



Aircraft Data Sheet: C.O.W. Gun Fighter (1930)



First flight:	December 1930
Span:	12.45m/40ft 10ins
Length:	9.09m/29ft 10ins
Max weight:	1,792kg/3,885lb
Max level speed:	160knots/296kph
Power plant:	One 485shp/362 Bristol Mercury IIIA
Total built:	One

The specification which led to this aircraft (F29/27) was put forward to develop the use of the 37mm cannon produced by the Coventry Ordnance Works (C.O.W.). the aircraft which resulted, owed much of its configuration to the earlier Interceptor. The gun was set at an angle of 55° to fire up into the body of a bomber when the fighter was manoeuvred directly below. Trials were discouraging and the experiment was dropped. German night fighters achieved considerable success with a similar system during World War 2.

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Aircraft Data Sheet: De-Havilland DH-4



First flight:
Span: 12.92m/42ft 4ins..
Length: 9.35m/30ft 8ins
Max weight: 1,572kg/3,466lb
Max level speed: 103knots/192kph
Power plant: One 250shp/186kW
Rolls-Royce Eagle III
or One 230shp/172kW
Siddley Puma.
Total built: 142 (Westland built)

Westland produced these two seat day bombers during 1916-1917.



Aircraft Data Sheet: De-Havilland DH-9



First flight:
Span: 12.92m/42ft 4ins.
Length: 9.30m/30ft 8ins
Max weight: 1,508kg/3,325lb
Max level speed: 96knots/177kph
Power plant: One 250shp/186kW
Rolls-Royce Eagle III
or One
230shp/172kW
Siddeley Puma.
Total built: Approx 250 (westland
built). Full order not
completed.

Production of the DH-9 followed the DH-4 contract, approximately 250 machines were produced.



Aircraft Data Sheet: De-Havilland DH 9A



First flight:	
Span:	13.97m/45ft 10ins
Length:	9.07m/29ft 10ins
Max weight:	1,256kg/2,770lb
Max level speed:	104knots/193kph
Power plant:	One 400shp/298kW Liberty 12 or One 375shp/280kW Rolls- Royce Eagle VIII or One 450shp/336kW Napier Lion.
Total built:	355 (westland built)

The DH-9A was an important aircraft for Westland, who were given the responsibility for the installation of the American Liberty engine. Westland subsequently became prime contractor for the type, producing 355 aircraft. The effect was that the design capability at Westland became well established. The DH-9a providing a basis for much of its post war work.



Aircraft Data Sheet: Dreadnought (1924)



First flight:	9th May 1924
Span:	21.18m/69ft 6ins
Length:	17.07m/56ft 0ins
Max weight:	3,129.8kg/6,900lb, estimated
Max level speed:	102knots/190kph, estimated
Power plant:	One 450shp/336kW Napier Lion
Total built:	One prototype

The Dreadnought was built against an Air Ministry requirement to demonstrate the advantages of aerodynamic wing/fuselage design. The single prototype crashed during take off and work was discontinued.



Aircraft Data Sheet: F 20/27 Interceptor (1928)



First flight:	August 1928
Span:	11.58m/38ft 0ins
Length:	7.73m/25ft 4ins
Max weight:	1,508kg/3,325lb
Max level speed:	167knots/309kph
Power plant:	One 420shp/313kW Bristol Jupiter VII
Total built:	One

Offered in response to Air Ministry Specification F 20/27, the Interceptor was a bold attempt to introduce a monoplane configuration in the face of the official line which favoured biplanes. Sadly the overall performance and handling of the aircraft was not good and development was discontinued.

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Aircraft Data Sheet: **Hawker Audax & Hector Production** (1934/1935)



First flight:	
Span:	11.26m/36ft 11ins
Length:	9.09m/29ft 9ins
Max weight:	2,227kg/4,910lb
Max level speed:	162knots/301kph
Power plant:	One 575shp/429kW Rolls-Royce Kestrel X (Audax) One 600shp/447kW Rolls-Royce Goshawk VIII (Hector)
Total built:	42 Audax, 178 Hector

Westland produced 42 Audax and 178 Hector Army co-operation aircraft under licence from Hawker Aircraft Ltd.



Aircraft Data Sheet: Limousine I & II (1919)



First flight:	July 1918 (Limousine 1)
Span:	11.51m/38ft 2ins
Length:	8.46m/27ft 9ins
Max weight:	1,535kg/3,383lb
Max level speed:	78knots/145kph
Power plant:	One 275shp/205kW Rolls-Royce Falcon III
Total built:	1 (Limousine I) and 5 (Limousine II)

Designed as a light passenger transport, the Limousine was aimed at the hoped for post-war civil market which failed to materialise. Six aircraft were built.

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Aircraft Data Sheet: Limousine III



First flight:	Early 1920
Span:	16.46m/54ft 0ins
Length:	10.21m/33ft 6ins
Max weight:	1,734kg/3,823lb
Max level speed:	102knots/190kph
Power plant:	One 450shp/336kW Napier Lion
Total built:	2

The Limousine III was substantially larger carrying a pilot and five passengers and subsequently won first prize in the Air Ministry's Commercial Aircraft Competition. Only two examples were built.



Aircraft Data Sheet: Lysander (1936)



First flight:	15th June 1936
Span:	15.24m/50ft 0ins.
Length:	9.30m/30ft 6ins
Max weight:	2,685kg/5,920lb
Max level speed:	199knots/369kph
Power plant:	One 890shp/664kW Bristol Mercury VII.
Total built:	1,427 plus 225 in Canada

Probably the most famous of the Westland fixed wing aircraft, the Lysander was designed in response to Air Ministry Specification A 39/34 for a two seat Army Co-operation aircraft capable of operation from short fields or unprepared strips. The Westland response met the specification perfectly and was ordered in large quantities, but following the outbreak of war the Lysanders fared badly against the Luftwaffe when faced against full scale 'Blitzkrieg', for which it was never designed. Although many Lysanders continued to operate in less combatant roles, they are best remembered for their use in their clandestine role carrying agents into occupied France.



Aircraft Data Sheet: Parnall Hendy Heck (1934)



First flight:	July 1934
Span:	9.5m/36ft 6ins
Length:	7.9m/26ft 2ins
Max weight:	1,179kg/2,600lb
Max level speed:	161.5knots/289.68kph
Power plant:	One 200shp/149kW De-Havilland Gypsy Six
Total built:	One prototype built by Westland (7 aircraft subsequently built by Parnall)

This is an unusual example of one aircraft manufacturer building a prototype for another. Designed by B Henderson as Hendy 3308, it was intended for use by the celebrated sporting pilot Whitney Straight.

Westland built and flew the prototype for Hendy Aircraft Ltd who subsequently joined with G Parnall to form Parnall Aircraft Ltd, after Westland involvement ceased although limited production continued at the Parnall factory.



Aircraft Data Sheet: Pterodactyl IA & IB (1928)



First flight:	June 1928
Span:	13.87m/45ft 6ins
Length:	5.18m/17ft 0ins
Max weight:	408kg/900lb
Max level speed:	61 knots/113kph
Power plant:	One 32shp/48kW Bristol Cherub III. (Pterodactyl Ia) One 70shp/52kW Armstrong Siddeley Genet. (Pterodactyl Ib)
Total built:	One

The Pterodactyl I was the first of a series of experimental designs undertaken by Westland working with Capt. Geoffrey Hill to investigate the handling qualities of tailless aircraft. A control system consisting of wing tip 'elevons' and trailing edge flap/rudders was perfected and an extensive flight programme followed. A single prototype was built.



Aircraft Data Sheet: Pterodactyl IV (1931)



First flight:	March 1931
Span:	37.51m/44ft 4ins
Length:	5.94m/19ft 6ins
Max weight:	953kg/2,100lb
Max level speed:	98knots/182kph
Power plant:	One 120shp/89kW De Havilland Gypsy III
Total built:	One

The work carried out with the Pterodactyl I showed sufficient promise to make the construction of a more sophisticated aircraft a viable proposition. The Pterodactyl IV was capable of carrying a crew of three in an enclosed cabin. Trials demonstrated a high level of control and manoeuvrability, coupled with good handling characteristics, it was also possible to vary the wing sweep in flight.



Aircraft Data Sheet: Pterodactyl V (1934)



First flight:	May 1934
Span:	14.22m/46ft 8ins
Length:	6.96m/22ft 10ins
Max weight:	2,313kg/5,100lb
Max level speed:	165knots/306kph
Power plant:	One 600shp/447kW Rolls-Royce Goshawk
Total built:	One

Such was the promise of the Pterodactyl demonstrations that an order was placed for a prototype capable of development into a fighter (Air Ministry Specification F 3/32). The Pterodactyl V incorporated many of the features demonstrated by the earlier aircraft plus provision for armament. Trials at Farnborough led to the conclusion that the tail-less configuration did not offer any significant improvement over conventional fighters then under development.

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Aircraft Data Sheet: Short 166 (1916)

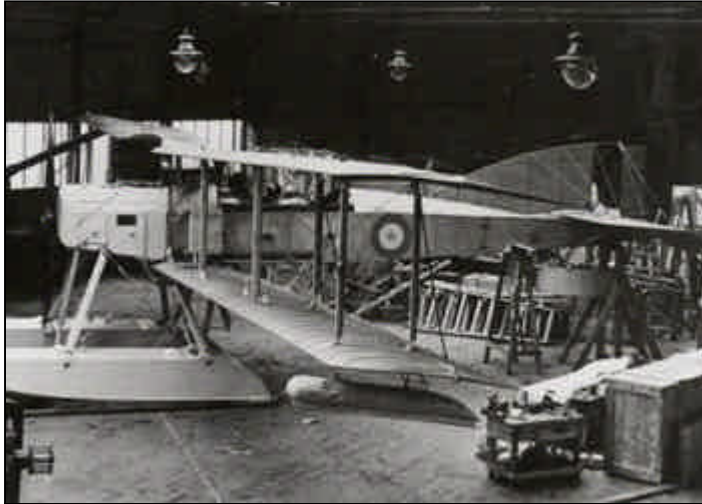


First flight:
Span: 17.45m/57ft 3ins.
Length: 12.38m/40ft 7ins
Max weight: 2,077kg/4,580lb
Max level speed: 56knots/105kph
Power plant: One 200shp/149kW
Sunbeam radial
Total built: 20 (Westland built)

Similar in appearance, but smaller than the Short 184. Westland was tasked with modifying the structure to allow bombs to be carried. A total of 20 were built at Yeovil.



Aircraft Data Sheet: Short 184 (1916)



First flight:	
Span:	19.36m/63ft 6ins
Length:	12.38m/40ft 7ins
Max weight:	2,313kg/5,100lb
Max level speed:	65knots/121kph
Power plant:	One 225shp/168kW Sunbeam inline
Total built:	12 (Westland built)

Designed by Short Brothers as a torpedo carrying seaplane, Short 184s were the first aircraft to be built at Yeovil with a contract to build 12 aircraft. Completed aircraft were delivered by rail to Hamble on the Solent for final assembly and test. A Westland built Short 184 served with the fleet at Jutland, the remains of this aircraft are on view in the Fleet Air Arm Museum at Yeovilton, Somerset.



Aircraft Data Sheet: Sopwith 1½ Strutter (1916-1917)



First flight:	
Span:	10.21m/33ft 6ins.
Length:	7.70m/33ft 3ins
Max weight:	975kg/2,150lb
Max level speed:	87knots/161kph
Power plant:	One 130shp/97kW Clerget rotary
Total built:	125 (Westland built)

A total of 125 of these well-established fighter and bomber aircraft were built under licence by Westland for the Royal Navy, 100 two seaters and 25 single seaters.

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Aircraft Data Sheet: Vickers Vimy



First flight:
Span: 20.73m/68ft 00ins.
Length: 13.27m/43ft 6ins
Max weight: 5,670kg/12,500lb
Max level speed: 89knots/166kph
Power plant: Two 360shp/268kW
Rolls-Royce Eagle VIII
Total built: 25 (Westland built)

A total of 25 of these large and famous twin engine bombers were built at Yeovil.