

Aircraft Data Sheet: Apache AH MK 1(1996)



First flight:	25th September 1998
Rotor diameter:	14.63m/48ft 0ins
Length:	17.76m/58ft 3ins
Max weight:	9,545kg/21,000lb
Max speed:	296kph/160knots
Power:	Two 2,100shp/1,565kW Rolls Royce/Turbomeca RTM-322 turboshafts
Accommodation:	Two
No Built:	In Production

Early in the 1990s, the British Army stated a requirement for an Attack Helicopter. Westland responded by negotiating a licence agreement to build the McDonnell Douglas AH-64D Apache. The Apache won the competition beating off the Bell Super Cobra, the Eurocopter Tiger and the Denal Rooivalk.

The WAH-64D differed from the US aircraft by the introduction of the Rolls-royce Turbomeca RTM-322. The first eight aircraft were built and test flown in the USA by Boeing, who had absorbed McDonnell Douglas/Vertol. The first WAH-64 flew in USA on September 25th 1998.

Aircraft Data Sheet: Bristol Type171 Sycamore.



First flight:	27th July 1947
Rotor diameter:	14.81m/48ft 7ins
Length:	12.8m/42ft 3ins
Max weight:	2,545 kg/5,600lb
Max speed:	204 kph/110knots
Power:	One 550shp/410kW Alvis Leonides 73
Accommodation:	Pilot plus four
No Built:	183

A light general purpose helicopter, which entered service with the Royal Air force and achieved some export success. Following the take-over, Westland briefly became responsible for in-service support of this aircraft.

Aircraft Data Sheet: Bristol Type 192 Belvedere HC MK1.



First flight: 5th July 1958
Rotor diameter: 14.8m/48ft 8ins
Length: 16.5m/54ft 4ins
Max weight: 8,636 k/19,000g
Max speed: 222kph/120knots
Power: Two 1,300shp/969kW
Napier Gazelle N Ga ,
2 turboshafts
Accommodation: Two pilots plus
eighteen
No Built: 26

The Belvedere was a large twin rotor transport helicopter, which entered service with the Royal Air Force in 1961. As with the Sycamore, Westland became responsible for all in-service support until the type was withdrawn from service in 1969.



Aircraft Data Sheet: Cierva C-29 (1934)



First flight:
Rotor diameter: 15.24m/50ft 0ins
Length: 11.58m/38ft 0ins
Max weight: 2,268 kg/5000lb
Max speed: (estimated):
139knots/257km/h
Power: One 600shp/447kW
Armstrong Siddeley
Panther II
Accommodation:
No Built: One prototype only

Five seat gyroplane produced for Cierva, a single prototype was built but never progressed beyond the ground running phase due to ground resonance for which no remedy could be found.



Aircraft Data Sheet: Cierva CL-20 (1935)



First flight:	5th February 1935
Rotor diameter:	9.75 m/32ft 0ins
Length:	6.17 m/20ft 3ins
Max weight:	635kg/1,400lb
Max speed:	92knots/171kph
Power:	One 90shp/67kW Pobjoy Niagra S
Accommodation:	
No Built:	One prototype only

Two seat gyroplane built for Cierva and Le Pere. Development abandoned due to threat of WWII.

Aircraft Data Sheet: EH101 (1987)



First flight:	9th October 1987
Rotor diameter:	18.59m/61ft 0ins
Length:	22.81m/74ft 10ins
Max weight:	4,288kg/31,500lb
Max speed:	309kph/167knots
Power:	Three 1,682shp/1,254kW General Electric T700-GE-401 turboshafts(Military) or Three 1,920shp/1,432kW General Electric CT7-6 turboshafts(Civil) Three 2,100shp/1,565kW Rolls Royce/Turbomeca RTM-322 turboshafts
Accommodation:	Two crew and 30 passengers (Civil).
No Built:	Nine prototypes of various configurations.

In 1977 after various studies the MoD (Navy) placed the requirement for an ASW helicopter to replace the Sea King. Westland submitted their WG.34 project, which was then selected for development. At the same time the Italian Navy (MMI) needed to replace its Sikorsky ASH-3D, which had been licence built by Agusta helicopter division. Inter company discussions took place during 1980, after which Westland and Agusta then formed the company European Helicopter Industries (EHI). This newly formed company was specifically formed to produce the EH101. Comprehensive developments and market research were carried out, from this research the results showed a demand for Medium sized commercial helicopter both for civil and military purposes. Nine pre-production aircraft's were produced to complete the 4,000 hour development programme. The first four pre-production prototypes PP1-PP4 were used in the flight - test programme for the basic development. Prototypes PP5 and PP6 were for the development of the British and Italian naval variants, PP7 for development of the ramp rear door version. PP8 and PP9 were for development trails for the utility and civil variants. In 1984 the British and Italian governments signed the agreement, which provided joint funding for the development straight through to the production stage. This programme was to be a joint work share undertaken by both Westland and Agusta. In 1991 the UK's MoD ordered 44 ASW versions, known as the Merlin HM Mk I. A further 22 aircraft of the Utility variants were ordered for the Royal Air Force, known as Merlin HC Mk3. The EH101 reached a significant milestone in 1994 when civil certification for 30 seat transport and ramp rear door variants were granted.

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**Aircraft Data Sheet: Gazelle AH MK 1, HT MK 2
& HT MK 3 (1970)**



First flight: 28th April 1970
(Westland built)
Rotor diameter: 10.5m/34ft 6ins
Length: 11.97m/39ft 3ins
Max weight: 1,800kg/3,968
Max speed: 264kph/126knots
Power: One 590shp/440kW
Turbomeca Astazou
3A turboshaft
Accommodation: Five
No Built: 262

The Aerospatiale Gazelle was included in the Package deal to provide a Unit Light Observation Helicopter for the British Army and a basic trainer for all services, all built by Westland. A small number of civil Gazelles were also built.

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Aircraft Data Sheet: **Lynx 3**

Westland



First flight: 14th June 1984
Rotor diameter: 12.8m/42ft 0ins
Length: 15.47m/50ft 9ins
Max weight: 5454kg/12,000lb
Max speed: 259kph/135knots
Power: Two 1,260shp/939kW
Rolls Royce Gem 60-3
turboshafts
Accommodation: 2 crew plus ten troops.
No Built: 1 prototype only

The Lynx 3 was essentially a Lynx derivative designed to extend the capability of the basic Lynx and also to offer a response to the Franco-German requirement for a Combat helicopter (PAH-2). There were also proposals and design studies to offer a maritime version. The project came about at a time when military thinking concerning the role of Attack helicopters and battlefield support was confused. In the event the Franco-German requirement changed, and it became clear that the UK forces had no interest in an aircraft of the proposed configuration. A single prototype was built and flown but the project was abandoned when it became clear that UK interest was not forthcoming.

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Aircraft Data Sheet: Lynx AH MK 1 & 7 (1972)



First flight: 12th April 1972
Rotor diameter: 12.8m/42ft 0ins
Length: 15.16m/49ft 9ins
Max weight: 4,876kg/10,750lb
Max speed: 259kph/140knots
Power: Two 1,120shp/835kW
Rolls Royce Gem 41-1
turboshafts
Accommodation: Pilot s plus ten troops
No Built: 116

The Army variant of the Lynx was designed to provide a Utility transport and Anti-tank helicopter, entering service in December 1977.

Aircraft Data Sheet: Lynx AH MK 9 (1989)



First flight:	1989
Rotor diameter:	12.8m/42ft 0ins
Length:	15.16m/49ft 9ins
Max weight:	5,126kg/11,300lb
Max speed:	259kph/140knots
Power:	Two 1,120shp/835kW Rolls Royce Gem 41-2 turboshafts
Accommodation:	Pilots plus ten troops
No Built:	16 plus 8 upgrades

The British Army stated a requirement for an upgrade of the Lynx for Utility transport use, an important change was the call for a rugged wheeled landing gear. The use of BERP Blades was also specified to allow for an increase in max take-off weight. A number of new build aircraft were ordered plus some upgrades.

Westland Helicopters Ltd.

Westland



Aircraft Data Sheet: Lynx HAS MK 2 & 3 (1972)



First flight: 25th May 1972
Rotor diameter: 12.8m/42ft 0ins
Length: 15.16m/49ft 9ins
Max weight: 4,876kg/10,750lb
Max speed: 232kph/125knots
Power: Two 1,120shp/835kW
Rolls Royce Gem 42-1
turboshafts
Accommodation: Pilot & Observer
No Built: 284

The maritime variant of the Lynx was designed to provide a small ships helicopter for the Royal Navy, capable of operating in the Anti-Surface Vessel and Anti-submarine roles, working from the decks of small ships such as frigates and destroyers. The first maritime Lynx entered service the Royal Navy in September 1976. It has subsequently been sold to Argentina, Brazil, Denmark, Germany, Korea, Netherlands, Nigeria and Norway.

Aircraft Data Sheet: **Lynx HAS MK 8 (1989)**



First flight:	25th January 1989
Rotor diameter:	12.8m/42ft 0ins
Length:	15.16m/49ft 9ins
Max weight:	4,876kg/10,750lb
Max speed:	259kph/140knots
Power:	Two 1,120shp/835kW Rolls Royce Gem 42-1 turboshafts
Accommodation:	Pilot and Observer.
No Built:	Retrofit of existing RH HAS Mk3

The Lynx was extensively modified to include the introduction of a computer controlled Central Tactical System (CTS), BERP Blades and increased take off weight. The resultant HAS Mk 8 represents the first step towards the Super Lynx which will include a "Glass cockpit", 360° radar, FLIR and the T-800 engine.

Aircraft Data Sheet: Merlin HC MK 3 (1996)



First flight:	24th December 1996
Rotor diameter:	18.59m/61ft 0ins
Length:	22.81m/74ft 10ins
Max weight:	14,288kg/31,500lb
Max speed:	309kph/167knots
Power:	Three 2,100shp/1,565kW Rolls Royce/Turbomeca RTM-322 turboshafts
Accommodation:	Two crew and 26 troops.
No Built:	In Production

The Merlin Mk 3 incorporates the ramp rear door configuration and is intended to provide a medium sized Battlefield Support helicopter for the Royal Air Force. Twenty-two aircraft are on order and Westland are the prime contractor.

Aircraft Data Sheet: **Merlin HM MK I (1989)**



First flight:	24th October 1989
Rotor diameter:	18.59m/61ft 0ins
Length:	22.81m/74ft 10ins
Max weight:	14,288kg/31,500lb
Max speed:	309kph/167knots
Power:	Three 2,100shp/1,565kW Rolls Royce/Turbomeca RTM-322 turboshafts
Accommodation:	Three crew
No Built:	Nine prototypes of various configurations

The Merlin HM Mk1 is the UK maritime variant of the EH-101 entering service with the Royal Navy. Intended as an ASW weapon system. At the time when selection of Prime Contractor was under review, it was not considered that Westland had sufficient financial resources to underwrite completion of the contract. The result was that prime contractorship was placed in the hands of IBM, subsequently passing over to Lockheed-Martin, leaving Westland/EHI to be a sub-contractor for their own aircraft! The Merlin is probably the most advanced anti-submarine helicopter in the world, with a formidable array of fully integrated electronic processing, and it is capable of operating of small ships using a similar deck system to that employed for the Lynx. An initial order for 44 aircraft has been placed for the Royal Navy.

Westland Helicopters Ltd.

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Aircraft Data Sheet: Puma HC MK 1 (1968)
***First Westland build**



First flight: 25th November 1970
(Westland built)
Rotor diameter: 15.00m/49ft 2ins
Length: 18.18m/59ft 8ins
Max weight: 6,400kg/14,110
Max speed: 280kph/151knots
Power: Two 1,320/984kW
Turbomeca Turmo 3c
turboshafts
Accommodation: Two crew plus 16
troops
No Built: 48

The First of the three designs which comprised the Package Deal, the Design Authority for the Puma medium transport helicopter remained with Aerospatiale, while Westland manufactured the aircraft for the UK. Pumas entered service with the RAF in 1971.

Aircraft Data Sheet: Saunders-Roe P. 531-1



First flight:	30th September 1958
Rotor diameter:	9.9m/32ft 6ins
Length:	9.2m/30ft 4ins
Max weight:	1723kg/3,800lb
Max speed:	193kph/104knots
Power:	One 425shp/316kW Blackburn-Turbomeca Turmo FF turboshaft
Accommodation:	Pilot plus three
No Built:	Six (P-531 all versions)

Saunders-Roe were fully engaged upon the development of the P-531 project at the time of the Westland take over. The work on deck landing was of special significance forming as it did the basis for future shipborne helicopter operations.

Westland Helicopters Ltd.

Aircraft Data Sheet: Sea King (1967)

Westland



First flight: 7th May 1969
(Westland Built)
Rotor diameter: 18.9m/62ft 0ins
Length: 22.15m/72ft 8ins
Max weight: 9,707kg/21,400lb
Max speed: 209kph/113knots
Power: Two
1,500shp/1,119kW
Rolls-Royce Gnome
1400 turboshafts
Accommodation: Pilot plus three(ASW).
Two + 28 troops
No Built: 330 (All versions)

Westland undertook to build the Sikorsky SH-3D under licence as the Sea King. The Westland version included several modifications to improve its use in the ASW role, and was subsequently adapted for SAR, Commando and AEW roles.

Four airframes were purchased from Sikorsky and modified to the British standard to take Rolls-Royce Gnome engines with electric fuel systems and a comprehensive electronic fit, including radar.

The first Sea King HAS Mk1 entered service with the Royal Navy in 1969, and has continued to serve in the anti-submarine role with a number of upgrades as HAS Mk2, 5 and 6. The Sea king has been delivered to Australia, Belgium, Egypt, Germany, India, Norway, Pakistan and Qatar. In total 330 Sea king have been built at Westland, Yeovil between the years of 1968 - 1990.

Westland Helicopters Ltd.

Westland



**Aircraft Data Sheet: Sea King HAR MK 3,
MK 41, 43 & 48 (1972)**



First flight:
Rotor diameter: 18.9m/62ft 0ins
Length: 22.15m/72ft 8ins
Max weight: 9,707kg/21,400lb
Max speed: 209kph/113knots
Power: Two
1,500shp/1,119kW
Rolls-Royce Gnome
1400 turboshafts
Accommodation: Pilot plus three(ASW).
Two + 28 troops
No Built: 330 (All versions)

The Search and Rescue Sea King proved to be an ideal helicopter for the use in the Search and Rescue role. The first SAR versions were produced for the German Navy and the Royal Norwegian Air Force. The Sea King HAR Mk3 is operated by the Royal Air Force and has saved many lives at sea and in the mountains around the UK.

Westland Helicopters Ltd.

Westland



**Aircraft Data Sheet: Sea King HC MK 4
& Commando (1973)**



First flight:
Rotor diameter: 18.9m/62ft 0ins
Length: 22.15m/72ft 8ins
Max weight: 9,707kg/21,400lb
Max speed: 209kph/113knots
Power: Two
1,500shp/1,119kW
Rolls-Royce Gnome
1400 turboshafts
Accommodation: Pilot plus three(ASW).
Two + 28 troops
No Built: 330 (All versions)

The Commando Sea King is a variant of the Sea King family and it was initially produced as a private venture to respond to a need for a Utility Support Helicopter for export. The most significant change was the introduction of a fixed landing gear. A large number of these aircraft were delivered to the Middle East and later India. The Sea King HC Mk4 also serves with the Royal Navy to support amphibious operations.



Aircraft Data Sheet: Scout AH MK 1 (1960)



First flight:	4th August 1960
Rotor diameter:	9.83m/32ft 3ins
Length:	12.29m/40ft 4ins
Max weight:	2,404 kg/5,300lb
Max speed:	211kph/114knots
Power:	One 1,050shp/783kW Rolls-Royce Nimbus 101 turboshaft
Accommodation:	Pilot plus four
No Built:	149

A five seat general purpose helicopter, the result of continued development of the Saunders-Roe P 531 for the British Army. Design and manufacture of the Scout was the responsibility of the Fairey Division at Hayes. Production aircraft went mainly to the Army with a few examples sold for export. The Scout remained in service with the Army until 1994 giving the Army Air Corps its introduction to the operation of turbine powered helicopters, serving in the Middle East, Hong Kong and the Falklands.

Westland Helicopters Ltd.

Aircraft Data Sheet: Skeeter



First flight: October 1948
Rotor diameter: 9.75m/32ft 0ins
Length: 8.66m/28ft 5ins
Max weight: 1,010kg/2,250lb
Max speed: 175 kph/94knots
Power: One 215shp/160kW
Gypsy Major 215
Accommodation: Pilot plus one
No Built: 88

With the acquisition of Saunders-Roe Westland became responsible for the Skeeter, which was in service with the Army Air Corps and the German Army as a light observation helicopter.