production version of Avian. Type 594 used instead</p>	




581E		<p>Type 581 modified with 85hp ADC Cirrus II and wings of RAF 28 section from the Type 594C. Span 28' Converted by Bert Hinkler and used for UK-Australia record-breaking solo flight.</p>	
582	1926	<p>The designation Avro 582 was applied to an experimental version of the 504N, G-EBKQ, having new wings of symmetrical RAF 30 aerofoil section which housed the fuel tanks, Frise ailerons on the bottom mainplanes only, wing struts reduced to a 'K' arrangement and a simplified undercarriage. In this form the machine appeared at the Bournemouth meeting in April 1927 but by 1928 it had reverted back to 504N standard to become the test bed for the 210 hp. Bristol Titan radial engine.</p>	




583	1926	Avenger II with 570hp geared Napier Lion XI. Span 32' Not built	
584	1926	AVOCET. Single-seat sesquiplane all-metal fighter. 180hp A-S Lynx IV. Span 29', Length 27.5', Height 11' 10", AUV 2,495lb. 2 built, one with floats used for Schneider Trophy training at Calshot.	


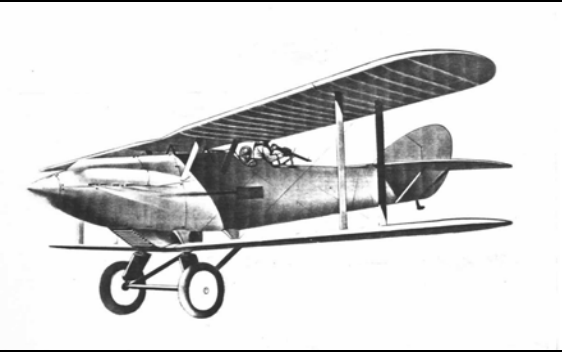
585	1926	Type 504R modified with Type 504N undercarriage & 90hp Avro Alpha . 1 built used for landing on Helvellyn.	
586	1926	CIERVA C.8V. 2-seat autogiro version of Type 552A. 180hp Wolseley Viper. Rotor Dia.38'9", AUV 2,768lb. 1 built, later re-converted back to Type 552A.	

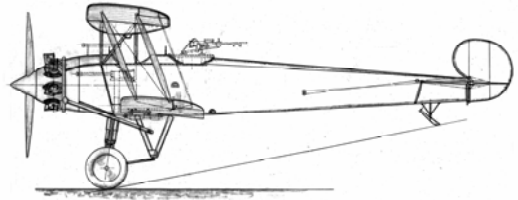
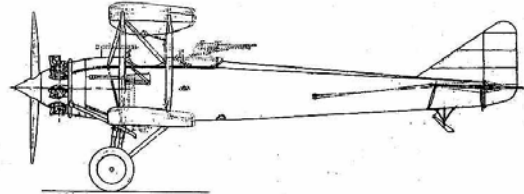
587	1926	CIERVA C.8R. Type 575 with new rotor & stub wings. Rotor Dia.39'8", AUV 2,212lb. 1 built	
588	1926	Type 581 Avian modified as monoplane racing aircraft. Not built.	
589	1926	Type 581 Avian floatplane. Not built	

590	1926	2-seat Army co-operation biplane to Australian Government Spec. 450hp Bristol Jupiter. Span 40' Not built	
591	1926	2-seat fighter variant of above. Not built.	
592	1926	Seaplane variant of Type 590. Not built	
593	1926	2-seat fighter seaplane version of Type 592. A-S Jaguar. Not built.	

594	1927	<p>AVIAN I. Production version of Type 581 with 85hp ADC Cirrus II. Span 28',Length 24'3",Height 8.5' 2 built.</p>	
594		<p>AVIAN II. Revised version of Mk.I with modified engine install'n.& undercarriage. 85hp ADC Cirrus II. A UW 1,467lb. 5 built.</p>	
594		<p>AVIAN III. Further developed Mk.II with steel tube struts. A UW 1,600lb. 34 built</p>	

594		AVIAN IIIA. Avian III fitted with 90hp ADC Cirrus III or 80hp Genet II AUW 1,435lb. 58 built, including 16 to U.S.(see photo)	
594		AVIAN IV. Avian IIIA with re-designed ailerons & undercarriage. 93 built	
594A	1927	AVIAN II with 100hp Avro Alpha. 1 built	

594B	1927	AVIAN II with 80hp A-S Genet II. 3 built.	
594C	1927	AVIAN II. Type 594A fitted with RAF.28 section wings for an attempt at Class Altitude Record.	
595	1926	'CN.2'. 2-seat land/seaplane to Spec.O.22/26. Napier Lion VA. Span 40', Length 33'9" Not built.	
596	1926	'CN.1'. 3-seat bomber version of above, equipped with Lewis Gun & Vickers forward-firing gun. Napier Lion V. Span 46', Length 37'10", Height 14'8". Not built.	
597	1927	2-seat landplane bomber version of Type 571. Not built.	

598		<p>WARREGULL I. 2-seat trainer for Australian Govt. based on the Type 504N. A-S Lynx Span 36',Length 29',Height10'11" Not built.</p>	
599	1927	<p>WARREGULL II. Re-designed version of above. Not built</p>	
599A	1927	<p>WARREGULL II. Seaplane version of above. Not built</p>	
600		<p>AVIAN III with RAF.15 section wings. Not built.</p>	
601	1927	<p>2-seat Reconnaissance aircraft. 450hp Napier Lion. Span 40', Length 32'</p>	