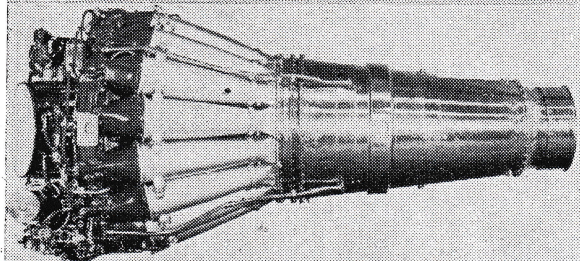


ARMSTRONG SIDDELEY MAMBA

Armstrong Siddeley Motors Ltd., Coventry

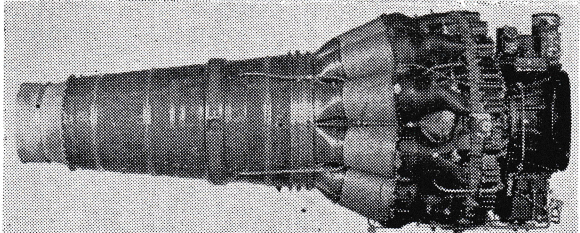
A small gas turbine-propeller unit. Compressor is axial flow, driven by a turbine. Single annular combustion chamber, straight flow. Propeller drive from compressor shaft.



DE HAVILLAND GOBLIN II

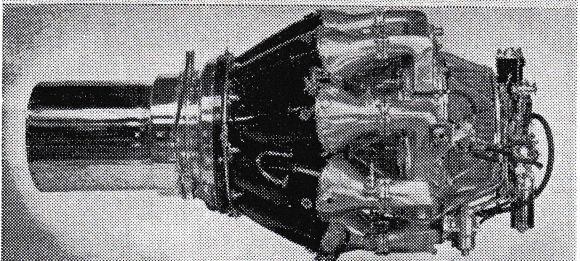
The de Havilland Engine Co. Ltd., Hatfield

A pure jet unit. Split air intake to single-stage, single-sided centrifugal compressor, driven by one turbine stage. Combustion is straight flow in 16 interconnected chambers. This engine is being built under license in other countries.



DE HAVILLAND GHOST

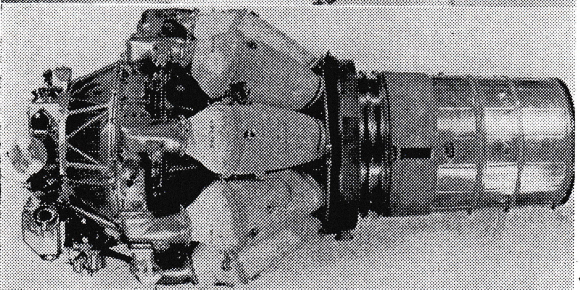
A pure jet engine. Air intake is split, feeding a single-stage single-sided centrifugal compressor, driven by one turbine stage. The Ghost turns out 5,000 lb. thrust. Uses straight flow combustion in ten chambers.



ROLLS-ROYCE DERWENT V

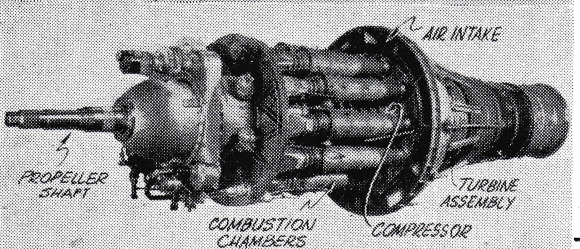
Rolls-Royce Ltd., Derby

A turbo jet unit. The Derwent has a double-sided centrifugal compressor driven from one turbine stage. It has ten combustion chambers, providing straight through combustion. Power output is 3,500 lb. thrust.



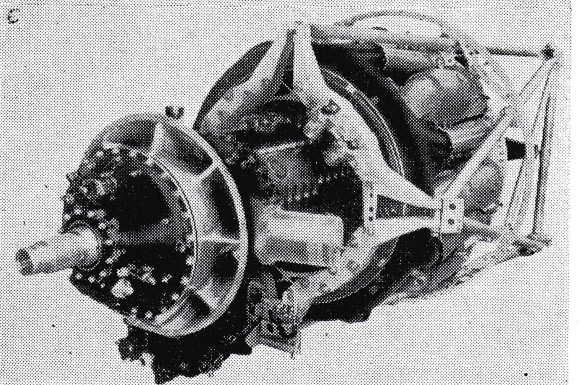
ROLLS-ROYCE NENE

A turbo jet engine. The Nene is bigger and more powerful than the Derwent, but is basically similar. The centrifugal compressor requires double air entry to feed its two sides. Drive is from a single-stage axial turbine. Straight through combustion in nine chambers. Power output is 5,000 lb.



ARMSTRONG SIDDELEY PYTHON

A gas turbine-propeller engine. The Python has a 14-stage, axial, reverse flow compressor, with a drive from a two-stage turbine. Straight flow combustion takes place in 11 chambers. Drive to the propeller units is from the compressor shaft.



BRISTOL THESEUS

The Bristol Aeroplane Co. Ltd., Filton.

A gas turbine-propeller engine. A two-stage turbine drives the combination axial and centrifugal compressor. Straight flow combustion, eight chambers. A heat exchanger is fitted. Propeller drive is taken from a separate turbine stage.

BRITISH GAS TURBINE ENGINES

NAME	DESCRIPTION	DATA
Armstrong Siddeley ASX	Turbo-jet; axial 14-stage compressor; two-stage turbine; 11 combustion chambers.	Length 167 in.; diam. 42 in.; wt. 1,900 lb.; thrust 2,600 lb., at 8,000 r.p.m.
Armstrong Siddeley Python	Turbine-prop.; 14-stage axial compressor; two-stage turbine; 11 combustion chambers.	Length 136 in.; diam. 54.5 in.; wt. 3,010 lb.; thrust 1,150 lb., plus 3,670 s.h.p.
Armstrong Siddeley Mamba	Turbine-prop.; axial compressor; 2 turbine stages; one combustion chamber.	Length 77 in.; diam. 27 in.; wt. 750 lb.; thrust 320 lb., plus 1,010 s.h.p.
Bristol Theseus	Turbo-prop.; axial-cum-centrifugal 9-stage compressors; two-stage turbine; eight combustion chambers.	Length 112.3 in.; diam. 48 in.; wt. 2,310 lb.; thrust 500 lb. plus 1,950 s.h.p. at 8,200 r.p.m.
Bristol Proteus	Turbo-prop.; axial compressor.	Thrust 3,500 lb.
Bristol Janus		
D. H. Goblin I	Turbo-jet; single-stage centrif. compressor; single-stage turbine; 16 combustion chambers.	Length 100.5 in.; diam. 49.8 in.; wt. 1,520 lb.; thrust 2,700 lb. at 10,000 r.p.m. (Other versions give up to 3,400 lb. thrust.)
D. H. Ghost	Turbo-jet; single-stage compressor; single-stage turbine; 10 combustion chambers.	Length 127 in.; diam. 53 in.; wt. 1,950 lb.; thrust 5,000 lb.
D. H.-H3	Turbo-prop.	
Fedden Cotswold	Turbo-prop.; axial compressor.	Thrust 1,305 lb.
Metro. Vickers F.2/4A	Turbo-jet; 10-stage axial compressor; one-stage turbine; one combustion chamber.	Length 146.4 in.; diam. 37.3 in.; wt. 1,750 lb.; thrust 3,500 lb. at 7,700 r.p.m.
Metro. Vickers F.3	Turbine ducted fan; 10-stage axial compressor; one plus four turbine stages; one combustion chamber.	Length 140 in.; diam. 46 in.; wt. 2,300 lb.; thrust 4,600 lb. at 7,390 r.p.m.
Metro. Vickers F.5	Turbine unducted fan; 10-stage axial compressor; one plus four turbine stages; one combustion chamber.	Length 157 in.; diam. 37.25 in.; thrust 4,710 lb.
Napier Nymph	Turbo-prop. with axial compressor.	
Power Jets	Turbo-prop.; axial compressor.	Thrust 250 lb.
Rolls-Royce Clyde	Turbo-prop.; axial-cum-centrifugal compressor; nine combustion chambers.	Length 121.2 in.; wt. 2,800 lb.; thrust 1,225 lb. plus 3,020 h.p. at 6,000 r.p.m.
Rolls-Royce Dart	Turbo-prop.	Thrust 1,000 lb.
Rolls-Royce Derwent I	Turbo-jet; single-stage centrifugal compressor; single-stage turbine; 10 combustion chambers.	Length 83.9 in.; diam. 41.5 in.; wt. 940 lb.; thrust 2,000 lb. at 16,500 r.p.m.
Rolls-Royce Derwent V	Turbo-jet; single-stage centrifugal compressor; single-stage turbine; nine combustion chambers.	Length 83.1 in.; diam. 42 in.; wt. 1,250 lb.; thrust 3,500 lb. at 14,700 r.p.m.
Rolls-Royce Nene I	Turbo-jet; single-stage centrifugal compressor; single-stage turbine; nine combustion chambers.	Length 96.8 in.; diam. 49.5 in.; wt. 1,630 lb.; thrust 5,000 lb. at 12,300 r.p.m.