

RL 868-0000

A.V. Roe

I Biplane
I Triplane
II Triplane
III Triplane
IV Triplane

*FLOWN AIRCRAFT***A.V. Roe (Avro)**

Type D Hydro-biplane	546	619 Five
Type E (500)	547 Triplane	620 (Cierva C.19)
Type Es (502)	548 Tourist	621 Tutor
Type F	549 Aldershot	624 Six
Type G	551	626 Prefect
Type H (503)	552	627 Mailplane
Type J (506)	555 Bison	631 Cadet
500 (Type E)	557 Ava	636
501	558	637
502 (Type Es)	560	638 Club Cadet
503 (Type H)	561 Andover	639 Cabin Cadet
504	562 Avis	641 Commodore
504R Gosport	563 Andover	642 Eighteen
506 (Type J)	566 Avenger I	643 Cadet
508	567 Avenger II	646 Sea Tutor
510	571 Buffalo	652 Anson
511 (Arrowplane),	572 Buffalo II	671 Rota (Cierva C.30A)
(Arrowscout)	574 (Cierva C.6C)	674 (Hawker Audax)
519	575 (Cierva C.8L)	679 Manchester
521	576 (Cierva C.9)	683 Lancaster
523 Pike	581 Avian	685 York
527	584 Avocet	688 Tudor Mk.1, 3, 4, 8
528 Silver King	586 (Cierva C.8V)	689 Tudor Mk.2, 5, 6, 7
529	587 (Cierva C.8D)	691 Lancastrian
530	594 Avian I	694 Lincoln
531 Spider	604 Antelope	696 Shackleton
533 Manchester	611 (Cierva C.8L)	698 Vulcan
534 Baby	612 (Cierva C.17)	701 Athena
536	616 Avian IVM	706 Ashton
539	617 (Cierva C.8L)	707 A, B, C
545	618 Ten (Fokker F.VIIb-3m)	748

A.V. Roe Canada, Ltd. (Avro Canada)

C-102 Jetliner
CF-100 Canuck
CF-105 Arrow
AVROCAR VZ-9

Avro International

RJ70
RJ85
RJ100



AVRO TRIPLANE I



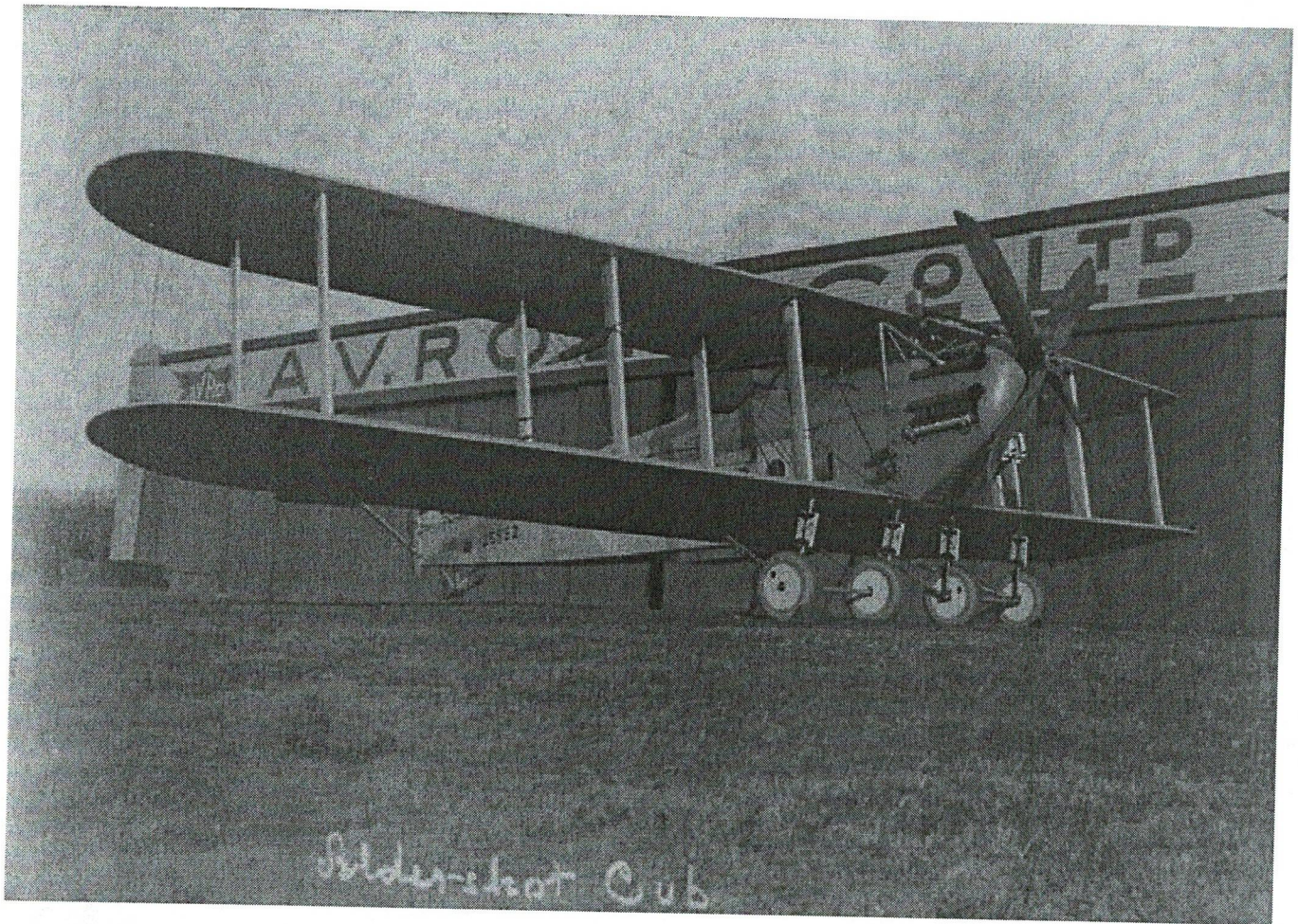
1921 AVRO 534C CLIPPED WING RACER



1923

AVRO 560 LIGHTWEIGHT RACER

LYMPNE TRINLS COMPETITOR



1922

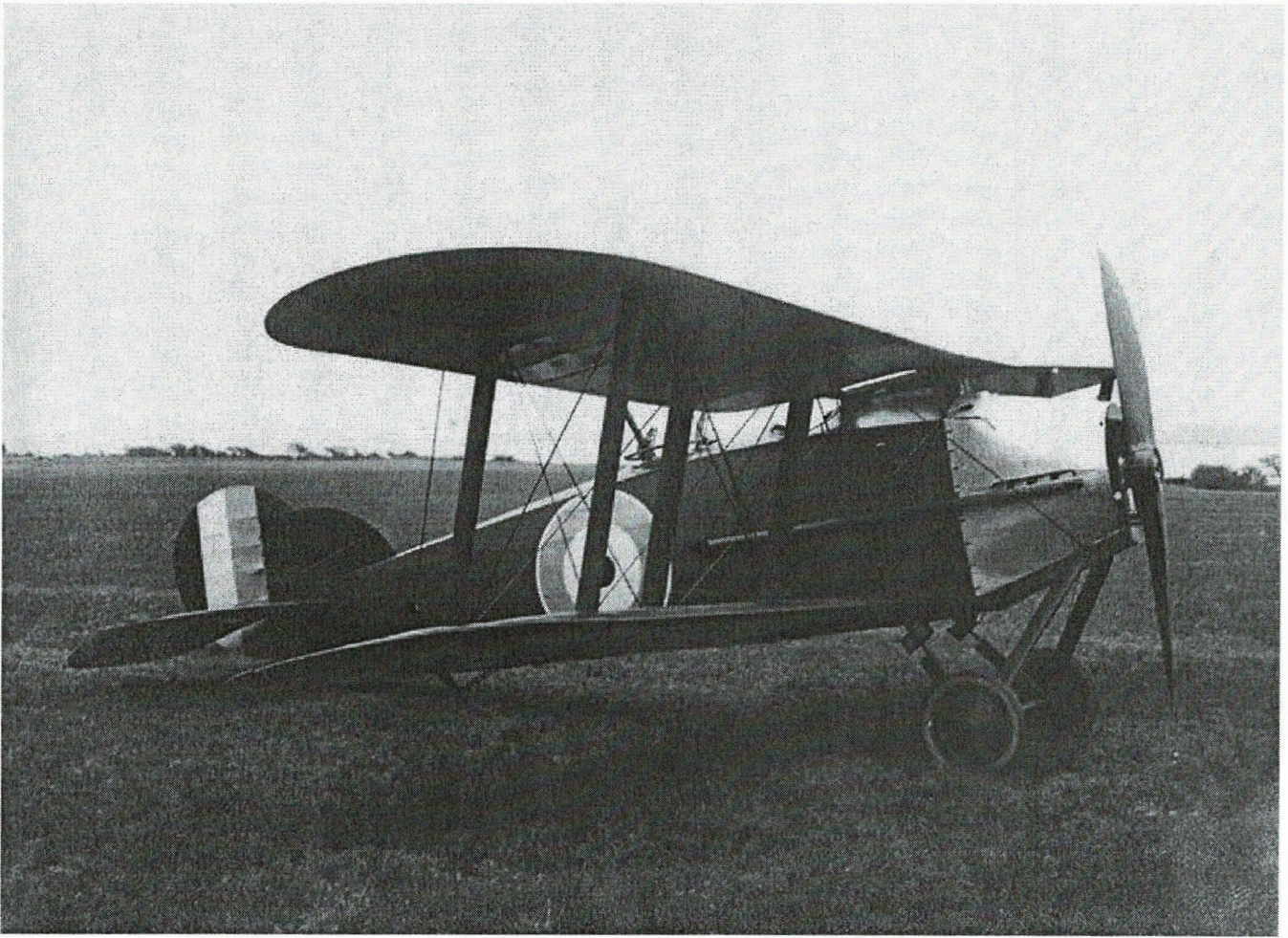
AVRO 549 ALDERSHOT CUB



1925 AURO AVIS-CHERUB



1923 AVRO 560 LIGHTWEIGHT RACER



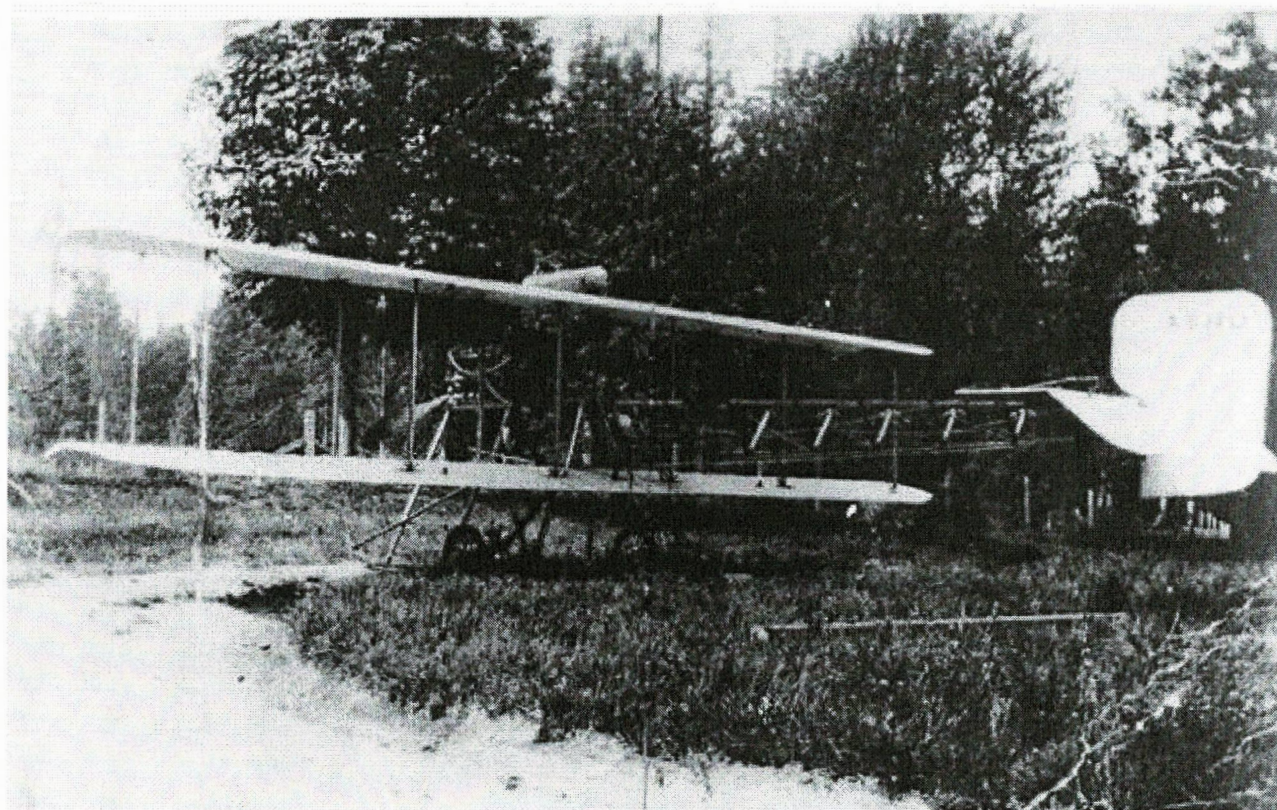
1917 AVRO 530 TWO SEAT FIGHTER



1917 AURO 523 PIKE



AVRO BLUE STEEL MISSILE

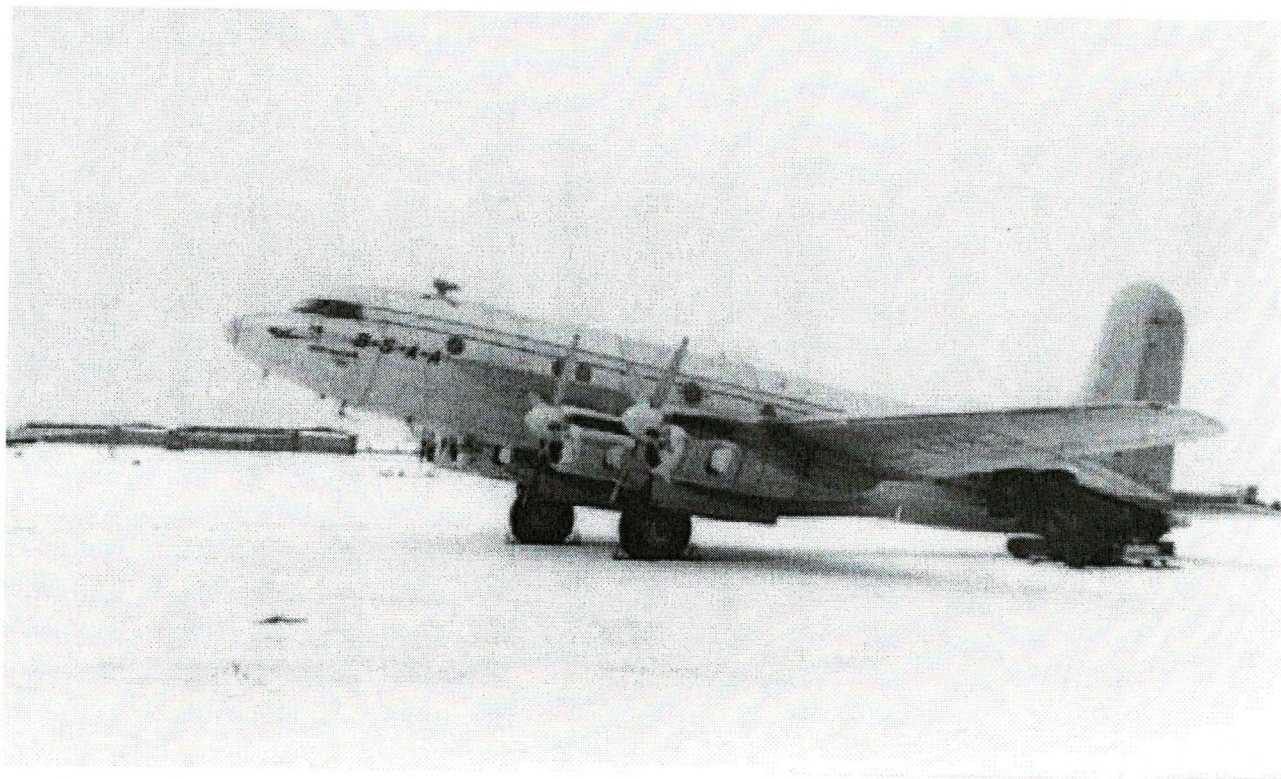


AVRO BUIGNN



AVRO MALLARD S2

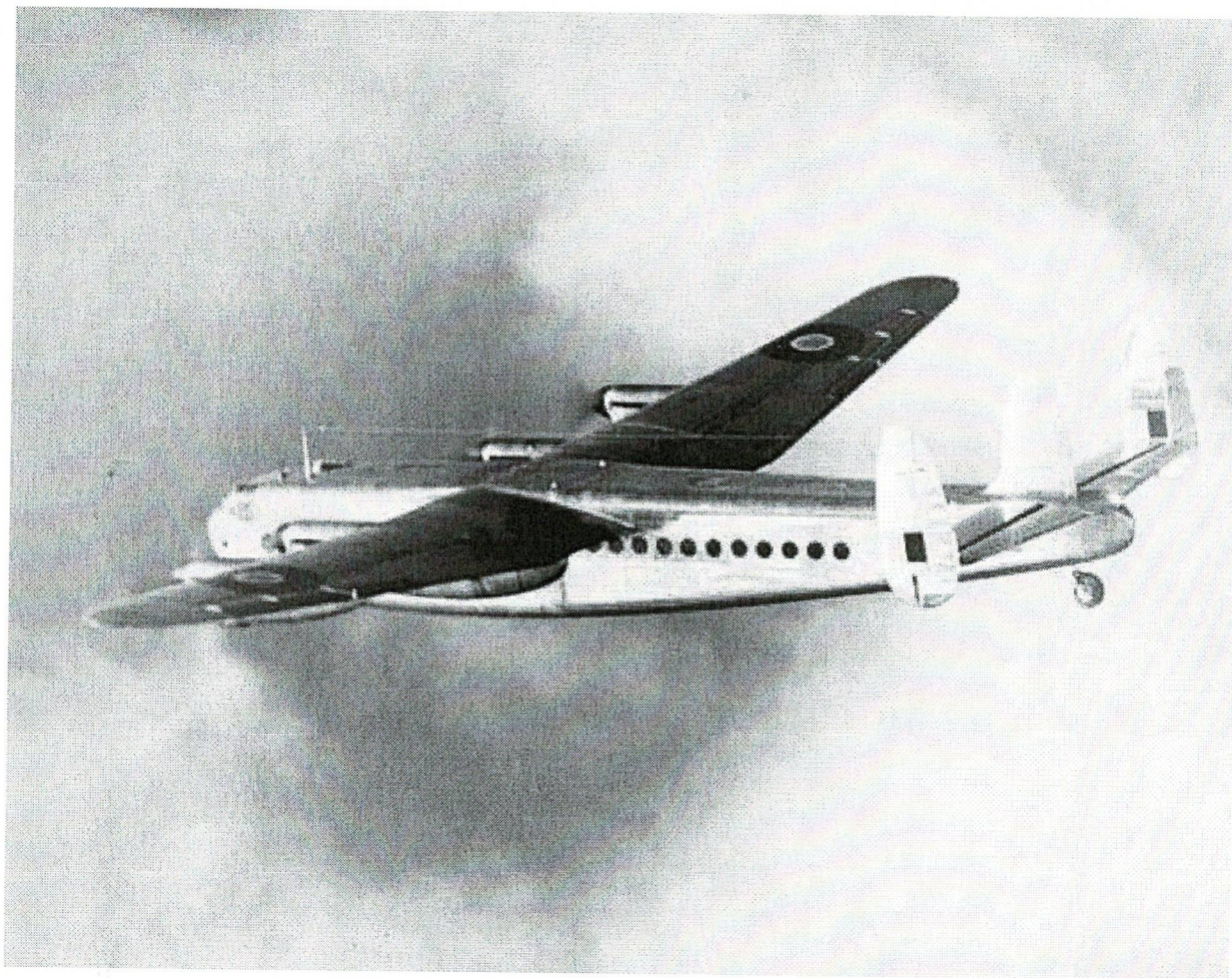
(HAWK-CLARK Y)



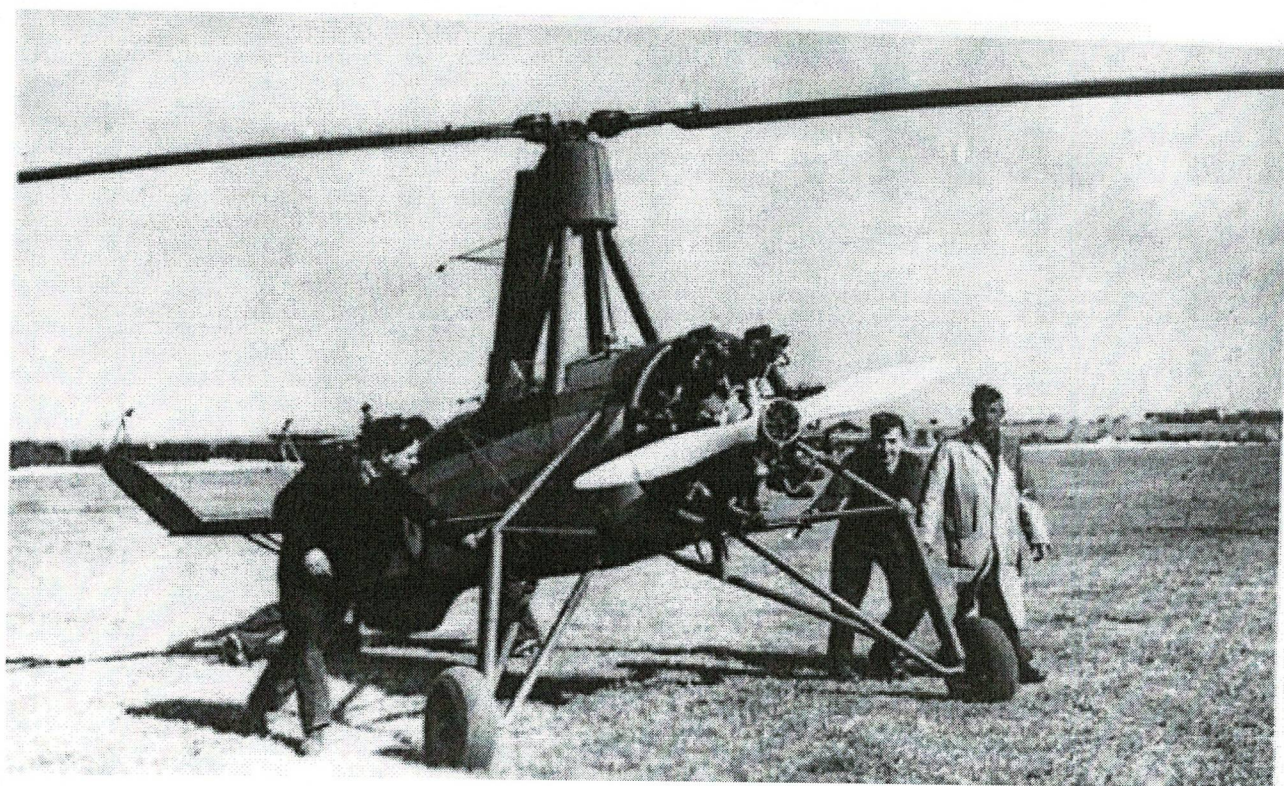
AVRO 688 TUTOR MK 1



AVRO 688 TUTOR 8



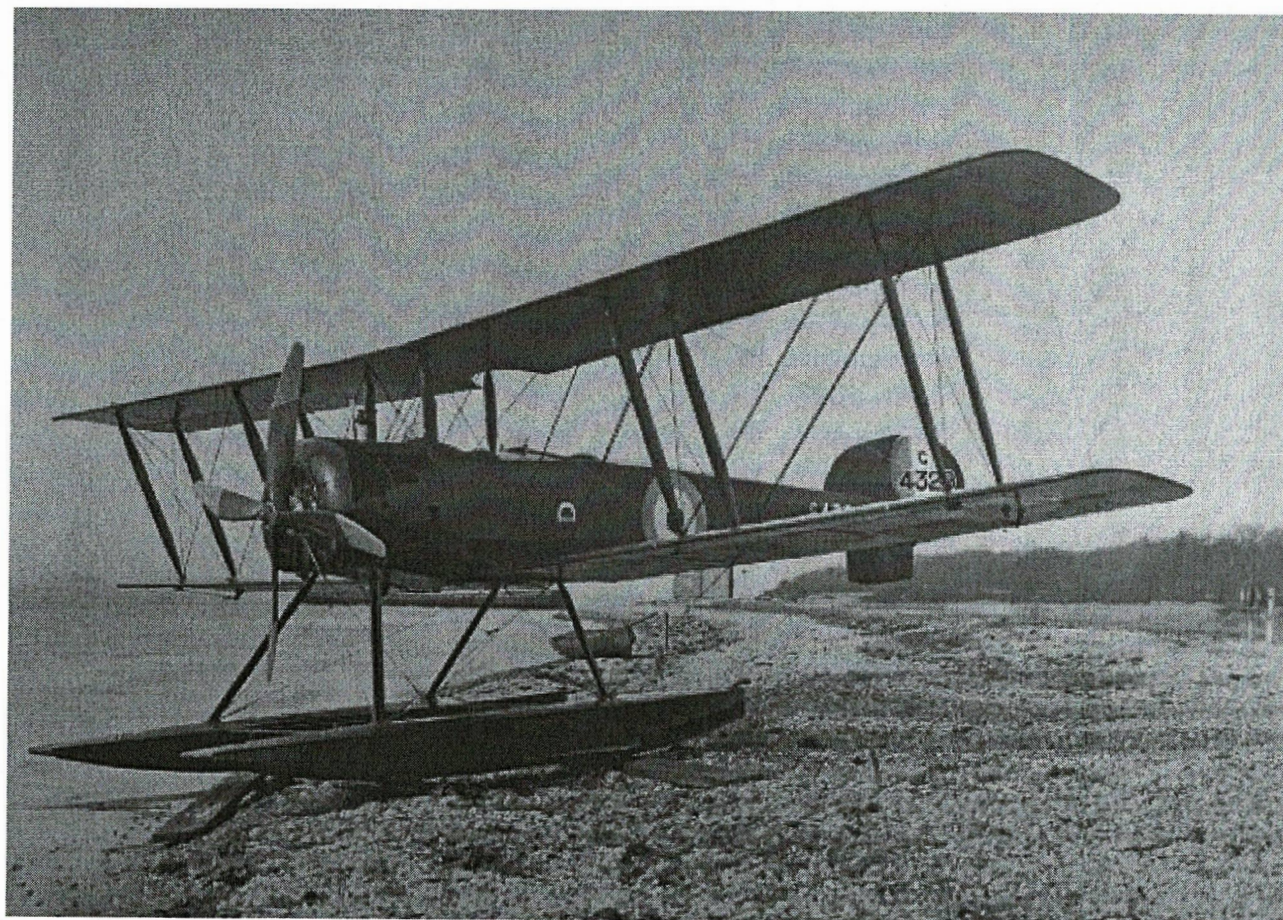
AVRO 685 YORK C.1 SPECIAL



AURO 671 (CIEVA C.30A)



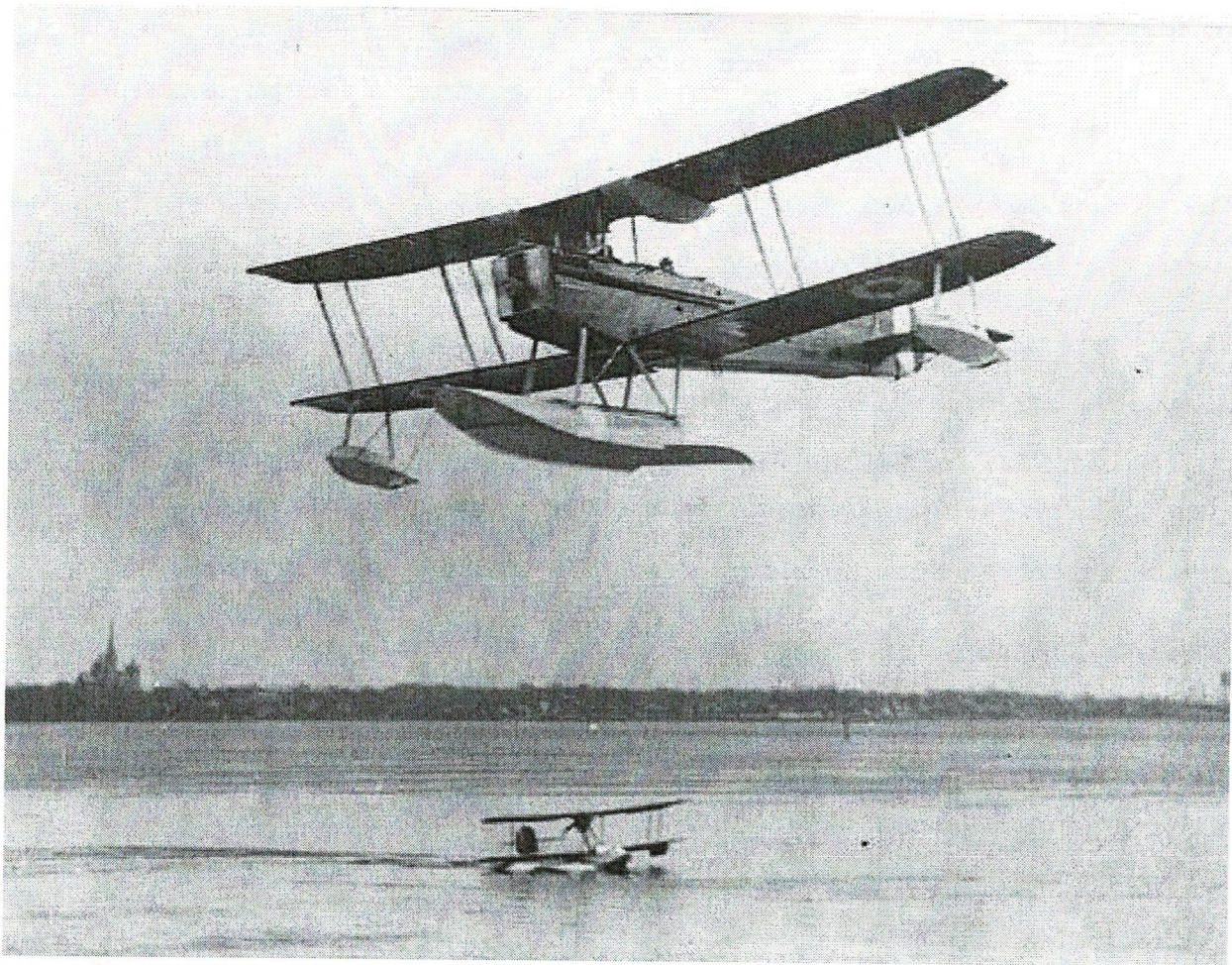
AVRO 504C



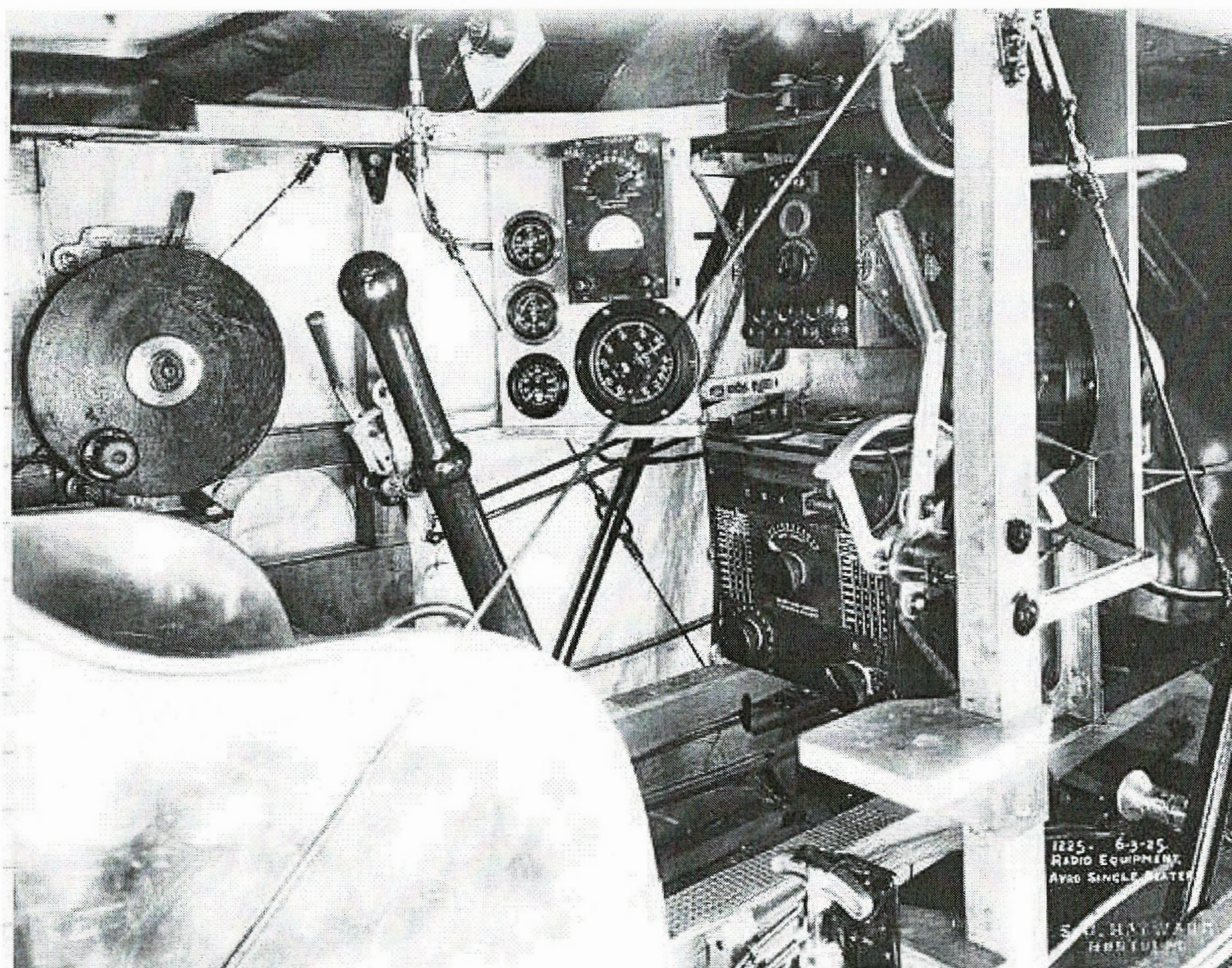
AVRO 504L



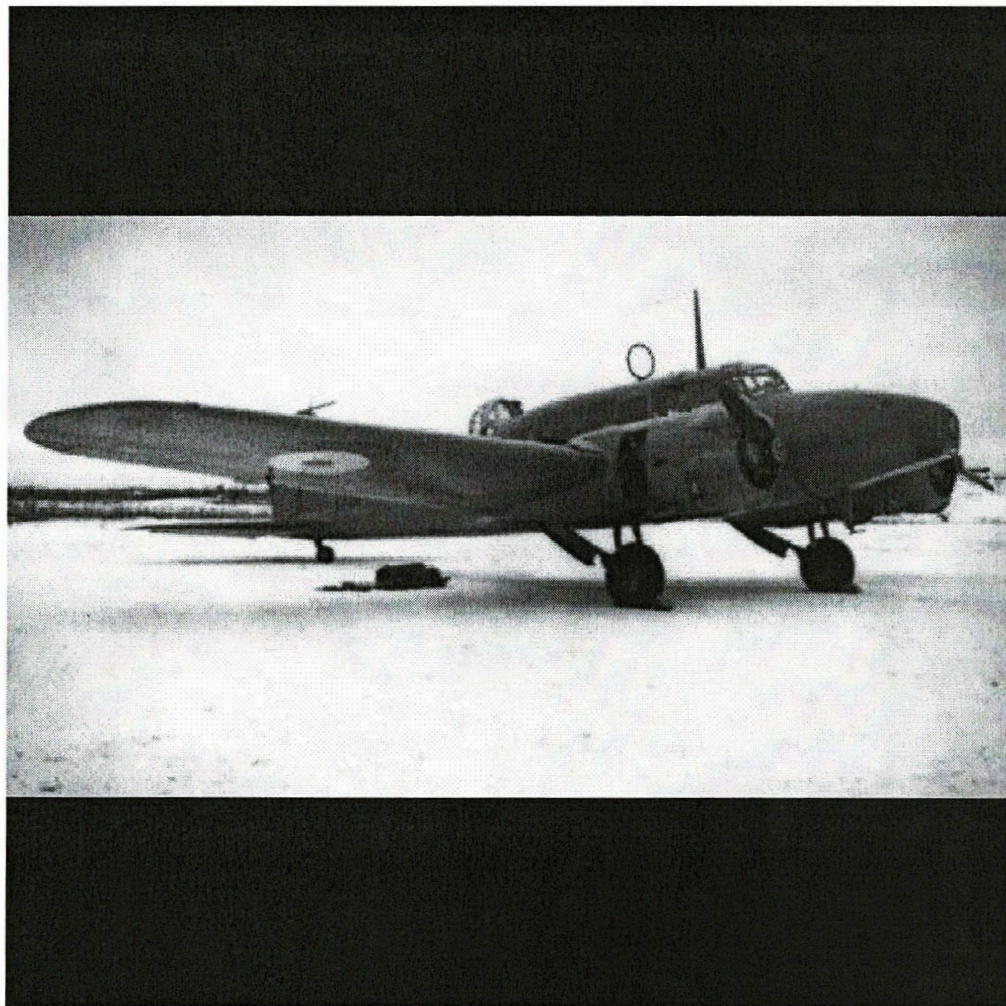
AURO 554 ANTARCTIC BABY



AVRO 552



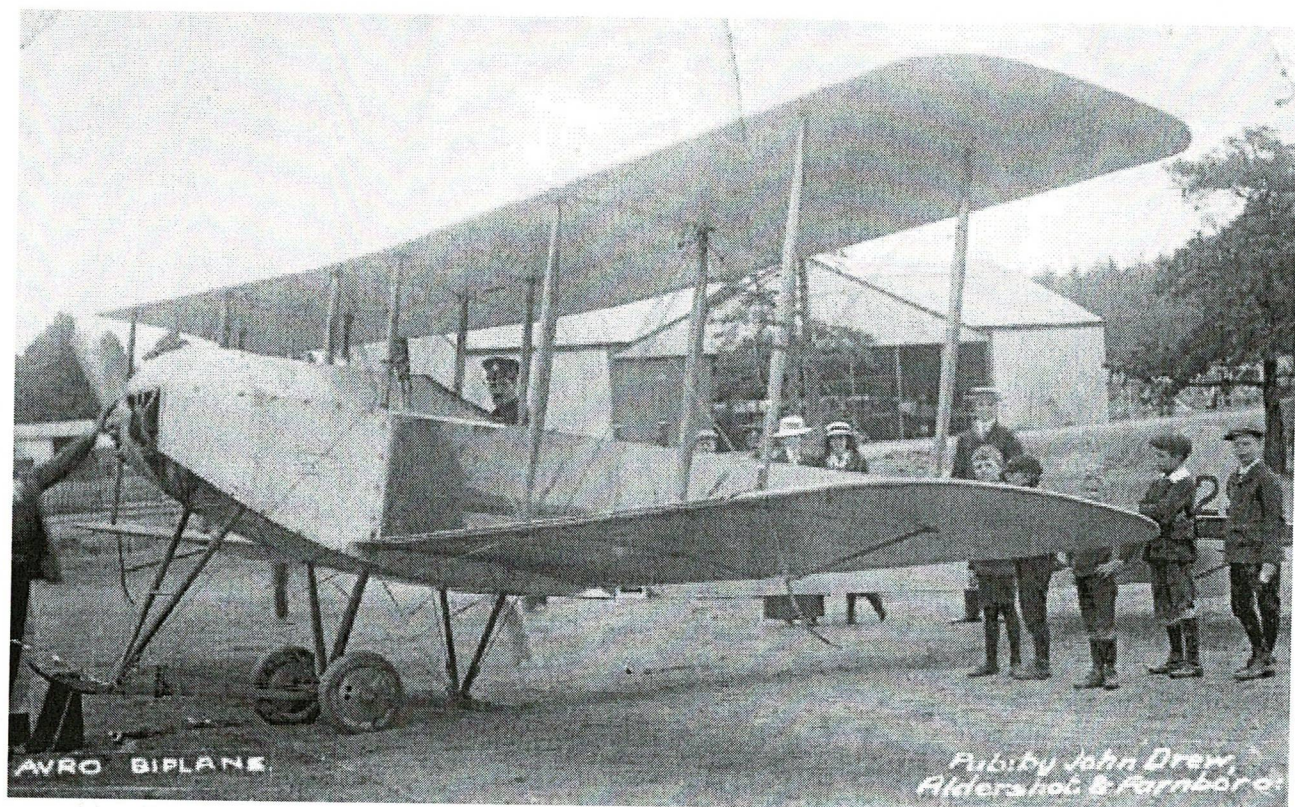
AVRO 552 COCKPIT



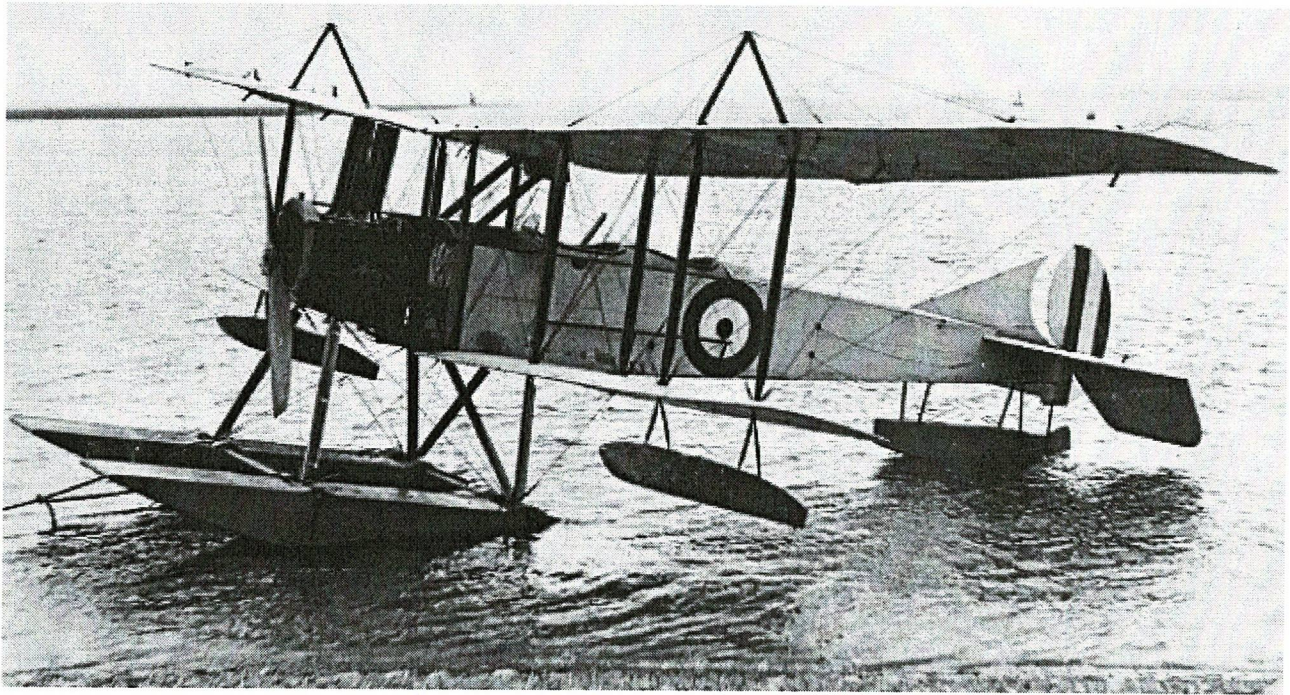
NURO 652A ANSON 1



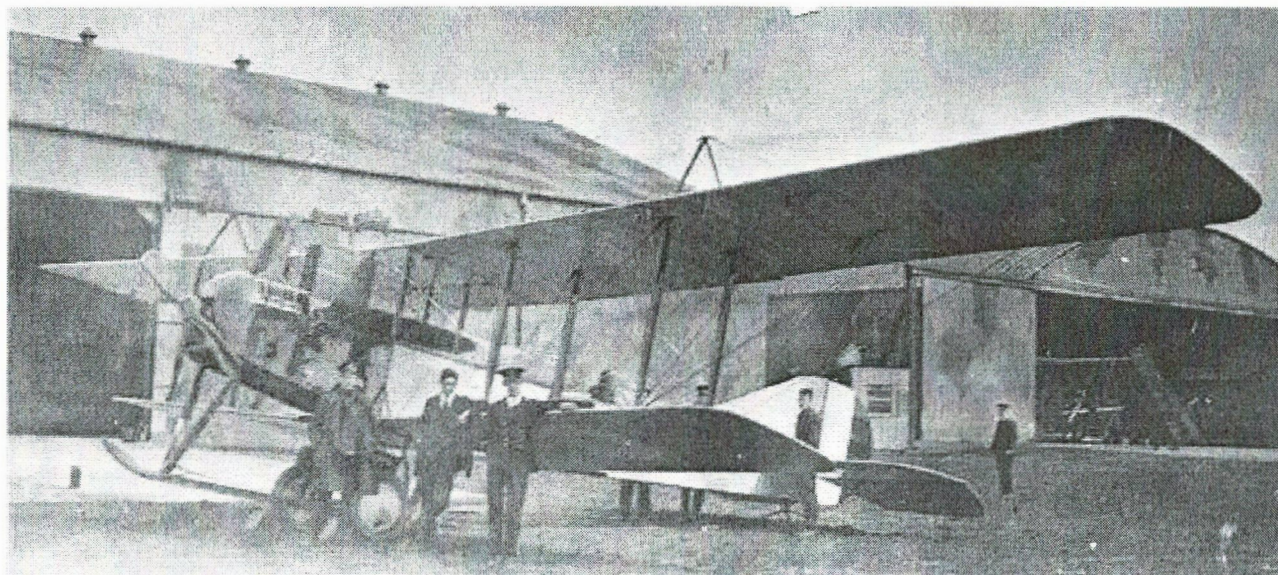
AVRO 594 AVIAN IIIA



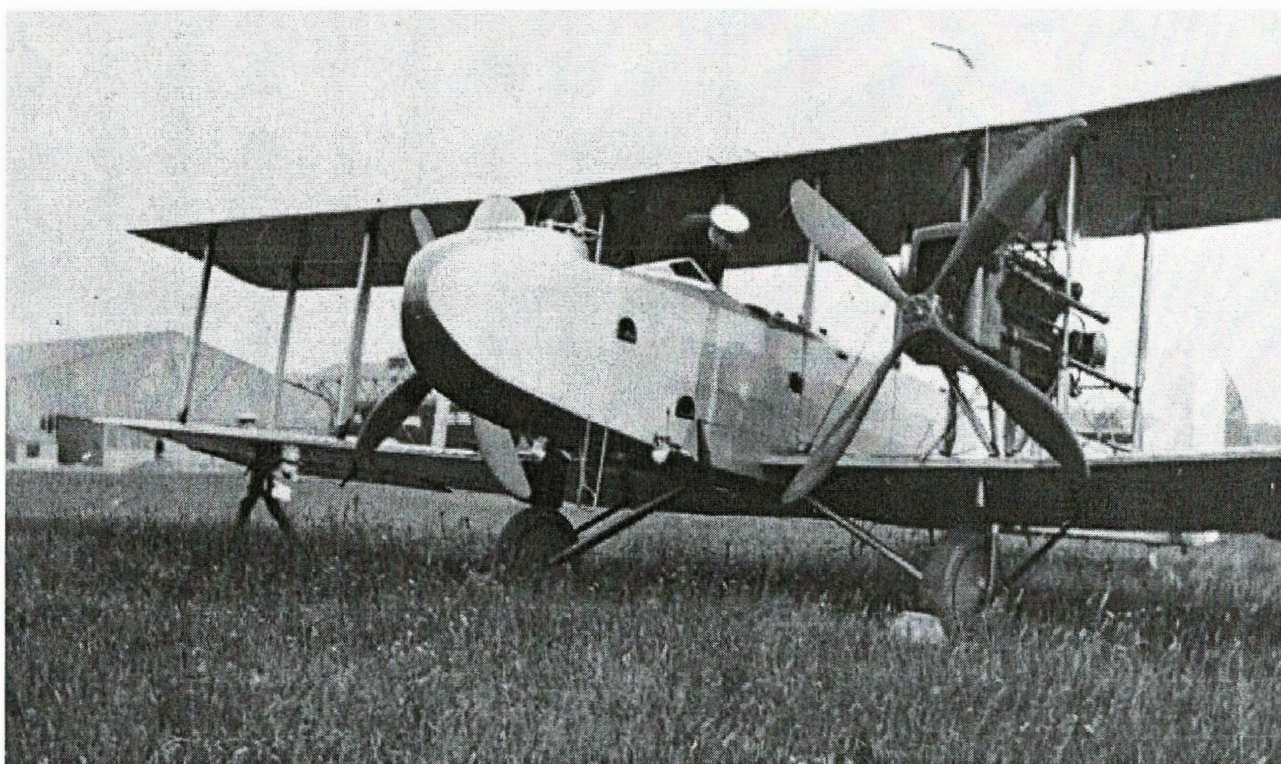
AVRO 500 (TYPE E)



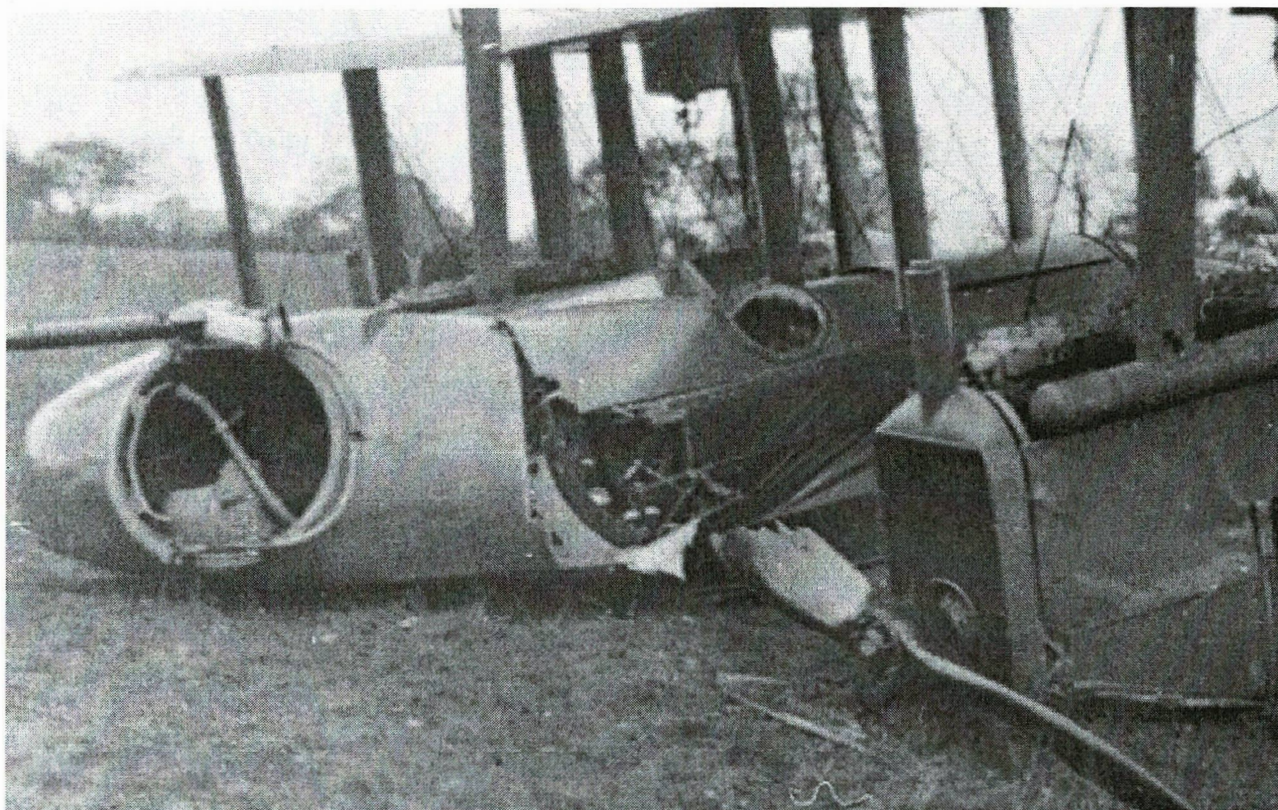
AVRO 510



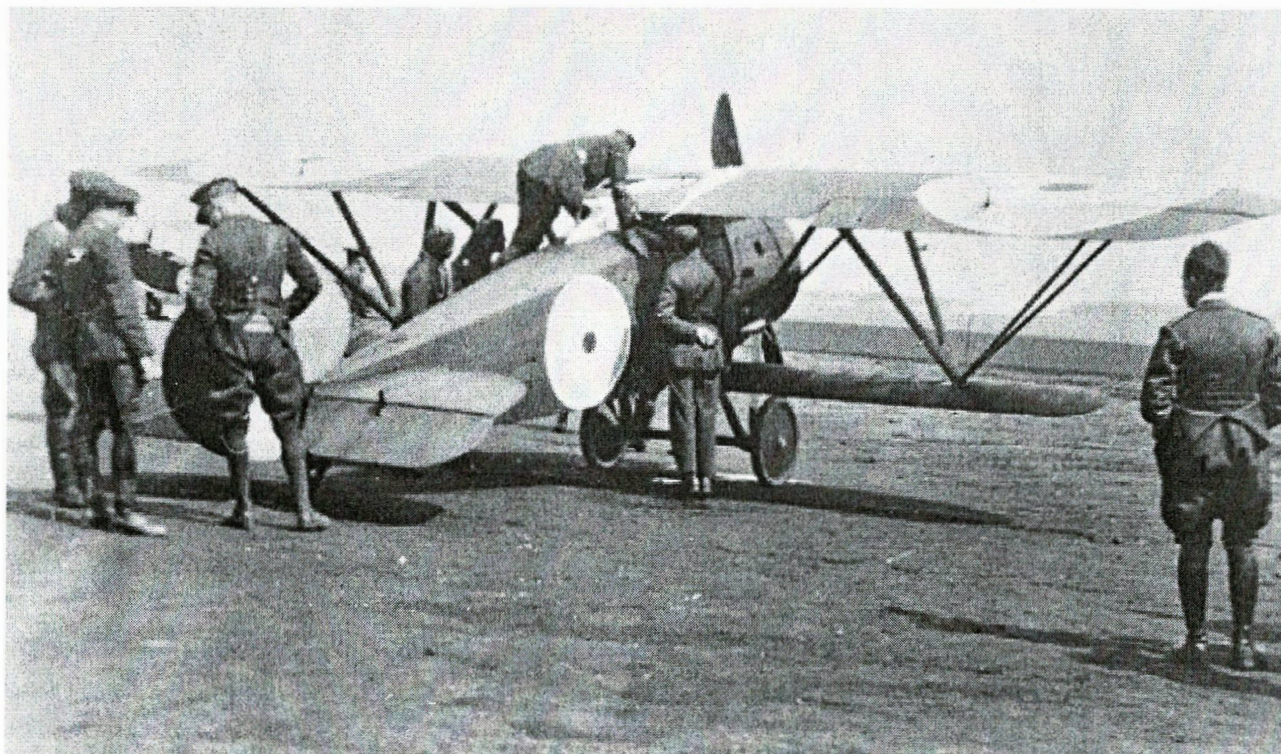
AVRO 519



AVRO 529



AVRO 529A



AVRO 531 SPIDER



AVRO 534 BABY



AVRO 536



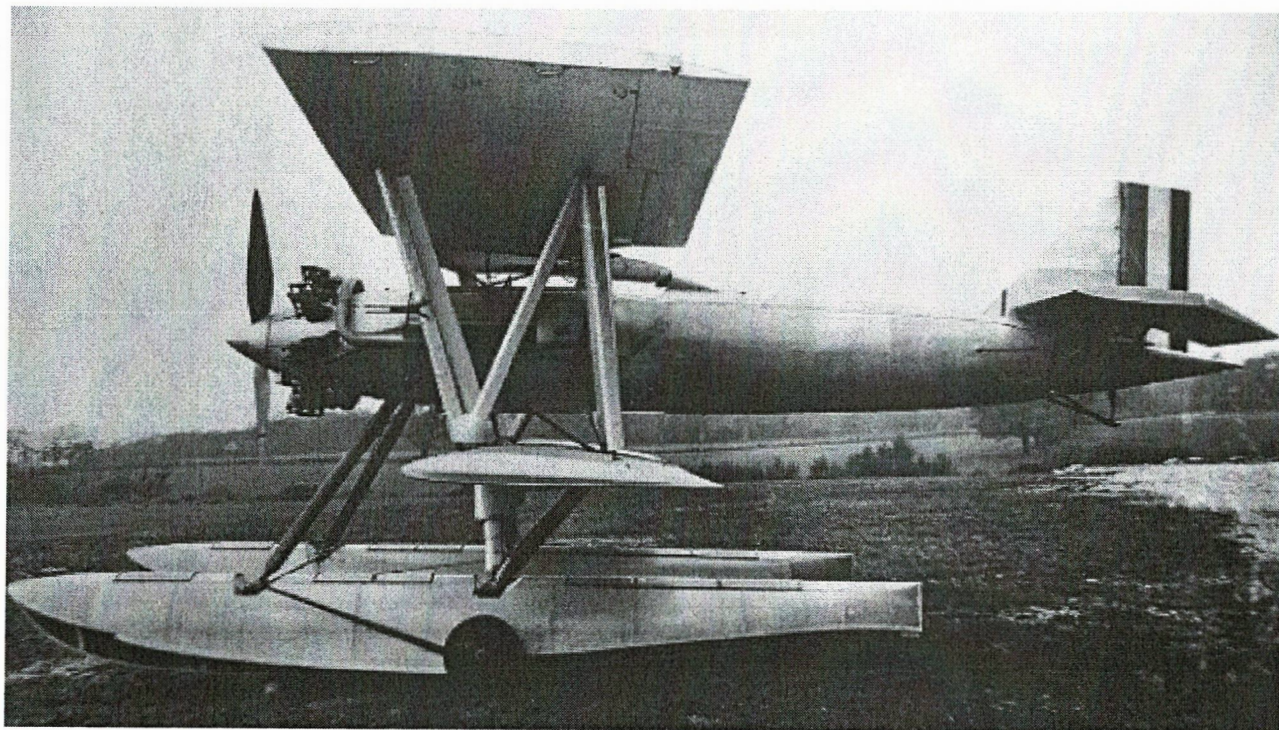
AVRO 539A SEAPLANE



AVRO 547A TRIPLANE

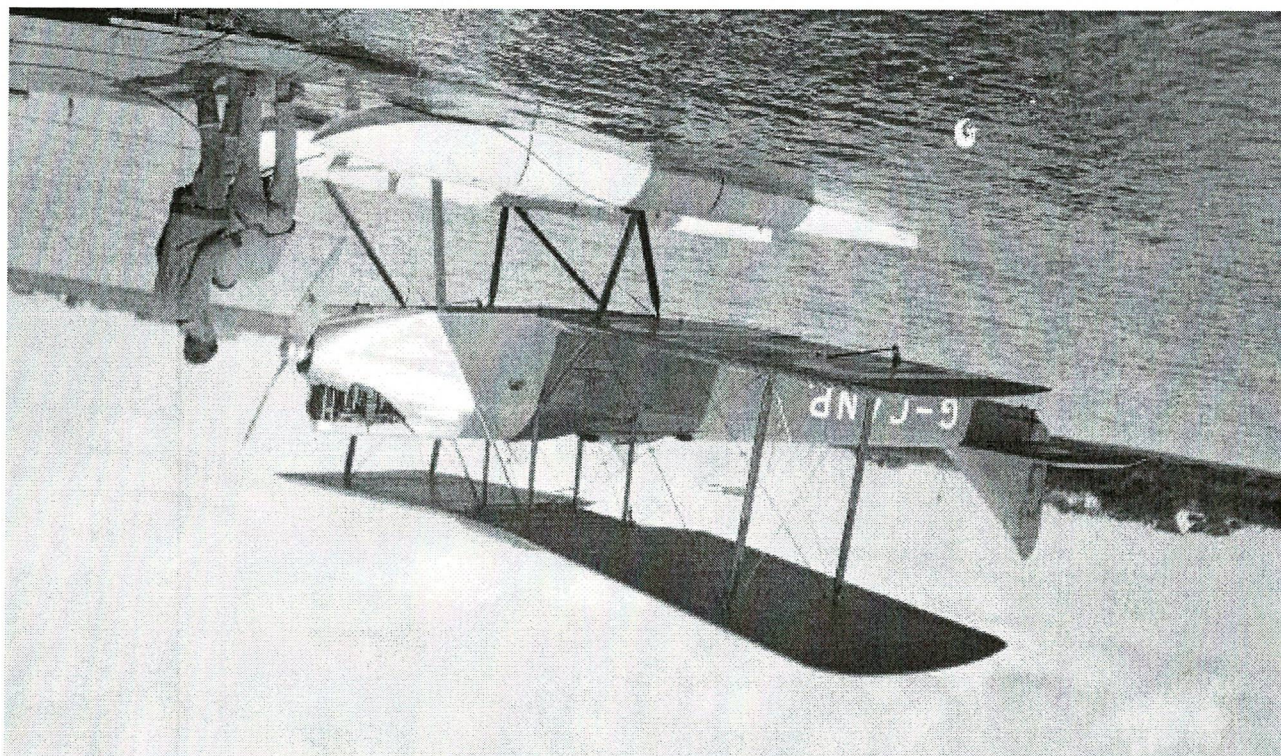


AVRO 548 TOURIST



AVRO 584 AVOCET

AURO 594 MORAN III





AVRO 652

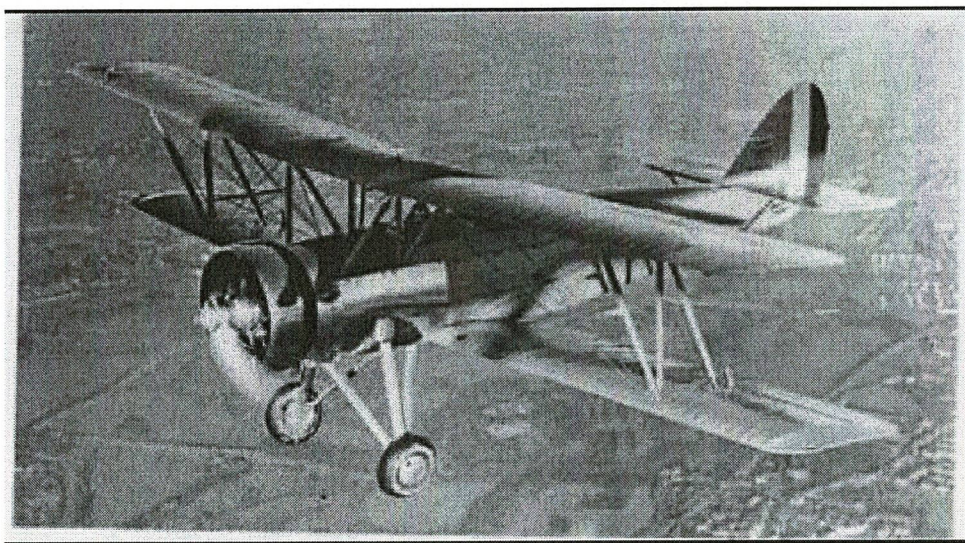
"AVAKON" = "AVATAR/AVA"

IMPERIAL AIRWAYS

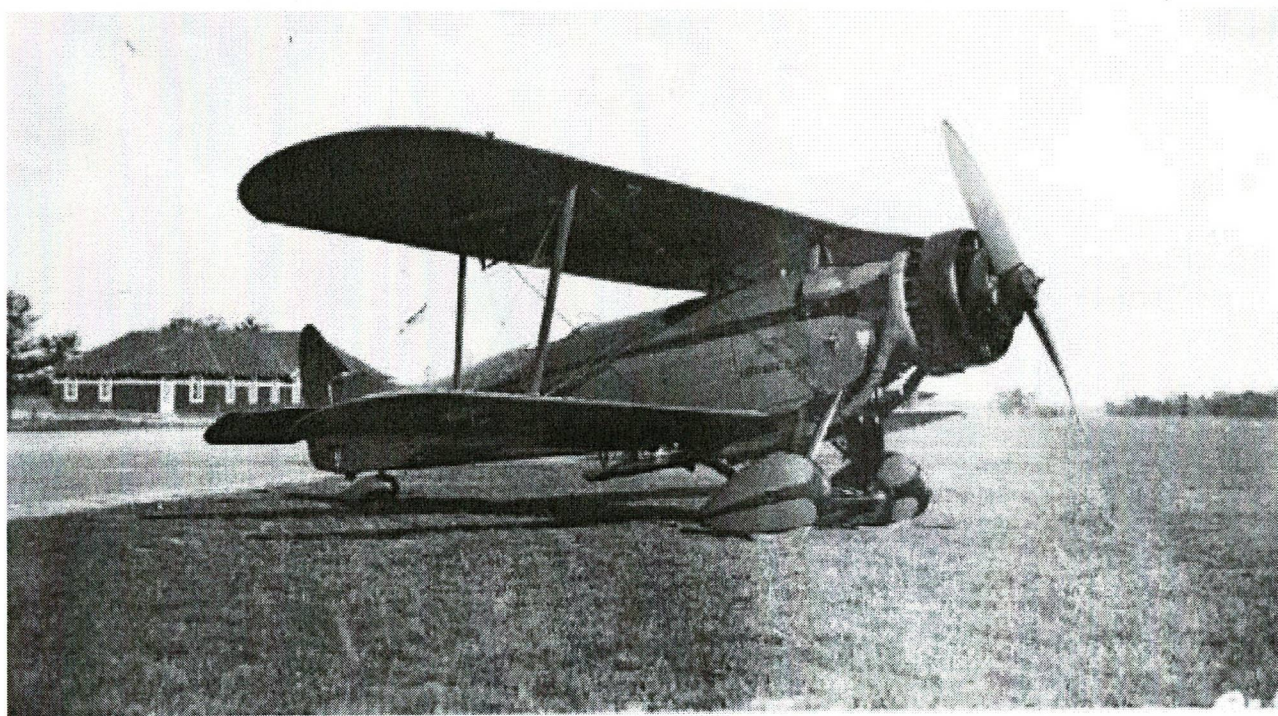
predecessor to ANSON



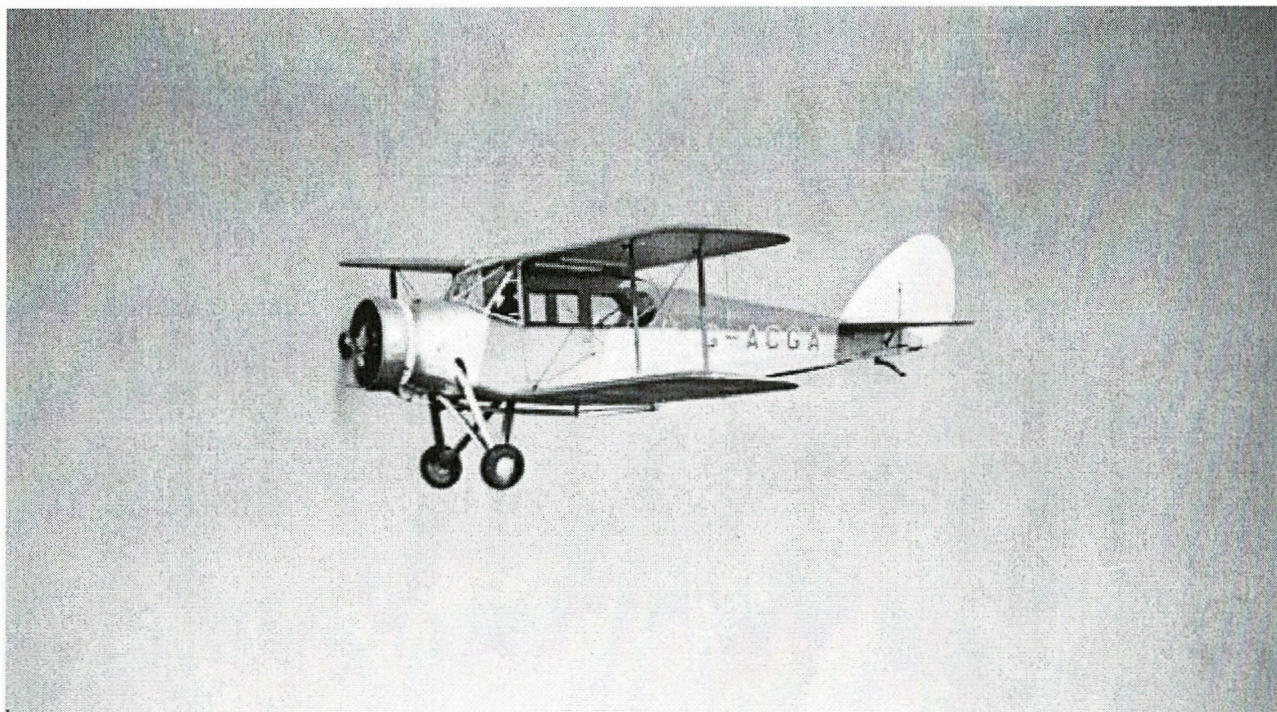
AVRO 624 SIX



AVRO 626



AVRO 627 MAILPLANE



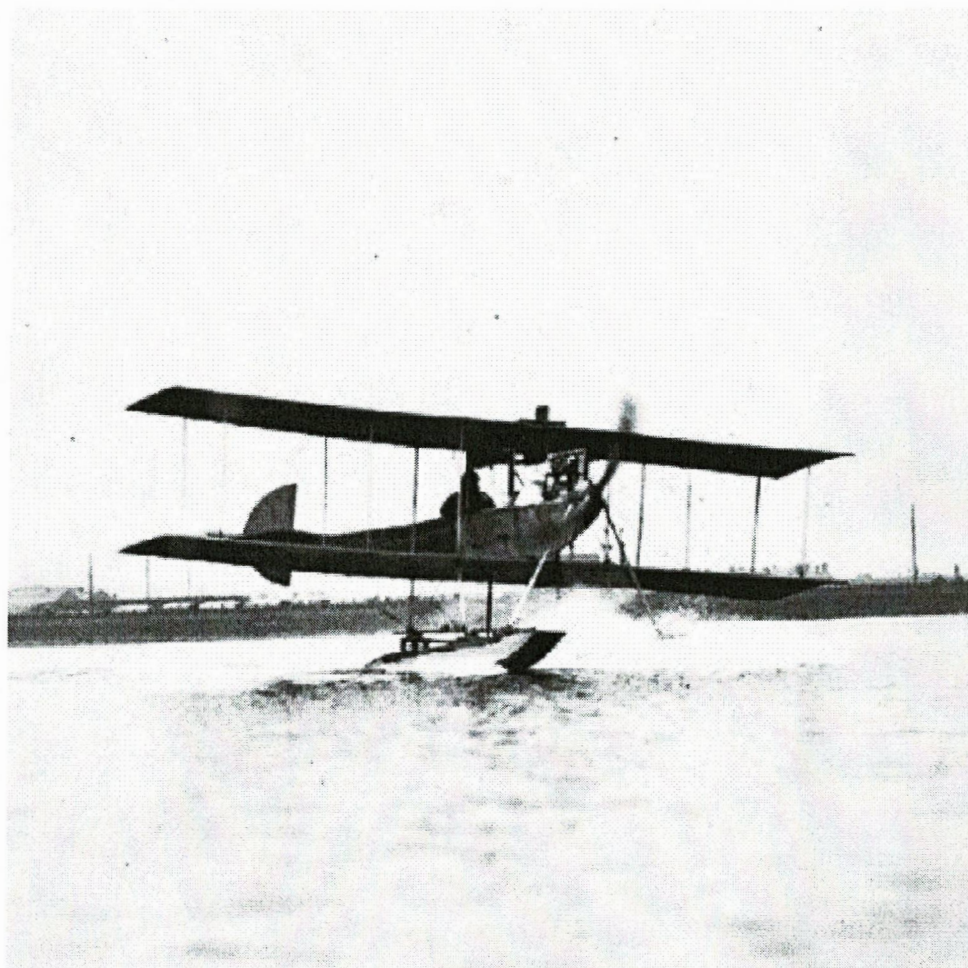
AVRO 643 CADET 2



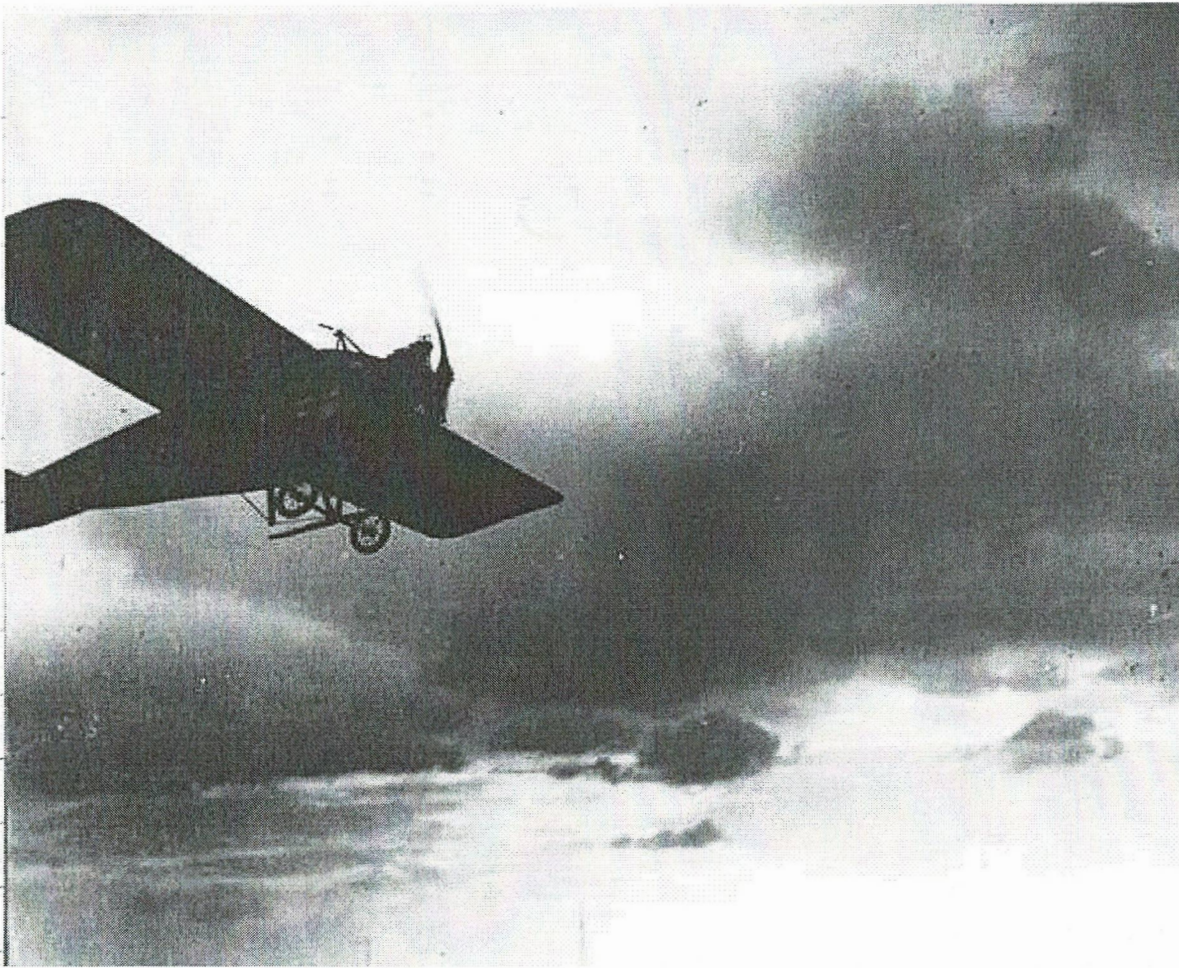
AURO 681 CADET



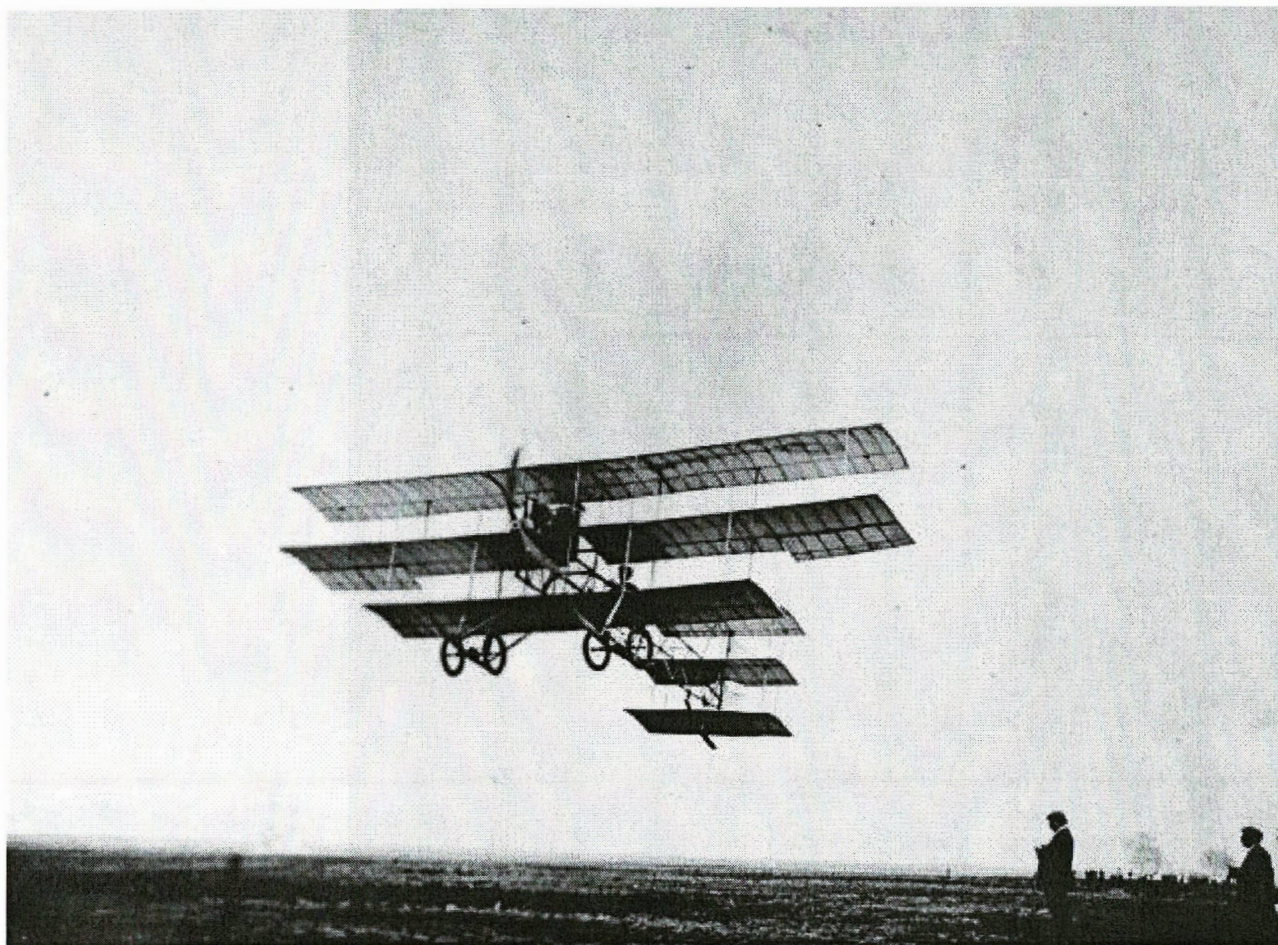
AVRO 638 CLUB CADET



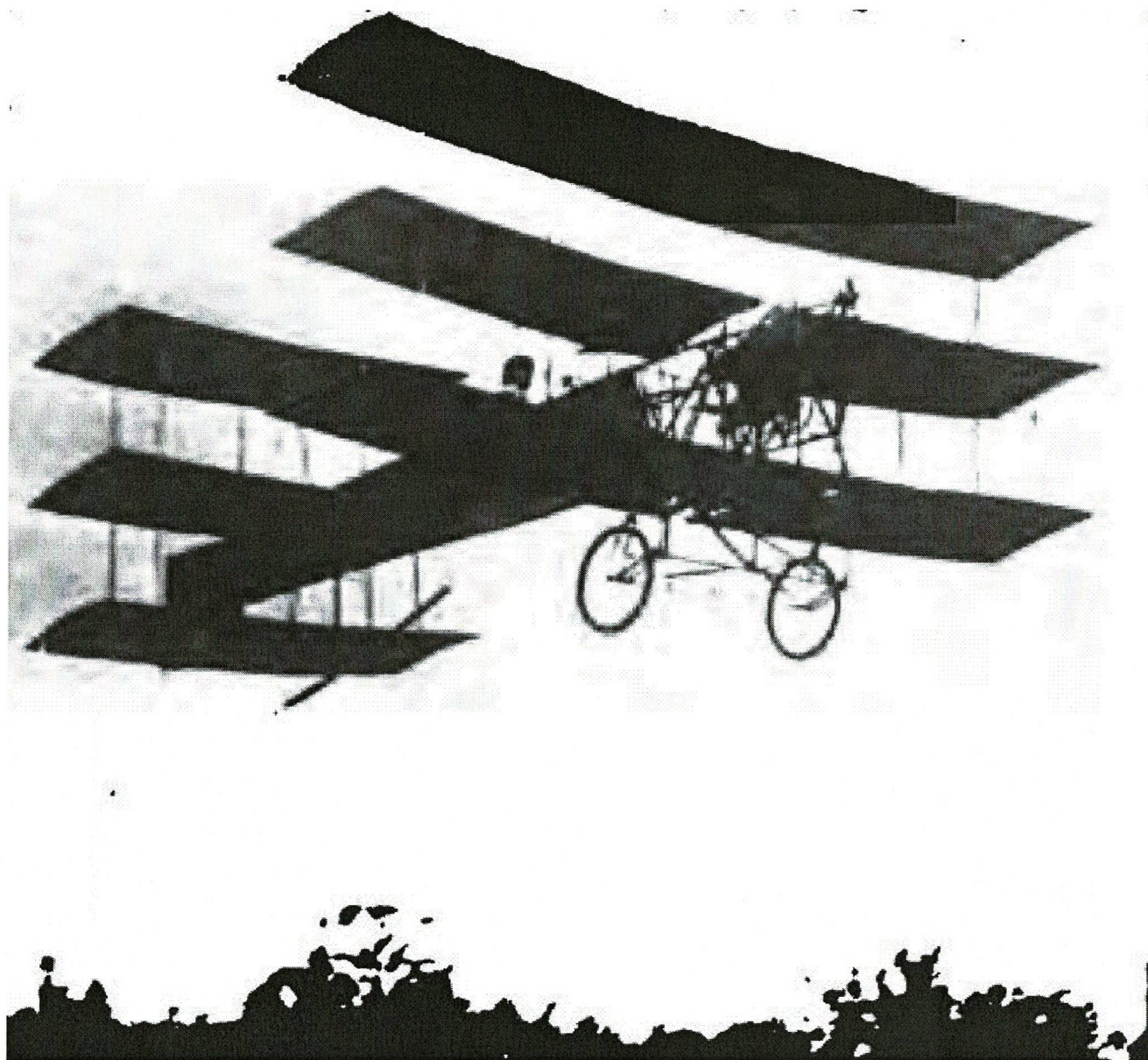
AVRO TYPE D BIPLANE



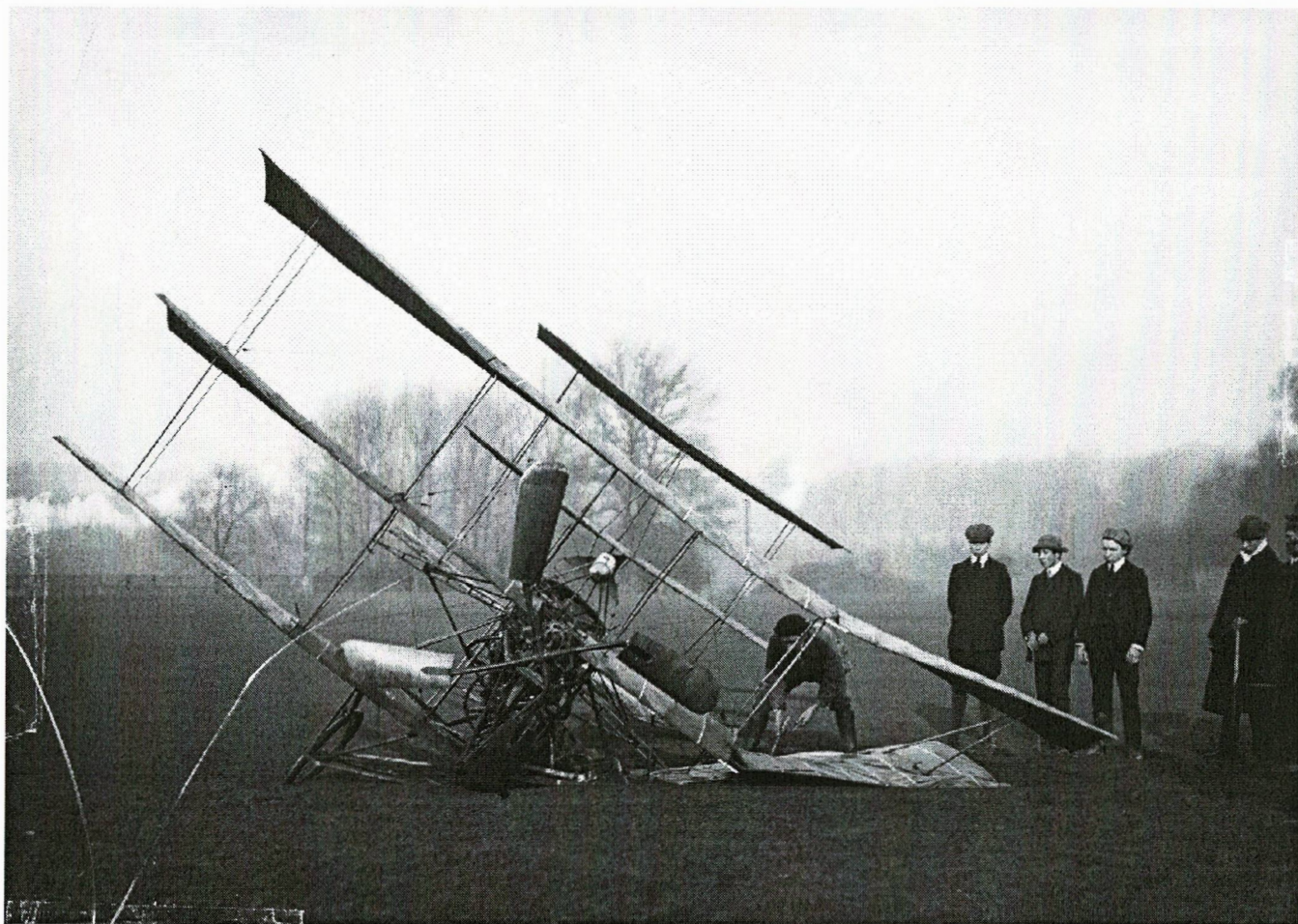
AVRO TYPE F



AVRO TRIPLANE III



AV ROE DUPLEX TRIPLANE "BULLS EYE"



AN AVRO "SLIGHT MISHAP"

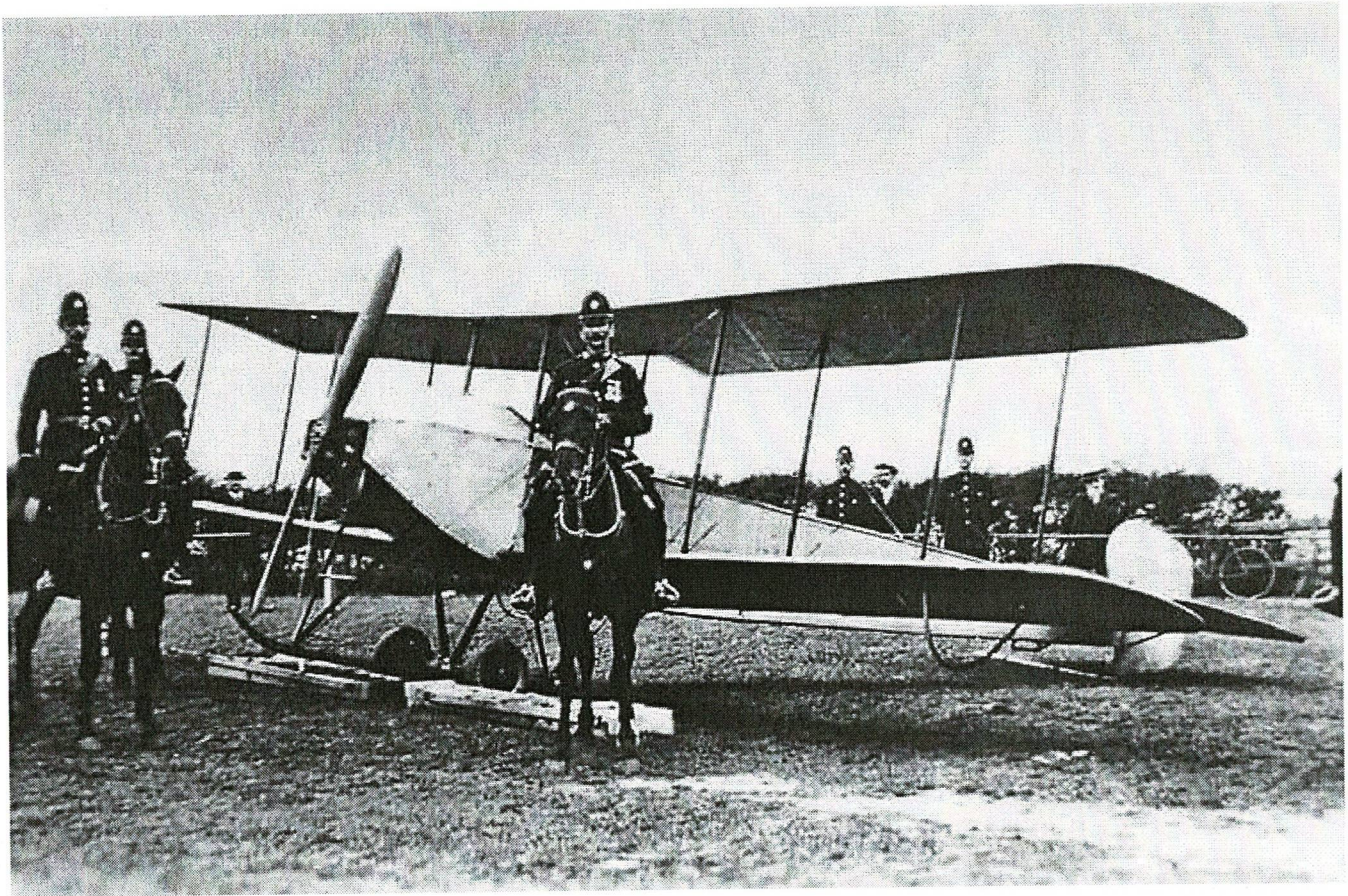
DEC 24 - - -

(FOUND WHILE SEARCHING "AVRO III TRIPLANE"

Flight reported a "slight mishap" that occurred on 24 December to A.V. Roe's triplane.

"After making several good flights at Wembley Park Mr. A. V. Roe had a slight mishap on Christmas Eve, of which we are able to give a snapshot."

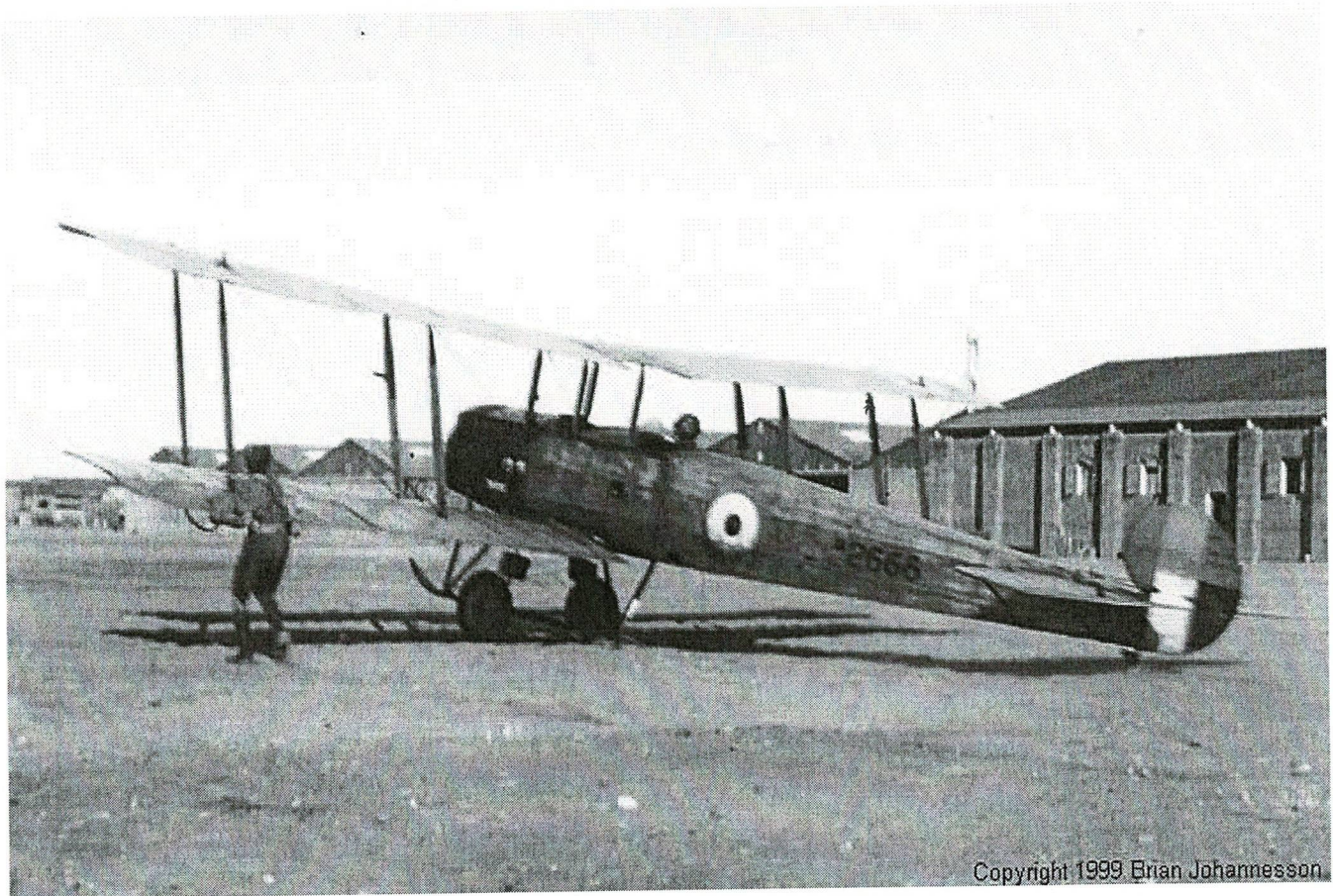
The article shows a before and after picture and reported that "Mr. Roe endeavoured to turn sharply, but as a result of some recent modifications in the steering arrangements, found it impossible to rectify the tilting movement quickly enough, and this caused the machine to fall, damaging one of the planes."



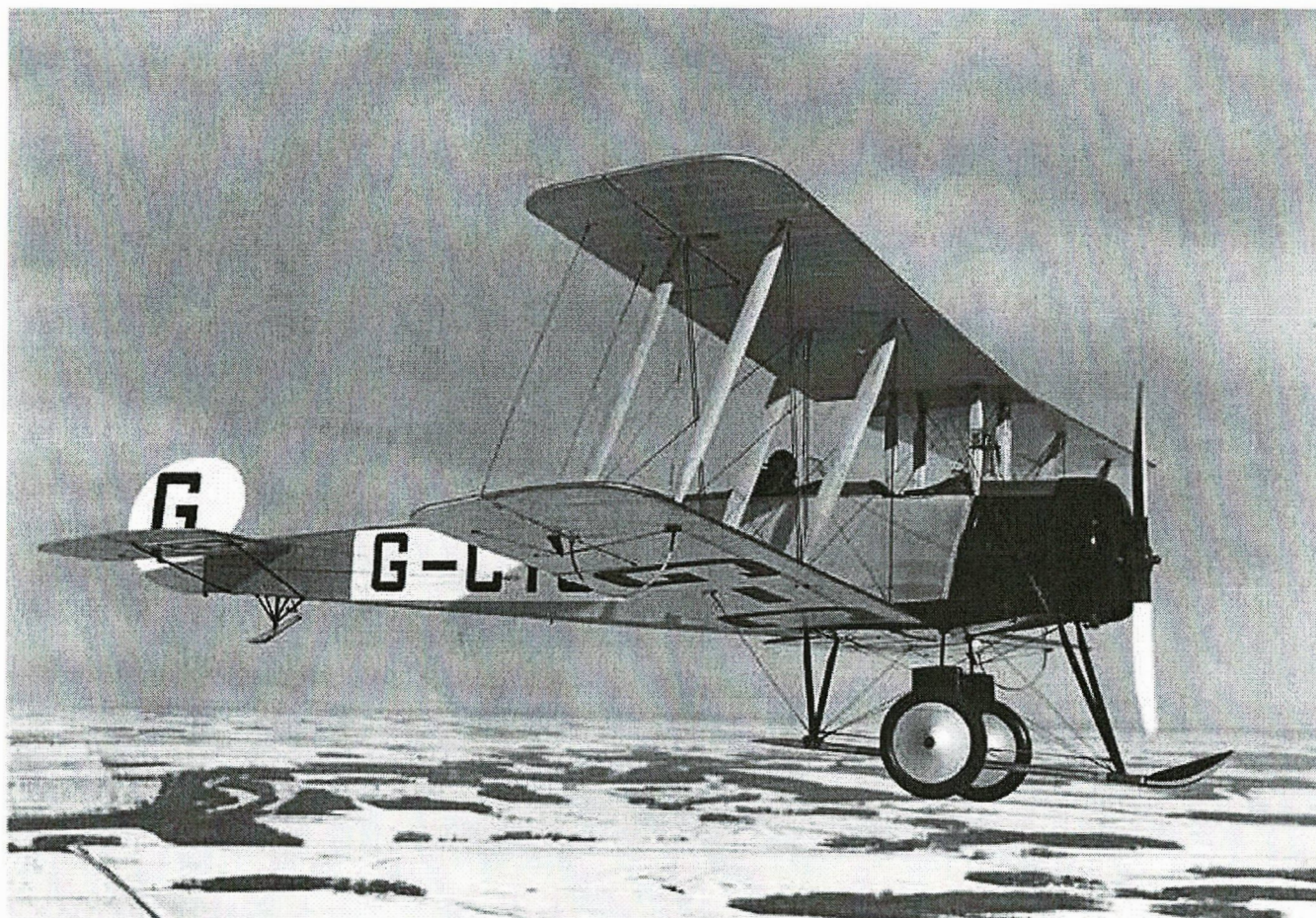
AVRO 500



AVRO 504 w/ CAMINEZ FOUR STROKE ENGINE



AURO 504A

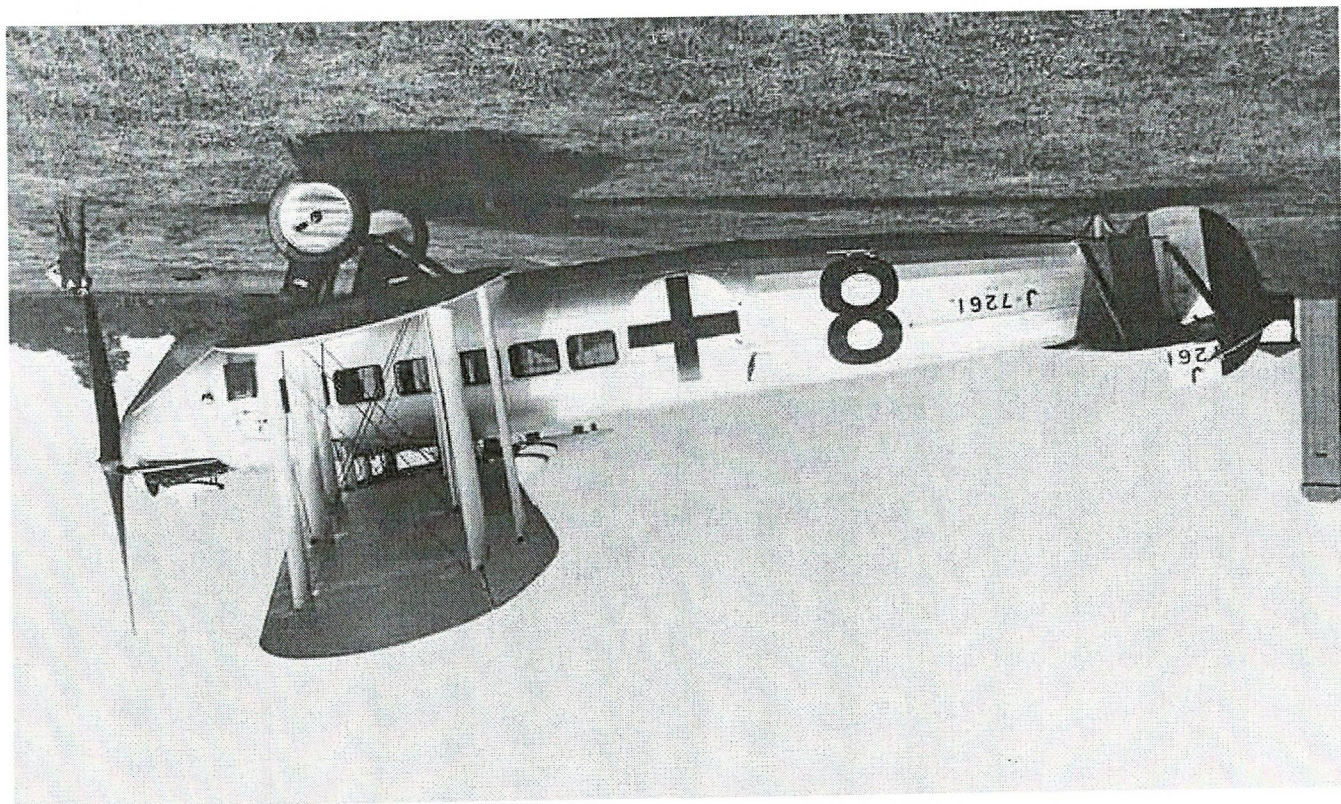


AVRO 504K



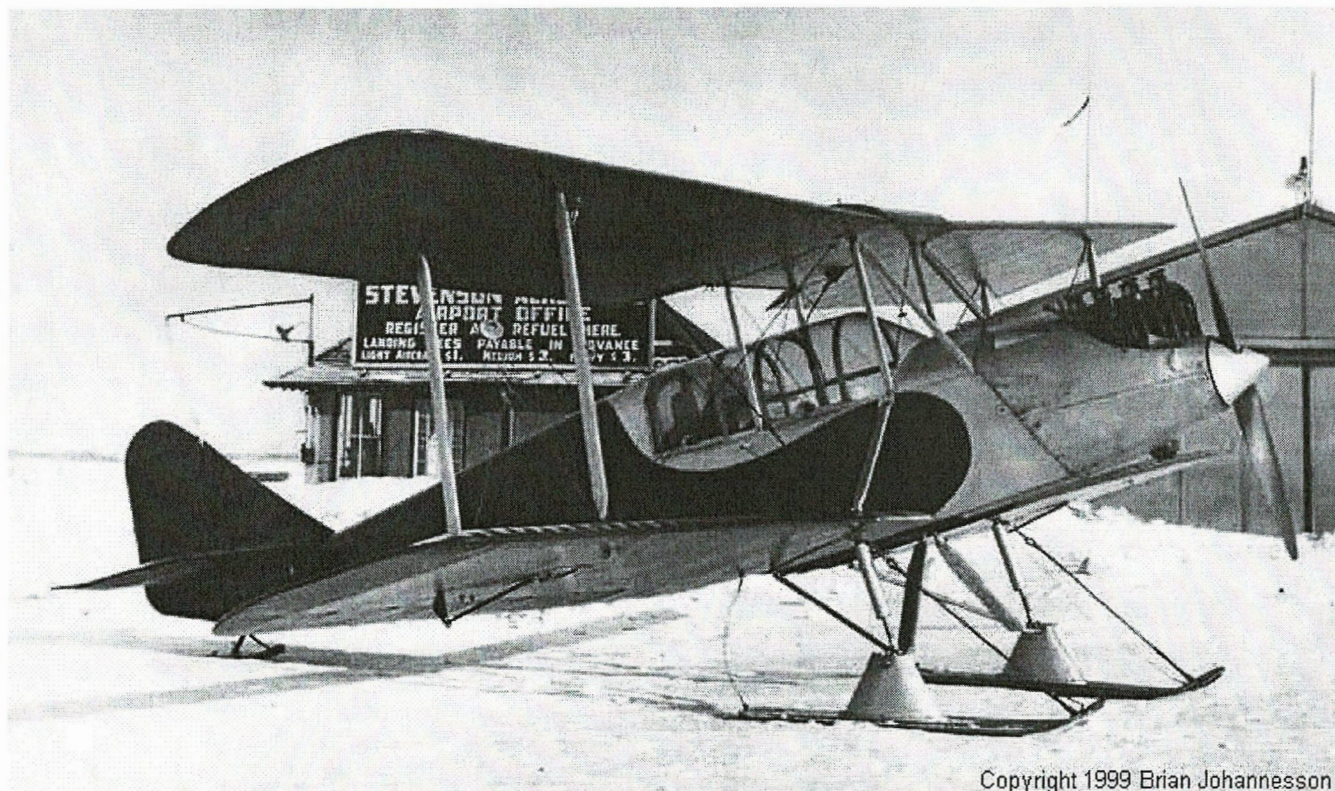
AVRO 549 ALDERSHOT MK. 1

AURO 561 AUDOVER





AURO 584 AUIAN



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AVRO AVIAN MK III



AVRO 604 ANTELOPE



AVRO 616 AVIAN MK IVM



AVRO 621 TUTOR



AVRO 641 COMMODORE



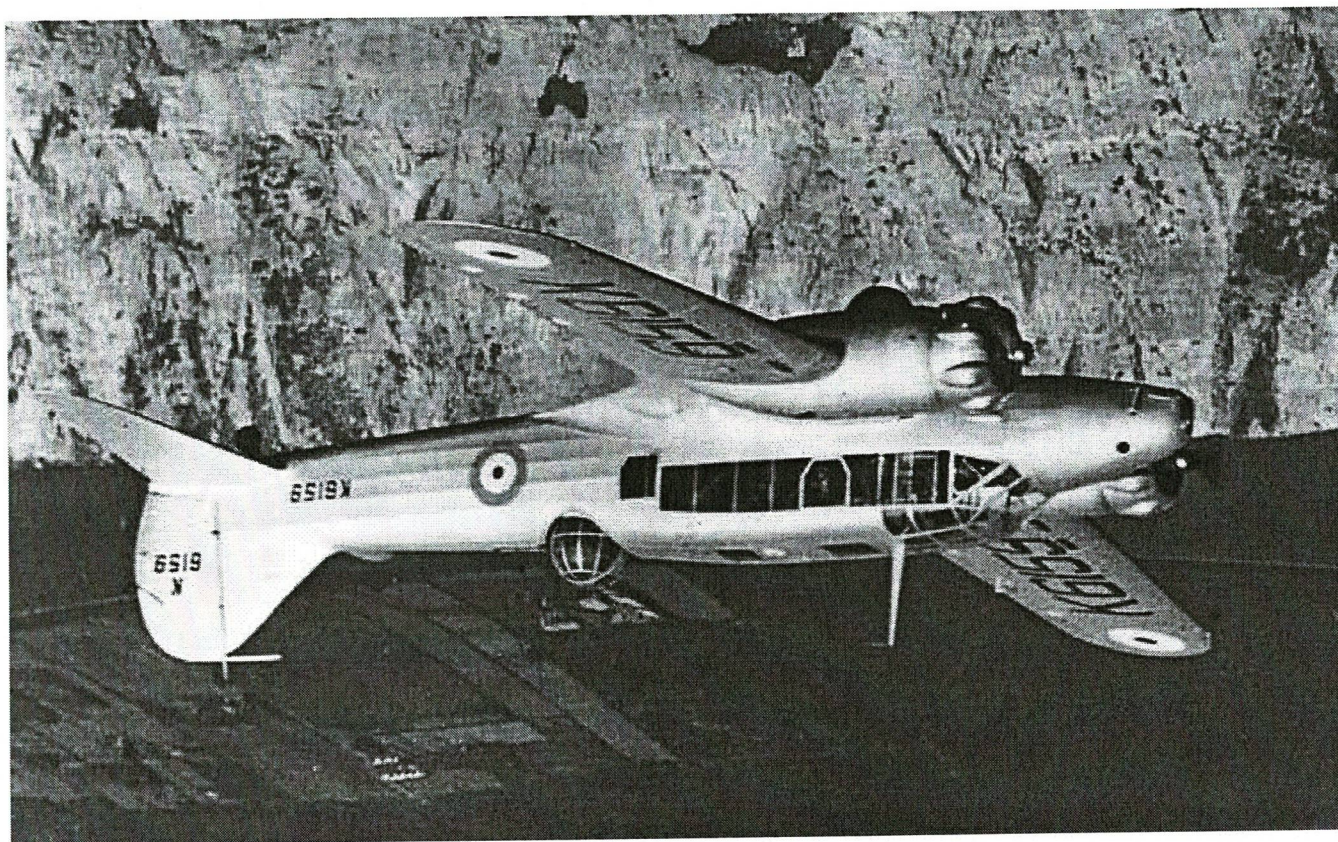
AVRO 643 CADET MKII

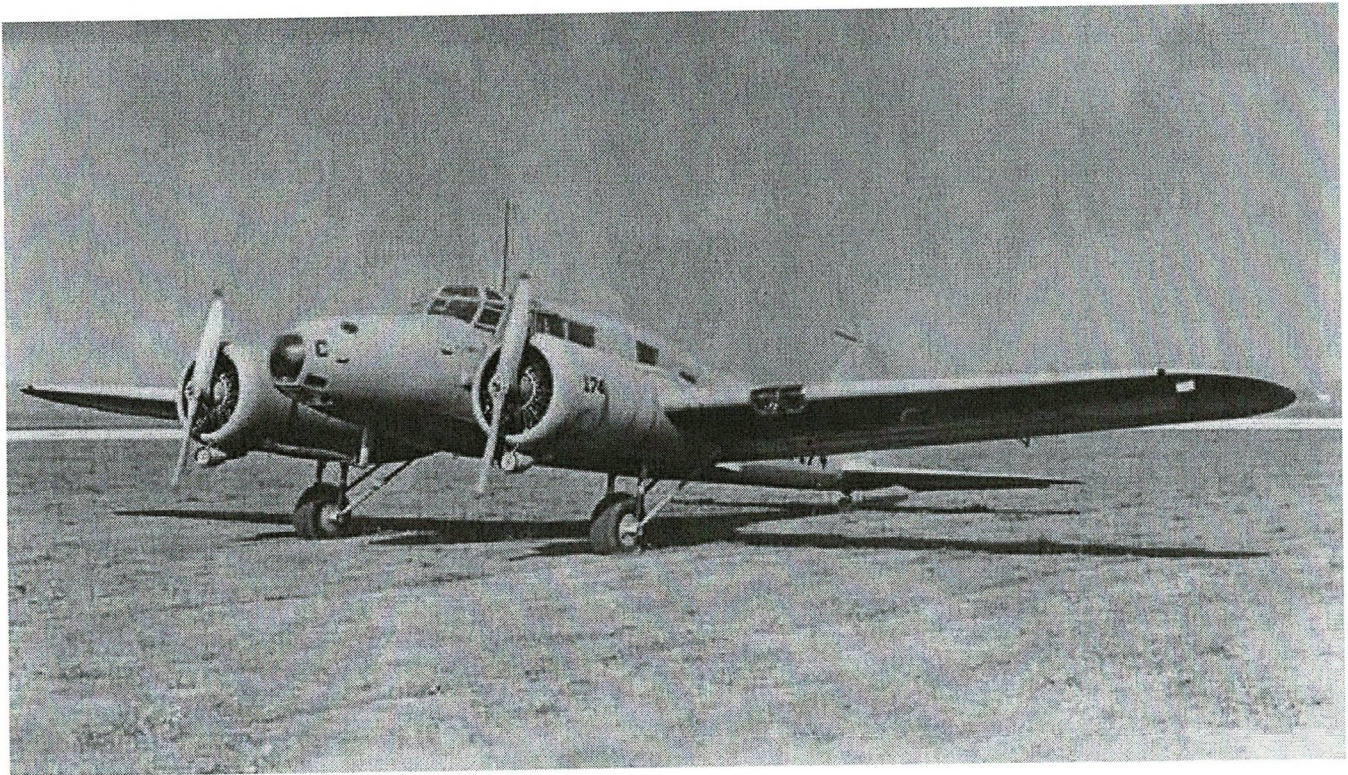


AVRO 652

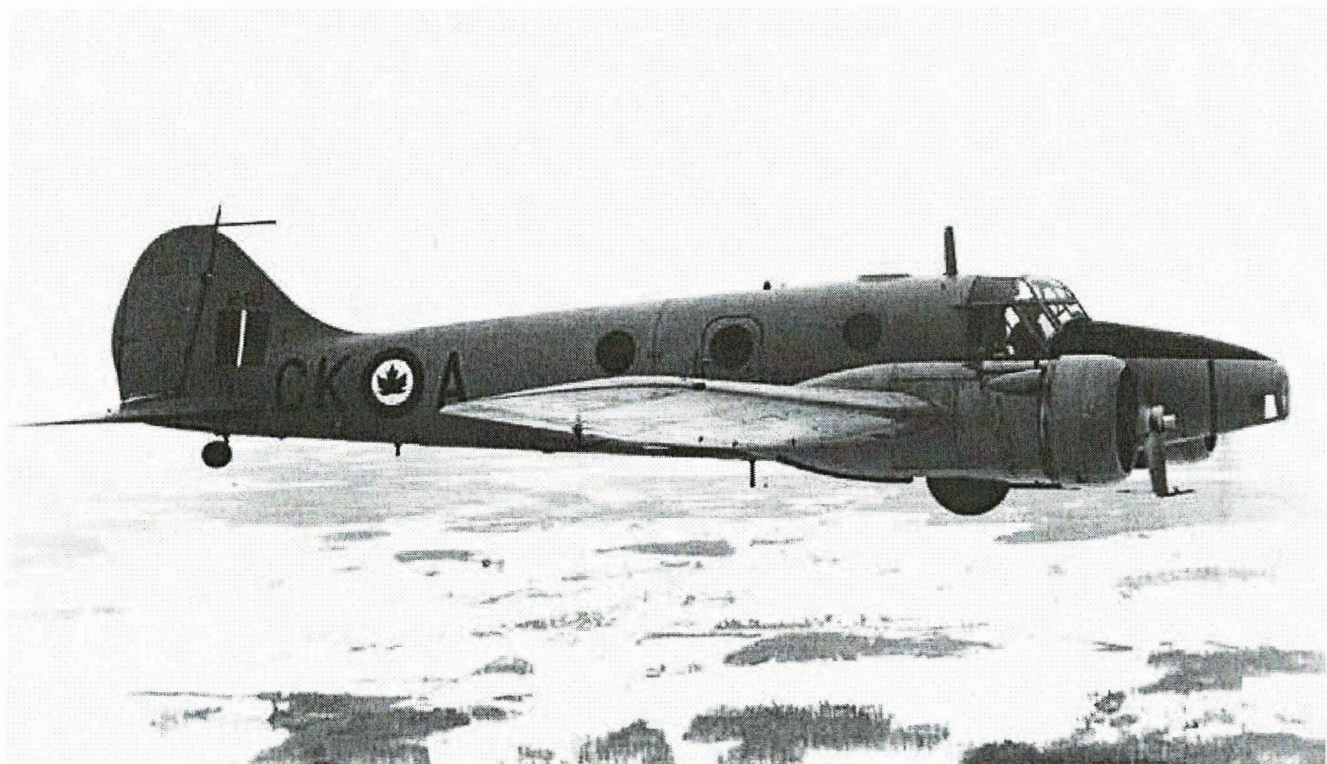
FORE RUNNER OF 652A ANSON

AVRO 652A ANSOL MK 1

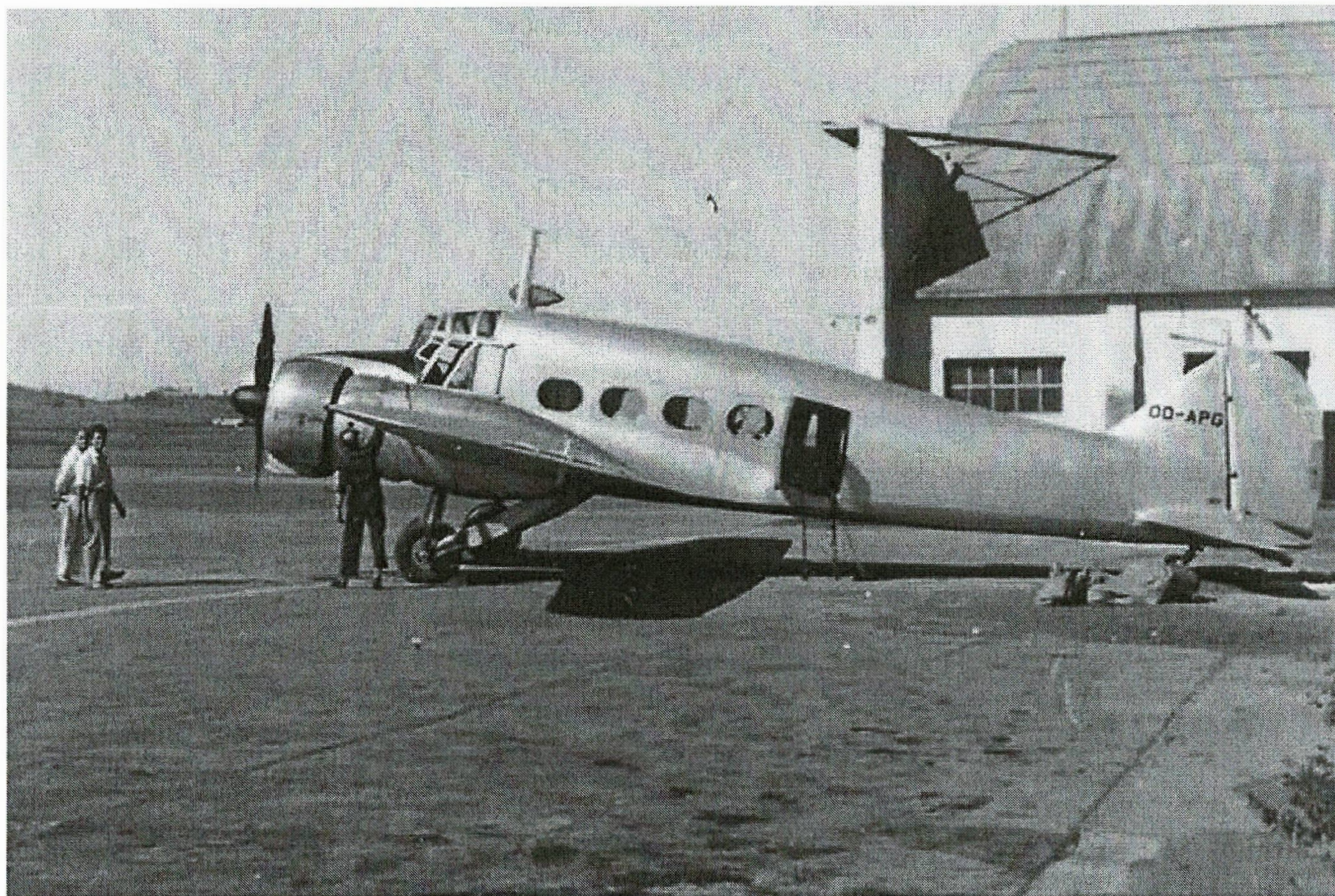




AVRO 652A ANSON MK II



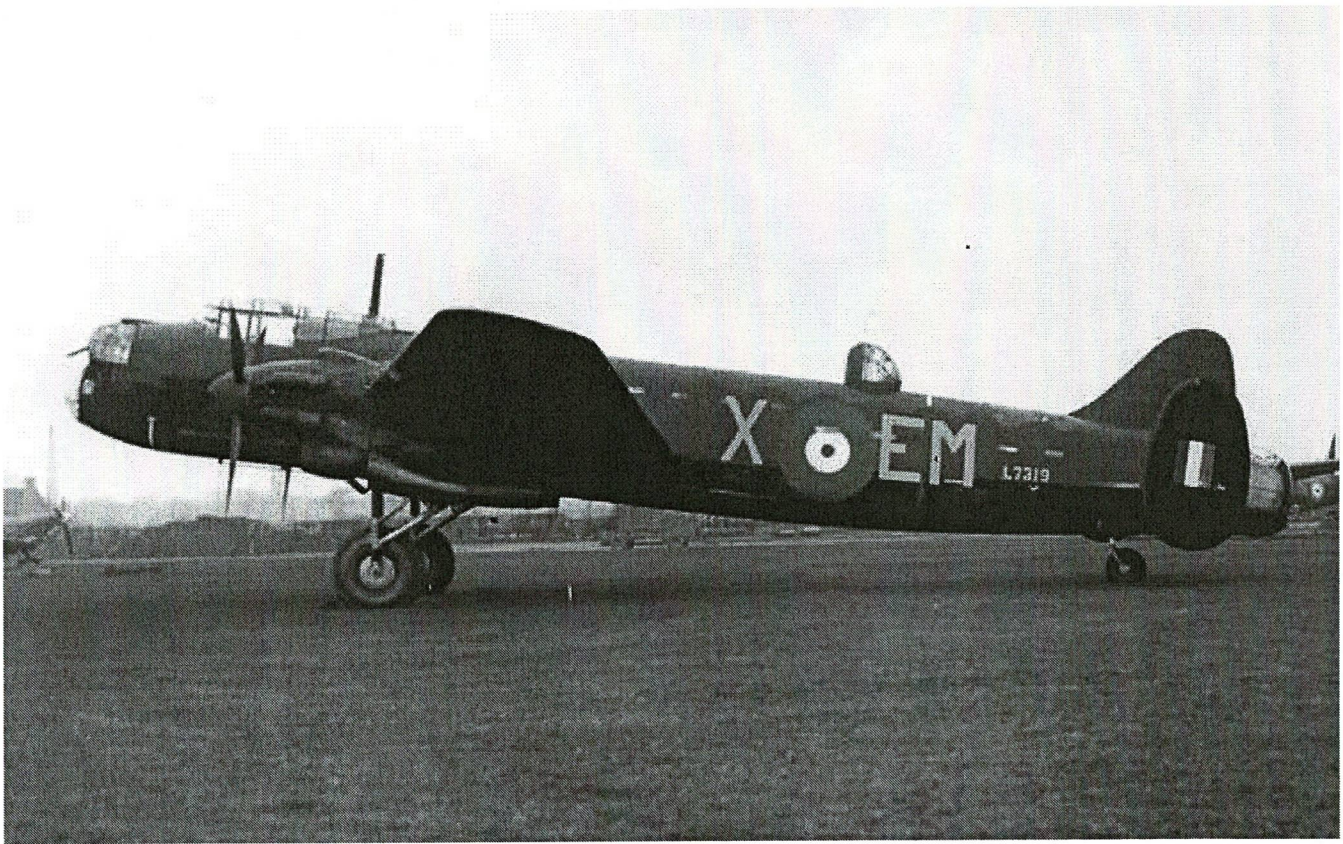
AURO 652A ANSON MK V



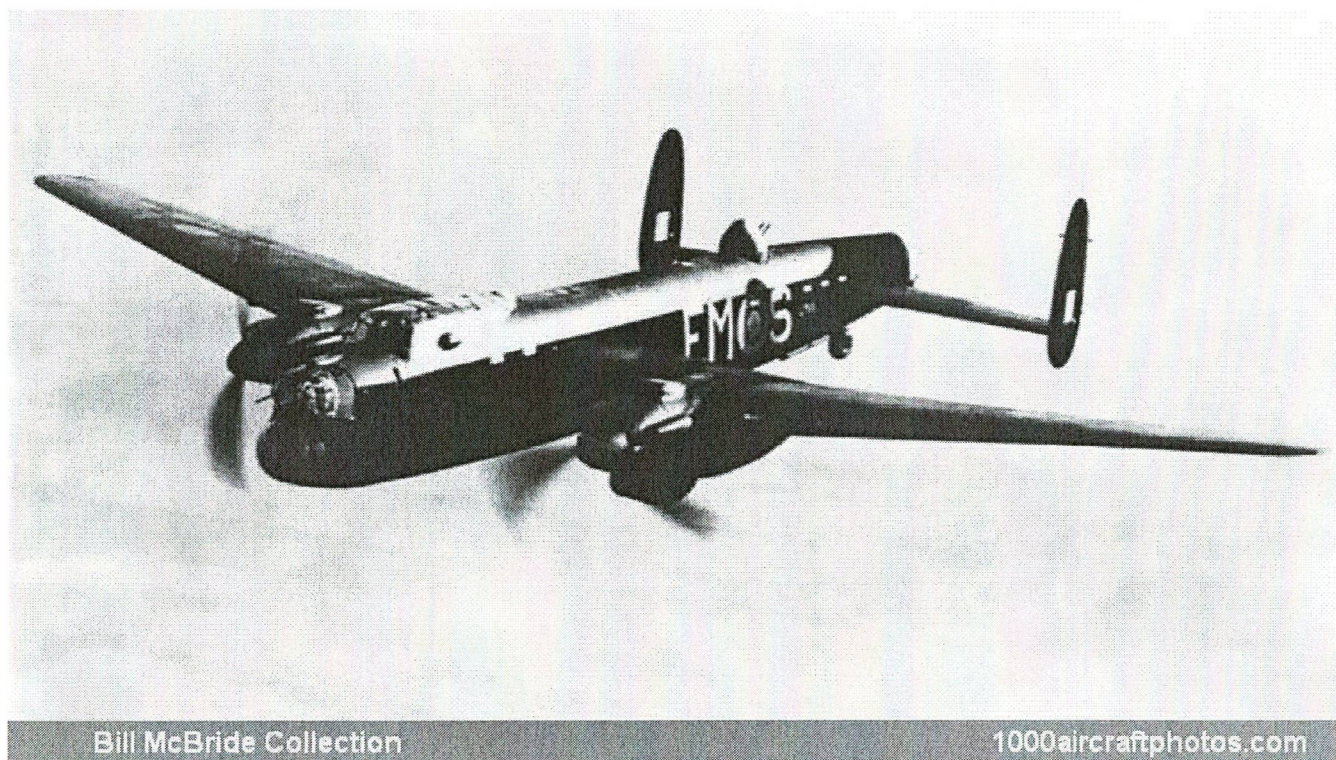
AVRO 652A ANSON MK 19 SERIES



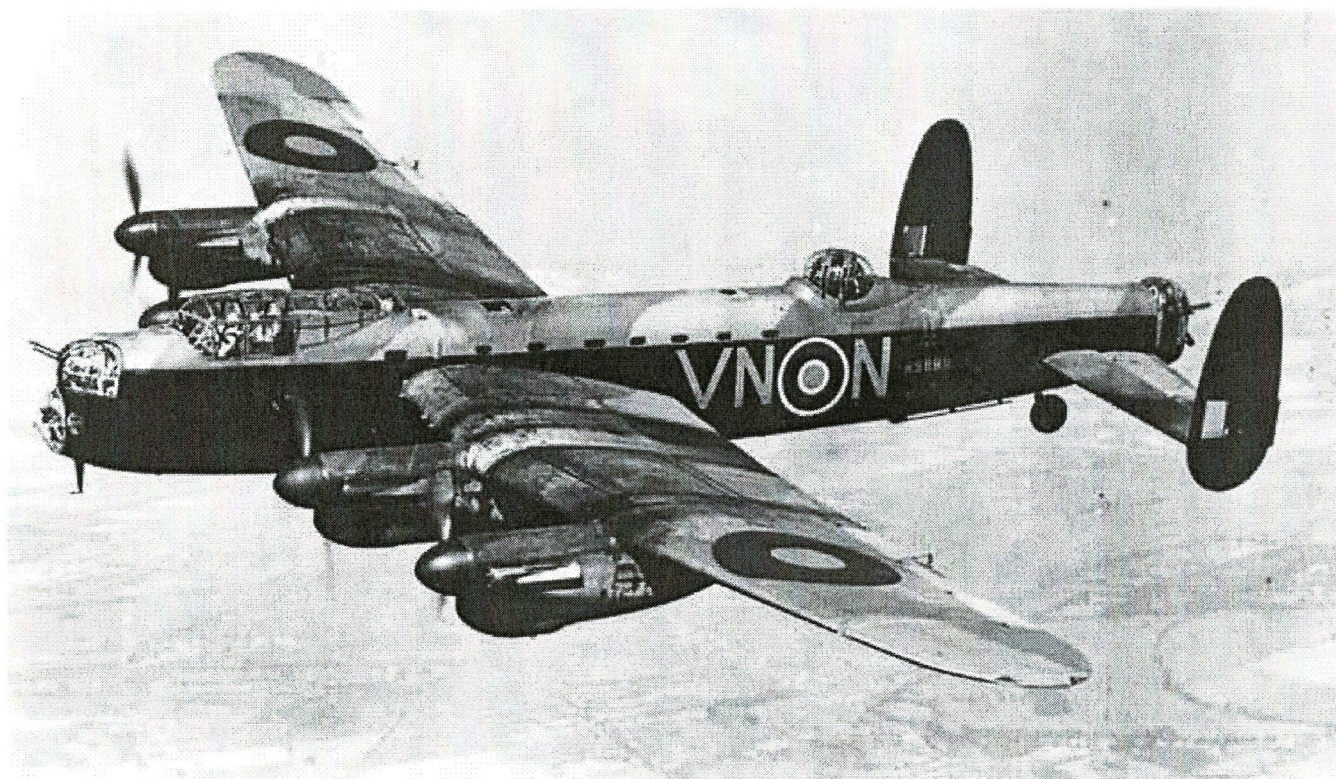
AVRO 671 ROTA MK 1



AVRO 679 MANCHESTER B MK.1



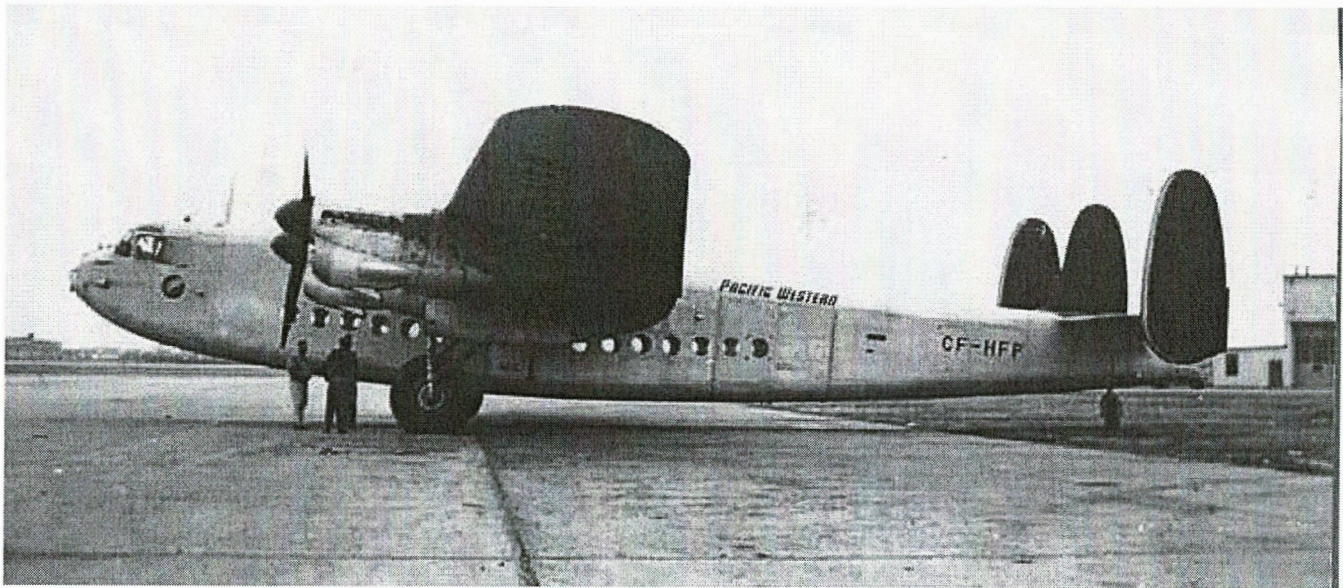
AVRO 679 MANCHESTER B.MK.1A



NURO 683 LANCASTER B. MK. 1



NURO 683 LANCASTER MK 10



AVRO 685 YORK C.MK.1



AVRO 688 TUDOR MK 1

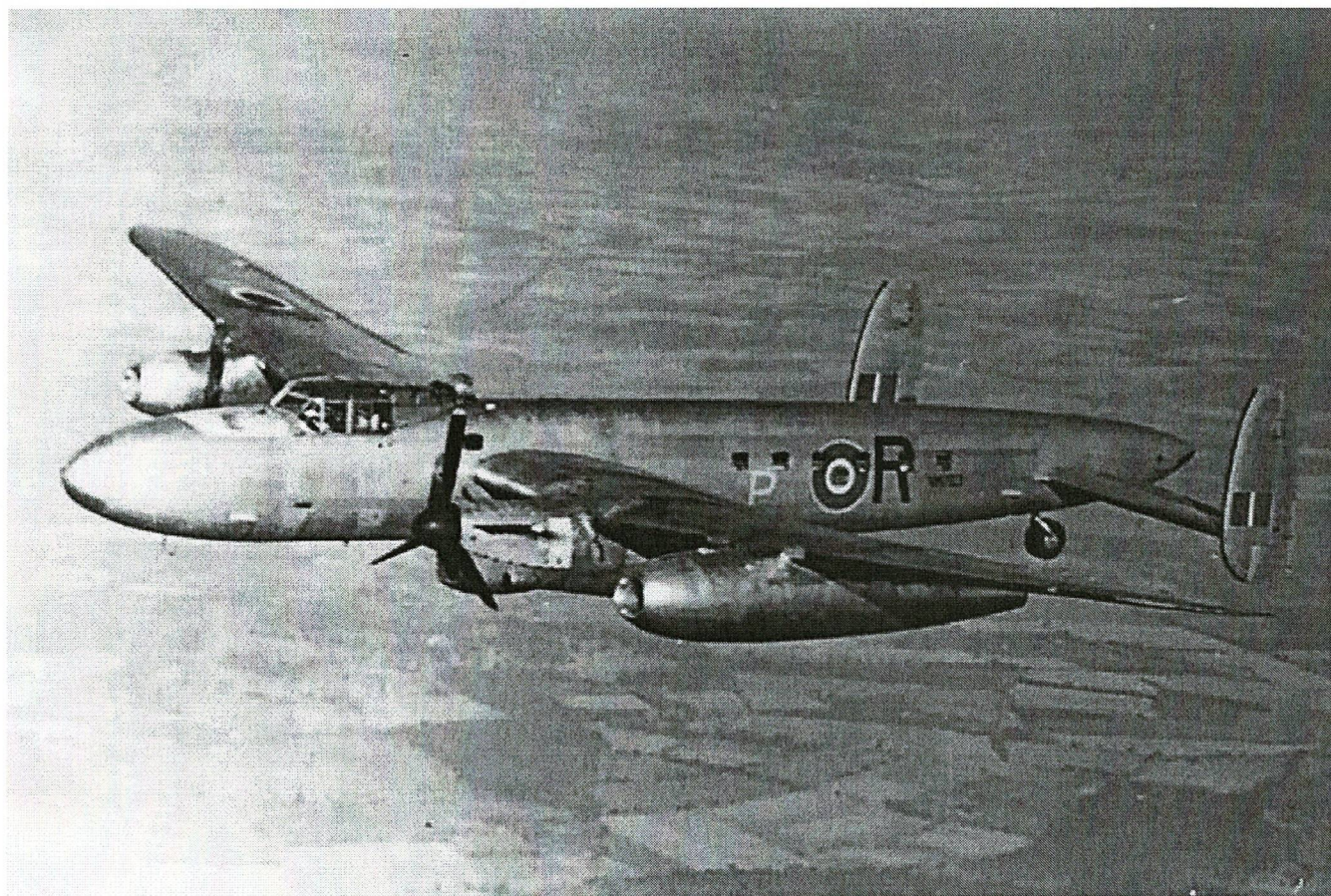


AVRO 688 TUDOR MK 8

W/ FOUR ROLLS ROYCE NENE MK 5 JET ENGINES

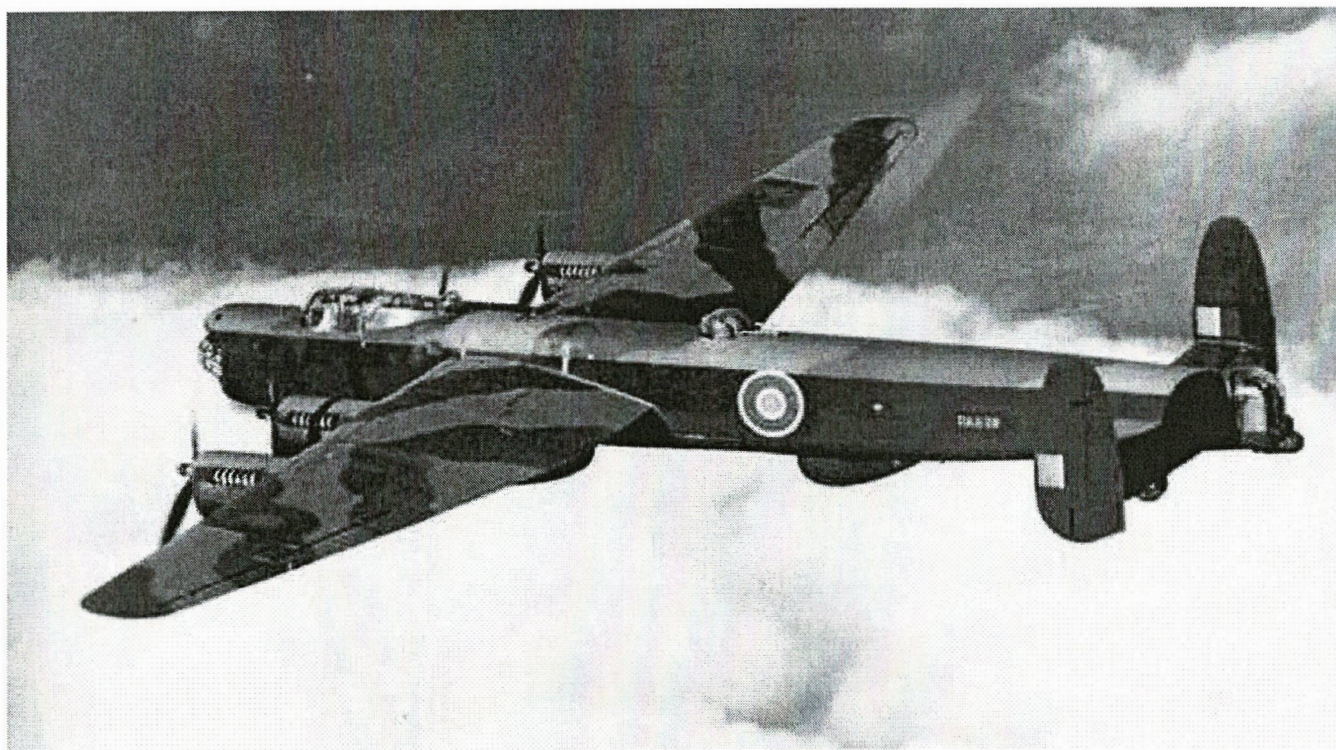


AVRO 689 TUDOR MK2

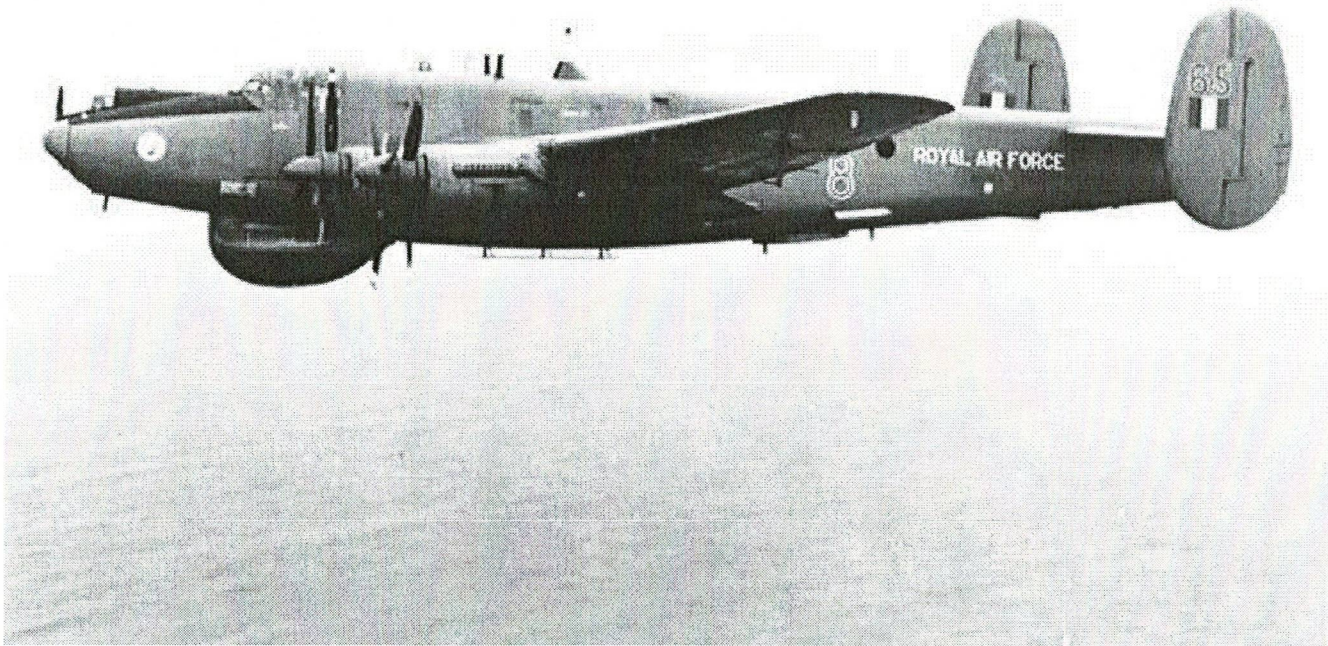


AVRO 681 LANCASTRIAN C. MK. II

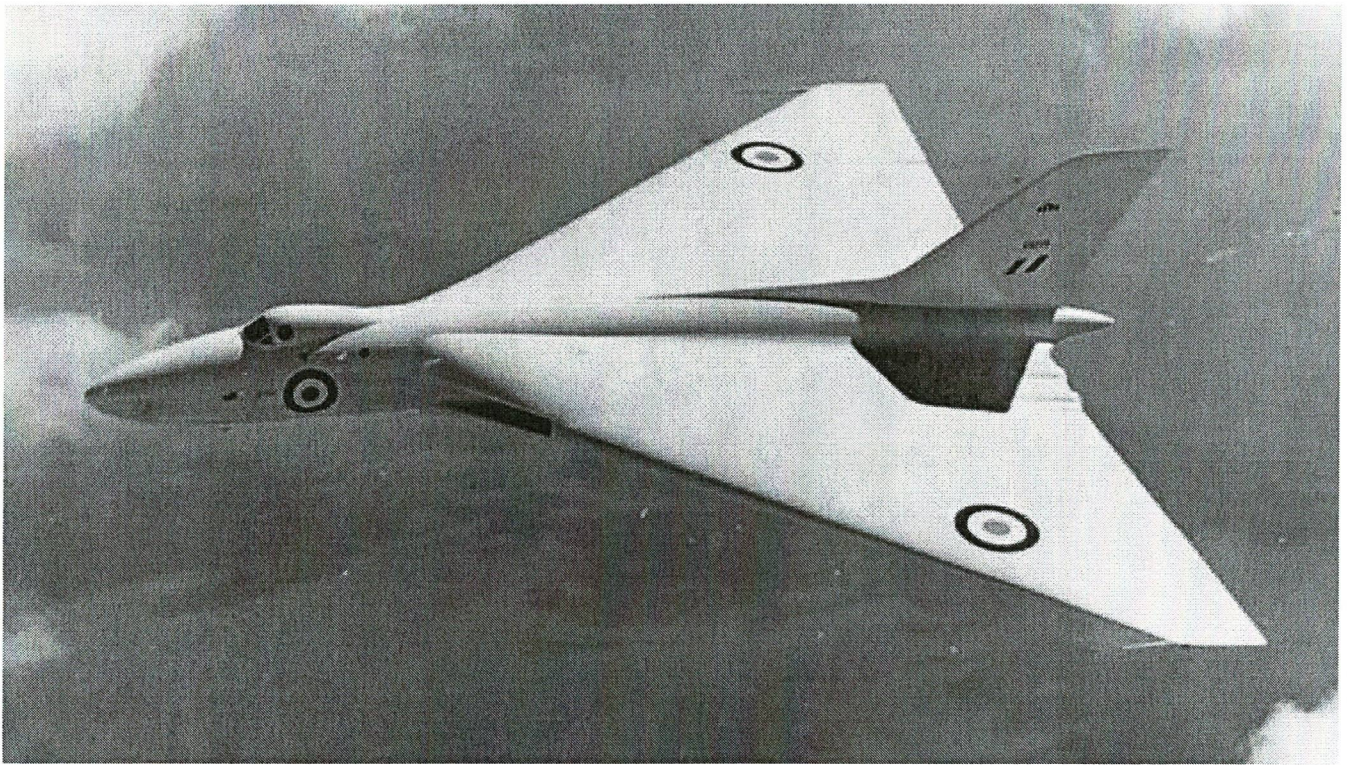
W/ TWO DEHAVILLAND H.2 GHOST 50 TURBOJET ENGINES



AVRO 694 LINCOLN MK 1



AVRO 696 SHACKLETON AEW MK.2



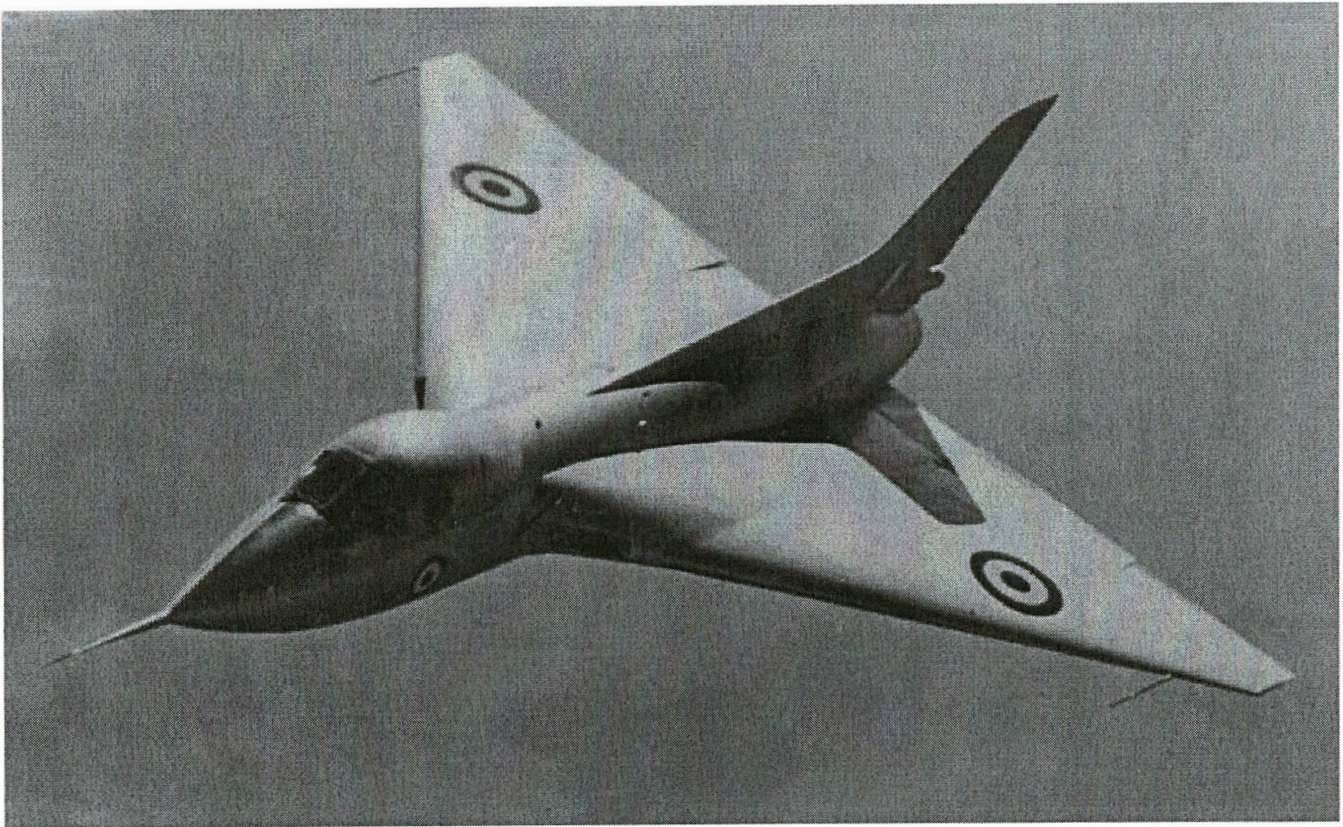
AUG 30/1952

AURO 698 VULCAN

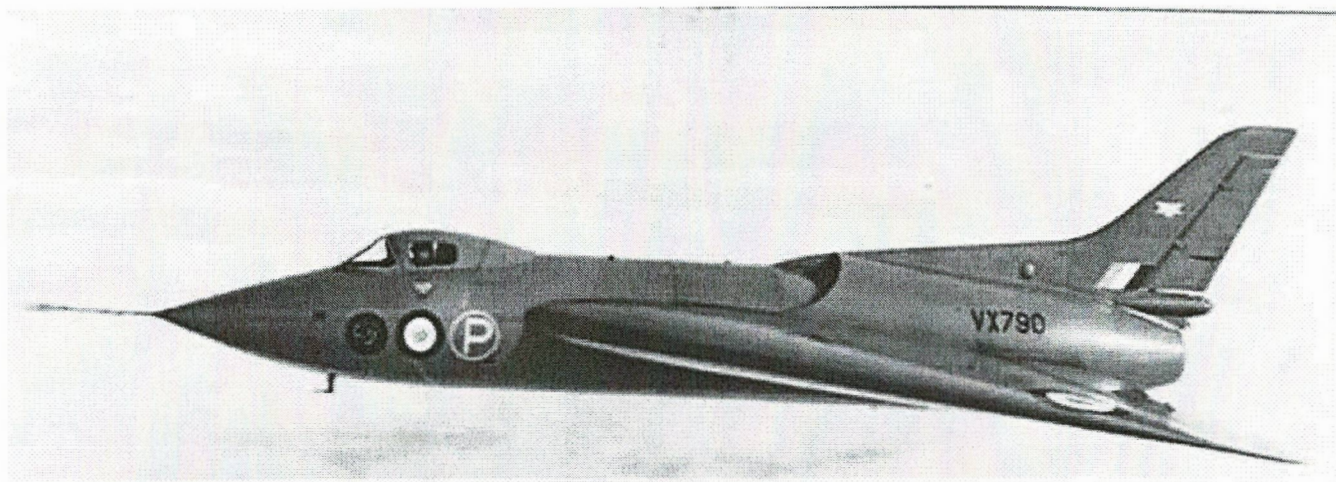


AVRO 706 ASNTON MK 1

(originally known as TUDOR MK 9



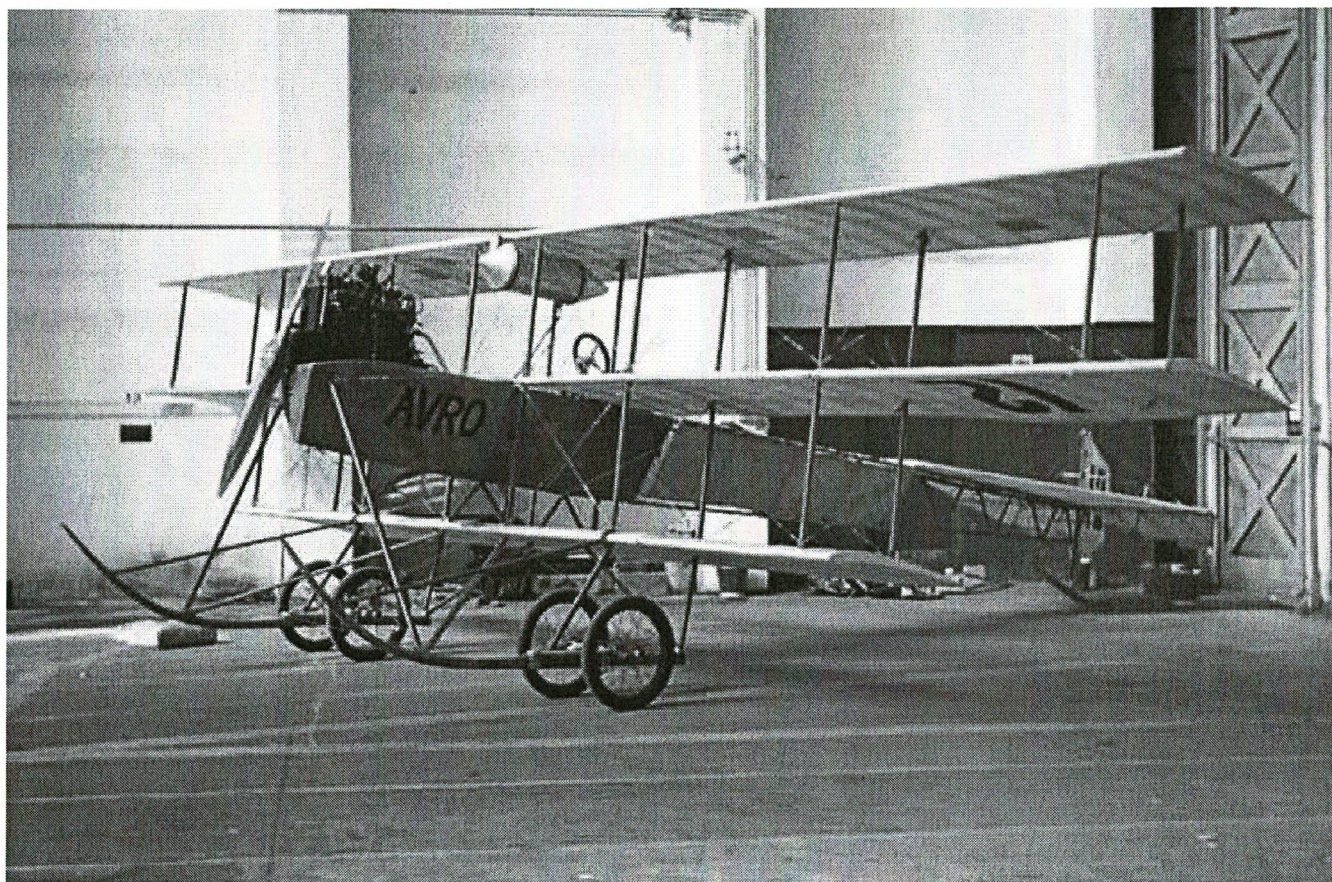
AVRO 707C



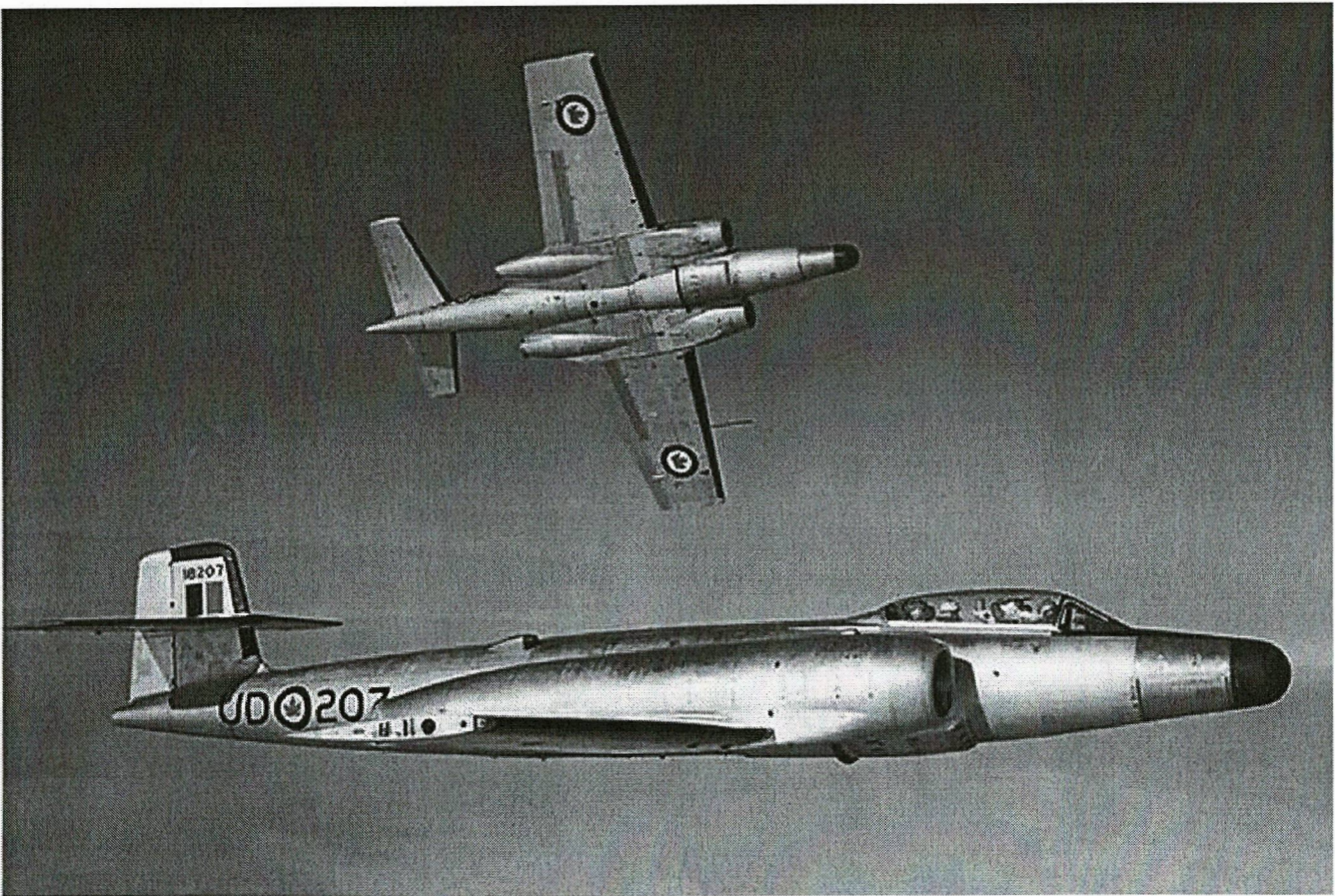
AVRO 707B



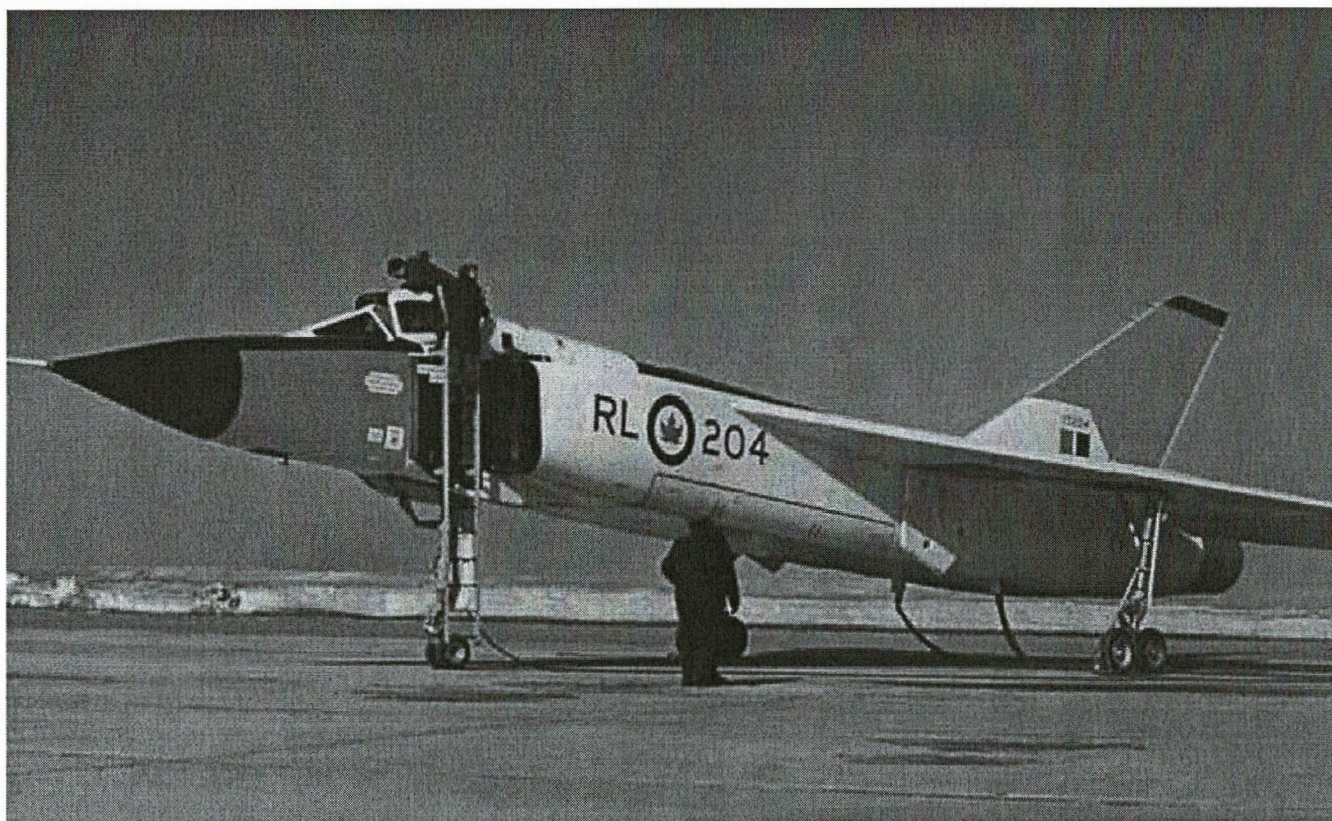
AVRO CANADA C-102 JETLINER



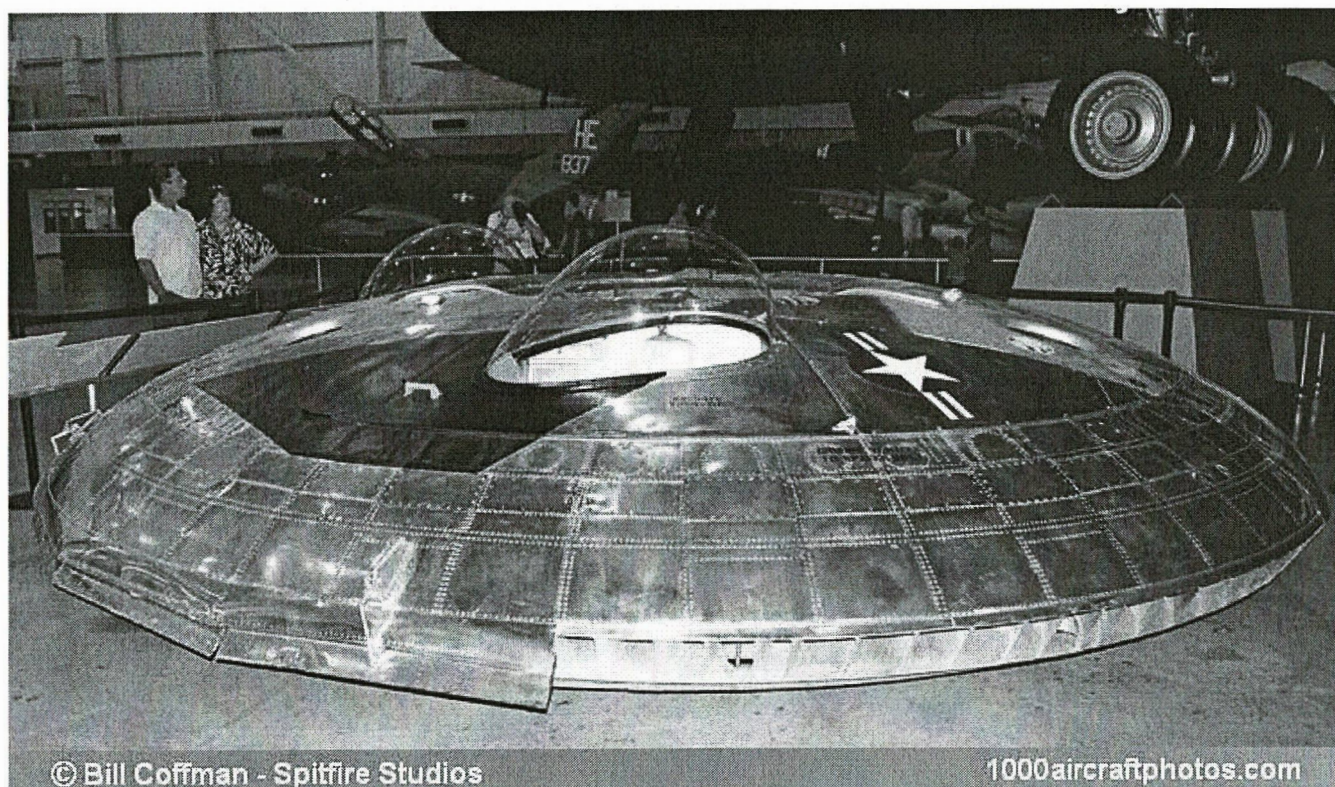
AVRO TRIPLANE IV (REPLICA)



AVRO CANADA CF-100 MK.4A CANUCK



AVRO CANADA CF-105 ARROW



AVRO CANADA VZ-9AV AVROCAR



AVRO INTERNATIONAL RJ8



AVRO INTERNATIONAL RJ100



AURO 748

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Saunders-Roe SR53 XD145



This unique airframe was a prototype interceptor aircraft of mixed jet and rocket propulsion developed for the RAF in the early 1950s. Although its performance was promising, the Soviet SAM threat and costs led to the project being cancelled after just 42 test flights. WWII had demonstrated Nazi rocket-powered aircraft designed to counter strategic bombers with machines like the Messerschmitt Me 163 and Bachem Ba 349, which were capable of unparalleled rates-of-climb, enabling them (at least in theory) to rise to meet and intercept enemy bombers before they reached their targets. In May 1951, the Air Ministry sought a rocket-powered interceptor that could reach an altitude of 60,000 ft in 2.5 minutes. Two designs were selected for development, A V Roe's Avro 720 and Saunders-Roe's SR.53. The latter was a sleek aircraft with a sharply pointed nose, delta-like wing, and a T-tail. The jet and rocket exhausts were mounted one atop the other in the tail. The Avro 720 was abandoned by September 1953 but it was 1957 before the SR53 flew, just a month after the infamous 1957 Defence White Paper outlining the government's plan to largely abandon piloted aircraft in favour of concentrating on missile development. At the same time, jet engine development had progressed a long way since the SR.53's initial design. Combined with the fact that improvements in radar had meant that any incoming bomber threat could be detected much earlier, the need for an SR.53 type had disappeared, and, unsurprisingly, the project was cancelled. One of the two SR.53 prototypes crashed during testing, but the survivor is preserved at the RAF Museum at Cosford in Staffordshire, and is seen above. The models in the foreground are designed for testing against radar to see how large a signature is produced.

Comments

< Prev 1 2 Next >
(0 comments)


TMA_0 says:

Hi, I'm an admin for a group called [Museums of War](#), and we'd love to have this added to the group!

Posted 3 weeks ago. ([permalink](#))

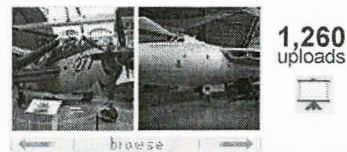
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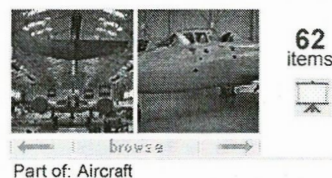
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1,260
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This photo also belongs to:

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16
items

Part of: Aircraft

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Avro Type Numbers



**Preserving Avro
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To access the Type number list compiled by George Jenks and more information on Type 619 click on the Link below.

[Avro Type Register](#)

Avro Type 720

Single seat rocket propelled interceptor

In April, 1952 A. V. Roe & Co Ltd completed a brochure I.P.B.42 to meet a Ministry of Supply design specification No F.124.T for a rocket propelled interceptor. It became known as the Type 720 and was a tail-less aircraft of delta wing plan form powered by a single Armstrong Siddeley "Screamer" or a de Havilland "Spectre" rocket motor.

Later design study with additional power plant

By January, 1954 a Ministry of Supply contract had been issued to A. V. Roe with detailed requirements contained in specification No.F.137D as finalised at the Advisory Design Conference held on June 17th 1953. The aircraft powered primarily by an Armstrong Siddeley Screamer rocket motor of 8000lb static thrust which operates in liquid oxygen and kerosene, with water coolant and a Armstrong Siddeley Viper jet engine of 2,200lb sea level static thrust with reheat. The specification required a very rapid rate of climb and the time from rest to 60,000ft in less than 3 minutes. The endurance at this height of seven minutes cruise plus two minutes combat at Mach 0.95.

Unique construction

The Avro 720 was to be constructed almost entirely from honeycomb sandwich, giving a very light and stiff structure, which can be to the accurate contours necessary for high speed flight. Consisting of two relative thin alloy sheets separated and stabilised by an aluminium foil honeycomb to which they are bonded. Sandwich construction is particularly suited to large scale production by semi-skilled and unskilled labour using relatively simple jigs and tools.

The Government cancelled the contract in 1956 due to economic cut backs and the 720 never got airborne.



Prototype XD696 was scrapped in 1956