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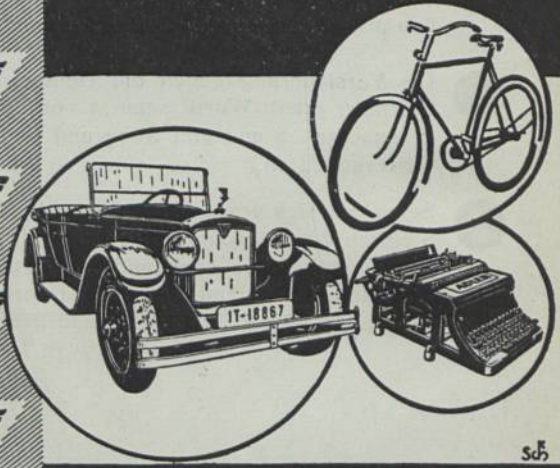

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TASCHENBUCH DER LUFTFLOTTEN

GEGRÜNDET 1914

JAHRGANG 1927

Herausgegeben von

Dr.-Ing. Werner von Langsdorff, Flugzeugführer

Mit 824 Bildern

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POCKET ALMANAC OF AERONAUTICS

FOUNDED 1914

YEAR 1927

Editor Dr. ing. Werner von Langsdorff, Pilot

With 824 illustrations

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ALMANACH DES FLOTTES AÉRIENNES

FONDÉ EN 1914

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Avec 824 illustrations

H. BECHHOLD VERLAGSBUCHHANDLUNG

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Vorwort.

Das „Taschenbuch der Luftflotten" soll einen gedrängten Ueberblick über die Luftfahrzeuge aller Staaten geben. Der vorliegende Jahrgang enthält hauptsächlich Baumuster, die im Laufe des letzten Jahres in Betrieb waren. Aeltere Baumuster sind in den Jahrgängen 1914 bis 1926 aufgeführt. In erster Linie sind alle zur Identifizierung eines Luftfahrzeuges nötigen Angaben übersichtlich zusammengestellt. Konstruktive Einzelheiten enthält das im gleichen Verlage erschienene Jahrbuch „Fortschritte der Luftfahrt".

Um der immer zunehmenden internationalen Beachtung gerecht zu werden, erscheint diesmal das vorliegende Jahrbuch erstmalig in den drei Sprachen Deutsch, Englisch und Französisch. Während im wesentlichen das alte Gesicht beibehalten wurde, war es infolge der mit der Dreisprachigkeit zusammenhängenden Vergrößerung nötig, einige weniger wesentliche Abschnitte wegzulassen oder zu kürzen. Hierdurch dürfte aber die Uebersichtlichkeit nur gewonnen haben. Von den zahlreichen Helfern meiner Arbeit seien dankend besonders folgende erwähnt:

Ing. B. Adaridy, Helsinki; Flugzeugführer E. T. Allen, Washington, D. C.; Dr. A. Baciocchi, Rom; Dir. Ing. L. Bauer, Wien; Dipl.-Ing. Dr. H. Berg, Frankfurt a. Main; M. Moreno Caracciolo, Madrid, Presidente de la „Union Aérea Espanola" S. A.; A. Casais, Pontevedra; Ing. A. Emdé, Issy les Moulineaux-Paris; E. O. Fuetterer, Mukden; S. Green, London; A. Homfeld, Bremen-New York; A. Isler, Bern, Dir. des Eidgenössischen Luftamtes; Ing. B. Johannsen, Stockholm; H. Kostiwal, Wien; P. Melville, Libau; Major d. R. Poppe, Budapest, Ungarischer Aero-Verband; Prof. N. Rynin, Leningrad; königl. ungar. Regierungsoberinspektor J. v. Scicsery, Budapest, kgl. Ungarisches Luftamt; Ing. W. Scherz, Friedrichshafen-B.; Pol.-Oberleutnant Stanischewsky, Stuttgart-Böblingen; Dipl.-Ing. H. Volpert, Bamberg.

Im Interesse der Sache sind weitere Anregungen und Unterstützungen immer willkommen.

Möge das „Taschenbuch der Luftflotten" auch in der vorliegenden, neuen Gestalt weiter dazu beitragen zum Ausbau internationaler Beziehungen in der Luftfahrt.

Fürstenfeldbruck bei München, im Sommer 1927.

Werner v. Langsdorff.

Preface.

The „Pocket-Almanac of aeronautics" shall be a comprehensive survey about aeronautics for all states. This year's publication contains principally types of aircraft, which were in action in the course of last year. Older types have been mentioned in the publications from 1914 to 1926. In the first instance all indications, which are necessary for identifying aircraft, have been put together. Constructive details are contained in the yearly publication „Fortschritte der Luftfahrt", („Progress in aircraft"), which is published under the same management.

In order to meet the constant increase of international attention, this year's publication has been brought out in three languages, English, French and German. While on the whole the old appearance has been maintained, it has become necessary to leave out or to shorten a few less important parts on account of the enlargement due to the publication in three languages. This however might be an advantage regarding the whole survey.

Some of the people, who helpt me in my work, I wish to name below:

Eng. B. Adaridy, Helsinki; Pilot E. T. Allen, Washington, D. C.; Dr. A. Baciocchi, Rome; Dir. Eng. L. Bauer, Wien; Dipl.-Ing. Dr. H. Berg, Frankfurt a. Main; M. Moreno Caracciolo, Madrid, Presidente de la „Union Aérea Espanola" S. A.; A. Casais, Pontevedra; Eng. A. Emdé, Issy les Moulineaux-Paris; E. O. Fuetterer, Mukden; S. Green, London; A. Homfeld, Bremen-New York; A. Isler, Bern, Dir. of Civil Aviation; H. Kostiwal, Wien; P. Melville, Libau; Major d. R. Poppe, Budapest, Hungarian Aero Association; Prof. N. Rynin, Leningrad; Royal hung. Regierungsoberinspektor J. v. Scicsery, Budapest, Royal Hungarian Aerial Office; Eng. W. Scherz, Friedrichshafen-B.; Pol.-Oberleutnant Stanischewsky, Stuttgart-Böblingen; Dipl.-Ing. H. Volpert, Bamberg.

In the interest of the above further suggestions and help are welcome.

May the pocket-almanac of aeronautics in it's present form contribute to create international relations in aircraft

Fürstenfeldbruck near Munich, Summer 1927.

Werner v. Langsdorff.

Avant-propos.

L'almanach des flottes aériennes est un guide destiné à donner un aperçu des aéronefs de toutes les nations. L'édition présente comprend de préférence les types de construction d'usage au courant de l'année dernière, tandis que les éditions de 1914 à 1926 s'occupent des types précédents. Avant tout y sont données les indications indispensables à l'identification de tout aéronef. Les détails des différentes constructions se trouvent dans l'almanach „Fortschritte der Luftfahrt" („Progrès de la navigation aérienne"), de l'auteur. (H. Bechhold, Libraire-Editeur, à Francfort-sur-le-Mein.)

A cause de l'intérêt international toujours croissant l'almanach présent paraît pour la première fois en trois langues, en français, anglais et allemand. En substance, l'aspect des éditions précédentes a été conservé, et si l'agrandissement, dont l'édition triglotte est cause, m'a obligé à omettre ou à abréger quelques parties moins substantielles, la clairté n'en a que gagné.

En terminant je tiens à exprimer mes plus vifs remerciements à tous ceux qui m'ont aimablement assisté, surtout à MM.:

Ing. B. Adaridy, Helsinki; pilote E. T. Allen, Washington, D. C.; Dr. A. Baciocchi, Rom; Dir. Ing. L. Bauer, Wien; Dipl.-Ing. Dr. H. Berg, Frankfurt a. Main; M. Moreno Caracciolo, Madrid, Presidente de la „Union Aérea Espanola" S. A.; A. Casais, Pontevedra; Ing. A. Emdé, Issy les Moulineaux-Paris; E. O. Fuetterer, Mukden; S. Green, London; A. Homfeld, Bremen-New York; A. Isler, Bern, Dir. de l'Office aérien fédéral; H. Kostiwal, Wien; P. Melville, Libau; Major d. R. Poppe, Budapest, Fédération aéronautique hongroise; Prof. N. Rynin, Leningrad; royal hongr. Regierungsoberinspektor J. v. Scicsery, Budapest, Office aérien hongrois; Ing. W. Scherz, Friedrichshafen-B.; Pol.-Oberleutnant Stanischewsky, Stuttgart-Böblingen; Dipl.-Ing. H. Volpert, Bamberg.

Toutes les observations, critiques et remarques, qu'on voudra bien adresser à l'éditeur, seront reçues avec reconnaissance.

C'est mon plus vif désir que l'almanach des flottes aériennes dans sa nouvelle forme contribue à l'approfondissement des relations internationales dans la navigation aérienne.

Fürstenfeldbruck près de Munich, été 1927.

Werner v. Langsdorff.

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I. Teil. — First part. — 1ère partie.

Die Luftfahrzeuge der Staaten. Airplanes and airships of the Nations. Les aéronefs des nations.

1. Motor-Flugzeuge
Motor-aéroplanes — Avions à moteur

Erklärungen

Die Angaben der Listen und Bilder stimmen nicht immer überein, da auch Flugzeuge ein und desselben Baumusters oft entsprechend ihrem Verwendungszweck umgebaut werden, wobei Einheitlichkeit wenig beachtet wird. Die verschiedentlich noch in Betrieb befindlichen Vorkriegs- und Kriegs-Baumuster konnten aus Platzmangel meist nicht gebracht werden, ebenso manche anderen in früheren Bänden veröffentlichte Umbauten.

Listen- und Bilderteil sind nach den Ländern der Herstellung geordnet. Diese reihen sich alphabetisch gemäß der deutschen Landesbezeichnung aneinander (vgl. Inhaltsverzeichnis).

Zu 1. Hier sind die offiziellen Namen der Hersteller angegeben. Die Ortsbezeichnung ist als Bestandteil dieses offiziellen Namens aufgefaßt. Die ausführliche Anschrift ist in einer besonderen Liste angegeben (vgl. Inhaltsverzeichnis).

Zu 2. Angegeben ist das Jahr der Fertigstellung des ersten Stückes des betr. Baumusters.

Zu 3. Ist das Baumuster außer durch Nummern oder Buchstaben noch durch einen Namen gekennzeichnet, so ist dieser nur im Bilderteil aufgeführt.

Zu 4. Es bedeuten: Ed = Eindecker, Dd = Doppeldecker, Drd = Dreidecker, Vd = Vierdecker, Hd = Hochdecker, Md = Mitteldecker, Td = Tiefdecker.

Zu 5. Es bedeutet: V = Verkehr (Reise), Sp = Sport, Ü = Uebung (Schul), K = Krieg (Militär, Marine), P = Post, Lb = Lichtbild, F = Forst.

Der Index: a = Aufklärung, b = Bombenwurf, j = Jagd, k = Kranken (Sanitäts), s = Flugboot, t = Torpedo, w = Schwimmflugzeug, n = Nacht, tr = Transport.

Unter den einzelnen Flugzeuggattungen bestehen oft keine scharfen Grenzen. Den verschiedenen Sonderzwecken entsprechend werden oft Flugzeuge für Aufgaben einer anderen Gattung herangezogen. Vielfach sind Einheitsbauarten leicht von Landflugzeugen in Wasser- oder Seeflugzeuge umzuwandeln, ohne an dem eigentlichen Flugzeug größere Aenderungen

vorzunehmen. Auch Umänderungen von Zivilflugzeugen in Militärflugzeuge sind im Ausland nicht selten. Manche Baumuster werden mit verschiedenen Tragflügeln, sehr viele mit verschiedenen Motormustern ausgestattet.

Im Bilderteil gibt die der Jahreszahl folgende Zahl die Angabe der Sitze an (einschließlich der Besatzung).

Im Absatz 2 ist der für den Entwurf verantwortliche Konstrukteur genannt.

Es bedeutet: M = Motor, Bst = Baustoff, H = Holz, S = Stahl, St = Stoff, D = Dural, A = Alférium.

Zu 6. Die Zahl enthält sämtliche Sitze, also für Besatzung und Gäste usw.

Zu 7. Es bedeuten: Z = Zugschraube, D = Druckschraube.

Zu 9. Bezeichnung des Baumusters ist in der Motorenliste angegeben.

Zu 10. Die Zahl bezieht sich im allgemeinen auf die Höchst-PS-Zahl.

Zu 11. Bei Mehrdeckern ist nur Spannweite der größten Flügel angegeben.

Zu 13. Inhalt des Leitwerks usw. ist nicht enthalten.

Zu 19. Angabe bezieht sich auf praktisch erflogene Gipfelhöhe.

Explanations.

The indications contained in the lists do not always correspond to the illustrations, as airplanes of one and the same construction have been altered to serve different purposes, whereby little attention is paid to uniformity. It is impossible to show most of the prewar and war types still in use on account of lack of space and the same applies to number of other altered types shown in former volumes.

The part containing the lists and illustrations is arranged according to the manufacturing countries. These are arranged alphabetically according to their German names (cf. List of contents).

Note on 1. Here the official names of the constructors are given. The designation of the place or city is also regarded as part of the official name. The full address is given in a special list (See List of contents).

Note on 2. The year during which the first model of the new type was built is given.

Note on 3. If the type is known by a name in addition to numbers or letters, the name only is given in the illustrated part.

Note on 4. The abbreviations are as follows: Ed = monoplane, Dd = biplane, Drd = triplane, Vd = quadriplane, Hd = parasol-plane, Md = middle-plane, Td = low-wing-plane.

Note on 5. V = commercial (travelling), Sp = sport, Ü = training (school), K = war (military, naval), P = postal service, Lb = photography, filming, F = forestry.

Index: a = reconnaissance, b = bomber, j = scouting, k = ambulance, s = flying boat, t = torpedo, w = seaplane, n = night, tr = transport.

There are often no defined limits between the various airplane types. According to the various special uses airplanes of another kind are often used. In many cases unit types can easily be converted from land airplanes into hydroplanes or seaplanes without any great changes to the airplane. Changing civil machines to military is by no means uncommon in foreign countries. A good many types are interchangeable both as regards motor and wings.

In the illustrated part of this calendar the number following the year indicates the number of seats (crew incl.).

In paragraph 2 the engineer responsible for the design is named.

Further abbreviations: M = motor, Bst = building material, H = wood, S = steel, St = sail cloth, D = dural, A = alférium.

Note on 6. The number includes all seats, for crew and passengers inclusive.

Note on 7. Z = tractor air screw, D = pusher airscrew.

Note on 9. The name of the type is given in the illustrated part and in the list of motors.

Note on 10. The figure refers in general to the maximum HP.

Note on 11. In multiplanes only the span across the largest wing is given.

Note on 13. The contents of the steering gear, etc. are not given.

Note on 19. The indications refer to the practical height flown.

Explications.

Les indications des listes ne correspondent pas toujours aux illustrations, étant donné que des avions du même type de construction ont été souvent reconstruits conformément à leur utilité pratique, tout en ayant peu égard à l'uniformité. Par suite du manque d'espace il n'a pas été possible de reproduire la plupart des types du temps de guerre et d'avant-guerre se trouvant encore en service, de même que d'autres reconstructions montrées dans les volumes précédents.

Les parties des listes et illustrations sont disposées suivant les pays de production. Ceux-ci sont arrangés dans l'ordre alphabétique suivant les noms allemands (voir index).

ad 1. Voici les noms officiels des constructeurs. La désignation du lieu s'entend comme partie intégrale de ce nom officiel. L'adresse exacte est indiquée dans une liste spéciale (voir index).

ad 2. Indication de l'année de l'achèvement de la première pièce du type de construction en question.

ad 3. Dans le cas où le type de construction est marqué par un nom, à part des numéros, celui-ci est seulement donné dans la partie des illustrations.

ad 4. Les abréviations s'entendent comme suit: Ed = monoplan, Dd = biplan, Drd = triplan, Vd = quadruplan, Hd = parasol, Md = plan moyen, Td = monoplan surbaissé.

ad 5. V = transport commercial (voyage), Sp = sport, (tourisme), U = entrainement (école), K = guerre (militaire, marine), P = poste, Lb = photo, F = forêt.

L'index: a = reconnaissance, b = bombardement, j = chasse, k = sanitaire, s = hydravion à coque, t = torpilleur, w = hydravion à flotteurs, n = nuit, tr = transport.

Souvent il n'y a pas de limites rigoureuses parmi les différents genres d'avions. Conformément aux usages spéciaux on se sert souvent d'avions d'usage différent. Dans beaucoup de cas, on peut aisément transformer des types uniformes d'avions de terre en hydroaéroplanes, sans nécessité de modifications sensibles de l'avion ordinaire. De plus, il arrive souvent à l'étranger que des avions civils sont transformés en avions militaires. Certains types de construction sont munis de différentes ailes, et une grande partie montre de différents types de moteurs.

Dans la partie des illustrations, le nombre qui suit l'année, indique le nombre des sièges (y compris équipage).

L'alinéa 2 comporte le nom du constructeur qui est responsable du projet.

D'autres abréviations: M = moteur, Bst = matériel de construction, H = bois, S = acier, St = étoffe, D = dural, A = alférium.

ad 6. Le nombre comprend tous les sièges, soit pour équipage et voyageurs etc.

ad 7. Abréviations: Z = hélice tractive, D = hélice propulsive.

ad 9. La désignation du type de construction est donnée dans la partie des illustrations et dans la liste des moteurs.

ad 10. Le nombre se réfère en général au nombre maximum de chevaux.

ad 11. Pour les multiplans il n'y a que l'indication de l'envergure des ailes les plus grandes.

ad 13. Il n'y a point d'indication du contenu du mécanisme de commande.

ad 19. L'indication se réfère à l'hauteur atteinte dans la pratique.

Uebersicht über die Verwendung der Baumuster bei den verschiedenen Staaten.

Es bedeutet H = Heer; M = Marine; Z = Zivil.

Survey of the use of the types in various countries.

Abbreviations: H = army, M = navy, C = civil.

Sommaire touchant l'usage des types de construction dans les divers pays.

Abbréviations: H = armée, M = marine, Z = civil.

Aegypten — Egypt — Egypte:
H: de Havilland.

Afghanistan — Afghanistan — Afghanistan:
H: Avro, Bristol, Caproni.
Z: A. E. G., Avro, Bristol, de Havilland.

Albanien — Albania — Albanie:
Z: A. E. G.

Argentinien — Argentina — République Argentine:
H: Avro, Ansaldo, Bréguet, Bristol, Curtiss, Fokker, Huff-Daland, Nieuport, S. V. A., Voisin.
M: Avro, Curtiss, Dornier, Gosport, Huff-Daland, Vickers.
Z: Avro, Bristol, Caproni, Curtiss, Dornier, de Havilland, Junkers, Pfalz, Potez, Vickers.

Belgien — Belgium — Belgique:
H: Ansaldo, Avro, Blériot-Spad, Bréguet, Bristol, Caudron, Fokker, Handley-Page, Hanriot, de Havilland, Junkers, Morane-Saulnier, Nieuport, Sopwith.
Z: Asch, Cambier, Centaur, Gosselies, Handley-Page, Jullien, Junkers, L. V. G., Poncelet, S. A. B. C. A., Stampe-Vertongen, Zeebrügge.

Bolivien — Bolivia — Bolivie:
H: Avro, Bréguet, Bristol, Caudron, Dewoitine, Fiat, Fokker, Martinsyde, Potez.
Z: Junkers.

Brasilien — Brazil — Brésil:
H: Blériot-Spad, Bréguet, Caudron, Farman, Hanriot, Morane-Saulnier, Nieuport, Sopwith.
M: Avro, Curtiss, Gosport, Savoia, Sopwith.
Z: Aviatik, Caudron, Curtiss, Handley-Page, Huff-Daland, Junkers.

Bulgarien — Bulgaria — Bulgarie:
H: Avro.

Chile — Chili — Chili:
H: Ansaldo, Avro, Blériot-Spad, Bréguet, Bristol, de Havilland.
M: Avro, Dornier, Short, Sopwith, Supermarine.
Z: Avro, Bristol, Caudron, de Havilland, Short, Sopwith, Supermarine.

China — China — Chine:
H: Ansaldo, Avro, Bréguet, Caudron, Handley-Page, de Havilland, Morane-Saulnier, R. A. E., S. V. A., Vickers.

Columbien — Columbia — Colombie:
Z: Caproni, Dornier, Fokker, Junkers.

Costa Rica — Costa Rica — Costa Rica:
Z: Curtiss.

Cuba — Cuba — Cuba:
H: Curtiss, Vought.
Z: Aeromarine, Farman, Junkers.

Dänemark — Denmark — Danemark:
H: Avro, Bréguet, Caspar, Fokker, Hawker, L. V. G., Potez.
M: Avro, Caspar, Brandenburg, Fokker, Friedrichshafen, Hansa-Brandenburg, Hawker.
Z: Caspar, Farman, Fokker, de Havilland, Rohrbach.

Deutschland — Germany — Allemagne:
Z: Aachen, Aero-Sport, A. E. G., Ahrens-Schulz, Albatros, Arado, Avro, Bahnbedarf, Bäumer, B. F. W., Braunschweig, Caspar, Daimler, Darmstadt, D. F. W., Dietrich, Dornier, Espenlaub, Focke-Wulf, Fokker, Friedrichshafen, Grulich, Gerbrecht, Halberstadt, Hansa-Brandenburg, Heinkel, Hirth, Junkers, Klemm, L. F. G., Saarbrücken, Lübeck, Mark, Messerschmitt, Müller, Raab-Katzenstein, Rieseler, Rohrbach, Rumpler, Sablatnig, Udet.

Ecuador — Ecuador — République de l'Equateur:
H: Ansaldo, Aviatik, Caudron, Gabardini, Hanriot, Morane Saulnier, S. A. M. L., Sopwith, S. V. A.
M: Savoia.
Z: Ansaldo, Gabardini.

England — Great Britain — Angleterre:
H: A. D. C., Armstrong-Whitworth, Avro, Blackburn, Bristol, Boulton-Paul, de la Cierva, Fairey, Gloucestershire, Hand-

ley-Page, de Havilland, Hawker, Martinsyde, Parnall, Short, Sopwith, Supermarine, Vickers, Westland.
M: Avro, Blackburn, E. E. C., Fairey, Gosport, Parnall, Rohrbach, Saunders, Short, Supermarine, Vickers, Westland.
Z: A. D. C., A. N. E. C., Austen, Avro, B. A. T., Beadmore, Boulton-Paul, Bristol, C. A. C., de la Cierva, Cranwell, Dornier, E. E. C., Gloucestershire, Gosport, Handasyde, de Havilland, Hawker, L. P. W., Martinsyde, Parnall, Short, Sopwith, Supermarine, Vickers, Westland.

Englische Besitzungen: Australien — English Dominions: Australia — Colonies anglaises: Australie:
H: Armstrong-Whitworth, Avro, de Havilland.
M: Fairey, Supermarine, Wackett.
Z: Avro, Bristol, Broadsmith, Handasyde, de Havilland, Reid, Sopwith, Supermarine, Vickers, Wackett.

Bermuda — Bermuda Islands — Bermudes:
Z: Avro, Supermarine.

Burma — Burmah — Burma:
Z: de Havilland.

Canada — Canada — Canada:
H: Avro, Bristol, Curtiss, de Havilland, Sopwith.
M: Avro, Curtiss, Gosport, Vickers.
Z: Aeromarine, Curtiss, Fokker, de Havilland, Huff-Daland, Loening, Norman-Thompson, Vickers, Westland.

Guayana — Guiana — La Guyane:
Z: Fairey.

Indien — India — Les Indes:
H: Avro, Bristol, Handley-Page, de Havilland, Sopwith, Vickers.
M: Fairey.
Z: de Havilland.

Irland — Ireland — Irlande:
H: Avro, Bristol, Martinsyde.
Z: A. D. C., de Havilland.

Neufundland — Newfoundland — Terre Neuve:
M: Avro.
Z: Avro, Bristol, de Havilland, Martinsyde, Westland.

Neuseeland — New Zealand — Nouvelle Zélande:
H: Avro, Bristol, de Havilland.
Z: Avro, Boeing, Caudron, Curtiss, de Havilland.

Süd-Afrika — South Africa — Afrique méridionale:
H: Avro, de Havilland.
Z: de Havilland.

West-Indien — West Indies — Les Indes occidentales:
Z: Avro, Supermarine.

Estland — Esthonia — Esthonie:
H: Avro, Blériot-Spad, D. F. W., Gourdou-Leseurre, Halberstadt, de Havilland, Nieuport, Roland, Sopwith.
M: Friedrichshafen, Halberstadt, Short.
Z: Junkers, L. V. G., Sablatnig, Sablatnig-Dwigatel.

Finnland — Finland — Finlande:
H: Blériot-Spad, Bréguet, Caudron, Fokker, Gourdou-Leseurre, J. V. L., Koolhoven, Martinsyde.
M: Friedrichshafen, Hansa-Brandenburg, Heinkel, J. V. L., Lévy.
Z: Junkers, Savoia.

Frankreich — France — France:
H: Bernard, Blériot, Blériot-Spad, Borel, Bréguet, Busceylet de Monge, Caudron, Descamps, Dewoitine, Farman, Hanriot, Koolhoven, Latécoère, Loire-Gourdou-Leseurre, Lioré et Olivier, de Marçay, Morane-Saulnier, Nieuport, Potez, Schneider, S. E. C. M., Wibault.
M: Bellanger, Besson, Blanchard, C. A. M. S., Farman, F. B. A. - Schreck, Latham, Levasseur, Lioré et Olivier, Metéore, Mureaux, Nieuport, Potez, Provence, Villiers.
Z: Bellanger, Bernard, Besson, Blériot, Blériot-Spad, Borel, Bréguet, Busceylet de Monge, Caudron, C. A. M. S., Dewoitine, Dits Moineau, Farman, F. B. A.-Schreck, Hanriot, Junkers, Latécoere, Latham, Levasseur, Lévy, Lioré et Olivier, Loire-Gourdou-Leseurre, de Marçay, Metéore, Morane-Saulnier, Mureaux, Nieuport, Potez, Romano, Schneider, S. E. C. M., Tampier, Villiers, Vinet, Wibault.

Griechenland — Greece — Grèce:
H: Avro, Blériot-Spad, Bréguet, Bristol, Farman, Gloucestershire, de Havilland, Martinsyde, Nieuport.
M: Blackburn, de Havilland, Sopwith.
Z: Blackburn.

Guatemala — Guatemala — Guatémala:
H: Avro, Morane-Saulnier, Nieuport.

Holland — Holland — Hollande:
H: Bristol, Fokker, de Havilland, Koolhoven, Spyker.
M: Van Berkel, Dornier, Fairey, Friedrichshafen, Fokker, Hansa-Brandenburg, Vickers.
Z: Carley, Fokker, Koolhoven, L. V. G., Pander.

Honduras — Honduras — Honduras:
H: Bristol.
Z: Lincoln.

Italien — Italy — Italie:
H: Antoni, Ansaldo, Blériot-Spad, Bréda, Bréguet, Caproni, Caudron, Dewoitine, Dornier, Fiat, Farman, Gabar-

dini, Hanriot, Macchi, Marchetti-Vickers, Nieuport, Piaggio, Romeo, Saml.
M: Bastianelli, Dornier, Lohner, Macchi, Monfalcone, Savoia.
Z: Antoni, Ansaldo, Bréda, Caproni, Caudron, Dewoitine, Farman, Gabardini, Hanriot, Junkers, Macchi, Magni, Monfalcone, Piaggio, Pegna, Saml, Savoia.

Japan — Japan — Japon:
H: Ansaldo, Avro, Blériot-Spad, Bréguet, Caudron, Dewoitine, Dornier, Farman, Gloucestershire, Hanriot, Heinkel, Itoh, Junkers, Matsui, Mitsubishi, Nakajima, Nieuport, Salmson, Seishiki, Sopwith.
M: Avro, Blackburn, Caspar, Curtiss, Dornier, Farman, Gloucestershire, Gosport, Hansa-Brandenburg, de Havilland, Kawasaki, Martinsyde, Mitsubishi, Nieuport, Oshosiki, Parnall, Rohrbach, Salmson, Short, Sopwith, Supermarine, Vickers.
Z: Dornier, Itoh, Jamagata-Kinen, Junkers, Kawanishi, Kawasaki, Mitsubishi, Nakajima, Nippon, Oguri, Sirato.

Jugoslavien — Jugoslavia — Jougoslavie:
H: Brandenburg, Bréguet, Dewoitine, Fizier, Hanriot, Potez.
M: C. A. M. S., Dornier.
Z: Icarus, Junkers.

Lettland — Latvia — Lettonie:
H: Albatros, Ansaldo, Avro, Beardmore, Fokker, Gourdou-Leseurre, Halberstadt, Hannover, de Havilland, L. V. G., Martinsyde, Nieuport, Sopwith, S. V. A.
M: Caudron, Hanriot, Heinkel, Savoia.
Z: Junkers, Zuckurs.

Litauen — Lithuania — Lithuanie:
H: A. F. G., Albatros, Friedrichshafen, de Havilland, L. V. G.
Z: Dobkevitsch, Fokker, Gustaitis, Junkers.

Mexiko — Mexico — Mexique:
H: Avro, Blériot-Spad, de Havilland, Morane-Saulnier, Quetzalcoatl.
Z: Hanriot, Junkers, Santarini, Quetzalcoatl, Udet.

Nicaragua — Nicaragua — Nicaragua:
H: Curtiss, de Havilland.

Norwegen — Norway — Norwège:
H: Avro, H. F. F., Hannover, Sopwith.
M: Caspar, Dornier, Douglas, Friedrichshafen, Hansa-Brandenburg, Heinkel, M. F. F., Sopwith, Supermarine.

Oesterreich — Austria — Autriche:
Z: Ansaldo, Austria, Avis, Bauer, Blériot-Spad, Burian, Caudron, Daimler, Dietrich, Dornier, Ehrlich, Fokker, Hoch, Hopfner, Junkers, Lohner, Magdlener, Potez.

Persien — Persia — Perse:
H: Blériot-Spad, Bréguet, de Havilland, Potez.
Z: Junkers.

Peru — Peru — Pérou:
H: Ansaldo, Avro, Blackburn, Blériot-Spad, Boeing, Bréguet, Bristol, Curtiss, de Havilland, Morane-Saulnier, S. V. A.
M: Boeing, Curtiss, Gosport, de Havilland.
Z: Ansaldo, Curtiss.

Polen — Poland — Pologne:
H: Albatros, Ansaldo, Bréguet, Bristol, Caudron, D. F. W., Farman, Fokker, Hanriot, Morane-Saulnier, Potez.
Z: Blériot-Spad, Gabriel, Junkers, Potez.

Portugal — Portugal — Portugal:
H: Avro, Blériot-Spad, Bréguet, Caudron, Fokker, Martinsyde, Nieuport, Vickers.
M: Curtiss, Dornier, Fairey, Fokker, Gosport, Supermarine, Tellier.

Rumänien — Roumania — Roumanie:
H: Armstrong-Whitworth, Astra, Blériot-Spad, Brandenburg, Bréguet, Bristol, Hanriot, de Havilland, Potez, Protopopescu.
M: Stoika.
Z: Astra, Blériot-Spad.

San Salvador — San Salvador — San Salvador:
H: Aviatik-Saml, Caudron, Lincoln.
Z: Aviatik-Saml, Lincoln.

Schweden — Sweden — Suède:
H: Aero, Armstrong-Whitworth, Avro, Bristol, Heinkel, Junkers, Mälmslatt, Nieuport, Phoenix, Sopwith, Thulin.
M: Aero, Caspar, Hansa-Brandenburg, Heinkel, Junkers, Supermarine.
Z: Aero, Avro, de Havilland, Heinkel, Junkers, L. V. G., Rumpler, Thulin.

Schweiz — Switzerland — Suisse:
H: Albatros, Ansaldo, Dornier, Fokker, Haefeli, Hanriot, Kondor, Morane-Saulnier, S. E. S., S. S. W., S. W. S., Wild, Zeppelin.
Z: Dornier, Junkers, Macchi, Sablatnig, Savoia, Spalinger.

Siam — Siam — Siam:
H: Avro, Blériot-Spad, Bréguet, Nieuport.
Z: Bréguet.

Spanien — Spain — Espagne:
H: A. M. E., Ansaldo, Avro, Barron Blackburn, Blériot-Spad, Bréguet, Bristol, Caudron, Diaz, Dornier, Farman, Fokker, de Havilland, Loring, Martinsyde, Nieuport, Pander, Potez.

M: Dornier, F. B. A., Savoia, Sopwith, Supermarine, Vickers.
Z: Alfaro, Ansaldo, Barron, Caudron, de la Cierva, Dornier, de Havilland, Junkers, Loring, Perojo, Savoia.

Tschechoslowakei — Czecho-Slovakia — Tschécoslovaquie:
H: Aero, Avia, Blériot-Spad, Bohemia, Brandenburg, Bréguet, Dewoitine, de Havilland, Lohner, Nieuport, Phoenix, Smolik, W. K. F.
Z: Aero, Avia, Brandenburg, de Havilland.

Türkei — Turkey — Turquie:
H: Ansaldo, Bréguet, Caudron, Dewoitine, Hanriot, Junkers, Nieuport, Rohrbach.
M: Rohrbach, Savoia.
Z: Junkers.

Union der Sowjet-Republiken — Union of the Soviet Republics of Russia — Union des Soviets:
H: Ansaldo, Avro, Caudron, Fokker, Hanriot, de Havilland, Junkers, L. V. G., Morane-Saulnier, Nieuport, Sopwith.
M: Curtiss, Dornier, Junkers, Schetjinin.
Z: Alexandroff, Avro, Dornier, Fokker, de Havilland, Junkers, Komta, Toupaloff, Vickers.

Ungarn — Hungary — Hongrie:
Z: Blériot-Spad, Feigl-Rotter, Junkers, Lampich, Neuschloß-Lichtig, Potez, Szebeny-Oravetz.

Uruguay — Uruguay — Uruguay:
H: Avro, Bréguet, Nieuport.
Z: Dornier, Nieuport.

Venezuela — Venezuela — Vénézuéla:
H: Caudron, Farman, Nieuport.

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis:
H: Aeromarine, Ansaldo, Atlantic, Avro, Barling, Boeing, Columbia, Consolidated, Cox-Klemin, Curtiss, Dayton-Wright, Dornier, Douglas, Elias, Fokker, de Havilland, Heinkel, Huff-Daland, Loening, L. W. F., Gl. Martin, Sperry, Stout, Thomas-Morse, Vought, Wright.
M: Aeromarine, Caspar, Curtiss, Cox-Klemin, Dayton-Wright, Davis-Douglas, Heinkel, Huff-Daland, Loening, Stout, Thomas-Morse, Vought, Wright.
Z: Aeromarine, Aerial Service, Allen, Atlantic, Baldwin, Bellanca, Boeing, Catron-Fisk, Consolitated, Cox-Klemin, Curtiss, Dayton-Wright, Dormoy, Douglas, Elias, Gallaudet, Hall, Heath, Heinkel, Huff-Daland, Johnson, Lincoln, Loening, Longreen, Gl. Martin, J. V. Martin, Mummert, Remington-Burnelli, Sattco, Sikorsky, Sperry, Stout, Swallow, Swanson, Thomas-Morse, Travelair, Vought, Waco, Wright, Yackey.

Motor-Flugzeuge — Motor-aéroplanes — Avions à moteur

Belgien — Belgium — Belgique / China — China — Chine / Dänemark — Denmark — Danemark Deutschland — Germany — Allemagne

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loadet = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Height flown = H km / Hauteur atteinte = H km	Steigleistg. = St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Belgien — Belgium — Belgique																				
A. C. A. Z. Ateliers de constr. Aéronautiques, Zeebrügge	1925	T 2	Hd	Sp	2	1 Z	1	Anzani	75	10,50	6,20	17,50	0,32	0,29	0,61	70	165		
	1926	C 2	Dd	Kj	2	1 Z	1	Hispano	450	12,50	8,25	40,36	1,07	0,83	1,90	80	230		6,0/42'30"
S.A.B.C.A. Soc. An. Belge de Constructions Aéronautiques, Haren	1924	29 C I	Dd	Kj	1	1 Z	1	Lizenz Nieuport 29 C I												
	1924	A 300 - 4	Dd	Ka	2	1 Z	1	Lizenz Ansaldo A 300-4												
	1924	504 K	Dd	Ü	2	1 Z	1	Lizenz Avro 504 K												
	1924	W 8 F	Dd	V	12	3 Z	3	Lizenz Handley Page W 8 F												
	1924	W 8 S	Dd	V	10	2 Z	2	Lizenz Handley Page W 8 S												
	1924	A R	Hd	Ü	2	1 Z	1	Lizenz Morane Saulnier A R												
	1924	H D 14	Dd	Ü	2	1 Z	1	Lizenz Hanriot H D 14												
	1924	D H 9	Dd	Ka	2	1 Z	1	Lizenz de Havilland D H 9												
	1924	D H 50	Dd	V	4	1 Z	1	Lizenz de Havilland D H 50												
	1924	F. 2 B	Dd	Ka	2	1 Z	1	Lizenz Bristol F. 2 B												
	1926	Camgul	Dd	Sp	2	1 Z	1	Anzani	70	8,25	6,50	20,00	0,35	0,20	0,55	40	140	4,5	1,0/7'
	1925	J-1	Md	Sp	1	1 Z	1	Douglas	18	13,40	6,65	20,00	0,17	0,11	0,28	39	85		
	1925	Castar	Md	Sp	1	1 Z	1	Sergant	18	12,50	7,50	24,00	0,23	0,08	0,31	35	95		
	1926	C 2	Dd	Ü	2	1 Z	1	Anzani	70	8,25	6,50	20,00	0,35	0,20	0,55	40	140	4,5	1,0/7'
	1925	*D P*	*Hd*	*Sp*	*2*	*1 Z*	*1*	*Anzani*	*45*	*12,00*	*6,50*	*20,00*	*0,31*	*0,26*	*0,57*	*60*	*140*	*3,8*	*2,0/24'*
	1927	*S 2*	*Hd*	*V*	*4*	*1 Z*	*1*	*Siddeley*	*245*	*14,60*	*9,75*	*39,00*	*1,55*	*0,45*	*2,00*	*80*	*165*	*4,5*	
	1927	*S 3*	*Hd*	*V*	*20*	*3 Z*	*3*			*26,30*	*16,20*								
	1927	*S 4*	*Dd*	*Kj*	*1*	*1 Z*	*1*	*Hispano*	*450*	*10,00*	*6,75*	*30,00*			*1,50*		*285*	*7,9*	*6,0/13'30*
Constructions Aéronautiques J. **Stampe** et M. **Vertongen**, Deurne-Sud	1924	R. S. V. 32/90	Dd	Ü	2	1 Z	1	Anzani	90	11,20	7,35	32,00	0,50	0,32	0,82		125	5,0	1,0/7'
	1924	R. S. V. 26/180	Dd	Ü	2	1 Z	1	Hispano	180	9,38	7,15	26,00	0,54	0,28	0,82		182	7,5	1,0/2'50"
	1926	R. S. V 83/180	Dd	Ü	2	1 Z	1	Hispano	180	9,80	7,60	23,00	0,64	0,29	0,93	80	200	6,6	4,0/13'
China — China — Chine																				
Foochow Dock and Engineering Works, Futschau	1921		Dd	Kwa	2	1 Z	1	Hall Scott	100	8,50	6,50		0,82			65		3,5	
E. O. **Fuetterer**, F.L. **Schoettler**, Mukden	1924	I	Dd	Ü	2	1 Z	1	Mercedes	160	12,04	8,35	37,30	0,74	0,42	1,16	72	197		
Dänemark — Denmark — Danemark																				
Dansk Aero Industrie A. B., København	1924	C. I. 14	Dd	Kj	1	1 Z	1	Siddeley	350	9,00	5,40		0,80	0,40	1,20		270		1,0/1'
	1924	C. S. 14	Dd	Kwa	2	1 Z	1	Napier	450	10,00	6,58		1,13	0,65	1,78		250		1,0/2'
	1924	C. C. 15	Dd	Kwt	2	1 Z	1	Rolls Royce	600	17,00	11,80		1,70	1,60	3,30		200		1,0/4'
	1924	C. St. 18	Dd	Kj	1	1 Z	1	Hispano	300	8,60	6,45		0,60	0,40	1,10		260		1,0/1'
Rohrbach Metal-Aeroplan Co. A./S. København	1924	Ro. II	Md	Ksb	4	2 Z	2	Rolls Royce	720	29,00	16,50	71,40	3,70	2,00	5,70	107	180	3,0	2,0/20'
	1925	Ro. III	Md	Ksb	4	2 Z	2	Rolls Royce	720	29,00	17,20	73,40	3,90	2,40	6,30	112	190	3,5	1,5/13'
	1925	Ro. IV	Md	Ksb	4	2 Z	2	Napier	900	28,00	17,20	73,40	4,00	2,50	6,50	110	200	4,0	1,0/6'
	1926	Ro. IIIa	Md	Ksb	4	2 Z	2	Hispano	1000										
	1926	Ro. IX	Hd	Kj	1	1 Z	1	B. M. W.	600	14,00	9,50	28,00	1,32	0,63	1,95	100	260	8,0	3,0/7'
Deutschland — Germany — Allemagne																				
Aero-Sport, G. m. b. H., Warnemünde	1925	I	Dd	Ü	2	1 Z	1	Mercedes	100	12,51	7,88		0,71	0,31	1,03	60	120	3,0	3,0/25'

Deutschland — Germany — Allemagne

Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. • St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Height flown • H km	Rate of Climb = St km/min.
Constructeur	L' an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Hauteur atteinte • H km	Temps de montée = St km/min.

Deutschland — Germany — Allemagne

Flugwiss. Vereinigung T. H., Aachen	1924	S 7	Td	Sp	2	1 Z	1	Douglas	20	11,90	7,00	17,00	0,22	0,18	0,40				
	1927	N 6	Dd	Sp	2	1 Z	1	Douglas	20	9,50	5,60		0,22	0,18	0,40		110	4,0	1,0/11′
Albatros-Werke G. m. b. H., Berlin-Johannisthal	1923	L 58	Hd	V	7	1 Z	1	Maybach	240	18,00	10,90	44,50	1,37	0,88	2,25	80	150	3,0	
	1923	L 60	Td	Sp	2	1 Z	1	Siemens	80	10,30	5,40	10,00	0,36	0,24	0,60	85	165	3,5	
	1924	L 66	Hd	Sp	2	1 Z	1	Haacke	30	9,00	5,40	13,50	0,22	0,17	0,39		100		
	1926	L 66a	Hd	Sp	1	1 Z	1	Mark	35	9,50	5,75	13,66	0,32	0,11	0,43	65	110		1,0/15′
	1925	L 67	Hd	Sp	1	1 Z	1	Anzani	25	9,38	5,62	10,50	0,26	0,09	0,35	65	115	2,0	1,0/8′
	1925	L 68	Dd	Ü	2	1 Z	1	Siemens	80	9,60	6,15	21,80	0,38	0,26	0,64	68	130	3,8	1,0/12′
	1925	L 69	Hd	Sp	2	1 Z	1	Bristol	120	8,06	6,10	10,85	0,47	0,17	0,64	108	170	4,0	1,0/4′
	1925	L 71	Dd	Sp	2	1 D	1	Siemens	55	10,30	7,19	25,10	0,41	0,21	0,62	60	90	3,5	1,0 9′
	1926	L 72a	Dd	tr		1 Z	1	B. M. W.	230	12,80	10,05	36,50	1,30	0,70	2,00	80	175	3,5	1,0 7′5″
	1926	L 73	Dd	V	10	2 Z	2	B. M. W.	460	19,70	14,60	92,00	2,91	1,69	4,61	95	145	3,0	1,0/14′
	1926	L 68a	Dd	Sp	2	1 Z	1	Siemens	100	10,10	6,30	24,40	0,65	0,30	0,95		140		1,0/12′
	1926	L 65 II	Dd	P	2	1 Z	1	Napier	565	12,40	7,58		1,34	0,58	1,92	110	240	6,2	
	1927	L 68c	Dd	Ü	2	1 Z	1	Siemens	100	10,10	6,48	25,07	0,59	0,28	0,87	70	135	2,5	1,0/9′3″
Arado-Handelsges. m. b. H., Warnemünde	1925	H D 32	Dd	Ü	2	1 Z	1	Lizenz Heinkel H. D. 32											
	1926	Ar. S 1	Dd	Ü	2	1 Z	1	Bristol	120	11,50	7,35	26,50	0,60	0,32	0,92	55	147	4,0	1,0/7′
	1926	Ar. S C 1	Dd	Ü	2	1 Z	1	B. M. W.	230	12,82	8,70	29,32	1,00	0,50	1,50	80	180	5,0	1-2,0/5′5″
Bahnbedarf A.G. Darmstadt	*1924*	*E I*	*Hd*	*Sp*	*1*	*1 Z*	*1*	*Blackburne*	*14*	*11,00*	*5,00*	*12,50*	*0,18*	*0,10*	*0,28*		*120*	*4,0*	
	1924	*Karl d. Gr.*	*Hd*	*Sp*	*2*	*1 Z*	*1*	*Haacke*	*30*	*14,00*	*5,00*	*18,00*	*0,34*	*0,18*	*0,52*	*50*	*90*	*3,0*	
	1925	*D I*	*Hd*	*Sp*	*2*	*1 Z*	*1*	*Blackburne*	*18*	*11,00*					*0,33*		*120*		
	1925	*D IIa*	*Hd*	*Sp*	*2*	*1 Z*	*1*	*Anzani*	*35*	*10,50*	*5,20*	*12,50*	*0,26*	*0,19*	*0,45*	*65*	*145*	*3,5*	*1,0/10′*
Bäumer Aero G. m. b. H., Hamburg-Fuhlsbüttel	1924	B I	Hd	Sp	1	1 Z	1	Douglas	10	10,00	5,20	10,00	0,14	0,11	0,25	55	110	3,0	1,0/16′
	1925	B II	Td	Sp	2	1 Z	1	Wright	60	9,30	6,10	12,10	0,36	0,21	0,57	95	183	4,9	1,0/7′
	1925	B III	Dd	Sp	2	1 Z	1	Wright	60	8,20	5,93	17,90	0,36	0,26	0,62	65	145	4,5	1,0/8′
	1926	B IV	Td	Sp	2	1 Z	1	Wright	60	9,15	6,25	11,20	0,30	0,27	0,57	85	200	5,4	1,0/6′
	1927	B V	Dd	Sp	1	1 Z	1	Siddeley	65	6,75	4,38	12,20	0,25	0,12	0,37	60	140	5,5	1,0/4′
Bayerische Flugzeugwerke A.G. Augsburg	1924	U 7	Hd	Sp	1	1 Z	1	A. B. C.	35	10,00	5,47	12,50	0,15	0,11	0,25		120		
	1924	U 8	Hd	V	3	1 Z	1	Siemens	100	12,00	7,12	18,00	0,49	0,37	0,86		170		
	1925	U 8b	Hd	V	4	1 Z	1	Siemens	100	14,20	7,12	25,00	0,63	0,40	1,03	75	150	3,0	1,0/13′
	1924	U 10	Td	Ü	2	1 Z	1	Siemens	55	10,60	5,90	14,00	0,31	0,25	0,57	75	155		
	1926	U 11	Hd	V	11	4 D	4	Siemens	400	22,00	15,50	69,30	3,30	1,00	4,30	90	160	3,2	1,0/11′
	1925	U 12a	Dd	Ü	2	1 Z	1	Siemens	80	10,00	7,50	24,00	0,50	0,30	0,80	75	140	3,3	1,0 9′
	1926	U 12b	Dd	Ü	2	1 Z	1	Siemens	100	10,00	7,50	24,00	0,53	0,27	0,80	75	150	4,2	1,0/6′
	1926	U 13	Dd	Pw	2	1 Z	1	B. M. W.	600	15,00	10,60	47,00	2,10	0,75	2,85				
F.-Gruppe T. H., Braunschweig	1925	Wolfenbüttel	Hd	Sp	1	1 Z	1	Haacke	30	8,60	5,12	11,50	0,24	0,11	0,35	61	112	2,5	
Caspar-Werke A.-G., Travemünde	1924	S 1	Td	Vw	6	1 Z	1	Maybach	260	17,50	12,66	53,55	1,70	0,65	2,35		135	2,4	
	1925	C T 2	Dd	Ü	2	1 Z	1	Mercedes	100	11,00	7,00	25,00	0,62	0,27	0,90	75	140	2,5	
	1925	C 26	Dd	Ü	2	1 Z	1	Bristol	120	10,00	7,25	22,00	0,62	0,37	1,10	60	160	3,5	
	1926	C 27	Dd	Üw	2	1 Z	1	B. M. W.	230	15,36	10,25	48,55	1,30	0,49	1,80	65	145	4,0	1,0/7′
	1926	C 29	Dd	Pw	2	1 Z	1	Hispano	400	13,00	9,98	47,44	1,34	0,66	2,00	65	190	5,5	1,0/4′
	1927	C 32	Dd	F	2	1 Z	1	B. M. W.	230	15,00	9,10	53,00	1,40	0,89	2,30	50	158	3,7	1,0/8′6″
Akad. Fliegergr. T.H. Darmstadt	1924	D 11	Td	Sp	1	1 Z	1	Hirth	15	10,70	5,20	12,00	0,18	0,13	0,31	65	128	3,5	
	1926	D 12	Td	Sp	1	1 Z	1	Anzani	35	10,00	5,20	11,00	0,20	0,12	0,32	68	140	4,5	
Deutscher Aero-Lloyd A.-G., Berlin	1924	F III	Hd	V	6	1 Z	1	Lizenz Fokker F III											
	1925	Grulich S. I	Hd	Ü	2	1 Z	1	Siemens	80	12,00	7,75	19,20	0,55	0,25	0,80	70	140	3,0	1,0/12′
Dietrich-Flugzeug-Werke A.-G., Cassel	1923	D P IIa	Dd	Ü	2	1 Z	1	Siemens	80	7,20	5,90	16,32	0,40	0,22	0,62		160	3,2	
	1924	D P VIIa	Hd	Sp	2	1 Z	1	Siemens	55	9,66	6,00		0,31	0,21	0,52		140	3,0	
	1925	D S I	Dd	Ü	2	1 Z	1	Siemens	80	10,10	6,76	25,00	0,53	0,22	0,75	50	112	2,8	1,0/9′
	1925	D P IX	Hd	Ü	2	1 Z	1	Siemens	55	9,66	6,00		0,31	0,21	0,52		140	3,0	
	1925	D P XI	Dd	Ü	2	1 Z	1	Siemens	80	8,00	6,10	17,20	0,42	0,24	0,67				
Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B.	1925	Spatz	Hd	Ü	3	1 Z	1	Bristol	120	9,80	6,90	15,60	0,44	0,28	0,72		120		
	1926	Do T (W)	Hd	Kkw		1 Z	1	B. M. W.	600	19,60	12,43	62,00	2,35	1,00	3,35		185		
	1922	Komet II	Hd	V	6	1 Z	1	B. M. W.	185	17,00	10,28	47,40	1,50	0,85	2,25		170	3,2	
	1922	Komet III	Hd	V	8	1 Z	1	Rolls Royce	360	19,60	12,40	62,00	2,00	1,20	3,20	100	175	3,5	
	1926	Kom. III(W)	Hd	Vw	8	1 Z	1	Rolls Royce	360	19,60	12,40	62,00	2,15	1,00	3,15	100	165	3,5	1-2/4′

Deutschland — Germany — Allemagne

Erbauer / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des hélices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = F m² / Wing area = F m² / Surface portante = F m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Height flown = H km / Hauteur atteinte = H km	Steigleistg. = St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Deutschland — Germany — Allemagne																				
Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B.	1926	Merkur	Hd	V	12	1 Z	1	B. M. W.	600	19,60	12,43	62,00	2,20	1,20	3,40		195		
	1926	Merk. (W)	Hd	Vw	12	1 Z	1	B. M. W.	600	19,60	12,43	62,00	2,35	1,00	3,35		185		
	1921	Libelle	Hd	Sps	4	1 Z	1	Siemens	80	9,80	7,48	15,70	0,46	0,25	0,71		140		
	1921	Delphin	Hd	Vs	6	1 Z	1	B. M. W.	185	17,10	11,90	49,00	1,60	0,65	2.25		145		
	1926	Do T	Hd	Kk		1 Z	1	B. M. W.	600	19,60	12,43	62,00	2,20	1,20	3,40		195		
	1926	Do F	Hd	V		2 ZD	2	Rolls Royce	1300	28,50	19,85	143,0	5,10	3,25	8,35		175		
	1925	Do E I	Hd	Vs	3	1 D	1	Bristol	450	17,10	12,45	51,30	1,70	0,75	2,45	85	170	4,0	1-2,0/12'
	1926	Superwal	Hd	V	24	2 ZD	2	Rolls Royce	1300	28,50	24,60	143,0	5,80	3,00	8,80		180		
	1926	Do E II	Hd	Vs	3	1 D	1	B. M. W.	600	19,91	13,03	52,00	2,00	1,00	3,00		195	4,6	1-2,0/8'
	1927	R-Jas	Hd	Vs	24	4 ZD	4	Gnôme	1680	28,52	24,80								
Espenlaub-Flugzeugb., Cassel	1926	E 11	Hd	Sp	1	1 Z	1	Anzani	35	10,00	6,00		0,25			60	145		
Focke-Wulf-Flugzeugbau A.-G., Bremen	1924	A 16	Hd	V	4	1 Z	1	Siemens	80	13,90	8,50	27,00	0,57	0,40	0,97	70	132	2,5	1,0/14'
	1925	A 16a	Hd	V	4	1 Z	1	Mercedes	100	14,00	9,10	27,00	0,75	0,44	1,19	75	140	3,0	1,0/11
	1925	A 16b	Hd	V	4	1 Z	1	Junkers	80	14,00	8,75	27,00	0,60	0,29	0,89	60	130	2,5	1,0/15'
	1925	A 16c	Hd	V	4	1 Z	1	Siemens	100	14,00	8,50	27,00	0,60	0,40	1,00	70	150	3,5	1,0/10'
	1926	A 16d	Hd	V	5	1 Z	1	Mercedes	120	14,00	9,10	27,00	0,82	0,58	1,40	75	160	3,8	1,0/6'
	1926	A 17	Hd	V	10	1 Z	1	B. M. W.	600	20,00	13,00	64,00	1,55	1,48	3,03	75	170	4,5	1,0/8'
	1925	S I	Md	Ü	2	1 Z	1	Siemens	55	12,00	8,10	22,00	0,47	0,20	0,67	50	118	3,0	1,0/12'
	1925	S Ia	Md	Ü	2	1 Z	1	Siemens	80	12,00	8,10	22,00	0,51	0,23	0,74	55	140	3,5	1,0/10'
	1926/1927	G L 18 / G L 18c	Hd / Hd	V / V	4/5	2 Z / 2 Z	2	Junkers / Siemens	160 / 200	16,00 / 16,00	8,80 / 9,10	34,50 / 34,50	0,92 / 1,00	0,53 / 0,56	1,45 / 1,56	85 / 80	145 / 150	3,0 / 3,5	1,0/10' / 1,0/12'
E. Gerbrecht, Werden, Ruhr	1926	W 3	Td	Vw	8	3 Z	3	Thulin	330	21,00	13,15	63,40	2,10	1,20	3,30	75	170		
E. Heinkel Flugzeug-Werke G. m. b. H., Warnemünde	1923	H E 3 L	Td	Sp	3	1 Z	1	Siemens	100	12,00	7.20	20,00	0,64	0,36	1,00		145		
	1923	H E 3 W	Td	Spw	3	1 Z	1	Siemens	100	10,40	7,80	18,00	0,52	0,32	0,84		140	4,0	
	1926	H E 5a	Td	Pw	3	1 Z	1	Napier	450	16,80	11,77	48,98	1,64	0,86	2,50	85	207	6,5	1,0/3'6"
	1926	H E 5b	Td	Pw	3	1 Z	1	Gnôme	420	16,80	11,80	48,98	1,52	0,98	2,50	85	195	7,5	1-2,0/5'5"
	1924	H E 18 L	Td	Sp	2	1 Z	1	Mercedes	100	11,10	7,20	17,00	0,49	0,23	0,72		140		
	1924	H E 18 W	Td	Spw	2	1 Z	1	Siemens	80	11,10	6,80	19,10	0,40	0,22	0,62		145	3,2	1,0/6'
	1926	H D 20	Dd	Lb	2	2 Z	2	Wright	400	12,80	9,45	39,80	1,30	0,65	1,95	85	195	6,0	
	1924	H D 21	Dd	Ü	3	1 Z	1	Mercedes	120	10,60	7,23	27,80	0,71	0,27	0,98		145	3,2	1,0/5'
	1926	H D 22	Dd	Ü	2	1 Z	1	B. M. W.	230	12,00	8,30	35,10	1,05	0,50	1,55	82	180	6,0	
	1926	H D 24	Dd	Üw	2	1 Z	1	B. M. W.	230	14,20	9,81	50,10	1,30	0,61	1,91	74	160	4,0	1,0/8'
	1925	H D 29	Dd	Üw	2	1 Z	1	Mercedes	120	10,50	7,20	27,70	0,65	0,32	0,97		140	3,1	
	1925	H D 32	Dd	Ü	3	1 Z	1	Bristol	120	10,50	6,80	23,60	0,54	0,27	0,81		145	3,8	
	1926	H D 35	Dd	Ü	3	1 Z	1	Mercedes	120	11,00	7,40	29,90	0,65	0,30	0,95	65	130	3,9	
	1926	H D 39	Dd	tr	2	1 Z	1	B. M. W.	230	14,80	10,00	51,00	1,30	0,70	2,00	72	180		1,0/8'
	1926	H D 40	Dd	tr	8	1 Z	1	B. M. W.	600	17,60	11,90	74,60	1,80	1,60	3,40	80	180	5,0	
Versuchsbau **Hirth** G. m. b. H., Stuttgart-Feuerbach	1923	A	Hd	Sp	1	1 Z	1	Hirth	15	7,20	4,20	8,50	0,12	0,10	0,22	50	100		
	1924	A I	Hd	Sp	1	1 Z	1	Hirth	20	10,00	4,35	12,00	0,19	0,10	0,29	55	125	3,0	
	1925	A II	Hd	Sp	1	1 Z	1	Hirth	40	7,66	4,39	7,00	0,22	0,12	0,34	80	160	3,0	
	1925	B I	Hd	Sp	1	1 Z	1	Hirth	40	10,00	4,90	12,00	0,27	0,13	0,40	75	150		
	1925	B II	Hd	Sp	1	1 Z	1	Hirth	20	10,00	4,35	12,00	0,20	0,11	0,31	60	130		
Junkers-Flugzeugwerk A.-G. Dessau, Anhalt	1919	F 13 L	Td	V	6	1 Z	1	Junkers	265	18,35	9,60	44,27	1,17	0,83	2,00	90	180	4,5	1,0/7'
	1919	F 13 W	Td	Vw	6	1 Z	1	Junkers	265	18,35	10,20	44,27	1,38	0,61	2,00	90	175	4,3	1,0/7'
	1922	K 16a	Hd	V	3	1 Z	1	Siemens	100	12,80	8,00	19,00	0,55	0,30	0,85	85	158	4,5	1,0/7'5"
	1923	K 16b	Hd	V	3	1 Z	1	Siemens	80	12,80	8,00	19,00	0,50	0,30	0,80	85	148	2,6	1,0/9'
	1924	A 20 L	Td	P	2	1 Z	1	Junkers	265	15,35	8,30	28,10	0,97	0,53	1,50	90	186	5,9	1,0/4'5"
	1924	A 20 W	Td	Pw	2	1 Z	1	Junkers	265	15,35	9,26	28,10	1,09	0,51	1,60	90	175	4,5	1,0/5'
	1926	A 35 L	Td	P	2	1 Z	1	Junkers	310	15,94	8,21	29,76	1,06	0,53	1,60	100	206	6,3	1,0/3'2"
	1927	J 33	Td	P	2	1 Z	1	Junkers	310	18,35	10,50	44,27				89	188	5,5	1,0/5'
	1926	W 33 W	Td	Pw	3	1 Z	1	Junkers	310	18,35	10,50	44,27	1,41	0,69	2,10	89	188	5,5	1,0/5'
	1926	W 34 W	Td	Pw	3	1 Z	1	Gnôme	420	18,35	10,50	44,27	1,42	0,68	2,10	83	202	6,4	1,0/3'5"
	1925	G 23 L	Td	V	10	3 Z	3	Merc., Junk.	395	28,50	15,20		2,82	2,00	4,82		170		
	1925	G 24 L	Td	V	11	3 Z	3	Junkers	930	28,05	15,23	89,00	3,76	2,24	6,00	90	179	3,7	1,0/7'5"
	1925	G 24 W	Td	Vw	11	3 Z	3	Ju kers	930	29,90	15,60	94,60	4,54	1,69	6,15	95	175	4,0	1,0/7'
	1926	G 31	Td	V	17	3 Z	3	Junkers	1200	30,30	16,20	94,00			7,70	95	185	4,0	1,0/7'
	1925	T 26 E	Hd	Ü	2	1 Z	1	Junkers	80	13,16	7,54	21,50	0,50	0,23	0,73	80	130	3,2	
	1925	T 26 D	Dd	Ü	2	1 Z	1	Junkers	80	13,16	7,54	33,50	0,57	0,23	0,80	60	115	2,4	
	1925	T 29	Td	Sp	2	1 Z	1	Junkers	80	11,00	7,00	15,60	0,55	0,20	0,75	70	140		

Deutschland — Germany — Allemagne / England — Great Britain — Angleterre

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Height flown = H km / Hauteur atteinte = H km	Steigleistg. = St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Deutschland — Germany — Allemagne																				
Leichtflugzeugbau **Klemm**, Sindelfingen	1926	L 20 B 1	Td	Sp	2	1 Z	1	Mercedes	20	13,00	7,30	20,00	0,26	0,19	0,45	45	120	3,7	0,08/1,
	1926	L 20	Td	Sp	2	1 Z	1	Mercedes	19	13,00	7,27	20,00	0,22	0,17	0,39	50	120	3,5	
	1925	L 20a	Td	Sp	1	1 Z	1	Mercedes	19	9,50	7,30	10,00	0,20	0,11	0,31	60	130	3,2	0,12/1'
	1925	L 20w	Td	Spw	2	1 Z	1	Mercedes	19	13.00	7,30	20,00	0,29	0,16	0,45	45	110	3,2	0,07/1'
L. F. G. Luftfahrzeug-Ges., Werft Stralsund, Stralsund	1925	V 39a	Dd	Ü	2	1 Z	1	Mercedes	100	12,00	7,85	39,30	0,84	0,28	1,12	55	125		
	1925	V 40	Hd	Sp	2	1 Z	1	Siemens	100	11,40	7,16	18,00	0,53	0,31	0,84	75	150	3,9	
	1925	V 42	Hd	Sp	2	1 Z	1	Mercedes	100	12,60	7,68	24,00	0,70	0,37	1,07	68	145	3,9	
	1925	V 52	Hd	Sp	2	1 Z	1	Siemens	55	10,00	7,00	13,28	0,35	0,21	0,56	60	145	3,0	
	1926	V 58	Dd	Ü	2	1 Z	1	Siemens	80	10,00	6,70	24,00	0,53	0,22	0,75	60	130		1,0/5'30"
	1926	V 59	Td	Vw	6	1 Z	1	B. M. W.	230	19,90	10,70	48,00	1,58	0,78	2,36	70	151	3,7	1,0/7'5"
	1926	V 60	Dd	Üw	2	1 Z	1	B. M. W.	230	15,00	10,60	52,00	1,35	0,70	2,05	70	152		1,0/8'
	1926	V 61	Td	Vw	6	1 Z	1	Bristol	420	18,90	10,70	48,00	1,43	0,77	2,20	70	185	4,8	1,0/4'
	1925	V 130	Dd	V	6	1 Z	1	Benz	200	17,50	10,20	70,00	1,30	0,80	2,10	70	135	4,0	1,0/8'
Stahlwerk **Mark**, Abt. Flugzeugbau, Breslau	1925	M E 1	Hd	Sp	1	1 Z	1	Mark	35	9,40	5,17	12,90			0,38	50	110	3,0	
	1925	M S 2 b	Dd	Ü	2	1 Z	1	Mark	70	9,40	6,05					40	125	3,5	
	1925	M L 1	Hd	Lb	2	1 Z	1	Mercedes	100										
Messerschmitt -	1925	M 17	Hd	Sp	2	1 Z	1	Bristol	29	11,60	5,85	10,40	0,18	0,19	0,37	68	145	4,8	
Flugzgb., G. m. b. H., Bamberg	*1926*	*M 18*	*Hd*	*V*	*4*	*1 Z*	*1*	*Siemens*	*80*	*15,60*	*8,05*	*24,80*	*0,57*	*0,46*	*1,03*		*160*	*3,0*	
Gebr. **Müller**, Griesheim-Darmstadt	1927	G M G 1	Hd	Sp	2	1 Z	1	Anzani	35	11,00	6,50	16,00	0,25	0,20	0,45	45	130		1,0/10'
Raab - Katzenstein Flugzeugwerk G.m.b.H., Cassel - B.	1926	Kl 1a	Dd	Ü	2	1 Z	1	Siemens	80	7,95	6,20	17,10	0,47	0,25	0,72	71	152	3,5	1,0/8'5"
	1926	R K 2	Dd	Ü	2	1 Z	1	Siemens	80	10,40	7,30	26,50	0,55	0,25	0,80	65	120	2,5	1,0/9'9"
	1926	R K 6	Dd	Ü	2	1 Z	1	Mercedes	100	12,50	8,00	32,40	0,70	0,28	0,98				
	1926	R K 7	Dd	V	4	1 Z	1	Benz	200	13,00	7,50	36,00	0,96	0,43	1,40				
Rohrbach - Metall-Flugzeugb. G.m.b.H., Berlin	1926	Ro VII	Md	Vs	6	2 D	2	B. M. W.	460	17,40	13,20	40,00	2,00	1,36	3,36	116	217	5,0	1,0/5'
	1926	Ro VIII	Hd	V	12	3 Z	3	B. M. W.	690	26,00	16,40	88,00	3,80	2,45	6,25	100	195	5,0	1,0/7'
	1927	Rocco	Md	Vs	13	2 Z	2	Rolls Royce	1300	26,00	18,00	94,00	5,99	3,61	9,60	115	220	3,1	1,0/5'8"
M. u. S. Flugver. **Saarbrücken**	1926		Hd	Sp	2	1 Z	1	Anzani	50	11,00	6,90	17,00							
Segelflugzeugwerke G. m. b. H., Baden-Bad.	1925	V. E. 1.	Md	Sp	2	1 Z	1	Douglas	20	18,00	5,00						110		
Luftverkehr **Württemberg** A.-G., Stuttgart	1926	K 1	Dd	Ü	2	1 Z	1	Siemens	100							70	140		
England — Great Britain — Angleterre																			
A. D. C. Aircraft Ltd., London	1924	A. D. C. 1	Dd	Kj	1	1 Z	1	Siddeley	385	9,98	7,66	29,70	0,85	0,35	1,20	84	260	8,2	3,0/5'30"
	1924	Martinsyde F 4	Dd	Kj	1	1 Z	1	Hispano	300	9,98	7,84		0,84	0,31	1,15	80	229	6,7	3,0/8'
															1,02	65	234		
	1924	Martinsyde F 6	Dd	Ka	2	1 Z	1	Wolseley	200	9,76	7,46	29,00							
	1926	A. D. C. Nimbus	Dd	Kj	1	1 Z	1	A. D. C.	330	9,98	8,18	29,70	0,91	0,29	1,20	80	241	7,1	4,5/14'
A. N. E. C. Air Navigation and Engineering Co., Ltd., Addlestone Surrey	1924	II	Hd	Sp	2	1 Z	1	Anzani	35	11,57	6,30	17,00	0,19	0,17	0,36	57	137		1,0/7'30"
	1925	Sky	Dd	Vn		3 Z	3	Siddeley	720	33,50	16,80				4,10		137		
	1926	III	Dd	V	7	1 Z	1	Rolls Royce	360	18,30	13,70	69,00	1,58	0,97	2,55	79	170	4,4	
	1926	Missel Trush	Dd	Sp	2	1 Z	1	Blackburne	36	8,54	6,55	19,50	0,21	0,26	0,47		129		

England — Great Britain — Angleterre

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loadet = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Height flown = H km / Hauteur atteinte = H km	Steigleistg. = St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Armstrong Whitworth Aircraft Ltd., Parkside, Coventry	1923	Siskin II	Dd	Kj	1	1 Z	1	Siddeley	385	10,08	6,85	28,00			1,18		230			
	1924	Siskin V	Dd	Kj	1	1 Z	1	Siddeley	385	8,64	6,50	27,46			1,11		250	7,6	3,0	6'10"
	1923	Awana	Dd	Ktr		2 Z	2	Napier	900	32,20	20,70	214,0	4,53	3,22	7,75		156	3,4		
	1924	Transport	Dd	Ktr		3 Z	3	Siddeley	1050	27,40	19,30	174,0			7,50					
	1924	Wolf	Dd	Ka	2	1 Z	1	Siddeley	385											
	1925	Ajax	Dd	Ka	2	1 Z	1	Siddeley	425	12,00	8,30	35,50			1,70					
	1925	Argosy	Dd	V	22	3 Z	3	Siddeley	1155	27,60	19,80	174,0	5,98	2,15	8,13		176		0,9	5'
	1926	Atlas	Dd	Ka	2	1 Z	1	Siddeley	385											
Austin Motors Ltd., Northfield, Birmingham	1921	Wippet	Dd	Sp	1	1 Z	1	Anzani	45	6,40	5,00	13,00	0,26	0,11	0,37		150			
Avro A. V. Roe Co. Ltd., Newton Heath, Manchester	1923	504 K	Dd	Ü	2	1 Z	1	Gnôme	100	10,97	8,26	30,10	0,58	0,35	0,93		100			
	1923	504 N	Dd	Ü	2	1 Z	1	Siddeley	180	10,97	8,83	29,70	0,71	0,27	0,98	66	153	5,4		
	1923	504 O	Dd	Üw	2	1 Z	1	Siddeley	180	10,97	9,70	29,70	0,89	0,27	1,17	67	148	4,5		
	1924	Bison II	Dd	Ka	3	1 Z	1	Napier	450	14,03	10,97	57,60	1,86	0,91	2,77	74	173	4,3		
	1923	Bison I	Dd	Ka	3	1 Z	1	Napier	450	14,03	10,97	57,60	1,86	0,91	2,77	74	173	4,3		
	1923	Viper	Dd	Üw	3	1 Z	1	Wolseley	180	10,97	8,57	30,60	0,68	0,35	1,03		120			
	1923	Aldershot II	Dd	Kbn	3	1 Z	1	Rolls Royce	650	20,73	13,72	99,00	2,86	2,10	4,96	80	178	4,2		
	1923	Aldersh. I	Dd	Kbn	3	1 Z	1	Napier	1000											
	1923	Manchester II	Dd	V	10	2 Z	2	Siddeley	600	18,28	11,27	76,90	2,04	1,13	3,17		180	4,5		
	1923	552	Dd	Sp	2	1 Z	1	Wolseley	210	10,97	8,57	30,60	0,68	0,35	1,03		120			
	1923	563	Dd	V	12	1 Z	1	Rolls Royce	650	20,70	15,72	99,00	3,10	1,74	4,84	80	177	3,0	1,5/13	5"
	1924	Avis	Dd	Sp	2	1 Z	1	Bristol	36	9,15	7,22	23,40	0,23	0,13	0,36	48	120	4,8		
	1926	Gosport	Dd	Ü	2	1 Z	1	Gnôme	100	10,97	8,53	29,70	0,50	0,25	0,75	56	141	4,5	1,5/9'	
	1926	Avenger	Dd	Kj	1	1 Z	1	Napier	565											
	1926	Ava	Dd	Kbn	4	2 Z	2	Rolls Royce	1300											
	1926	Autogiro	Hd	Sp	1	1 Z	1	Clerget	130											
	1926	Avian a	Td	Sp	1	1 Z	1	Siddeley	65											
	1926	Avian b	Dd	Sp	2	1 Z	1	Siddeley	65	8,04	7,25	21,75	0,33	0,23	0,56	64	169	5,5	1,5/9'	
	1926	Avian c	Dd	Spw	2	1 Z	1	Siddeley	65											
Wm. **Beardmore** Co., Dalmuir-Glasgow	1924	WB.XXIV	Hd	Sp	2	1 Z	1	Bristol	36	11,58	6,76	17,40	0,20	0,18	0,38	58	138	6,4		
	1925	WB.XXVI	Dd	Ka	2	1 Z	1	Rolls Royce	360	11,57	9,76	33,00	1,15	0,65	1,80	92	222	6,1	3,5/20	
	1925	Inverness	Md	Ksb	4	2 Z	2	Lizenz Rohrbach Ro IV												
Blackburn Aeroplane and Motor Co. Ltd. Olympia, Leeds	1922	Swift I	Dd	Kt	2	1 Z	1	Napier	450	14,75	10,82	67,00	1,61	1,25	2,86	79	171	4,6		
	1925	Swift II	Dd	Kwt	2	1 Z	1	Napier	450	14,75		67,00		1,21						
	1923	Dart I	Dd	Kt	2	1 Z	1	Napier	450	13,76		58,50								
	1925	Dart II	Dd	Kwt	2	1 Z	1	Napier	450	13,76	12,20	58,50					160			
	1926	Blackb. a	Dd	Ka	2	1 Z	1	Napier	450	14,64	11,36		1,65	1,51	3,16		185			
	1926	Blackb. b	Dd	Kwa	2	1 Z	1	Napier	450	14,64										
	1924	Blue Bird	Dd	Sp	2	1 Z	1	Blackburne	38	8,52	6,62	22,50	0,22	0,17	0,39	53	119			
	1926	Iris	Dd	Kbs	5	3 Z	3	Rolls Royce	2100											
	1927	Airèdaile	Hd	Ka	3	1 Z	1	Siddeley	385											
	1926	Velos II	Dd	Ktw	2	1 Z	1	Napier	450	14,63	12,19									
	1926	Velos I	Dd	Kt	2	1 Z	1	Napier	450	14,63	12,19				3,17	80	160			
	1926	Sprat a	Dd	Ü	2	1 Z	1	Rolls Royce	270				1,02	0,46	1,48	63	160	5,3	3,0	13'
	1926	Sprat b	Dd	Üw	2	1 Z	1	Rolls Royce	270				1,11	0,46	1,65	64	158	4,8	3,0	16'
	1924	Cubaroo	Dd	Kt	2	1 Z	1	Napier	1000	26,83	16,47		4,37	4,27	8,64		185			
Boulton & Paul Ltd., Norwich	1923	Bolton	Dd	Kbn	3	2 Z	2	Napier	900	19,06	15,85	84,00	2,6	1,73	4,33	83	192	5,5		
	1923	Bodmin	Dd	Kbn	3	4 ZD	2	Napier	900	22,00	16,50	127,2	3,55	1,45	5,00	80	185	4,8		
	1924	Bugle I	Dd	Kbn	3	2 Z	2	Bristol	840	19,10	12,10	86,00	2,20	1,56	3,76	83	200	5,0		
	1926	Bugle II	Dd	Kbn	3	2 Z	2	Napier	900	19,10	12,10	86,00								
Bristol Aeroplane Co. Ltd., Filton House, Bristol	1918	F. 2 B. a	Dd	Ka	2	1 Z	1	Rolls Royce	270	12,00	7,50	37,00	0,84	0,69	1,53		200	6,5		
	1923	F. 2 B. c	Dd	Ka	2	1 Z	1	Bristol	450	12,00	7,63	37,00	0,99	0,48	1,47		209	6,8	3,0	9'
	1925	Avanced Training	Dd	Ü	2	1 Z	1	Bristol	450	12,00	7,63	37,00	0,80	0,60	1,40		215	6,8	3,0	8'
	1923	School	Dd	Ü	2	1 Z	1	Bristol	120	9,45	7,58	26,50	0,60	0,23	0,83		154			
	1923	Taxiplane	Dd	Sp	3	1 Z	1	Bristol	120	9,45	7,07	28,80	0,54	0,23	0,77		144		0,3	2'
	1924	Freighter	Dd	tr	2	1 Z	1	Bristol	450	17,50	12,33	65,00	1,80	1,30	3,10		179		1,5	13'

England — Great Britain — Angleterre

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Height flown = H km / Hauteur atteinte = H km	Steigleistg. = St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
England — Great Britain — Angleterre																				
Bristol Aeroplane Co. Ltd., Filton House, Bristol	1922	Brandon	Dd	Kk	10	1 Z	1	Bristol	450	17,50	12,33	83,00	1,80	1,30	3,10		160			
	1924	Bloodhound	Dd	Ka	2	1 Z	1	Bristol	450	12,30	8,08		1,15	0,77	1,92		196	6,1	3,0/14 20"	
	1926	Boarhd.	Dd	Ka	2	1 Z	1	Bristol	450											
	1926	Berkeley	Dd	Ka	2	1 Z	1	Rolls Royce	650											
	1926	Badminton	Dd	Sp	1	1 Z	1	Bristol	565	7,30	6,50	19,60	0,84	0,20	1,04					
	1924	Brownie I	Td	Sp	2	1 Z	1	Bristol	36	11,50	8,00	19,00	0,22	0,17	0,39	58	113			
	1926	Brown. III	Td	Sp	1	1 Z	1	Bristol	36	11,50	8,00	19,00	0,22	0,17	0,39	58	113			
The **Cierva** Autogiro Co. Ltd., London	1926	Autogiro	Hd	Sp	1	1 Z	1	Clerget	130	10,50		14,00			0,85					
Cranwell Light Aeroplane Club Cranwell	1924	C. L. A. 2	Dd	Sp	2	1 Z	1	Bristol	36	9,05	7,17	17,10	0,23	0,17	0,40	48	89			
	1925	C. L. A. 3	Hd	Sp	1	1 Z	1	Bristol	36	6,41	5,70	6,50	0,14	0,10	0,24		155			
	1926	C. L. A. 4	Dd	Sp	2	1 Z	1	Bristol	36	8,25	6,74	15,10	0,22	0,17	0,39					
E. E. C. English Electric Co. Ltd., London	1923	P. 5 I	Dd	Ksb	3	2 Z	2	Rolls Royce	720	25,90	14,80	120,0	3,18	2,05	5,23					
	1922	P. 5 II	Dd	Ksb	3	2 Z	2	Napier	900	25,90	16,50	120,0	3,81	2,51	6,32		171			
	1925	Kingst. I	Dd	Ksb	3	2 Z	2	Napier	900	25,90	16,15						185			
	1926	Kingst. II	Dd	Ksb	3	2 Z	2	Napier	900	25,90	16,15									
The **Fairey** Aviation Co. Ltd., Hayes, Middlesex	1925	Ayr	Dd	Ksa	3	1 Z	1	Napier	450											
	1922	3 D a	Dd	Ka	2	1 Z	1	Rolls Royce	360	14,03	9,70	44,10	1,45	0,84	2,29	81	202	5,8	1,0/3'8"	
	1922	3 D b	Dd	Kwk	2	1 Z	1	Rolls Royce	360	14,03	11,11	44,10	1,61	0,80	2,41	78	194	5,6	1,0/3'6"	
	1924	Pintail III	Dd	Kwa	2	1 Z	1	Napier	450	12,20	9,15	47,30								
	1923	Fawn	Dd	Ka	2	1 Z	1	Napier	450	15,25	8,25	51,00	1,45	1,07	2,52	77	183	4,6	3,0/16'5"	
	1923	Flycatcher a	Dd	Kj	1	1 Z	1	Siddeley	385											
	1923	Flycatcher b	Dd	Kwj	1	1 Z	1	Siddeley	385											
	1924	N 4	Dd	Ksb	4	4ZD	4	Rolls Royce	2400	42,36	20,11	27,00			13,6					
	1925	Freemtl.	Dd	Kwa	2	1 Z	1	Rolls Royce	650											
	1926	Fox	Dd	Kb	2	1 Z	1	Fairey	430											
	1926	Firefly	Dd	Kj	1	1 Z	1	Fairey	430											
	1927	Ferret	Dd	Ka	3	1 Z	1	Bristol	450											
Gloucestershire Aircraft Co., Ltd., Cheltenham	1924	Gloster I	Dd	Kj	1	1 Z	1	Napier	565	6,10	6,10	15,60			1,26	121	304			
	1924	Gloster II	Dd	Spw	1	1 Z	1	Napier	630	6,10		13,60			1,26	127	338			
	1926	Gloster III	Dd	Spw	1	1 Z	1	Napier	700	6,09		14,12			1,22	129	351			
	1922	Mars II	Dd	Kj	1	1 Z	1	Gwynnes	230			25,08								
	1922	Mars III	Dd	Ü	2	1 Z	1	Gwynnes	230			25,08			0,98		204			
	1923	Mars IV	Dd	Kj	1	1 Z	1	Gwynnes	230			25,08			0,97		127	5,8		
	1923	Mars V	Dd	Ka	2	1 Z	1	Siddeley	385			31,59	0,82	0,18	1,00		201	5,8		
	1923	Mars VI	Dd	Kj	1	1 Z	1	Siddeley	385	8,55	5,50	25,00			1,10		244	6,1	6,1/24	
	1924	Nighthaw.	Dd	Kj	1	1 Z	1	Bristol	420	8,55	5,50	25,08			1,10		244	6,4		
	1924	Grebe I	Dd	Kj	1	1 Z	1	Siddeley	385	8,85	5,90	23,50	0,98	0,20	1,18		245	6,1	6,1/23'	
	1925	Grebe IIa	Dd	Kj	1	1 Z	1	Siddeley	385	8,85	5,90	23,50	0,98	0,20	1,18	85	245	7,0	6,1/23'	
	1924	Grouse I	Dd	Kj	1	1 Z	1	Gwynnes	230	8,35	6,10	19,90	0,77	0,18	0,95		206		3,0/11'	
	1924	Grouse II	Dd	Ü	2	1 Z	1	Siddeley	180	8,46	6,10	19,40			0,96	84	190	5,5	3,0/17'	
	1924	Gannet	Dd	Sp	1	1 Z	1	Blackburne	24	5,50	5,10	9,95	0,12	0,08	0,20					
	1926	Gamecock	Dd	Kj	1	1 Z	1	Bristol	450	8,85					1,33					
	1926	Gorcock	Dd	Kj	1	1 Z	1	Napier	565											
	1926	Grebe IIb	Dd	Ü	2	1 Z	1	Siddeley	385	8,85	5,90	23,50					172			
Aero-Cl. **Halton**	1926	HAC 1	Dd	Sp	2	1 Z	1	Bristol	36	8,70		18,00			0,40					
Handley Page, Ltd., Cricklewood, N.	1924	W 8 F	Dd	V	13	3 Z	3	R.R.,Siddel.	840	22,86	18,31	136,1	3,89	1,99	5,88	83	164	3,1	0,15/1'	
	1925	W 9	Dd	V	16	3 Z	3	Siddeley	1155	24,17	18,19	145,4	4,15	2,61	5,76	88	184	4,1	0,24/1'	
	1925	W 10	Dd	V	16	2 Z	2	Napier	900	22,86	18,08	137,7	3,88	2,36	6,25	89	174	3,3	0,21/1'	
	1924	W 8 D	Dd	Kbn	4	2 Z	2	Napier	900	22,86	18,13	136,8	4,04	2,12	6,17	88	177	4,2	0,24/1'	
	1925	Handcross	Dd	Kb	2	1 Z	1	Rolls Royce	670	18,29	13,23	73,19	2,06	1,32	3,38	80	190	5,8	0,36/1'	
	1924	S II	Td	Kj	1	1 Z	1	Gwynnes	230	8,89	6,53	10,55	0,64	0,23	0,87	70	233	6,0	0,55/1'	
	1923	Hanley	Dd	Kt	1	1 Z	1	Napier	450	14,60	10,50	53,90	1,65	1,28	2,93		172	3,9		
	1925	Hendon	Dd	Kt	2	1 Z	1	Napier	450	13,89	10,48	52,17	1,97	1,18	3,15	88	174	2,8	0,15/1'	
	1926	Hamlet	Hd	V	5	3 Z	3	Bristol	360	15,80	10,59	36,08	1,66	0,69	2,35	72	188	3,2	0,19/1'	

England — Great Britain — Angleterre

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des hélices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = F m² / Wing area = F m² / Surface portante = F m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Height flown = H km / Hauteur atteinte = H km	Steigleistg. = St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
The de Havilland Aircraft Co., Ltd., Stag Lane, Edgware, Middlesex	1918	D. H. 4	Dd	Ka	2	1 Z	1	Rolls Royce	360	12,90	9,20	40,30	1,10	0,60	1,70					
	1918	D. H. 9a	Dd	Ka	2	1 Z	1	Napier	450	13,96	9,16	40,20	0,80	0,24	1,04		200	5,7		
	1924	D. H. 9h	Dd	Kwa	2	1 Z	1	Siddeley	240	13,96	9,16	40,20	1,31	0,45	1,76		177		1,0/15'	
	1922	D. H. 34	Dd	V	10	1 Z	1	Napier	450	15,50	11,75		1,56	1,39	2,95		170			
	1922	D. H. 37	Dd	Sp	2	1 Z	1	Rolls Royce	270	11,30	8,80	36,00	0,96	0,40	1,61		195	6,4		
	1923	D. H. 50	Dd	V	5	1 Z	1	Siddeley	240	13,30	9,30	67,00	1,02	0,75	1,77		195	5,0	1,5/9'	
	1925	D. H. 50a	Dd	V	4	1 Z	1	Siddeley	240	13,00	9,08	41,00			1,77					
	1925	D. H. 50ah	Dd	Vw	4	1 Z	1	Siddeley	240	13,30	9,30	67,00	1,32	0,53	1,85		170	3,0	1,5/13'	
	1926	D. H. 50 J	Dd	V	4	1 Z	1	Siddeley	385	13,30	9,30	67,00			1,77					
	1925	D. H. 51a	Dd	Sp	2	1 Z	1	A. D. C.	120	11,00	8,00	30,00	0,59	0,41	1,00		150	3,3		
	1923	D. H. 53	Dd	Td	1	1 Z	1	Douglas	24	9,20	6,00	11,20								
	1925	D. H. 54	Dd	V	14	1 Z	1	Rolls Royce	650	20,75	15,55	97,00				53	117	4,5		
	1925	D. H. 60	Dd	Sp	2	1 Z	1	A. D. C.	60	8,84	7,17	21,00	0,34	0,22	0,56	61	145			
	1926	D. H. 66	Dd	V		3 Z	3	Bristol	1350	24,20	10,80	143,0	4,10	2,60	6,70					
	1926	D. H. 56	Dd	Ka	2	1 Z	1	Siddeley	385											
	1926	Stag	Dd	Ka	2	1 Z	1	Bristol	450											
	1926	D. H. 50 Jh	Dd	Vw	4	1 Z	1	Siddeley	385	13,30		67,00								
The Hawker Engineering Co.,	1923	Swallow	Hd	Sp	2	1 Z	1	Clerget	130											
	1924	Duiker	Hd	Ka	2	1 Z	1	Bristol	450											

Ltd., Kingston -on-Thames	*1924*	*Woodc. I*	*Dd*	*Ki*	*1*	*1 Z*	*1*	*Siddeley*	*385*	*9,80*	*7,90*									
	1925	*Woodc. II*	*Dd*	*Ki*	*1*	*1 Z*	*1*	*Bristol*	*450*	*9,80*	*7,12*									
	1925	Hedgehog	Dd	Ka	3	1 Z	1	Bristol	450											
	1926	Horsley	Dd	Kb	2	1 Z	1	Rolls Royce	670											
	1925	Heron	Dd	Kj	1	1 Z	1	Bristol	450											
	1926	Hornbill	Dd	Kj	1	1 Z	1	Rolls Royce	700											
	1926	Danecock	Dd	Kj	1	1 Z	1	Siddeley	385											
	1924	Cygnet	Dd	Sp	2	1 Z	1	Bristol	36	8,55	6,22	14,50	0,17	0,16	0,33	58	120			
Hill, Brookwood	1926	Pterodactyl	Hd	Sp	2	1 D	1	Bristol	36	13,70	4,90	20,70	0,20	0,16	0,37	52	112			
Experim. Light-Aeroplaneclub, **Nottingham**	1927		Dd	Sp	1	1 Z	1	A. B. C.	35											
G. Parnall Co., Ltd., Park Row, Bristol	1921	Panther	Dd	Ka	2	1 Z	1	B. R. 2	230	8,99	7,60		0,62	0,47	1,09		186			
	1922	Puffin	Dd	Kwa	2	1 Z	1	Napier	450											
	1923	Possum	Dd	Kb	4	2 Z	1	Napier	450	14,00	11,80	72,00			2,86					
	1924	Plover I	Dd	Kj	1	1 Z	1	Bristol	420											
	1924	Plover II	Dd	Kwj	1	1 Z	1	Siddeley	385											
	1923	Pixie I	Td	Sp	1	1 Z	1	Douglas	24	8,85	5,50	9,30	0,12	0,08	0,20	52	145	5,5		
	1923	Pixie II	Td	Sp	1	1 Z	1	Douglas	24	5,50	5,50	5,60	0,12	0,08	0,20	73	170	4,4		
	1924	Pixie III	Td	Sp	2	1 Z	1	Bristol	36	9,85	6,47	13,00								
	1924	Pixie IIIa	Dd	Sp	2	1 Z	1	Bristol	36	9,85	6,47	22,60								
	1926	Perth		Üw		1 Z	1	Rolls Royce	270											
R.A.E. AeroClub Farnborough	1925	Hurricane	Md	Sp	1	1 Z	1	Bristol	36	7,00	4,86	7,50	0,17	0,08	0,25					
	1926	Sirocco	Td	Sp	2	1 Z	1	Bristol	36	10,05	6,40	14,00	0,27	0,13	0,40	57	125			
S. E. **Saunders** Ltd., East Cowes, Isle of Wight	1920	Kittiwake	Dd	Vs	9	2 Z	2	A. B. C.	400	20,80	13,40	80,00	1,74	1,08	2,82					
	1926	Medina	Dd	Ksa	4	2 Z	2	Bristol	840	17,70	14,00	94,00	3,18	1,35	4,53					
Short Bros. Ltd., Rochester, Kent	1922	Silv. Streak	Dd	Ki	1	1 Z	1	Siddeley	240	11,40	8,00	34,00	0,85	0,45	1,30		131			
	1922	Cromarty	Dd	Ksa	3	2 Z	2	Rolls Royce	1300	34,10	18,25		4,81	3,51	8,32		153			
	1924	Springbock	Dd	Ka	2	1 Z	1	Bristol	420											
	1924	Stellite	Hd	Sps	1	2 Z	2	Blackburne	36	10,97	7,52	19,00	0,37	0,10	0,40	61	110			
	1924	Sattelite	Md	Sp	2	1 Z	1	Bristol	36	10,72	7,22	15,60	0,21	0,17	0,38	60	118			
	1925	Singapore	Dd	Ksb	4	2 Z	2	Rolls Royce	1300											
	1925	Metal Hull	Dd	Ksa	4	2 ZD	2	Rolls Royce	720	31,50	15,00	130,0	3,75	2,15	5,90					
	1927	Calcutta	Dd	Vs	17	3 Z	3	Bristol	1350	28,30	19,80	172,0			8,92	85	195			
	1926	Mussel	Td	Spw	2	1 Z	1	A. D. C.	65	11,00	7,60	18,60	0,41	0,22	0,63	71	132			
	1925	Shrimp	Dd	Kaw	2	1 Z	1	Siddeley	240											

England — Great Britain — Angleterre

Englische Besitzungen: Australien — English Dominions: Australia — Colonies anglaises: Australie

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Height flown = H km / Hauteur atteinte = H km	Steigleistg. = St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
England — Great Britain — Angleterre																				
The **Supermarine** Aviation Works Ltd., Southampton	1922	Seal MK II	Dd	Ksa	2	1 Z	1	Napier	450	14,60	10,00	59,70	1,81	0,66	2,47		167			
	1922	Sea King II	Dd	Ksj	1	1 D	1	Hispano	300	10,00	7,50		0,79	0,27	1,06					
	1922	Sea Lion	Dd	Sps	1	1 D	1	Napier	450	9,76	8,38	26,30	1,09	0,39	1,48	102	250	7,1		3,0'7"
	1923	Sea Eagle	Dd	Vs	8	1 D	1	Rolls Royce	360	14,00	11,40		1,94	1,00	2,94	84	160			1,6'16"
	1923	Swan	Dd	Ksb	4	2 Z	2	Rolls Royce	720	21,00	14,90		4,16	1,17	6,23	93	169			1,6'18"
	1923	Seagull II	Dd	Ksa	2	1 Z	1	Napier	450	14,00	11,30		1,81	0,81	2,62	76	175			1,5'11"
	1924	Scarab	Dd	Ksb	3	1 D	1	Rolls Royce	360	14,00	11,30		1,80	0,96	2,76	85	149			1,5'11"
	1925	Southpt.	Dd	Ksb	4	2 Z	2	Napier	900	22,90	15,15		4,00	1,50	6,50	83	174	4,2		1,5'10"
	1924	Sparr. I	Dd	Sp	2	1 Z	1	Blackburne	38	10,20	7,24	23,60	0,21	0,18	0,39	44	115	3,3		
	1926	Sparr. II	Hd	Sp	2	1 Z	1	Bristol	36											
	1925	S. 4	Md	Spw	1	1 Z	1	Napier	700	9,20	8,22	12,63			1,45	145	381			
	1924	Seagull III	Dd	Ksa	2	1 Z	1	Napier	450	14,00	11,30		1,81	0,81	2,62	76	175			1,5'11"
Vickers Ltd., London	1923	Vulcan	Dd	V	8	1 Z	1	Napier	450	14,02	11,45						170	3,6		
	1923	Vanguard	Dd	V	25	2 Z	2	Rolls Royce	1300	26,80	18,40	204,0	5,45	2,85	8,30	79	181			1,5'10"
	1923	Victoria	Dd	V	25	2 Z	2	Napier	900	26,74	16,38	203,0	4,68	3,30	7,98		160			
	1923	Virginia I	Dd	Kbn	4	2 Z	2	Napier	900	26,30	15,40	203,0	4,20	3,30	7,50	74	168			1,6'12'30"
	1926	Virginia II	Dd	Kbn	4	2 Z	2	Napier	900	26,30	15,40	203,0	4,20	3,30	7,50	74	168			1,6'12'30"
	1922	Vernon	Dd	Kk		2 Z	2	Napier	900	23,50	13,20	124,0	3,30	1,75	5,05		166			
	1926	Vixen V	Dd	Kj	2	1 Z	1	Napier	450	13,73	9,80									
	1920	Vimy	Dd	Kbn	3	2 Z	2	Rolls Royce	720	23,50	13,20	124,0	3,30	1,75	5,05		166			
	1924	Vixen I	Dd	Kj	2	1 Z	1	Napier	450											
	1925	Vixen II	Dd	Kwj	2	1 Z	1	Napier	450	13,70	11,20	54,80	1,70	0,82	2,52	82	202			3,0'14"
	1925	Vixen III	Dd	Ka	2	1 Z	1	Napier	450	13,41	8,84	54,81	1,49	0,80	2,29	79	204			3,0'17"
	1924	Valparaiso	Dd	Ka	2	1 Z	1	Napier	450	12,20	8,84	49,00	1,42	0,72	2,14		226			
	1924	Venture	Dd	Ka	2	1 Z	1	Napier	450											
	1920	Viking III	Dd	Vs	6	1 D	1	Napier	450	14,00	9,70	48,40	1,24	0,82	2,06		195			
	1921	Viking IV	Dd	Vs	5	1 D	1	Napier	450	15,20	10,20	59,10	2,05	0,82	2,87		190			
	1924	Vulture	Dd	Ksa	3	1 D	1	Napier	450	14,95	11,94	77,00			2,72	74	168			1,5'9"
	1925	Vannelus	Dd	Ksa	3	1 D	1	Napier	450											
	1923	Viget	Dd	Sp	1	1 Z	1	Douglas	24	7,62	5,21	18,60	0,17	0,08	0,26		94			
	1924	Vagabond	Dd	Sp	2	1 Z	1	Blackburne	36	8,53	6,71	21,70	0,23	0,17	0,40	53	124			1,5'20"
	1922	Valentia	Dd	Ksb	3	2 Z	2	Rolls Royce	1300	34,20	17,70	188,0	6,20	3,50	9,70		169			
	1926	Vendace II	Dd	Üw	2	1 Z	1	Rolls Royce	270	13,70	9,60	49,60	1,20	0,38	1,58	71	188	6,2		1,5/6'5"
	1926	Vespa	Dd	Ka	2	1 Z	1	Bristol	450											
	1926	Wibault	Hd	Kj	1	1 Z	1	Bristol	450	11,00	7,20	22,00	0,82	0,61	1,44	92	223	8,5		5,0/15'3"
The **Westland** Aircraft Works Yeovil, Somerset	1926	Vendace I	Dd	Ü	2	1 Z	1	Rolls Royce	270	13,70	9,44	49,60		0,38		69	195	6,3		1,5/5'
	1926	Wizard	Md	Kj	1	1 Z	1	Rolls Royce		11,27	7,92									
	1919	Walrus	Dd	Ka	2	1 Z	1	Napier	450	13,96	9,16		1,74	0,33	2,17		200			3,0'10"
	1918	Weasel	Dd	Ka	2	1 Z	1	A. B. C.	320	11,11	7,57	34,21			1,39		210			1,5/3'
	1917	Wagtail	Dd	Kj	1	1 Z	1	A. B. C.	170	7,06	5,76	17,65			0,60		180			
	1917	N. 17	Dd	Kwj	1	1 Z	1	Gwynnes	150											
	1920	Lim. Mk I	Dd	V	6	1 Z	1	Napier	450	16,40	10,10	67,50	2,15	0,55	2,70					
	1921	Lim. Mk II	Dd	V	5	1 Z	1	Hispano	300	11,58	8,53		1,43	0,33	1,76					
	1924	Widgeon	Hd	Sp	2	1 Z	1	Blackburne	38	9,32	6,38	13,50	0,26	0,15	0,41	64	116			
	1924	Pigeon I	Dd	Sp	2	1 Z	1	Bristol	36	6,93	5,95	14,40	0,22	0,14	0,36	62	116			
	1924	Pigeon II	Dd	Sp	2	1 Z	1	Bristol	36	8,46	6,30	18,60	0,24	0,16	0,40	56	113			
	1926	Yeovil	Dd	Kb	2	1 Z	1	Rolls Royce	650	17,98	11,27		2,45	1,22	3,67					

Englische Besitzungen: Australien — English Dominions: Australia — Colonies anglaises: Australie

Australian Aircraft and Engineering Co. Ltd, Sidney	1922	504 K	Dd	Ü	2	1 Z	1	Lizenz Avro 504 K												
	1923		Dd	V	6	1 Z	1	Rolls Royce	360	13,75	9,75	35,00	1,27	0,71	1,98		180			
Broadsmith Richmond	1924	B 2	Dd	Sp	1	1 Z	1	Anzani	25											
	1924	B 4	Dd	Sp	1	1 Z	1	A. B. C.	35											
R. A. A. F. Royal Australian Air Force Experimental Station, Randwick, Sidney	1924	Widgeon	Dd	Üs	4	1 Z	1	Siddeley	240	10,70	9,00	44,00			1,59	80	145			
	1924	Warbler	Hd	Sp	2	1 D	1	Wackett	40	12,20	5,95					61	132			

Englische Besitzungen: Australien — English Dominions: Australia — Colonies anglaises: Australie
Canada — Canada — Canada / Finnland — Finland — Finlande / Frankreich — France — France

Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Qes.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km/h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L'an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.

Englische Besitzungen: Australien — English Dominions: Australia — Colonies anglaises: Australie

R. W. Reid, Sidney	1924	Flying Fox	Dd	Sp	1	1 Z	1	Blackburne	26										

Canada — Canada — Canada

Vickers Works, Montreal	1923	504 K	Dd	Ü	2	1 Z	1	Lizenz Avro 504 K											
	1926	504 Kh	Dd	Üw	2	1 Z	1	Lizenz Avro 504 Kh											
	1923	Vimy	Dd	V	2	2 Z	2	Lizenz Vickers „Vimy"											
	1924	Vedette	Dd	Ksa	3	1 D	1	Wolseley	200	12,80	10,00	45,50	1,20	0,43	1,45	77	158	4,2	1,5 9'
	1926	Verona	Dd	Sps	3	1 D	1	Wright	200										
	1925	Varuna	Dd	Ksa	4	2 Z	2	Wright	400	16,84	11,66	69,00	1,68	0,90	2,58	71	145		

Finnland — Finland — Finlande

Suom. Flyvemaskinfabrik, Sveaborg	1922	J V L	Td	Kwa	2	1 Z	1	Fiat	300	15,85	11,10	44,00	1,47	0,63	2,10		170		3,0 22'
	1924	J V L C 24	Hd	Kj	1	1 Z	1	Siemens	160	9,50	7,10	19,00	0,65	0,22	0,87				

Frankreich — France — France

Audenis - Vialle, Lion	*1923*		*Dd*	*Ü*	*2*	*1 Z*	*1*	*Le Rhône*	80	10,20	7,65	31,65	0,46	0,28	0,74				
Avimeta, Courbevoie	1926	A V M 88	Hd	Kj	2	1 Z	1	Hispano	500	17,00	9,76	40,00	1,55	0,85	2,40		240	7,5	
Bellanger frères, Paris	1925	H. B. 3	Dd	Ksb	4	2 Z	2	Hispano	600	19,00	14,70		2,48	1,50	3,98		170	4,5	3,0/37'
	1925	Nr. 12	Dd	Vs		2 Z	2	Hispano	600	19,00	14,70		2,30	1,90	4,20		200	5,5	3,0/37'
	1925		Dd	Ksb	4	2 Z	2	Gnôme	840	19,00	14,70		2,30	1,90	4,20		200		3,0/37'
Bernard S. I. M. B., Soc. Ind. des Métaux et du Bois, La Courneuve, Seine	1923	C 1	Md	Kj	1	1 Z	1	Hispano	300	10,20	6,60	17,00			1,20		315		
	1924	B 1-C 1	Md	Kj	1	1 Z	1	Hispano	300	11,00	7,00	19,20			1,35		245	6,0	
	1924	V 1	Md	Sp	1	1 Z	1	Lorraine	500	10,50	6,50	15,00			1,05				2,0/5'
	1924	V 2	Md	Sp	1	1 Z	1	Hispano	450	9,90	6,70	11,60			1,17				
	1926	12 C 1	Td	Kj	1	1 Z	1	Gnôme	420	12,00	7,20	12,00	0,91	0,54	1,45		265	8,0	
	1926	14 C 1	Dd	Kj	1	1 Z	1	Hispano	500	12,50	7,40	27,00	1,25	0,55	1,80		265	9,0	
	1926	18 T	Hd	V		1 Z	1	Gnôme	420	16,80	11,44	41,80			2,80		210		5,0/12'
	1926	15 C 1	Dd	Kj	1	1 Z	1	Hispano	500	11,40	7,50	24,00			1,79		270	7,5	5,0/1'5"
M. Besson Cie., Boulogne	1925	M. B. 26	Dd	Kwa	2	1 Z	1	Lorraine	400	15,00	12,10	52,00	1,66	0,75	2,41		180	5,2	4,0/38'
	1925	M. B. 35	Td	Kwa	2	1 Z	1	Salmson	120	9,85	7,00	16,50	0,54	0,22	0,76	90	163	4,8	2,0/13'
	1926	T	Hd	Vs		3 Z	3	Gnôme	1260	25,00		130,0			7,50		180		
Constr. Aéron. Blanchard, Les Côteaux, St. Cloud	1924		Dd	Ksb	4	2 D	2	Hispano	520	19,20	13,60	85,00	2,46	1,47	3,93		178		3,0/50'
	1924	Brd IB 3	Dd	Ksa	4	2 D	2	Hispano	600	19,00	13,85	85,00	2,46	1,47	3,93		168		2,0/16'
	1924		Hd	Ksj	1	1 Z	1	Gnôme	380	12.25	9,75	21,00	0,95	0,35	1,30		220		
Blériot - Aéronautique, Suresnes, Seine	1926	Spad 60	Dd	Kj	2	1 Z	1	Gnôme	420	11,30	6,80	36,00	0,90	0,67	1,57	85	215	7,5	5,0/15'
	1917	Spad 7	Dd	Kj	1	1 Z	1	Hispano	180	7,82	6,10	17,85	0,39	0,21	0,60	85	205	5,0	
	1920	Spad 11	Dd	Kj	2	1 Z	1	Hispano	200	11,83	7,70	31,10	0,77	0,38	1,15	85	200		
	1921	Spad 20 C I	Dd	Kj	1	1 Z	1	Hispano	300	9,70	7,30	30,00	0,85	0,46	1,31	85	240	8,5	6,0/23'5"
	1921	Spad 20 C II	Dd	Kj	2	1 Z	1	Hispano	300	10,41	7,38	33,00	0,88	0,49	1,37	85	230	7,0	6,0/28'
	1921	Spad 34	Dd	Ü	2	1 Z	1	Le Rhône	80	8,15	6,40	21,00	0,47	0,25	0,72	80	130	4,0	3,0/35'
	1923	Spad 36	Dd	Kj	2	1 Z	1	Hispano	300	11,46	9,02	39,00	1,00	0,72	1,72	85	190	8,0	
	1923	Spad 39	Dd	Ka	2	1 Z	1	Hispano	300	10,43	7,90	33,00	1,02	0,46	1,48	80	220		
	1922	Spad 40 A 2	Dd	Ka	2	1 Z	1	Lorraine	370	12,47	9,07	43,00	1,27	0,71	1,98	80	215	6,8	
	1922	Spad 41 A1	Dd	Kj	1	1 Z	1	Hispano	300	8,69	6,65	25,24	0,88	0,42	1,30	85	240	7,0	3,0/8'40"
	1922	Spad 42 E2	Dd	Ü	2	1 Z	1	Hispano	180	8,65	6,77	23,77	0,58	0,26	0,84	80	185	5,0	3,0/35'

Frankreich — France — France

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loadet = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.

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Blériot - Aéronautique, Suresnes, Seine	1922	Spad 46	Dd	V	6	1 Z	1	Lorraine	370	12,66	9,05	47,00	1,30	1,00	2,30	80	196	4,2	4,0/50'
	1923	Spad 51	Dd	Kj	1	1 Z	1	Gnôme	420	9,47	6,45	26,00	0,79	0,48	1,27	85	230	9,0	8,0/38'
	1923	Spad 54	Dd	Ü	2	1 Z	1	Le Rhône	80	6,96	7,24	23,52	0,49	0,24	0,73	80	130	3,2	
	1923	Spad 56	Dd	V	7	1 Z	1	Gnôme	380	12,08	9,00	41,77	1,17	0,87	2,04	80	205	4,7	4,0/39'
	1923	Spad 58	Dd	Kj	1	1 Z	1	Lorraine	450	8,60	6,50	25,80			1,15	80		5,0	
	1923	Spad 61	Dd	Kj	1	1 Z	1	Lorraine	400	9,62	6,60	30,00	1,01	0,51	1,52	85	260	8,0	7,0/31'
	1923	Spad 62	Dd	Kj	1	1 Z	1	Hispano	180	8,60	6,70	23,80	0,68	0,32	1,00	85	162	5,6	5,0/57'
	1923	Spad 64	Dd	Ü	2	1 Z	1	Le Rhône	80	8,90	7,20	23,50	0,51	0,25	0,76	80	130		
	1923	Spad 72	Dd	Kj	1	1 Z	1	Hispano	180	7,70	6,15	18,25	0,64	0,24	0,88	80	205	6,1	5,0/59'
	1924	Spad 81 Cl	Dd	Kj	1	1 Z	1	Hispano	300	9,62	6,40	30,00	1,01	0,51	1,52	85	240	8,0	6,0/25'
	1926	Blériot105	Dd	V		4 Z	4	Hispano	1200	25,00	15,70	125,0	3,00	2,50	5,50	80	154	2,9	1,0/4'37''
	1923	Blériot115	Dd	V	13	4 Z	4	Hispano	720	25,00	14,45	126,0	2,95	2,00	5,10	80	180	4,5	3,5/60'
	1926	Bl. 115 bis	Dd	V	13	2 Z	4	Hispano	720										
	1924	Blériot117	Md	Kj	4	4 Z	2	Lorraine	840	23,00	15,50	93,00	2,86	1,34	4,20	80	190	6,0	3,0/20'
	1925	Blériot135	Dd	V	9	4 Z	4	Salmson	920	25,00	14,45	126,0	3,50	2,00	5,50	80	185	4,5	1,0/6'
	1926	Blériot155	Dd	V		4 Z	4	Renault	820	26,00	14,75	135,0	3,65	2,77	6,35	80	175	3,6	1,0/8'15''
	1926	Blériot165	Dd	V	18	2 Z	2	Gnôme	840	23,00	15,00	119,0	3,10	2,35	5,45		180		
	1926	Blériot127	Md	Kj	4	2 Z	2	Hispano	900										
	1925	Blér. mar.	Hd	Kwa	2	2 Z	2	Hispano	360	12,90	8,80	25,40	1,15	5,90	1,74	80	205	6,0	
	1926	Blanch. N. B. 3	Dd	Ksa	3	2 D	2	Hispano	520	19,00	13,85	85,00	2,46	1,47	3,93	80	168	4,0	2,0/16'
	1926	*Blanchard*	*Dd*	*Ksa*	*3*	*2 D*	*2*	*Gnôme*	*840*	*19,00*	*13,85*	*85,00*							
***Borel* S. C. I. M.**, Soc. Gén. Constr. Industrielles et Mechaniques, Puteaux, Seine	*1922*	*Bo. C. 2*	Dd	Ka	*2*	1 Z	1	Hispano	300	11,20	7,20		0,66	0,33	0,99		260		
	1923	Bo. C. A. P. 2	Dd	Ka	*2*	1 Z	1	Hispano	300	13,00	8,17	39,00	1,00	0,75	1,75		240	10,0	
	1924		Dd	Kjn	2	1 Z	1	Hispano	300	13,70		34,00	0,90	0,65	1,55	86	225	7,7	
	1924		Hd	Ksa	*2*	*2 Z*	*2*	Hispano	300	15,00	11,50	38,00	1,18	0,70	1,88		196	6,0	
Soc. Anon. des Ateliers d' Aviation L. **Bréguet**, Paris	1920	XIV A 2	Dd	Ka	*2*	1 Z	1	Lorraine	400	14,86	9,00	51,00	1,10	0,70	1,80		170		
	1923	XIX A 2	Dd	Ka	*2*	1 Z	1	Lorraine	400	14,96	9,10	46,60	1,15	0,75	1,90		240	8,5	
	1923	XIX B 2	Dd	Kbt	*2*	1 Z	1	Renault	450	14,83	9,57	50,00	1,21	0,81	2,02		215		2,0/7'
	1924	XIX T	Dd	V	8	1 Z	1	Renault	500	15,57	10,60	47,00	1,42	1,18	2,60		220	5,0	
	1926	XIX h	Dd	Kwa	*2*	1 Z	1	Lorraine	450	14,83	11,52	50,00	1,35	1,10	2,45		200	5,6	4,0/30'
	1921	XX	Dd	Kbn	4	1 Z	1	Lorraine	1000	25,50	14,01	140,0	2,60	3,72	6,32		190	4,5	
	1923	XXII	Dd	V		4 Z	4	Lorraine	1000	25,53	13,71	137,0	4,30	1,10	6,60		165	4,0	
	1926	XXV C 2	Dd	Ka		1 Z	1	Lorraine	450			46,00	1,11	0,46	1,57		225	8,0	6,0/28'
	1922	XVII C 2	Dd	Ka	*2*	1 Z	1	Renault	500	14,28	8,10	65,30	1,22	0,62	1,84		220	7,5	
	1926	XXVI T	Dd	V	7	1 Z	1	Gnôme	420	17,00	11,40	55,00	1,59	1,23	2,82	99	206	4,3	4,3/49'33''
	1926	XXVIII T	Dd	V	9	1 Z	1	Lorraine	450	17,00	11,40	57,00	1,59	1,41	3,00		198	4,5	2,0/15'
	1921	XVII	Dd	Ka	*2*	1 Z	1	Renault	500										
P. Carmier, Paris	1924		Hd	Sp	1	1 Z	1	Anzani	25	8,00	4,56	9,75	0,20	0,11	0,31				
R. Caudron, Issy-les-Moulineaux	1922	C 59	Dd	Ü	*2*	1 Z	1	Hispano	180	10,24	7,80	26,00	0,70	0,30	1,00		180		
	1922	C 60	Dd	Ü	*2*	1 Z	1	Clerget	130	10,24	7,50	26,00	0,50	0,36	0,86		175	4,0	3,0/36'
	1922	C 61	Dd	V	8	3 Z	3	Hispano	420	24,14	14,60	109,0	2,20	1,28	3,48				
	1922	C 67	Dd	Sp	1	1 Z	1	Anzani	35	7,65	5,80	16,00	0,21	0,11	0,32				
	1923	C 68	Dd	Sp	2	1 Z	1	Anzani	45	7,65	5,80	16,00	0,30	0,15	0,45				
	1923	C 77	Dd	Kj	1	1 Z	1	Hispano	180	9,84	6,85	22,80	0,62	0,27	0,89				
	1924	C 81	Dd	V	13	3 Z	3	Lorraine	1070	26,30	14,00	145,0			6,40		160		
	1924	C 91	Dd	V	5	1 Z	1	Renault	300			65,00			2,51				
	1925	C 99	Dd	Ka	*2*	1 Z	1	Hispano	450			44,00					225	7,5	1,0 8'
	1924	C 92	Dd	V	5	1 Z	1	Lorraine	370	16,55	12,49	65,00	1,60	1,04	2,64		179		1,0/7'40''
	1926	C 94	Dd	tr	*2*	1 Z	1	Gnôme	420	16,55	12,29	65,00	1,48	1,16	2,64		179		
	1926	C 61 bis	Dd	V	9	3 Z	3	Salm., Hisp.	700	23,16	15,00	104,0	3,37	1,46	4,83		162		3,0/37'
	1926	C 101	Dd	Ka	*2*	1 Z	1	Hispano	450	14,56	9,10	44,00	1,20	0,89	2,09		227	6,7	6,0'45'
	1926	C 103	Dd	Ka	*2*	1 Z	1	Lorraine	450	14,56	9,10	44,00	1,20	0,89	2,09		200	6,2	5,8'51'53''
	1926	C 161	Dd	Sp	*2*	1 Z	1	Salmson	60	9,00	6,45	20,00	0,36	0,22	0,58		142	3,2	
	1926	C 104	Dd	Ka	*2*	1 Z	1	Gnôme	420	14,56	9,10	44,00			1,96		213	6,7	6,0/46'13''
	1926	C 159	Dd	Ü	*2*	1 Z	1	Salmson	120	10,24	7,80	26,00					180		
	1926	C 107	Dd	Ka	*2*	1 Z	1	Salmson	500	14,56	9,10	44,00	1,33	0,93	2,26		231	6,9	6,0'25'
	1925	C 109	Hd	Sp	*2*	1 Z	1	Salmson	40	11,50	6,14	20,00	0,32	0,23	0,55		126		1,0/16'20''
	1924	C 127	Dd	Ü	*2*	1 Z	1	Le Rhône	80	12,00	8,30	34,50	0,51	0,28	0,79		132		
	1925	C 128b	Dd	Üw	*2*	1 Z	1	Salmson	120										
	1924	C 168	Dd	Ü	*2*	1 Z	1	Anzani	70	9,00		20,00	0,34	0,23	0,57		150		

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Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L'an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.

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R. Caudron, Issy-les-Moulineaux	1924	C 183	Dd	V	13	3 Z	3	Salmson	1020	26,30	6,13	145,0	4,25	2,40	6,65				
	1926	C 105	Dd	Ka	2	1 Z	1	Hispano	450	14,56	16,80	75,00	1,28	0,81	2,09				
	1926	C 128a	Dd	Ü	2	1 Z	1	Salmson	120										
C. A. M. S. Chantiers Aéro-Maritimes de la Seine, Paris	1923	30 E	Dd	Üs	2	1 D	1	Hispano	140	12,50	9,20	43,00	0,85	0,33	1,18		145	4,0	
	1923	30 T	Dd	Vs	4	1 D	1	Hispano	180	12,40	9,38	43,00	1,00	0,50	1,50	76	175		2,0/11'17'
	1923	31 B	Dd	Ksj	1	1 D	1	Hispano	300	11,20	8,80	33,00	1,08	0,58	1,50	90	200	7,0	2,0/8'
	1924	32 R	Dd	Ksa	2	1 D	1	Hispano	180	12,40	9,38	43,00	1,00	0,50	1,50		170	5,0	
	1923	33 B	Dd	Ksb	4	2 ZD	2	Hispano	550	17,62	13,27	92,00	2,70	1,50	4,20	90	200	5,0	3,0/35'
	1923	36	Dd	Ksj	1	1 Z	1	Hispano	300	8,60	8,32	20,00	0,94	0,32	1,26		260	7,0	2,0/6'
	1924	38	Dd	Sp	1	1 D	1	Hispano	300	8,60	8,32	18,80	0,96	0,31	1,25		270	7,0	
	1926	37 A	Dd	Kbs	3	1 D	1	Hispano	450	14,50	11,43	58,00	2,00	0,90	2,90	90	170	4,0	3,0/35'
	1926	46 E	Dd	Üs	2	1 D	1	Hispano	150	12,00	9,07	37,00	0,97	0,37	1,24	72	153		2,0/17'
	1926	33 C	Dd	Vs		2 ZD	2	Hispano	550	17,62	13,27	92,00	2,70	1,50	4,20	90	200	5,0	3,0/35'
	1926	37 GR	Dd	Ksa	4	1 D	1	Lorraine	450	14,50	11,35	58,00	1,85	1,05	2,90	90	189	4,2	2,0/16'
Co. Générale des Constructions Aéronautiques, Paris	1926	Météor. 31	Dd	Ksj	1	1 D	1	Hispano	300	11,20	8,80	33,00	1,08	0,42	1,50	90	200		2,0/8'
	1926	Météor. 32	Dd	Sp	3	1 D	1	Hispano	180	12,40	9,38	43,00	1,00	0,50	1,50	80	170	5,5	2,0/15'
	1926	Mét. 33 T	Dd	V		2 ZD	2	Hispano	520	17,62	13,27	92,00	2,60	1,40	4,00	78	175	4,5	3,0/25'
	1926	Mét. 36 bis	Dd	Sp	1	1 Z	1	Hispano	300	8,60	8,32	20,00	0,94	0,32	1,26		260		2,0/5'49''
	1926	Météor. 38	Dd	Sp	1	1 D	1	Hispano	300	8,60	8,32	18,00	0,94	0,31	1,25		270		
E. Descamps, Sèvres, S. et O.	*1924*	*16 A 2*	*Dd*	*Ka*	*2*	*1 Z*	*1*	*Lorraine*	*400*	*14,50*	*9,35*	*44,00*	*1,24*	*0,75*	*1,99*		*205*	*6,0*	*3,0/13*
	1926	*17 A 2*	*Dd*	*Ka*	*2*	*1 Z*	*1*	Lorraine	450	14,50	9,35	42,00	1,23	0,80	2,03	106	230	6,8	
E. **Dewoitine,** Chatillon, Seine	1923	D 1 C 1	Hd	Kj	1	1 Z	1	Hispano	300	11,50	7,50	20,00	0,82	0,42	1,24	80	247	8,5	3,0/6'50''
	1923	D 7	Md	Sp	1	1 Z	1	Salmson	18	12,60	5,60	15,00	0,15	0,10	0,25		110	4,5	
	1924	9 C 1	Hd	Kj	1	1 Z	1	Gnôme	420	12,80	7,30	25,00	0,88	0,55	1,43		244	8,5	5,0/13'38''
	1924	12 C 1	Hd	Kj	1	1 Z	1	Lorraine	450	12,80	7,60	25,00	1,07	0,49	1,56		250	8,0	5,0/13'30''
	1924	D 14	Hd	V	8	1 Z	1	Lorraine	450	18,80	12,20	45,50	1,60	1,20	2,80		180	4,2	2,0/14'44''
	1924	D 15 C 1	Dd	Kj	1	1 Z	1	Hispano	450	12,00	8,60	30,00	1,04	0,49	1,53				
	1926	D 19 C 1	Hd	Kj	1	1 Z	1	Hispano	500	10,80	7,87	20,00	0,96	0,34	1,30		265	8,5	4,0/9'7''
	1926	D 21 C 1	Hd	Kj	1	1 Z	1	Hispano	575	12,80	7,92	25,00	1,09	0,49	1,58		267	9,0	4,0/8'4''
	1926	D 23	Hd	Kk		1 Z	1	Lorraine	450	18,80	12,20	45,50	1,60	1,20	2,80		180	4,2	2,0/14'44''
Dyle et Bacalan, Paris	1926	DB 10	Md	Kbn	4	2 Z	2	Gnôme	840	25,00	13,60	93,00	3,15	2,55	5,60		195	6,0	
	1926	DB 1	Md	Kbn	3	2 Z	2	Lorraine	900	28,00	13,30		4,05	1,55	5,60		190	5,0	
	1927	DB 20	Md	Kj	4	2 Z	2	Gnôme	840	22,00	12,60	73,00	3,20	1,60	4,80				
	1927	DB 30	Md	Kwb	4	2 Z	2	Gnôme	840	28,00	16,35	125,0			5,80		165	6,2	
	1927	DB 40	Dd	Ka	2	1 Z	1	Renault	480	16,00	10,50	52,00	1,55	0,85	2,40		210	7,1	3,0/23'
H. et M. Farman, Billancourt, Seine	1925	F 60 a	Dd	Kbn	4	2 Z	2	Gnôme	840	26,50	14,77	161,0	2,90	2,50	5,40		170	5,1	1,0/6'6''
	1923	F 60 b	Dd	Vn	10	2 Z	2	Gnôme	840	28,00	15,10	161,0	3,65	2,15	5,80		160	4,4	1,0 7'
	1923	F 60 c	Dd	V	16	2 Z	2	Renault	600	26,50	14,77	161,0	2,90	2,50	5,40		160		
	1923	BN 4	Dd	Kbn	4	4 Z	4	Lorraine	1480	32,90	21,40	300,0	5,50	5,00	10,5		160	4,5	
	1925	F 140	Dd	Kbn	6	4 Z	4	Farman	2000	35,00	19,70	266,0	7,15	4,50	11,6		185	6,5	1,0·5'
	1924	F 4 S	Dd	V		4 Z	4	Salmson	1040	25,55	14,80	139,0			6,10				
	1925		Dd	Kt	4	2 Z	2	Lorraine	800										
	1924	Jabiru I	Hd	V		2 Z	2	Lorraine	800	19,00	13,80	81,00	2,50						
	1924	Jabiru II	Hd	V		3 Z	3	Hispano		19,00	13,80	81,00	2,50	1,50	4,00		120		
	1923	F 3 X	Hd	V	14	4 Z	4	Hispano	720	19,00	13,68	81,00	3,33	1,87	5,20		209	4,2	1,0/6'16''
	1924	A 2 a	Dd	Ka	2	1 Z	1	Salmson	260	12,00	9,11	37,00	0,73	0,69	1,42		191	6,6	
	1924	A 2 b	Hd	Ka	2	1 Z	1	Farman	500	15,00	10,50	52,00	1,50	1,00	2,50		220	7,0	
	1923	B 2	Dd	Kb	2	1 Z	1	Lorraine	370	17,00	10,70	63,00	1,36	1,10	2,46		185		
	1923	Blanchard	Dd	Kt	2	1 Z	1	Renault	450	18,00	12,00	100,0	2,02	1,21	3,23		145	3,1	
	1923	T	Md	Sp	2	1 Z	1	Hispano	100	10,80	9,50	28,00	0,68	0,44	1,12				
	1921	Sport	Dd	Sp	2	1 Z	1	Anzani	45	7,11	6,13		0,20	0,20	0,40				
	1921	Moustique	Md	Sp	1	1 Z	1	A. B. C.	20	7,00	5,70	8,00	0,10	0,12	0,22		130		
	1923	EP 2	Dd	Ü	2	1 Z	1	Le Rhône	80	10,75	7,40	34,20	0,50	0,20	0,70				
	1921	HT	Dd	Ksbn	4	3 D	3	Packard	1050	33,00	18,00	200,0	4,50	2,50	7,00		145		
	1923	FB	Dd	Ksa	2	1 D	1	Renault	450	18,00	14,20	82,00	1,90	1,00	2,90				
	1925	F 60 d	Dd	Kwb	4	2 Z	2	Gnôme	840	26,50	14,77	161,0	3,65	2,15	5,80		160	4,0	1,0/7'
	1926	F 160 a	Dd	Kb	4	2 Z	2	Farman	1000	26,75	14,90	200,0	4,00	3,00	7,00		186	6,0	2,0/11'
	1926	F 160 b	Dd	Kwb	4	2 Z	2	Farman	1000	26,75	14,90	200,0		3,00			180	4,5	3,0/35'
	1923	GL	Dd	Vs	6	1 D	1	Renault	500	18,50	12,40	68,00	1,45	1,00	2,45		145		1,0/9'
	1925	Bn 3	Dd	Kbn	3	1 Z	1	Farman	600	25,30		150,0	3,23	2,34	5,57	100	195	5,2	1,0/5'40''
	1924	F 62	Dd	Kb	1	1 Z	1	Farman	450	28,00		170,0			6,40				
	1926	F 64	Dd	Kbn	4	2 Z	2	Gnôme	840	26,50		161,0	2,90	2,50	5,40				

Frankreich — France — France

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des hélices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Frankreich – France – France																				
Avions H. et M. **Farman**, Billancourt, Seine	1926	F 66	Dd	Kwb	4	2 Z	2	Salmson	520	26,50		154,0								
	1926	F 65	Dd	Kwb	4	2 Z	2	Gnôme	760	26,50		154,0								
	1924	F 70	Dd	V	5	1 Z	1	Renault	300	15,00	10,00	51,70	1,33	0,80	2,13		181	4,9	1,0/5′
	1925	F 71	Dd	Ü	2	1 Z	1	Salmson	260	14,85	9,50	53,50	1,08	0,40	1,48		163		
	1923	F 80	Dd	Ü	2	1 Z	1	Renault	190	13,00	8,20	46,50	0,77	0,33	1,10				
	1924	F 90	Dd	V	7	1 Z	1	Salmson	300	14,00	9,30	62,00	1,10	1,25	2,35				
	1926	F 124	Hd	Kbn	4	2 Z	2	Gnôme	840	19,00	13,68	90,00	2,77	1,30	4,07		195	6,3	1,0/3′13″
	1926	F 123	Hd	Kbn	4	2 Z	2	Hispano	900	19,00	13,68	90,00	3,20	1,30	4,50		211	5,6	1,0/3′32
	1926	F 150a	Dd	Kt	3	2 Z	2	Gnôme	840	20,30	13,46	131,6	2,97	2,30	5,27		175	4,4	4,0/68′
	1926	F 170	Hd	V	9	1 Z	1	Farman	500	16,10	11,75	52,50	1,80	1,40	3,20		220	4,5	1,0/6′
	1926	F 150b	Dd	Ktw	3	2 Z	2	Gnôme	840	20,30	13,46	131,6	3,40	1,90	5,30		175	4,4	3,0/37′
F.B.A. Hydravions L. **Schreck**, Argenteuil, Seine et Oise	1922	16 HE 2	Dd	Ksa	2	1 D	1	Hispano	140	11,00	9,20	34,00	1,02	0,27	1,29		140		
	1923	17 HMT 2	Dd	Usl	2	1 D	1	Hispano	180	12,87	8,94	36,50	0,98	0,30	1,28	80	162	4,5	2,0/11′2″
	1924	19 HMB 2	Dd	Ksa	2	1 D	1	Hispano	350	14,40	9,45	45,70	1,35	0,57	1,92	86	175	6,0	2,0/10′25″
	1926	21 HMT 5	Dd	Vsl	5	1 Z	1	Lorraine	450	15,40	10,56	53,50	1,82	1,02	2,84	96	190	4,4	1,0/3′30″
	1925	17 HE 2	Dd	Üs	2	1 D	1	Hispano	180	12,87	8,94	36,50	0,85	0,30	1,15	80	165	5,0	2,0/11′30″
	1926	21	Dd	Üs	2	1 Z	1	Gnôme	420	15,40	10,56	53,50				96	190	4,4	1,0/3′30″
A. Gateau, Paris	1925	23	Dd	Sp	1	1 Z	1	Salmson	25										
France-Aviation	1927	Denhaut	Dd	Ksa	4	2 Z	2	Gnôme	840	24,00	17,20	116,0	3,22	2,00	5,22	85	170		1,0/6′
Boulogne s. S.																			
*R. **Hanriot**, Carrières sur Seine, Seine et Oise*	*1923*	*HD 14*	*Dd*	*Ü*	*2*	*1 Z*	*1*	Le Rhône	80	10,26	7,25	34,90	0,53	0,25	0,78		114	4,0	
	1926	*HD 14 S*	*Dd*	Kk	*2*	1 Z	1	Le Rhône	80	10,26	7,25	34,90	0,53	0,25	0,78		115	4,0	
	1923	HD 15	Dd	Ka	2	1 Z	1	Hispano	300	11,40	7,60	32,48	1,15	0,40	1,55		180	10,2	
	1922	HD 17a	Dd	Üw	2	1 Z	1	Clerget	130	10,40	7,25	34,50	0,82	0,17	0,99		120	4,0	
	1923	HD 17b	Dd	Ü	*2*	1 Z	1	Clerget	130	10,26	8,00	34,90	0,72	0,28	1,00		120		
	1922	HD 19	Dd	Ü	2	1 Z	1	Clerget	130	9,19	7,20	26,70	0,66	0,29	0,95		170	5,5	
	1923	*HD 22*	Hd	Sp	1	1 Z	1	Hispano	300	6,38	5,71	7,50			0,83		350	4,0	
	1924	HD 24	Dd	Ka	2	1 Z	1	Lorraine	370	13,30	9,60	46,00	1,57	0,90	2,82		180	5,0	
	1926	H 25 T	Hd	V	7	1 Z	1	Salmson	500	17,00	12,50	51,00	1,70	0,90	2,60		195	4,0	
	1923	HD 26	Dd	Kj	1	1 Z	1	Salmson	260	8,20	7,35	18,00	1,00	0,08	1,08		260	8,5	
	1923	HD 27	Dd	Kj	1	1 Z	1	Hispano	180	7,50	6,15	20,00	0,52	0,22	0,74		195	7,0	
	1924	HD 31	Dd	Kj	1	1 Z	1	Salmson	550	11,00	7,58	34,00			1,78		267	8,0	5,0/16′7″
	1924	H 32	Dd	Ü	2	1 Z	1	Le Rhône	80	9,20	7,25	31,30	0,51	0,15	0,76	55	120	3,8	
	1924	H 34	Hd	Ü	2	1 Z	1	Le Rhône	80	11,40	6,96	22,00	0,39	0,25	0,64		135	4,5	
	1926	H 36	Hd	Ü	2	1 Z	1	Salmson	120	9,20	7,25	31,30	0,51	0,14	0,75		145	4,5	2,0/17′
	1926	H 38	Dd	Ksb	4	2 Z	2	Hispano	360	14,00	10,74	50,00	1,56	0,82	2,38		160	4,6	
	1926	H 40 S	Dd	Kk	2	1 Z	1	Salmson	260	10,26	7,25	34,90							
	1926	H 41	Dd	Üw	2	1 Z	1	Salmson	120	10,26	8,00	34,29	0,72	0,27	0,99		120	3,5	
	1926	H 35	Hd	Ü	2	1 Z	1	Hispano	180	11,40	7,47	22,00	0,60	0,35	0,95		207	6,5	
P. **Latécoère**, Paris	1922	LAT 6	Dd	Kbn	4	4 ZD	4	Salmson	1600	27,70	15,74	124,0	4,99	2,06	7,05		215	6,0	
	1922	LAT 7	Dd	Kbn	4	3 Z	3	Renault	900	26,64		103,0			4,65		212		
	1921	LAT 8	Dd	V	3	1 Z	1	Renault	300	13,20		50,00			2,20		180		
	1924	LAT 15	Hd	V	5	2 Z	2	Lorraine	540	18,00	11,85	54,00	1,86	1,67	3,53		175	4,1	
	1925	LAT 15h	Hd	Vw	8	2 Z	2	Lorraine	540	18,00	13,66	52,00	2,36	1,05	3,41		160	3,0	
	1924	LAT 16	Hd	V	5	1 Z	1	Lorraine	400	17,80	12,80	48,00	1,67	0,83	2,50		180	4,0	
	1925	LAT 17	Hd	V	5	1 Z	1	Renault	350	14,60	9,34	37,60	1,46	1,26	2,72		177	3,7	
	1925	LAT 18	Dd	Vs	6	2 ZD	2	Lorraine	540	17,40	12,20	72,30	2,13	1,20	3,33				
	1925	LAT 19	Hd	Kb	4	2 Z	2	Lorraine	540	18,00	11,85	54,00	2,00	1,31	3,30		178	4,3	
	1925	LAT 20	Hd	Kk	8	2 Z	2	Lorraine	540	18,00	12,00	54,00	1,70	1,20	2,90		175	4,8	
	1926	LAT 21	Hd	Vs	7	2 ZD	2	Gnôme	840	22,00	12,25	90,00	3,51	2,06	5,57		176	3,5	2,0/26′
Latham Cie., Soc. Industr. de Caudebec, Caudebec-en-Caux	1923	L 1	Dd	Ksb	4	2 Z	2	Lorraine	900	12,40	10,92	50,00	2,20	0,50	2,70		260	4,0	2,0′21″
	1923		Dd	Vs		4 ZD	4	Salmson	1040	32,00	18,20	180,0	4,70	2,50	7,20		160	3,3	
	1923		Dd	Ksa	3	1 D	1	Renault	300	14,50	12,00	60,00	1,45	0,70	2,15		160		3,0/38′
	1924	HB 3	Dd	Ksb	4	2 Z	2	Lorraine	800	22,50	15,60	125,0	3,70	1,70	5,40		160		
	1926	HR 5	Dd	Ksb	4	4 ZD	4	Lorraine	1600	32,50	21,00	255,0	7,80	3,10	10,9		160		2,0/23′
P. **Levasseur**, Paris	1922	TO 3	Dd	Sp	1	1 Z	1	Hispano	180										
	1922	AT 1	Dd	Kt	1	1 Z	1	Renault	600	15,25	10,65	72,00	2,24	1,06	3,30		160	3,0	
	1926	*2. 5-2*	Dd	Kt	2	1 Z	1	Renault	600	15,15	11,00	73,00	2,24	1,13	3,37	75	174	4,2	3,5/40′
	1926	5 C 2	Dd	Kj	2	1 Z	1	Hispano	450	12,36	8,61	37,00	1,43	0,60	2,03		200	6,0	5,0/27′28″
	1925		Dd	Ka	3	1 Z	1	Lorraine	450	14,60	9,70	60,00	1,55	0,85	2,40		185	5,5	3,0/20′

Frankreich — France — France

Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = F m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = F m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L'an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = F m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.

Frankreich – France – France

P. Levasseur, Paris	1926	PL 6 C 2	Dd	Kj	2	1 Z	1	Hispano	500	12,20	8,75	40,00	1,20	0,78	1,98		215	7,5	
	1926	7 T	Dd	V	8	1 Z	1	Gnôme	420	14,60	10,00	60,00	1,40	0,85	2,25		180		
	1923	2 A T 2	Dd	Ks	2	1 Z	1	Renault	600	15,15	11,00	73,00	2,24	1,12	3,36	75	174	4,2	3,0/39'
	1923	A T 3	Dd	Ü	2	1 Z	1	Hispano	180	7,90	7,40	26,00	0,70	0,30	1,00	112	180		
	1923	Marin	Dd	Ka	3	1 Z	1	Lorraine	400	14,50	9,30	59,00	1,33	0,77	2,10		180	5,3	
	1924	VA	Dd	Ka	2	1 Z	1	Hispano	450	12,40	8,80	37,00	1,15	0,65	1,80		215		5,0/23'
	1925	M.B.C. 2	Dd	Kj	2	1 Z	1	Hispano	450	12,36	8,80	37,00	1,35	0,60	1,95	112	205	7,0	5,0/23'
J. Lévy, Paris	1926	Biche 4 Ho 2	Dd	Kaw	2	1 Z	1	Gnôme	420	13,50	10,25	41,20	1,38	0,82	2,20	83	208		4,5/34'
	1926	Biche 2a	Dd	Kj	1	1 Z	1	Hispano	300										
	1926	Biche 2b	Dd	Kwj	1	1 Z	1	Hispano	300										
Lioré et Olivier, Levallois, Perret	1926	Lé O 21	Dd	V	20	2 Z	2	Gnôme	840	22,76	15,40	106,5	4,70	0,80	5,50		185	5,0	4,0/39'
	1921	Lé O 7 bis	Dd	Kbn	3	2 Z	2	Hispano	600	18,30	11,61	68,35	1,68	1,22	2,90		200		
	1923	C.A.N. 2	Hd	Kjn	2	1 Z	1	Renault	300	15,50	8,70	32,00	1,19	0,63	1,82		215	6,3	
	1923	Lé O H 10	Dd	Kwa	2	1 Z	1	Lorraine	370	15,00	11,30	59,00	1,70	0,75	2,45				
	1924	Lé O 12	Dd	Kbn	3	2 Z	2	Lorraine	800	22,20	12,97	103,0	2,80	1,80	4,60		185		
	1925	Lé OH 13H	Dd	Ks	6	1 Z	1	Lorraine	450										
	1926	Lé OH 150	Dd	Vs		3 Z	3	Gnôme	1260	28,10	16,95	136,0	4,38	2,61	6,99		146		
	1923	Lé OH 13a	Dd	Vs	5	2 Z	2	Hispano	300	16,00	11,50	58,00	1,60	0,90	2,50		160		
	1925	Lé OH 13 bis	Dd	Vs	5	2 Z	2	Hispano	360	16,00	12,70	58,00	1,80	0,95	2,75		160		2,0 16'
	1926	Lé O 20a	Dd	V	17	2 Z	2	Lorraine	900	22,20	12,60	105,0	2,65	1,95	4,60		204		5,5 60'
	1926	Lé O 20b	Dd	Kbn	3	2 Z	2	Gnôme	840	22,20	13,77	105,0	2,60	2,20	4,80		196	5,1	5,0 69' 38'
	1926	Lé O H 15	Dd	Kst	4	3 Z	3	Gnôme	1260	28,10	16,95	136,0	3,95	6,65			150		
	1926	Lé OH 133	Dd	Ksb	4	1 Z	1	Renault	300	16,00		58,00	1,82	1,02	2,84				
	1926	Lé OH 134	Dd	Vs	4	1 Z	1	Lorraine	450	16,00	12,50	61,00	1,86	0,89	2,75		180		
	1926	Lé OH 135	Dd	Kas	3	2 Z	2	Hispano	360	16,00	11,95	58,00	1,70	1,14	2,84		150		1,0/7'
	1926	Lé OH 150	Dd	Kas	3	3 Z	3	Gnôme	1200	28,10	26,95	136,2	3,90	1,10	5,00		175		1,0/7'
	1926	Lé OH 191	Dd	Vs		1 Z	1	Lorraine	450	16,00	12,50	61,00	1,75	1,08	2,83		180		
	1926	Lé OH 152	Dd	Kas	3	2 Z	2	Gnôme	800	28,10	16,95	136,2	3,50	3,11	6,61		160		1,0 8'
	1926	Lé OH 180	Dd	Üw	2	1 Z	1	Hispano	150	13,00	8,10	30,00	0,79	0,34	1,13		160		1,0 7'
	1926	Lé OH 193	Dd	Kas	2	1 Z	1	Gnôme	400	16,00	12,50	61,00	1,60	1,50	3,10		170		1,0 8'
	1926	Lé O H 190	Dd	Vs	8	1 Z	1	Gnôme	420	16,00	12,50	64,00	1,75	1,65	3,20		165	3,0	
	1926	Lé OH 194	Dd	Vs		1 Z	1	Gnôme	420	16,00	12,50	64,00	1,72	1,43	3,15		165	3,0	
Soc. Anon. des Ateliers et Chantiers de la **Loire-Gourdou-Leseurre**, Paris	1922	GLET 1	Hd	Ü	2	1 Z	1	Hispano	180	9,40	6,43	18,80	0,57	0,28	0,85		245	7,5	
	1923	GLC 1	Hd	Kj	1	1 Z	1	Gnôme	380	7,80	7,20	12,20			0,93	90	250	8,5	
	1924	GL	Hd	Kj	1	1 Z	1	Gnôme	400	10,20	7,20	23,00	0,80		1,29				
	1924	GLD	Hd	Kj	1	1 Z	1	Hispano	180	9,60	6,43	19,60	0,66		0,96		230		
	1924	GLED	Hd	Sp	1	1 Z	1	Hispano	300	14,50	9,50	35,00			1,51		260	12,6	
	1926	LGL 23 TS	Hd	Kk	3	1 Z	1	Hispano	180	11,00	7,15	23,40	0,70	0,37	1,07		181	4,2	3,0/19'46
	1926	LGL 32 C1	Hd	Kj	1	1 Z	1	Gnôme	420	12,20	7,55	25,00	0,96	0,41	1,37	90	270	9,7	5,0/11'
	1926	LGL 33 C1	Hd	Kj	1	1 Z	1	Lorraine	450	12,20	8,03	25,00	1,13	0,41	1,54	90	260	9,0	5,0/13'
	1926	C. A. N. 2	Hd	Kan	2	1 Z	1	Gnôme	420	14,50		36,00			1,80				
E. **de Marçay**, Neuilly-sur-Seine	1924	T 4	Dd	Kj	1	1 Z	1	Hispano	300	10,00	6,50	20,00	0,85	0,27	1,12		290		
	1924	T 5	Dd	Ka	2	1 Z	1	Lorraine	450	13,50	7,85	35,00			1,75		260		
	1924	4 C 1	Hd	Kj	1	1 Z	1	Hispano	300	10,00	6,70	20,00	0,81	0,43	1,24		270	9,0	
L. **de Monge**, Issy-les-Moulineaux	1923	52 C 1	Hd	Kj	1	1 Z	1	Hispano	300	10,90	7,15	24,00			1,39		240	7,0	
	1924	7—4	Md	Sp	2	1 Z	1	Anzani	70	10,70	5,32	23,30	0,40	0,25	0,65		195		
	1926	7—5	Md	Sp	2	1 Z	1	Vaslin	100	11,50	6,20	21,00	0,48	0,26	0,75	65	180		
	1925	101 A 2	Hd	Ka	2	1 Z	1	Gnôme	450	11,75	7,80	27,00	1,09	0,77	1,86	75	215	7,0	
	1925	101 C 2	Hd	Kj	2	1 Z	1	Gnôme	450	11,30	7,80	23,00	1,05	0,70	1,75	85	205	8,6	
	1926	8—1	Dd	Ka	2	1 Z	1	Fiat	700	15,50		75,00	2,28	1,22	3,50				
Aéroplanes **Morane-Saulnier**, Puteaux, Seine	1923	AN	Dd	Ka	2	1 Z	1	Liberty	400	11,70	5,60	41,60	1,19	0,56	1,75		200		
	1923	AI	Dd	Kj	1	1 Z	1	Le Rhône	180	8,80	5,80	13,00	0,44	0,25	0,69		224		
	1923	AV	Hd	V	4	1 Z	1	Hispano	150	13,62	9,53	31,00	1,01	0,49	1,50		170		

Frankreich — France — France

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des hélices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.

Frankreich – France – France

Aéroplanes **Morane-Saulnier**, Puteaux, Seine	1923	42 ET 2	Dd	Ü	2	1 Z	1	Hispano	180	9,60	7,90	28,50	0,68	0,30	0,98					
	1924	AR 35 EP 2	Hd	Ü	2	1 Z	1	Gnôme	80	10,56	6,76	18,00	0,45	0,17	0,70		131	4,2		1,0/5'48"
	1924	43 ET 2	Dd	Ü	2	1 Z	1	Hispano	180	10,88	7,86	28,50	0,80	0,32	1,12		164	5,5		3,0/14'
	1924	50	Hd	Ü	2	1 Z	1	Salmson	150	11,70	7,70	24,00	0,60	0,24	0,84		168			1,0 5'
	1924	51	Hd	Ü	2	1 Z	1	Hispano	180	11,70	7,70	24,00	0,61	0,35	0,96		170			
	1925	36 EP 2	Hd	Ü	2	1 Z	1	Le Rhône	80	10,56	6,76	18,00	0,45	0,25	0,70					
	1926	36 E 1	Hd	Ü	1	1 Z	1	Le Rhône	80	8,73	5,59	13,30	0,40	0,16	0,56					
	1926	129	Hd	Ü	2	1 Z	1	Hispano	180	10,70	7,04	19,70	0,74	0,30	1,04					
	1926	135	Hd	Ü	2	1 Z	1	Gnôme	80	10,60	6,84	18,00	0,49	0,24	0,73					
	1926	53 ET 2	Hd	Ü	2	1 Z	1	Hispano	180	10,70	6,97	19,70	0,74	0,31	1,05		203	6,3		3,0/13'
	1926	136 EP 2	Hd	Ü	2	1 Z	1	Salmson	120	10,60	6,78	18,00	0,56	0,26	0,82		150	5,8		4,0/31'
	1926	137	Hd	Ü	2	1 Z	1	Salmson	120	10,60	6,76	18,00	0,57	0,25	0,82		150	5,8		4,0/31'
	1926	120	Hd	Ü	2	1 Z	1	Salmson	230											
	1926	130	Hd	Ü	2	1 Z	1	Salmssn	230	10,70	6,95	19,70	0,78	0,38	1,14		203	6,3		2,0/7'7"
	1926	132	Hd	Ü	2	1 Z	1	Salmson	120	10,70	6,86	19,70	0,60	0,30	0,90		172	4,5		2,0/13'18"
Ateliers des **Mureaux**, Les Mureaux, Seine et	1923	Vimy	Dd	V	12	2 Z	2	Lizenz Vickers „Vimy"												
	1924	Marin I	Hd	Kj	1	1 Z	1	Hispano	300	12,00	8,40	30,00	0,90	0,45	1,35		200	6,9		
	1924	Marin II	Hd	Kj	1	1 Z	1	Hispano	300	12,00	7,40	30,00	0,90	0,52	1,42					
Oise	*1926*	*3 C 2*	*Hd*	*Kj*	*2*	*1 Z*	*1*	*Hispano*	*500*	*15,00*	*8,45*	*32,00*	*1,16*	*0,83*	*1,99*	*102*	*245*	*8,6*		
	1926	*Albert*	*Hd*	*Ü*	*1*	*1 Z*	*1*	Lizenz Albert ET 1												
	1926	7 C 1	Hd	Kj	1	1 Z	1	Lizenz Wibault 7 C 1												
Nieuport-Delage Issy-les-Moulineaux	1922	29 C 1	Dd	Kj	1	1 Z	1	Hispano	300	9,70	6,50	27,00	0,83	0,36	1,19		230	8,5		
	1924	33 HS	Dd	Ü	2	1 Z	1	Hispano	300	10,00	7,75	32,00	0,88	0,40	1,28		220	6,0		3,0/10'
	1924	38	Dd	V	3	1 Z	1	Hispano	150	10,90	8,11	40,30	0,95	0,30	1,25		160	4,0		
	1923	40 C 1	Dd	Kj	1	1 Z	1	Hispano	400	9,70	6,70	26,84	0,85	0,34	1,19		215	10,1		5,0/19'
	1924	42	Md	Sp	1	1 Z	1	Hispano	600	9,50	7,30	15,50	1,17	0,27	1,44					
	1924	42 C 1	Hd	Kj	1	1 Z	1	Hispano	450	12,00	7,50	31,25	1,20	0,60	1,80		266	8,0		7,6/34'24"
	1925	42 C 2	Dd	Kj	2	1 Z	1	Hispano	450	12,00	7,50	29,50	1,37	0,43	1,80		266	8,0		7,0/25'31"
	1925	43	Dd	Kaw	2	1 Z	1	Hispano	500	12,80	10,00	44,30	1,68	0,64	2,32		200	6,0		6,0/40'
	1926	44 C 1	Dd	Kj	1	1 Z	1	Lorraine	450	12,00	7,20	31,25	1,31	0,71	1,72		241	7,5		7,0/41'27"
	1926	46 C 1	Dd	Kj	1	1 Z	1	Hispano	500	12,00	7,30	31,25	1,34	0,45	1,79		252	7,4		6,4/24'18"
	1925	Beaumont	Hd	Sp	1	1 Z	1	Hispano	450	9,50	7,30	15,20	1,17	0,27	1,44					
	1926	48 C 1	Hd	Kj	1	1 Z	1	Hispano	400	10,00	6,40	19,38	1,03	0,26	1,29		273			6,5/40'16"
Penhoet, Paris	1926		Dd	Ksb	5	5 Z	5	Gnôme	2100	40,00	27,00	270,0			16,0		160			
L. **Peyret**, Courtevoie	1926	Alebessard	Hd	Sp	2	1 Z	1	Anzani	70	11,50	7,00	18,50	0,32	0,23	0,55	65	125	4,8		
Pecheron, Neuilly sur-Seine	1925	P XVIII	Dd	Kwa	2	1 Z	1	Lorraine	400	12,00	10,80	52,60	1,75	0,78	2,23		176	4,9		
H. **Potez**, Méaulte, Somme	1920	T VIII	Dd	Sp	2	1 Z	1	Salmson	40	8,00	5,72	20,00	0,31	0,24	0,55		142	4,0		2,0/16'
	1921	IX	Dd	V	5	1 Z	1	Lorraine	400	14,00	9,80	46,00	1,25	0,80	2,05		202	6,5		
	1923	XV	Dd	Ka	2	1 Z	1	Lorraine	400	12,68	8,70	46,00	1,19	0,62	1,87					
	1923	XVIII	Dd	V	14	3 Z	3	Lorraine	750	22,00	14,80	112,0	2,00	2,57	4,57		190	5,0		
	1924	XIX BN 2	Dd	Kbn	3	3 Z	3	Hispano	900	21,31	14,14	112,0	3,10	1,63	4,73		185	6,0		4,0/23'30"
	1924	XXII	Dd	V	15	3 Z	3	Bristol	1140	22,00	16,05	112,0	3,20	2,20	5,40					
	1924	XXIII	Dd	Kj	1	1 Z	1	Lorraine	400	10,50	7,60	32,00	1,11	0,43	1,54					
	1924	XXIV	Dd	Ka	2	1 Z	1	Hispano	450	12,94	8,20	44,00	1,18	0,66	1,84					
	1925	XXV	Dd	Ka	2	1 Z	1	Lorraine	450	14,00	9,00	46,70	1,21	0,78	1,99		230	7,4		2,0/6'48"
	1925	XXVI	Dd	Kj	1	1 Z	1	Hispano	450	12,00	8,00	32,00	1,10	0,45	1,55					
	1925	XXVII	Dd	Ka	2	1 Z	1	Lorraine	400	12,80	8,70	45,00	1,25	0,65	1,90		212			3,0/12'20"
	1926	XV HB 2	Dd	Kwa	2	1 Z	1	Lorraine	400	13,40	10,32	52,00	1,40	0,70	2,10		175	5,2		
	1926	XXVIII	Dd	Ka	2	1 Z	1	Renault	550	16,20	11,00	63,00	1,90	2,87	4,77		210	2,5		

Frankreich — France — France

Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. • St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L' an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.

Frankreich — France — France

S.P.C.A., Paris	1926	Metéore 63	Dd	Vs		3 Z	3	Hispano	540	21,20	12,95	103,0	2,60	1,16	4,58	80	180	4,5	
Ch. de **Provence** Aviation, La Courneuve	1926	C.P.A. 1	Hd	Kb	4	2 Z	2	Hispano	1000	22,80	13,35	84,00	3,35	1,25	4,60	90	105	6,0	
Romano, Chantiers Navals de la Croisette, Cannes, A. M.	1925	R 3	Dd	Üw	2	1 Z	1	Hispano	140	11,00		30,00	0,73	0,30	1,03	70	160		2,0/14'
Soc. des Moteurs **Salmson**, Billancourt, Seine	1924	Béchereau	Md	Sp	1	1 Z	1	Salmson	600	8,16	7,92	17,00	0,75	0,95	1,70				
	1926		Md	Kj	2	1 Z	1	Salmson	500	14,00		40,00	1,38	0,81	2,19				
Établissements **Schneider**, Paris	1922	HenriPaul	Dd	Kb	4	4 ZD	4	Lorraine	1480	30,00	19,90	220,0			10,0		160	4,5	
	1924	10 M	Td	Kb	4	2 Z	2	Lorraine	800	18,50	11,70	57,00	2,65	1,00	3,65		220	7,0	2,0/7'
S. E. C. M., Colombes	*1923*	*22*	*Dd*	*Ü*	*2*	*1 Z*	*1*	*Hispano*	*180*	*11,20*	*6,70*	*24,00*	*0,68*	*0,32*	*1,00*		*192*	*3,5*	*3,0/13'50"*
	1923	*23*	*Dd*	*Sp*	*3*	*1 Z*	*1*	*Hispano*	*180*	*11,20*	*6,70*	*26,00*	*0,73*	*0,37*	*1,10*	*65*	*175*	*4,5*	
	1924	*Bn 2*	*Dd*	*Kb*	*2*	*1 Z*	*1*	*Salmson*	*500*	*15,40*	*10,90*	*72,00*	*1,92*	*0,84*	*2,86*		*160*	*5,0*	
	1924	*24*	*Dd*	*Ü*	*2*	*1 Z*	*1*	*Le Rhône*	*80*	*11,20*	*6,70*	*26,00*	*0,50*	*0,25*	*0,75*		*135*		
	1924	12 Bn 2	Dd	Kbn	2	1 Z	1	Renault	600	19,00	14,00	85,00	1,76	1,64	3,40	80	200	5,0	
	1926	Amiot, 12 BN 2	Dd	Kbn	2	1 Z	1	Renault	600	19,36		85,00	2,20	1,50	3,70				2,0/12'
	1926	Amiot, 120 B 3	Dd	Kbn	3	1 Z	1	Farman	700	19,00	14,00	85,00	1,76	1,64	3,40	80	200	5,5	5,0 45'
	1926	150	Hd	V		3 Z	1	Lorraine	1200		13,00								
S.R.A.P., Bécheau, Paris	1926	2 C 2	Md	Kj	2	1 Z	1	Salmson	500	14,60	10,00	35,00	1,99	0,37	2,36	100	229	7,5	5,0/20'
	1926		Dd	V	9	1 Z	1	Salmson	500	16,90	10,70	60,00	1,84	1,68	3,52	100	190	7,5	5,0/20'
R. **Tampier**, Boulogne-sur-Seine	1924	T 2	Dd	N	2	1 Z	1	Clerget	130	10,50	7,00	22,50	0,54	0,19	0,73				
	1924	T 3	Dd	Ka	2	1 Z	1		300			36,00			1,50		190		
	1924	T 4	Dd	Ka	2	1 Z	1	Hispano	300	11,50	8,87	36,00			1,60		197	6,0	
	1926	T 6	Dd	Kb	3	2 Z	2	Renault	1200	28.00		145,0	3,30	2,30	5,60				
Tellier-Duhamel Albert, Paris	1926	Albert T. E. 1	Hd	Sp	1	1 Z	1	Vaslin	40	8,80	5,30	10,00	0,25	0,13	0,38	77	145	5,0	1,0/5,5'
F. **Villiers**, Meudon	1925	2—C 2	Dd	Kj	2	1 Z	1	Lorraine	450	13,00	9,50	40,00	1,55	0,35	1,90	82	217	8,0	6,0/27'33"
	1926	4 H. B—2 GR.	Dd	Kwa	2	1 Z	1	Lorraine	450	14,00	9,70	42,00	1,95	0,45	2,30	82	202	6,5	4,5/40'
	1926	4 bis	Dd	Kwa	2	1 Z	1	Lorraine	450	14,00	9,70	42,00	1,70	0,76	2,46	82	200	5,8	4,5/40'
	1926	5	Dd	Kjn	2	1 Z	1	Lorraine	450	12,00	8,75	40,00	1,27	0,83	2,10	92	224	7,0	6,5/43'
	1926	8 AMCI	Hd	Kj	1	1 Z	1	Hispano	300	11,72	8,30	27,80				93	184	6,7	6,0/49'28"
	1926	C 2 F	Dd	Ka	2	1 Z	1	Hispano	500	13,00	9,30	40,00	1,25	0,65	1,90	82	214		6,0/28'38"
	1926	10	Dd	Kwa	2	1 Z	1	Lorraine	450	14,00	10,35	45,00	1,40	0,81	2,21		197		2,0/15'
	1926	11	Dd	Kwa	2	1 Z	1	Lorraine	450	14,50	10,50	48,00						5,8	
M. **Wibault**, Billancourt, Seine	1922	2 BN 2	Dd	Kb	2	1 Z	1	Renault	600	15,20	12,75	100,0	2,16	2,34	4,50		200	5,0	
	1923	3 C 1	Hd	Kj	1	1 Z	1	Hispano	300	11,60	8,10	26,50	0,99	0,43	1,42		245	10,0	
	1924	5 C 1	Hd	Ka	2	1 Z	1	Lorraine	450	12,00	8,10	26,00							
	1924	6 C 2	Hd	Kj	1	1 Z	1	Lorraine	450	12,40	8,95	29,00	1,08	0,74	1,82		215	6,9	2,0/7'
	1924	7 C 1	Hd	Kj	1	1 Z	1	Gnôme	420	11,00	7,45	22,00	0,97	0,47	1,44	105	223	8,5	2,0/7'2"
	1925	8 C 2	Hd	Kj	2	1 Z	1	Hispano	500	12,70	8,95	31,00	1,21	0,84	2,05	98	240	7,0	2,0/7'2"
	1925	9 C 1	Hd	Kj	1	1 Z	1	Hispano	500	11,00	8,20	22,00	0,85	0,53	1,38		230	8,1	2,0'4
	1926		Hd	Kj	2	1 Z	1	Hispano	500	13,24		30,00	1,09	0,75	1,84				
	1926	10 G R	Hd	Ka	2	1 Z	1	Gnôme	420										

Griechenland — Greece — Grèce / Holland — Holland — Hollande / Italien — Italy — Italie

Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km/h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. = St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loadet = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L'an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.

Griechenland — Greece — Grèce

Blackburn, Athen	1926	Dart	Dd	Kt	2	1 Z	1	Lizenz Blackburn „Dart"											
	1926	Swift II	Dd	Kt	2	1 Z	1	Lizenz Blackburn „Swift II"											
	1926	Velos	Dd	Kt	2	1 Z	1	Lizenz Blackburn „Velos"											

Holland — Holland — Hollande

Techn. Schule, **Amsterdam**	1925	Amsterdam	Hd	Sp		1 Z	1	Anzani	35	13,00		18,50	0,30	0,17	0,47	50	110		
F. Koolhoven, Rijswijk	1924	FK 23a	Dd	Kj	1	1 Z	1	Siddeley	200	7,11	5,60		0,38	0,27	0,65		241	4,5	4,5/15'
	1924	FK 29	Dd	Sp	3	1 Z	1	Bristol	100	10,10	6,70		0,45	0,30	0,75		153	4,5	
	1925	FK 30	Hd	Ü	1	1 Z	1	Anzani	45	8,00	5,75						150		
	1924	FK 31a	Hd	Ka	2	1 Z	1	Bristol	450	12,00	8,10	27,00	1,03	0,77	1,80	90	225	7,2	4,0/12'
	1924	FK 31b	Hd	Kb	2	1 Z	1	Bristol	450	13,50	8,10	27,00	1,04	0,86	1,90	100	225	6,7	4,0/14'
	1924	FK 31c	Hd	Kj	2	1 Z	1	Bristol	450	11,30	8,10	23,00	1,02	0,66	1,68	95	240	7,0	4,0/12'
	1925	FK 32	Dd	Ü	2	1 Z	1	Le Rhône	110	8,00	7,10	20,00	0,61	0,26	0,87	62	150	4,3	2,0/8'
	1925	FK 33	Hd	V	12	3 ZD	3	Siddeley	720	24,80	17,45	102,0	3,00	1,66	4,66	73	180		
	1926	FK 34	Hd	Kaw	2	1 Z	1	Hispano	450	13,00	9,30		1,70	0,80	2,50		204		
	1926	FK 35	Td	Kj	2	1 Z	1	Bristol	450	11,50	8,60	24,00	0,90	0,64	1,54	85	260	7,8	5,0/14'
	1927	FK 30	Hd	Sp	2	1 D	1	Siemens	60	8,50	8,00		0,27	0,26	0,53	53	128		
	1927	*FK 35w*	*Td*	*Kjw*	*2*	*1 Z*	*1*	*Bristol*	*450*	*10,50*	*9,35*								
	1927	*FK 36*	*Dd*	*Ka*	*2*	*1 Z*	*1*	*Bristol*	*450*	*11,50*	*8,60*	*24,00*	*0,90*	*0,64*	*1,54*	*85*	*260*	*7,8*	*5,0/14'*
	1927	*FK 36w*	*Dd*	*Kaw*	*2*	*1 Z*	*1*	Bristol	450	12,00	9,35								
	1927	FK 37	Hd	V		3 Z	3	Bristol	1350	30,00	22,00	140,0	4,70	3,50	8,20				
Nationale Vliegtuig-Industrie, Haag	1927	Wal	Hd	Kaw	4	2 ZD	2	Lizenz Dornier „Wal"											
N. V. Nederlandsche Vliegtuigenfabriek, **Fokker,** Amsterdam	1924	C IVa	Dd	Ka	2	1 Z	1	Napier	450	12,90	9,00	39,00	1,45	0,95	2,40		235	6,5	3,0/12'
	1924	C IVaw	Dd	Kwa	2	1 Z	1	Napier	450	12,90	9,70	39,15	1,80	0,80	2,60		215	4,5	3,0/28'
	1924	C V A	Dd	Ka	2	1 Z	1	Rolls Royce	360	13,33	9,25	40,70	1,43	0,80	2,23		220	6,2	3,0/10'
	1925	C V B	Dd	Kj	2	1 Z	1	Napier	450	12,03	9,25	36,50	1,38	0,60	1,98		230	6,6	3,0/8'
	1925	C V C	Dd	Kb	2	1 Z	1	Hispano	450	14,62	9,35	46,62	1,48	1,00	2,48		210	5,8	3,0/12'
	1925	D XIII	Dd	Kj	1	1 Z	1	Napier	450	11,53	7,30	21,80	1,12	0,43	1,55		265	8,0	5,0/12'
	1924	S IV	Dd	Ü	2	1 Z	1	Bristol	120	11,20	8,50	27,70	0,80	0,33	1,13	70	170	3,7	1,0/8'
	1924	C V D	Dd	Ka	2	1 Z	1	Hispano	450	12,50	9,53	28,80	1,29	0,60	1,89	95	255	6,7	5,0/17
	1925	C V E	Dd	Kb	2	1 Z	1	Bristol	450	15,30	9,46	39,30	1,21	1,00	2,21	90	214	5,9	5,0/38
	1926	FB III	Dd	Ksa	3	1 Z	1	Napier	450	18,00	11,85	56,00	2,27	1,03	3,30		175	3,0	
	1926	F VII b	Hd	V	12	1 Z	1	Napier	450	19,30	14,60	58,50	1,65	1,65	3,30	90	175	3,7	3,0/43'
	1926	F VII 3m	Hd	V	10	1 Z	3	Wright	600	19,31	14,50	58,50	2,30	1,70	4,00	95	197	4,3	1,0/6'
	1927	F VIII	Hd	V	17	3 Z	2	Bristol	840	23,00	16,80	82,00	2,80	2,20	5,00	80	190	4,6	1,0/5'
	1923	T III	Td	Kt	2	1 Z	1	Rolls Royce	360	21,30	12,80	69,00	2,08	1,50	3,58		167	4,0	
	1923	T IIIw	Td	Kwt	2	1 Z	1	Napier	450	19,80	13,50	69,00	2,55	1,75	4,30				
	1919	F II	Hd	V	6	1 Z	1	BMW	185	16,10	11,00	42,00	1,20	0,70	1,90		150	4,0	
	1921	F III	Hd	V	6	1 Z	1	Siddeley	230	16,00	10,30	42,00	1,20	0,70	1,90		160		
Vliegtuigenfabr. **Pander,** Haag	1925	E	Dd	Sp	2	1 Z	1	Anzani	45	10,00	6,20	17,70	0,31	0,22	0,53	65	125	3,5	1,0/7'30
	1926	EA	Dd	Sp	2	1 Z	1	Anzani	50	10,00	6,20	17,70	0,32	0,23	0,55	67	129	3,9	1,0/6,5
	1926	EB	Dd	P	2	1 Z	1	Anzani	75	10,00	6,10	17,70	0,35	0,32	0,67	75	142	3,5	1,0/6'
	1926	EC	Dd	Ü	2	1 Z	1	Walther	60	10,00	6,10	17,70	0,36	0,24	0,60	70	140	4,2	1,0/6'
	1926	ED	Dd	Ü	2	1 Z	1	Airdisco	60	10,00	6,20	17,70	0,36	0,25	0,61	71	138	3,9	1,0/7'
	1926	EE	Dd	N	2	1 Z	1	Siemens	55	10,00	6,10	17,70	0,37	0,23	0,60	70	131	3,5	1,0/8'
	1924	D	Md	Sp	1	1 Z	1	Anzani	25	8,00	4,95	10,80	0,19	0,10	0,29	63	110	3,1	1,0/9'
	1925	DA	Md	Sp	1	1 Z	1	Anzani	35	8,00	4,98	10,80	0,20	0,12	0,32	67	123	3,3	1,0/7'
	1926	DB	Md	Ü	1	1 Z	1	Bristol	35	8,00	5,05	10,80	0,18	0,10	0,28	62	120	3,7	1,0/6,5'
	1926	DC	Md	Sp	1	1 Z	1	Anzani	35	8,00	4,95	10,80	0,19	0,11	0,30	64	115	3,2	1,0/8'

Italien — Italy — Italie

Soc. Italiana Brevetti **Antoni,** Pisa	1923		Dd	Kj	1	1 Z	1	S. P. A.	200	12,50	8,00	44,00	1,20	0,15	1,35		190	10,8	

Italien — Italy — Italie

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des hélices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.	
Soc. Anon. Aeronautica Ansaldo, Torino	1922	SVA	Dd	Kj	1	1 Z	1	S. P. A.	200	7,68	6,50	24,20	0,64	0,25	0,89		215				
	1923	201	Dd	Kj	1	1 Z	1	S. P. A.	200	10,96	8,30	35,80	0,78	0,50	1,28		180				
	1923	A 300/3	Dd	Ka	2	1 Z	1	Fiat	300	11,24	8,75	36,60	1,20	0,50	1,70		200	6,5			
	1923	A 300/c	Dd	V	6	1 Z	1	Fiat	300	13,30	9,80	44,00	1,15	0,75	1,90		181				
	1923	A 300/4	Dd	Ka	2	1 Z	1	Isotta	250	11,24	8,75	39,50	1,14	0,50	1,64		180				
	1924	A 400	Dd	Ka	2	1 Z	1	Lorraine	400												
	1924	S	Dd	Ü	2	1 Z	1	S. P. A.	200	10,96	8,30	35,80	1,78	0,50	1,28	60	180				
	1925		Dd	Sp	2	1 Z	1	Ansaldo	50												
	1923	AP	Dd	P	1	1 Z	1	S. P. A.	200	10,96	8,30	35,00	0,78	0,50	1,28		180				
	1923	A 5	Dd	Ka	2	1 Z	1	S. P. A.	200			35,00	0,82				212				
	1926	A 150	Hd	Ka	2	1 Z	1	Lorraine	400	12,20	8,60	41,00	1,16	0,72	1,89	84	220	7,0	4,0/20'		
	1926	A 120	Hd	Ka	2	1 Z	1	Fiat	400												
	1926	AC 2	Hd	Kj	1	1 Z	1	Hispano	300	10,83	7,50		0,92	0,31	1,24	80	232	9,0	5,0/19'30		
	1926	A 115	Dd	Ka	2	1 Z	1	Lorraine	400	12,18	8,60	71,30	1,16	0,71	1,87	84	220		5,0/28'		
	1926	A 115m	Hd	Ka	2	1 Z	1	Lorraine	400	12,18	8,60										
Soc. Italiana E. Breda, Milano	1924	A 2a	Td	Ü	2	1 Z	1	Colombo	140	13,00	8,50	30,00	0,80	0,35	1,15	75	165	3,5			
	1924	A 2b	Td	Ka	2	1 Z	1	Isotta	250	14,10	9,00	34,00	0,90	0,50	1,40	90	215	6,5			
	1924	A 3a	Dd	Kb	3	2 Z	2	Lorraine	800	23,80	17,00	148,0	3,85	1,80	5,65	60	175	4,0			
	1923	A 3b	Dd	Kbn	3	4 ZD	4	S. P. A.	800	23,80	17,00	148,0				80	190	5,0			
	1923	A 5	Dd	Kbn	4	4 ZD	4	S. P. A.	800	27,00	15,00	160,0	4,00	2,40	6,40		100				
	1924	A 4	Dd	Ü	2	1 Z	1	Colombo	140	10,90	8,20	40,00	0,76	0,10	1,06	60	140	3,5			
	1925		Dd	Sp	1	1 Z	1	Anzani	45	4,00	4,50		0,18	0,03	0,21		116	2,5			
	1926	A 4 HS	Dd	Üw	2	1 Z	1	Hispano	180	10,90	8,20	40,00	0,96	0,30	1,26	65	140	4,0			
	1926	A 7	Hd	Ka	2	1 Z	1	Isotta	500	16,70	10,00	45,00	1,35	1,00	2,35	85	235	8,0			
	1925	A 8	Dd	Kbn	4	2 Z	2	Lorraine	800	23,00	17,00	148,0	3,50	2,00	5,50	60	180	4,0			
	1926	A 10	Dd	Ü	2	1 Z	1	Isotta	260	8,40	8,18	17,70	0,75	0,30	1,05	80	225	6,0			
	1026	A 4 HSa	Dd	Ü	2	1 Z	1	Hispano	180	10,90	8,20	40,00	0,75	0,30	1,05	60	160	5,0			
Aeroplani Caproni, Taliedo	1924	MC 1	Md	Kj	1	1 Z	1	Fiat	300	13,25	9,05	58,50	0,85	0,70	1,55						
	1923	600	Dd	Kbn	4	3 ZD	3	S. P. A.	600	20,72	11,20	100,0	2,30	1,70	4,00						
	1924	Ca 3 mod	Dd	Kbn	4	3 ZD	3	Isotta	510	22,00	11,50	94,00	2,40	1,50	3,90	85	170		2,0/15'		
	1924	Ca 66	Dd	Kbn	4	4 ZD	4	S. P. A.	800	25,00	14,58	143,0	3,30	2,20	5,50						
	1926	Ca 67	Dd	Kb	4	2 Z	2	Lorraine	800												
	1926	Ca 70 J	Dd	Kj	2	1 Z	1	Bristol	450	17,00	9,54	55,00	1,31	0,82	2,13	90	200		4,0/14'		
	1926	Ca 72	Dd	Kb	4	3 ZD	3	Lorr., SPA	1000												
	1926	Ca 73a	Dd	Kbn	4	2 ZD	2	Lorraine	800	25,00	15,10	143,0	3,20	1,80	5,00	71	175	5,0	4,0/60'		
	1926	Ca 73b	Dd	V	12	2 ZD	2	Lorraine	900	25,00	15,10	143,0	3,30	1,90	5,20	71	180	5,0	4,0/60'		
	1926	Ca 73 bis	Dd	Kbn	4	2 ZD	2	Lorraine	900	25,00	15,10	143,0	3,20	2,00	5,20	80	180	5,0	4,0/60'		
	1926	Ca 80	Dd	Kbn	4	2 ZD	2	Bristol	900	25,00	15,10	143,0	2,90	1,90	4,80	71	180	5,0	3,0/21'		
	1926	Ca 70 L	Dd	Kj	2	1 D	1	Lorraine	400	17,00	8,54	55,00	1,31	0,82	2,13	90	200		4,0/17'		
Cstr. Aer. Italiane, Milano	1926	CF 1	Td	Sp	1	1 Z	1	Anzani	25	11,60	5,15	9,50	0,15	0,10	0,30	55	140		2,0/25'		
F. I. A. T. Soc. Anonima, Torino	1922	R 2	Dd	Ka	2	1 Z	1	Fiat	300	12,30	8,75		1,22	0,45	1,67		250	5,0	3,0/16'		
	1922	BR 1	Dd	Sp	1	1 Z	1	Fiat	600	15,50	9,80	72,00	2,25	1,00	3,25		259	6,0			
	1922	BR 2	Dd	Kb	2	1 Z	1	Fiat	700	17,20	10,19	75,00	2,33	1,80	4,13		245	5,0	3,0/17'		
	1925	BRT	Dd	Kt	2	1 Z	1	Fiat	700	17,30	10,47	77,00	2,40	1,38	3,78	105					
	1922	R 700	Dd	Sp	1	1 Z	1	Fiat	700	8,00	7,50	32,50			2,10						
	1925	CR 1	Dd	Kj	1	1 Z	1	Hispano	300	8,95	6,16	23,00	0,78	0,33	1,11	95	270	7,6			
	1923	RS	Dd	Ka	2	1 Z	1	Hispano	300	11,20	7,55	36,00	1,00	0,60	1,60		240	5,7	4,0/21'		
	1923	AL	Dd	V	6	1 Z	1	Fiat	300	14,75	8,90	56,25	1,50	0,75	2,25		185				
	1923	ARS	Dd	Ka	2	1 Z	1	Hispano	300				1,20	0,65	1,67		230				
	1926	CR 20	Dd	Kj	1	1 Z	1	Fiat	400	9,80	6,58	25,50	0,90	0,42	1,22	100	228	9,0	5,9/13'30		
Soc. Anon. Gabardini, Novara	1923	G 4 bis	Dd	Ü	1	1 Z	1	Le Rhône	120	7,70	5,77	19,00	0,43	0,20	0,63		170		2,0/7'80"		
	1924	G 6	Dd	Ü	2	1 Z	1	Le Rhône	120	10,00	5,87	29,60	0,51	0,27	0,78		150				
	1924	G 7	Dd	Ü	2	1 Z	1	Gabardini	60	9,10	6,42	25,00	0,25	0,20	0,45						
	1925	G 8	Dd	Kj	1	1 Z	1	Hispano	140	8,34	5,55	22,06	0,58	0,20	0,78				1,0/3'12"		
	1925	G 9	Dd	Kj	1	1 Z	1	S. P. A.	200	7,00	6,00	18,00					235		5,0/15'		
	1925	G 9 bis	Dd	Kj	1	1 Z	1	Hispano	300	7,00	6,00	18,00									

Italien — Italy — Italie

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Italien — Italy — Italie																				
Aeronautica **Macchi**, Varese	1923	M 7	Dd	Ksj	1	1 D	1	Lorraine	480			23,50	0,78	0,30	1,08	95	210		1,0/9'
	1925	M 7 ter a	Dd	Ksj	1	1 D	1	Lorraine	480			23,50	0,78	0,30	1,08	95	210		1,0/9'
	1925	M 7 ter b	Dd	Kj	1	1 D	1	Lorraine	480			23,50	0,78	0,30	1,08	95	210		1,0/9'
	1922	M 16	Dd	Spw	1	1 D	1	Anzani	35	6,40	5,20	12,00	0,17	0,09	0,25		126	3,7	
	1924	M 20	Dd	Ü	2	1 Z	1	Anzani	45	8,00	5,65	19,63	0,26				115		
	1924	M 24	Dd	Ksb	3	2 ZD	2	Fiat	600	22,00	13,70	90,00	2,97	0,54	4,51		180	3,5	
	1924	M 26	Dd	Ksj	1	1 D	1	Hispano	300	9,20	8,15	26,00	0,86	0,33	1,19	80	244	7,2	4,0/12'16
	1924	M 29 C 1	Dd	Kj	1	1 Z	1	Lizenz Nieuport 29 C V-D											
	1925	M 31	Hd	Kj	1	1 Z	1	Hispano	300		6,44								
	1926	M 33	Md	Sps	1	1 Z	1	Curtiss	450							120	350		
	1923	M 18	Dd	Üs	2	1 D	1	Isotta	250										
	1925	M 20 h	Dd	Üw	2	1 Z	1	Wright	60			19,50	0,29	0,22		66	126		2,0/22'
	1926	M 24 bis	Dd	Ksb	4	2 ZD	2	Isotta	1000	21,73	14,03	110,0	3,30	1,70	5,00	90	160		
	1926	M 39	Td	Spw	1	1 Z	1	Fiat	800	9,26	6,73	14,50	1,30	0,31	1,61		416		
	1923	M 19	Dd	Sps	1	1 Z	1	Fiat	700								216		
Piero Magni, Meda	1924	Vittoria A	Md	Sp	1	1 Z	1	Anzani	45	8,00	5,56	11,00	0,28	0,19	0,42		185	5,0	
	1925	Vittoria C	Md	Sp	1	1 Z	1	Anzani	45	8,00	5,56	10,74	0,28	0,13	0,41				
	1925	Vittoria F	Md	Sp	1	1 Z	1	Anzani	45	8,00	5,52	9,50	0,28	0,13	0,41				
Cantiere Navali,	1925	Cant 6	Dd	Ksb	4	3 Z	3	Lorraine	1200	22,00	14,94	13,80	4,50	2,50	7,00		192		
Triestino, Monfalcone	*1925*	*Cant 6 ter*	*Dd*	*Vs*	*13*	*3 Z*	*3*	*Lorraine*	*1200*	*22,00*	*14,94*	*13,80*	*4,50*	*2,50*	*7,00*		*192*		
	1925	*Cant 7 bis*	*Dd*	*Üs*	*2*	*1 D*	*1*	*Isotta*	*250*	*11,80*	*9,15*	*38,42*	*1,10*	*0,50*	*1,50*		180	*5,0*	*5,0/32'*
	1926	*Cant 10*	*Dd*	*Kst*	*1*	*1 D*	*1*	*Fiat*	*300*	14,00	10,10	58,00	1,50	0,80	2,30		175		
	1926	Cant 10ter	Dd	Vs	6	1 D	1	Lorraine	400	14,40	10,23	58,00	1,60	0,90	2,50	90	180		
	1926	Cant 12	Dd	Ksa	2	1 D	1	Isotta	250	12,09	9,15	42,00	0,95	0,50	1,95		195		
	1926	Cant 13	Dd	Kjsl	1	1 D	1	Lorraine	400	14,68	10,00	59,00	1,80	0,80	2,60		195		
	1926	Cant 15	Dd	Ksj	1	1 D	1	Fiat	400	11,00	9,11		1,12	0,43	1,55		250	7,3	4,0/11'
	1926	Cant 16ter	Dd	V	5		1	Lorraine	400			58,00	1,60	0,90	2,50		180		
	1926	Cant 18	Dd	Üs	2	1 D	1	Isotta	250	10,50	8,67	27,00	0,90	0,30	1,20	95	210	5,5	
Cantiere **Montofano**, Napoli	1922	R 5	Dd	Üs	2	1 D	1	Combi	50	7,00	8,10	15,00	0,35	0,15	0,50	65	135		
	1923	R 6	Dd	Sp	1	1 Z	1	Anzani	35	3,45	3,75	11,00	0,15	0,11	0,26		140		
	1924	R 7	Dd	Ü	2	1 Z	1	Combi	50	6,50	6,40	15,00	0,30	0,20	0,50	65	140		
	1925	R 9	Dd	Sp	1	1 Z	1	Le Rhône	50	4,50	4,50	13,00	0,20	0,16	0,36		150		
Officine Ferroviarie Meridionali, Napoli	1925	R 1	Dd	Ka	2	1 Z	1	Lizenz Fokker C V-D											
Piaggio Co., Soc. Anon., Genoa	1924		Td	Kj	1	1 Z	1	Hispano	300	10,40	7,00	20,00	0,65	0,30	0,98	110	255	5,0	5,0/16'
	1924	BN 2	Dd	Kbn	4	4 ZD	4	S. P. A.	800	24,00	14,50	140,0	3,60	1,90	5,50		184		5,0/45'
	1923	PRB 1	Dd	Vs	24	4 ZD	4	Isotta	1040	41,40	18,00	206,0	5,20	3,00	8,20		170		
	1925	P 3	Dd	Kbn	4	4 ZD	4	S. P. A.	800	24,00	14,74	134,0	3,97	1,80	5,57	80	185		3,0/25'
S. A. I. di Construzioni Meccaniche, Marina di Pisa	1922	Wal	Hd	Ksb	4	2 ZD	2	Rolls Royce	720	22,50	16,20	96,00	2,72	1,38	4,10		185	5,0	
	1925	Wal	Hd	Vs	19	2 ZD	2	Hispano	600	22,50	16,20	96,00	2,85	1,86	4,71		180	4,5	
	1926	F-I-N	Hd	Ksb	4	2 ZD	2	Renault	1200	22,50	17,45								
	1925	Do C	Hd	Ka	2	1 Z	1	Napier	450	19,60	12,65	62,00							
	1925	Do D	Hd	Kwj	2	1 Z	1	Napier	450	19,60	12,72	62,00	2,00	1,05	3,05		181		3,0/32'
	1922	Falke	Hd	Kj	1	1 Z	1	Hispano	300	10,00	7,43	20,00	0,90	0,30	1,20		260	7,0	
	1925	Seefalke	Hd	Kjn	1	1 Z	1	Hispano	300	10,00		20,00							
S. I. A. I. Soc. Idrovolanti Alta Italia **Savoia**, Sesto Calende	1922	S 16	Dd	Üs	2	1 D	1	Fiat	300	14,80	10,00	53,00	1,30	1,30	2,10		170		
	1925	S 16 ter	Dd	Ksa	2	1 D	1	Lorraine	400	15,50	13,50	60,00	1,67	0,90	2,57	90	190		1,0/3'30"
	1922	S 23	Dd	Üs	2	1 D	1	Isotta	160	12,44	10,00	43,40			1,40		150		
	1923	S 51	Dd	Sp	1	1 D	1	Hispano	300	10,00	7,25	23,00	0,78	0,30	1,08				
	1926	S 52	Dd	Kj	1	1 Z	1	Fiat	400	10,17	7,18	24,00	0,80	0,30	1.10	95	280	5,0	1,0/1'30"
	1924	S 53	Dd	Ksa	3	2 ZD	2	S. P. A.	400										
	1924	S 55	Hd	Kst	4	2 ZD	2	Fiat	600	24,00	16,00	93,00	2,77	1,68	4,45		160	3,0	
	1924	S 56	Dd	Üs	2	1 Z	1	Anzani	70	10,50	7,25	26,00	0,50	0,25	0,75	65	140	3,5	2,0'20'
	1926	S 56a	Dd	Üsl	3	1 Z	1	Anzani	70	10,06	8,10	26,00	0,50	0,25	0,75	60	130	3,5	2,0/25'
	1924	S 57 bis	Dd	Ksj	2	1 D	1	Isotta	250	11,00	8,90	36,00	1,05	0,55	1,60	95	235		1,0/3'
	1925	S 58	Dd	Ksj	1	1 D	1	Hispano	300			33,12	1,00	0,33	1,33	80	250	7,5	1,0/2'
	1925	S 59	Dd	Vs	3	1 D	1	Rolls Royce	360				1,74	0,81	2,55				
	1925	S 60	Hd	Kb	4	2 ZD	2	Lorraine	800						2,60		195		

Japan — Japan — Japon

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Aichi Tokei Denki Kabushiki Kaisha, Nagoya	1923		Dd	Ksa	2	2 D	2	Lizenz Felixtowe F 5												
Itoh-Aeroplane Co. Tsudanuma, Chiba	1922	I	Dd	Sp	1	1 Z	1	Itoh	45	5,80	5,11		0,20	0,10	0,30		129			
	1922	II	Dd	Ü	2	1 Z	1	Curtiss	90	8,82	6,45	23,00	0,50	0,25	0,75		140			
	1922	III	Dd	Ka	1	1 Z	1	Maybach	300	10,60	7,71	28,80			1,57		180			
	1921	IV	Dd	Sp	2	1 Z	1	Clerget	120	9,30	6,05	23,20					130			
	1923	V	Dd	Ks		1 Z	1	Hispano	180	14,66	7,65				1,35		120			
	1924	Akitago	Dd	Ka	1	1 Z	1	Maybach	260											
	1923	Yamagata-Kinen	Dd	Ks	2	1 Z	1	Liberty	400											

Japan — Japan — Japon

Higashi Kawasaki-Machi, Kobe	*1925*	*Seefalke*	*Hd*	*Kj*	*1*	*1 Z*	*1*	*Lizenz Dornier „Seefalke"*												
	1926	*Do N*	*Hd*	*V*	*18*	*2 ZD*	*2*	*Rolls Royce*	*1300*	*28,50*	*24,60*	*143,0*	*5,80*	*3,00*	*8,80*		*180*			
	1922	*A 2*	*Dd*	*Ka*	*2*	*1 Z*	*1*	*Lizenz Salmson A 2*												
	1925	*Wal*	*Hd*	*Ksb*	*4*	*2 ZD*	*2*	*Lizenz Dornier „Wal"*												
	1925	Do E	Hd	Ksa	2	1 Z	1	Lizenz Dornier Do D												
	1925	Falke	Hd	Kj	1	1 Z	1	Lizenz Dornier „Falke"												
	1926	Komet III	Hd	Ka	2	1 Z	1	Lizenz Dornier Do C												
	1926	Do T (W)	Hd	Kkw	6	1 Z	1	Lizenz Dornier Do T (W)												
Matsui, Tokorozawa	1924		Dd	Kj	1	1 Z	1	Salmson	250	9,25	6,20	22,00			1,10		210			
Mitsubishi, Shoji Kaisha, Tokio	1923	Nr. 1	Dd	Kj	1	1 Z	1	Hispano	300	9,75	7,20				1,02					
	1923	Nr. 2	Dd	Ka	2	1 Z	1	Hispano	300											
	1925	Nr. 3	Dd	Kt	1	1 Z	1	Napier	450											
	1925	Nr. 4	Dd	Kt	1	1 Z	1	Napier	450											
	1924	A 2	Dd	Ka	2	1 Z	1	Lizenz Salmson A 2												
	1924	HD 14	Dd	Ü	2	1 Z	1	Lizenz Hanriot HD 14												
	1922	Ro II	Md	Kas	4	2 Z	2	Lizenz Rohrbach Ro II												
	1923	Ro III	Md	Kbs	4	2 Z	2	Lizenz Rohrbach Ro III												
Mitsubishi-Rohrbach Co. Ltd., Tokio	1925	Ro III	Md	Ksb	4	2 Z	2	Lizenz Rohrbach Ro III												
Nakajima-Aeroplane Co., Ootamachi, Gunma	1922	C 3	Dd	Kj	1	1 Z	1	Lizenz Nieuport 29 C 1												
	1924	B XIX	Dd	Ka	2	1 Z	1	Lizenz Bréguet XIX A 2												
	1923	A 2	Dd	Ka	2	1 Z	1	Lizenz Salmson A 2												
	1924	F 60	Dd	Kb	4	2 Z	2	Lizenz Farman F 60												
	1924	W 29	Td	Kwa	2	1 Z	1	Lizenz Hansa Brandenburg W 29												
	1924	504 O	Dd	Üw	2	1 Z	1	Lizenz Avro 504 O												
	1925	B 6	Dd	Kb	2	1 Z	1	Rolls Royce	360	14,76	8,98	51,00	0,95	1,00	1,95		130			
	1925	P 6	Dd	Vs	5	1 Z	1	Rolls Royce	360	14,76	8,98	51,00	0,95	1,00	1,95		130			
	1926	C 1	Hd	Kj	1	1 Z	1	Lizenz Dewoitine D 1 C 1												
Nippon, Koko Kabushiki Kaisha Hyogo,	1923	Nr. 2	Td	Ka	2	1 Z	1	Hall Scott	200	6,58	9,67	13,70					160			
	1923	Nr. 3	Dd	Ka	2	1 Z	1	Maybach	300	11,00	7,50	31,00					140			
	1924	Nr. 6	Dd	Vw	4	1 Z	1	Maybach	260	15,60	9,92	43,60	1,15	0,74	1,89	95	165	7,0	3,0	17
Kawanishi, Kobe	1924	Nr. 7	Dd	Vw	4	1 Z	1	Maybach	260	12,00	9,00						187		1,0	8
	1924	HD 14	Dd	Ü	2	1 Z	1	Lizenz Hanriot H. D 14												
	1925	Nr. 8	Ed	Pw	2	1 Z	1	Maybach	260	18,00	10,00									
Oguri, Kandaku, Tokio	1922		Dd	Ka	2	1 Z	1	Hispano	180	8,70	7,00	30,00	0,76	0,29	0,95		160			
	1922		Dd	Ka	2	1 Z	1	Lizenz Curtiss I. N. 4												

Japan — Japan — Japon / Jugoslavien — Jugoslavia — Jougoslavie / Lettland — Lettland — Lettonie Litauen — Lithuania — Lithuanie / Mexiko — Mexico — Mexique / Norwegen — Norway — Norwège Oesterreich — Austria — Autriche

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Japan — Japan — Japon																				
Siratho, Samukawha, Chiba	1924		Dd	Ü	2	1 Z	1	Hispano	180											
Jugoslavien — Jugoslavia — Jougoslavie																				
Fizier, Novi Sad	1926		Dd	Ka	2	1 Z	1	Maybach	260	12,60	8,33	35,00	1,10	0,48	1,58	68	190	6,0	3,0	11
Ikarus Tvornica Aero i Hydroplana, Novi Sad	1926	S. M.	Dd	Üsa	2	1 D	1	Mercedes	100											
	1926	I. M.	Dd	Ksa	3	1 D	1	BMW	300	15,50	9,50	23,30	1,05	0,75	1,80	80	180			5,0/23'
Lettland — Lettland — Lettonie																				
H. Zukurs, Riga	1924	C I	Td	Sp	1	1 Z	1	Harley	9	13,20	6,50	14,00	0,17	0,09	0,26		100			
	1925	C II	Td	Sp	1	1 Z	1	Harley	9	13,20	6,50	14,00	0,20	0,09	0,26					
	1925	C III	Td	Sp	2	1 Z	1	Anzani	35	10,92	6,94	16,00	0,23	0,19	0,42	65	120			
Litauen — Lithuania — Lithuanie																				
Allgm. Flug-Gesellschaft, Memel	1925	A. F. G. I	Dd	Ka	2	1 Z	1	Napier	450	10,30	6,15						250	8,0		
Gustaitis, Kaunas	1925	A. N. B. O.	Td	Sp	1	1 Z	1	Anzani	35	10,00	5,75	11,40	0,19	0,10	0,30	50	143	4,2	1,0	6'
Mexiko — Mexico — Mexique																				
National Aircraft Factory, Valbuena	1924	3-E-130	Hd	Kj	1	1 Z	1	Gnôme	160	10,36	6,49	16,00	0,67	0,19	0,86	76	225	6,0	1,0	2'36"
	1924	4-E-131	Hd	Ka	2	1 Z	1	BMW	185	15,27	8,22	33,00	1,13	0,62	1,75	75	200	6,5		
	1924	5-E-132	Hd	Ü	2	1 Z	1	Le Rhône	80	14,32	6,79	26,00	0,58	0,22	0,80	64	120	5,0		
	1925	6-E-136	Hd	Ka	2	1 Z	1	Liberty	400	15,27	8,22	34,00	1,30	0,80	2,10	80	275	7,5		
Norwegen — Norway — Norwège																				
Haerens Flyvemaskinfabrik, Kjeller - Lillestrom	1922	FF 9	Dd	Ü	2	1 Z	1	Mercedes	120	9,50	8,48	29,00	0,70	0,36	1,06		144	3,2		
	1922	CL III	Dd	Ka	2	1 Z	1	Lizenz Hannover CL III												
Marinens Flyvebaatfabrik, Horten	1922	W 29	Td	Ka	2	1 Z	1	Lizenz Hansa-Brandenburg W 29												
	1925	M. F. 9	Dd	Kjw	1	1 Z	1	Hispano	300											
Oesterreich — Austria — Autriche																				
Austria Flugverkehrs A.-G., Wien	1924	A 1	Dd	Ü	2	1 Z	1	Le Rhône	80	9,00	6,80	21,00	0,35	0,22	0,57	58	138			
	1925	B 1	Dd	Ü	2	1 Z	1	Gnôme	80	9,00	6,80	21,00	0,35	0,15	0,50					
	1926	B 2	Dd	V	5	1 Z	1	Daimler	200	12,00	8,00	41,00	1,10	0,60	1,70					
Avis Flugzeug- und Autowerke G.m.b.H., Wien	1924	BS-I	Hd	Ü	2	1 Z	1	Mercedes	100	9,40	7,67	17,50	0,55	0,21	0,76		145	3,0		
	1924	BS-II	Hd	Ü	2	1 Z	1	Mercedes	100	9,40	7,67	17,50	0,55	0,21	0,76		145	3,0		
	1924	BS-IV	Hd	Ü	2	1 Z	1	Siemens	80											
	1924	BGV-1	Dd	V	8	3 Z	3	BMW.Merc.	430	19,60	13,20	65,00	2,18	0,92	3,10		170			
BAEG, Flugzg.-bau, Wien	1921	R neu	Dd	Vs	4	1 D	1	Daimler	230	12,00	10,00	40,00	0,91	0,61	1,52		160			1,0/4'
	1925	A 20	Md	Sp	1	1 Z	1	Douglas	18	7,60	5,50	12,00	0,11	0,10	0,21		120			
	1922	B II	Dd	V		1 Z	1	Maybach	260	12,00	8,20	46,00	1,24	0,78	2,02		160			2,0/25'
	1921	P 1	Md	Vs	4	1 Z	1	Daimler	230	14,00	10,00	37,00	0,91	0,61	1,52		170			
	1921	P	Hd	Vs	4	1 D	1	Daimler	230	14,00	10,00	37,00	0,91	0,61	1,52		170			1,0/4'
Burian, Wien	1926		Md	Sp	1	1 Z	1	Anzani	25											

Oesterreich — Austria — Autriche / Polen — Poland — Pologne / Rumänien — Roumania — Roumanie

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L' an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Oesterreich — Austria — Autriche																				
H. **Hoch**, Moedling	1925	H I	Td	Sp	1	1 Z	1	I. A. P.	14	10,20	5,87	10,13	0,14	0,09	0,23	60	80			
	1926	H II	Td	Sp	1	1 Z	1	Anzani	25	10,30	6,15	13,48	0,22	0,11	0,33	58	110			
Th. **Hopiner**, Wien	1923	S 1	Hd	Ü	2	1 Z	1	Fiat-Merc.	100	12,00	7,53	27,00	0,80	0,70	1,50		150			
	1924	H. V. 2	Hd	V	4	1 Z	1	Hiero	200	15,00	10,50		1,50	0,70	2,20		140	4,0		1,0/7'
Lohnerwerke G. m. b. H., Wien	1921	Expreß I	Dd	V	4	1 Z	1	Daimler	230	11,20	7,60	40,00	0,94	0,66	1,56		160			1,0/6'
F. **Magdlener**, Wien	1925	A-12	Hd	Sp	2	1 Z	1	Clerget	130			17,00								
	1926	A-23	Dd	Ü	2	1 Z	1	Mercedes	100			22,00								
Steirischer Fliegerverein, Graz	1924	A-17	Dd	Ü	2	1 Z	1	Hiero	100	12,30	8,40		0,65				95			1,0/10'
	1925	A-21	Dd	V	4	1 Z	1	Hiero	200	12,30	8,40		0,80				120			1,0/5'
	1926	A-24	Dd	V	3	1 Z	1	Hiero	160	12,30	8,40		0,75				120			1,0/7'
Zentral-Aviatik- u. Automobil-Ges. Wien	1924	Ehrlich V	Dd	V	3	1 Z	1	Hiero	200	10,00	7,60	31,00	0,85	0,40	1,25		160			
Polen — Poland — Pologne																				
Militärwerft, Deblin	1924	HD 14	Dd	Ü	2	1 Z	1	Lizenz Hanriot HD 14												
Gabriel Flugzeugwerke, Bromberg	1921	P 5	Hd	Sp	1	1 Z	1	Haacke	30	6,00	5,00	8,00	0,12	0,09	0,21	50	150	3,8		
	1924		Dd	Sp	2	1 Z	1	Mercedes	75			16,50	0,48	0,24	0,72		175			
	1924		Hd	Sp	2	1 Z	1	Mercedes	75			10,50	0,43	0,24	0,67		195			
	1924		Td	Sp	2	1 Z	1	Mercedes	75			6,00	0,37	0,11	0,48		205			
	1925	L 7	Md	Sp	2	1 Z	1	Indian	24	7,00	4,50	10,00	1,13	0,07	0,20	35	145			
Plagne **Laszkiewicz**, Lublin	1924	XV A 2	Dd	Ka	2	1 Z	1	Lizenz Potez XV A 2												
	1924	A 300c	Dd	Ka	2	1 Z	1	Lizenz Ansaldo A 300c												
	1924		Dd	Kj	1	1 Z	1	Lizenz Ansaldo „Ballila"												
Fabrika **Lotnicza**, Biala	1924	XV A 2	Dd	Ka	2	1 Z	1	Lizenz Potez XV A 2												
Samolot-Werke Posen	1924	XV A 2	Dd	Ka	2	1 Z	1	Lizenz Potez XV A 2												
	1924	HD 14	Dd	Ü	2	1 Z	1	Lizenz Hanriot HD 14												
Podlaska Wydwornia **Samolotar**, Biala-Podlaska	1924	XV A 2	Dd	Ka	2	1 Z	1	Lizenz Potez XV A 2												
	1926	Ponikowsky	Dd	Ka	2	1 Z	1								1,70		245	7,5		
	1927	M 2	Dd	Ü	2	1 Z	1	Salmson	120	11,77	7,80	28,60	0,69	0,28	0,97	65	130			5,0/19'
Zalewsky, Warschau	1920		Dd	Ka	2	1 Z	1	Lorraine	450	11,80	8,75	32,00	1,30	0,68	1,98	100	230			
Rumänien — Roumania — Roumanie																				
Direct, Sup. a Aeron., **Bucarest**	1924	Proto J-29	Dd	Ka	2	1 Z	1	Hispano	300	9,80	6,50	29,00	0,65	0,30	0,95		175	5,5		
	1926	Proto S E T 2	Dd	Ka	2	1 Z	1	Lorraine	450	13,40		46,20	1,16	0,80	1,97	83	213			1,0/3
Astra, Arad, Transsylvania	1923	Sesefsky	Dd	Ka	2	1 Z	1	Benz	260	12,60	8,62	36,60	1,12	0,50	1,62		185	5,5		
	1924	Astra-Proto	Dd	Ka	2	1 Z	1	Hispano	300	10,60	7,20	32,00			1,48	98	205	6,4		3,0/14'35"
	1925	Stoika	Dd	Sp	3	1 D	1	Hiero	220	15,90	10,40		1,80				160	4,0		

Schweden — Sweden — Suède / Schweiz — Switzerland — Suisse / Spanien — Spain — Espagne

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des hélices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. • St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Schweden — Sweden — Suède																				
A. B. **Flygindustrie**, Limhamn	1926	R 42 L	Td	Kb	4	3 Z	3	Junkers	930	29,87	15,10	93,80	4,00	2,20	6,20		190	4,5		
	1926	R 42 W	Td	Kbw	4	3 Z	3	Junkers	930	29,87	15,50	93,80	4,40	1,80	6,20		180	4,0		
	1926	R 53 L	Td	Ka	2	1 Z	1	Junkers	310	15,35	8,35	30,50	1,03	0,57	1,60		210	5,8		
	1926	R 53 W	Td	Kaw	2	1 Z	1	Junkers	310	15,35	9,26	30,50	1,15	0,55	1,70		200	5,5		
Haerens Flyvemaskinfabrik, Mälmslatt	1923	S 21 L	Dd	Ka	2	1 Z	1	Maybach	260	15,10	8,60	40,00	1,23	0,58	1,81		160	5,4		
	1923	J 23	Hd	Kj	1	1 Z	1	B. M. W.	185				0,76	0,22	0,98		250	8,0		
	1923	Tumnelit.	Dd	Ü	2	1 Z	1	Thulin	90				0,38	0,13	0,51		160	5,0		
	1926	S 21 H	Dd	Kwa	2	1 Z	1	Maybach	260	15,10	8,90	40,00	1,35	0,58	1,93		160	5,0		
	1926	J 24 B	Dd	Kj	1	1 Z	1	Hispano	300	9,80	7,25	24,00	0,88	0,38	1,26		233	7,3		
Nordiska Phoenix A. B., Gothenburg	1925	Dronten	Dd	Ka	2	1 Z	1	Maybach	260	11,00	7,80	29,00	0,82	0,42	1,24		170	5,0		
Svenska **Aero** A. B. Lidigön, Stockholm	1923	S I	Td	Kwa	2	1 Z	1	Siddeley	240	13,50	9,30	31,60	1,00	0,46	1,46		168			
	1924	S II	Td	Kwa	2	1 Z	1	Rolls Royce	360	17,50	12,65	52,50	1,70	0,75	2,45		185	5,5	2,0/10'	
	1925	HD 17	Dd	Ka	2	1 Z	1	Napier	400	12,40	9,48	38,00	1,35	0,70	2,05		240	6,0	2,0/8'	
	1925	HD 27	Dd	Pn	1	1 Z	1	Liberty	400	13,60	9,25		1,35	1,05	2,40		200	6,0	1,0/4'	
	1926	HD 14	Dd	Kwt	2	1 Z	1	Fiat	650	19,00	12,90		3,00	2,20	5,20		170	2,4	1,0/9'5"	
	1926	*HD 17a*	*Dd*	*Ka*	*2*	*1 Z*	*1*	*Napier*	*450*	*12,40*	*9,48*	*38,00*	*1,35*	*0,70*	*2,05*		*240*	*6,0*	*2,0/8*	
Schweiz — Switzerland — Suisse																				
Aero-Metall A.-G., Zürich	1926	Falke	Hd	Kj	1	1 Z	1	Lizenz Dornier „Falke"												
A. Comte, Zürich	1925	A. C. I	Hd	Kj	1	1 Z	1	Gnôme	420	12,00	7,10	24,00	0,87	0,47	1,34		245			
Staatl. Werkstätten, **Thun**	1922	DH 3	Dd	Ka	2	1 Z	1	Hispano	150						0,35		150			
	1923	DH 5	Dd	Ka	2	1 Z	1	Winterthur	200	11,50	7,60	30,00	0,75	0,43	1,18		175	6,4	4,0/22'	
	1926	M 7	Dd	Kj	1	1 Z	1	Hispano	300	9,20	6,55	23,00	0,84	0,37	1,21	90	235	7,6	6,0/28'20"	
	1926	M 8	Dd	Ka	2	1 Z	1	Hispano	300	10,50	7,40	32,00	0,92	0,50	1,42	94	217	7,5	6,0/35'26"	
A. G. für Dornier-Flugzeuge, Altenrhein	1926	Do N	Hd	V		2 ZD	2	Lizenz Dornier Do F												
	1926	Do C	Td	Ka	2	1 Z	1	Lizenz Dornier Do C												
	1926	Do E	Hd	Ksa	2	1 Z	1	Lizenz Dornier Do E												
Spanien — Spain — Espagne																				
Construcciones Aeronauticas S. A., Getafe	1925	XIX A 2	Dd	Ka	2	1 Z	1	Lizenz Bréguet XIX A 2												
	1926	Wal	Hd	Kas	4	2 ZD	2	Lizenz Dornier „Wal"												
Construccion de Aeroplanes „La **Hispano**", Guadalajara	1925	DH 9	Dd	Ka	2	1 Z	1	Lizenz de Havilland DH 9												
	1926	Po 25	Dd	Ka	2	1 Z	1	Lizenz Potez 25												
	1925	E 180	Dd	Ü	2	1 Z	1	Hispano	180	12,90	9,20	40,30								
Soc. Española de Trafico Aéreo, **Loring**, Carabranchel Alto	1926	C IV	Dd	Ka	2	1 Z	1	Lizenz Fokker C IV												
	1926	R I	Dd	Ka	2	1 Z	1	Lorraine	450	14,00	9,50	52,00	1,52	0,60	2,12		216		1,0/5'	
	1926	R III	Dd	Ka	2	1 Z	1	Hispano	500	22,50	17,25	96,00	1,40	1,02	2,42	83	203		1,0/4'	
	1926	T I		P	3	1 Z	1	Hispano	300											
	1927	C 7	Hd	Sp	2	1 Z	1	Hispano	300					0,50						
Aeronautica **Militar** Española Vientos	1926	AME IV	Dd	Ka	2	1 Z	1	Fiat	450											
	1926	F 4	Dd	Kj	1	1 Z	1	Lizenz Martinsyde F 4												
	1927	AME VIII	Hd	Ka	2	1 Z	1	Bristol	450	19,00	12,70		1,07	1,63	2,70	98	226	9,0		
Construcciones **Navales**, Barcelona	1926	M	Dd	Ksa	2	1 D	1	Lizenz Macchi												
	1926	S 13	Dd	Ksa	2	1 D	1	Lizenz Savoia S 13												

Tschechoslowakei — Tchecoslovakia — Tschécoslovaquie / Ungarn — Hungary — Hongrie

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Tschechoslowakei — Tchecoslovakia — Tschécoslovaquie																				
Aero továrna letadel, Vysocany	1922	A 10	Dd	V	6	1 Z	1	Maybach	260	14,20	10,20	51,00	1,44	0,76	2,20		160	5,8	5,0/65′
	1922	A 18	Dd	Kj	1	1 Z	1	B. M. W.	185	7,60	6,00	16,00	0,61	0,25	0,86		238	9,0	5,0/8′30″
	1923	A 12	Dd	Ka	2	1 Z	1	Maybach	260	12,80	8,30	36,80	1,04	0,52	1,56		200	7,0	5,0/22′30″
	1923	A 18 b	Dd	Sp	1	1 Z	1	B. M. W.	185	5,70	6,00	9,80	0,59	0,20	0,81		250		
	1923	A 20	Dd	Kj	1	1 Z	1	Hispano	300	9,70	6,70	23,30	0,70	0,40	1,10		224	7,5	5,0/14′10″
	1924	A 18 c	Dd	Sp	1	1 Z	1	Walter	300	5,70	6,20	9,80	0,65	0,27	0,92		275		
	1924	A 22	Dd	P	2	1 Z	1	Maybach	260	12,80	8,30	36,80	1,04	0,37	1,41		200	7,0	
	1925	A 11	Dd	Ka	2	1 Z	1	Walter	240	12,80	8,20	36,50	1,03	0,51	1,54		210	7,5	5,0/19′20″
	1925	A 11 c	Dd	Ka	2	1 Z	1	Skoda	600	9,80	8,00	28,00	1,15	0,8	1,98		280		
	1925	A 19	Dd	Ü	1	1 Z	1	Breitfeld	185	8,40	6,40	19,00	0,75	0,25	1,00		196		5,0/20′20″
	1925	A 24	Dd	Kb	3	2 Z	2	Maybach	520	22,20	13,70	106,0	2,88	1,66	4,54		155	3,6	
	1926	A b 11	Dd	Ka	2	1 Z	1	Breitfeld	270	12,80	8,10	36,20	1,08	0,51	1,59		215	7,5	5,0/21′
	1926	A 25	Dd	Ü	2	1 Z	1	Breitfeld	195	12,80	8,10	36,20	0,98	0,29	1,27		160	6,5	1,0/4′
	1926	A 29	Dd	Kwa	2	1 Z	1	Breitfeld	270	12,80	8,80	36,50	1,30	0,38	1,68		190	5,5	
	1926	A 21	Dd	Ü	2	1 Z	1	Breitfeld	185	12,80	8,20	36,50	1,02	0,31	1,33		160	6,5	1,0/4′
	1927	A 30	Dd	Ka	2	1 Z	1	Lorraine	450										
Avia M. Bondy Co., Kbely	1923	BH 7a	Hd	Kj	1	1 Z	1	Hispano	300	10,40	6,84	18,15	0,85	0,30	1,15		240	5,0	
	1923	BH 8		Kj	1	1 Z	1	Hispano	300	9,48	6,49	22,11	0,83	0,70	1,13		220	7,0	
	1923	BH 9s	T	Ü	2	1 Z	1	Walter	60	9,72	6,64	13,60	0,34	0,21	0,55		157	4,0	2,0/12′
	1923	*BH 10s*	*Td*	*Ü*	*1*	*1 Z*	*1*	*Walter*	*60*	*8,80*	*5,42*	*9,80*	*0,28*	*0,13*	*0,41*		*160*	*4,0*	*2,0/10′*
	1923	*BH 10bs*	*Td*	*Ü*	*1*	*1 Z*	*1*	*Walter*	*60*	*8,80*	*5,63*	*9,80*	*0,29*	*0,12*	*0,41*		*160*	*4,0*	
	1923	BH 11 S	Td	Sp	2	1 Z	1	Walter	60	9,72	6,64	13,60	0,35	0,22	0,57		155	4,0	
	1923	BH 11 V	Td	Spw	2	1 Z	1	Walter	60	9,72	7,34	13,60	0,38	0,23	0,61		145	3,5	
	1923	BH 11 E	Td	Sp	2	1 Z	1	Walter	60	11,20	6,64	15,64	0,37	0,23	0,60		155	4,0	
	1923	BH 11 C	Td	Sp	2	1 Z	1	Walter	60	11,10	6,54	15,60	0,35	0,26	0,61		150	4,0	
	1924	BH 12	Td	Sp	2	1 Z	1	Walter	60	9,77	6,64	13,60	0,31	0,24	0,55		150		
	1924	BH 16	Td	Sp	1	1 Z	1	Blackburne	18	9,50	5,17	10,60	0,11	0,10	0,21		110	4,0	
	1924	BH 17s	Dd	Kj	1	1 Z	1	Hispano	300	8,86	6,86	21,30	0,76	0,31	1,07		235	8,0	
	1924	BH 19	Dd	Kj	1	1 Z	1	Hispano	300	10,80	7,38	18,30	0,79	0,36	1,15		250	8,0	
	1924	BH 20	Dd	Ü	1	1 Z	1	Walter	60	7,88	6,29	16,10	0,31	0,13	0,44		140		
	1925	BH 21s	Dd	Kj	1	1 Z	1	Hispano	300	8,90	6,87	22,00	0,76	0,32	1,08	90	246	8,0	5,0/13′
	1925	BH 21 R	Dd	Sp	1	1 Z	1	Hispano	400	6,40	6,87	13,49	0,80	0,20	1,00		320		
	1925	BH 21 J	Dd	Kj	1	1 Z	1	Gnôme	420	8,90	6,65	22,00	0,76	0,38	1,14	95	260	9,0	5,0/10′
	1925	BH 22	Dd	Ü	1	1 Z	1	Hispano	180	8,90	6,66	22,00	0,68	0,18	0,86	85	216	6,5	5,0/20′
	1925	BH 22n	Dd	Kjw	1	1 Z	1	Hispano	180	8,90	6,66	22,00	0,70	0,24	0,94		210	6,0	
	1926	BH 25	Dd	V	8	1 Z	1	Lorraine	450	15,30	12,21	63,24	1,85	1,00	2,85	65	195	4,5	
	1926	BH 26	Dd	Kj	2	1 Z	1	Gnôme	420	10,80	8,85	31,00	1,05	0,75	1,80		240	6,5	5,0/20′
	1927	BH 27	Hd	V	4	1 Z	1	Walter	110	12,80	8,80	21,40	0,55	0,45	1,00	70	160	4,2	2,0/15′
Schimünkü, Kbely	1926		Hd	Sp	1	1 Z	1	Clerget	14	8,00	4,60	8,70	0,10	0,08	0,18		105		
Letov Cs. továrna na Létadla, **Letnany**	1921	S 3	Hd	Kj	1	1 Z	1	B. M. W.	185	10,13	7,08	17,60	0,70	0,22	0,92		225	8,4	5,0/15′54″
	1921	S 4	Dd	Kj	1	1 Z	1	Hispano	200	8,00	6,58	15,20	0,67	0,31	0,98		232	5,5	5,0/21′50″
	1922	S 5	Dd	Ka	2	1 Z	1	Hiero	230	12,70	7,68	33,30	0,92	0,46	1,38		195	5,0	3,0/18′
	1923	S 6	Dd	Kb	2	1 Z	1	Maybach	260	15,75	8,85	43,00	1,19	0,65	1,84		186	6,2	
	1924	S 7a	Dd	Kj	1	1 Z	1	Hispano	300	10,00	7,08		0,70	0,30	1,00		235		5,0/13′30″
	1924	S 8	Md	Kj	1	1 Z	1	Napier	450	11,40	8,30	15,10	1,03	0,20	1,23		360	7,0	
	1924	S 12	Hd	Ü	2	1 Z	1	Hispano	200	9,40	6,58	17,50	0,67	0,31	0,98		220	6,0	3,0/9′
	1924	S 13	Dd	Kj	1	1 Z	1	Hispano	300	8,40	6,97	21,20	0,79	0,37	1,16		230	7,0	1,0/1′55″
	1924	S 14	Dd	Kb	1	1 Z	1	Hiero	230				0,90	0,44	1,35		169		
	1925	S 18	Dd	Ü	2	1 Z	1	Walter	60	10,00	6,68	19,00	0,35	0,20	0,55	68	140	3,5	1,0/5′40″
	1925	S 18a	Dd	Ü	2	1 Z	1	Walter	60										
	1925	S 19	Dd	V	5	1 Z	1	Maybach	260	14,10	8,85	45,00	1,30	0,65	2,00	90	178	4,9	1,0/7′
	1925	S 20	Dd	Kj	1	1 Z	1	Hispano	300	9,70	7,44	20,00	0,70	0,35	1,04	100	256	7,2	
	1925	S 24	Dd	Ü	1	1 Z	1	Hispano	180	8,40	6,58	20,00	0,88	0,15	1,03	87	185		
	1926	S 16	Dd	Ka	2	1 Z	1	Hispano	450	15,30	10,22		1,23	1,05	2,28	80	230	6,5	5,0/31′
	1926	S 21	Dd	Kj	1	1 Z	1	Hispano	180	10,10	7,53	19,86	0,64	0,22	0,86		210	4,6	
	1926	S 22	Hd	Kj	1	1 Z	1	Hispano	450										
Ungarn — Hungary — Hongrie																			
Feiro repülogépépito vállalat	1924	Feiro I	Hd	V	4	1 Z	1	Le Rhône	120	14,25	8,83	26,00	0,75	0,45	1,20		160		1,0/6′
Feigl és Rotter, Budapest	1925	Daru	Hd	V	4	1 Z	1	Hispano	180	14,20	9,00	26,00	0,82	0,48	1,30	80	170	4,0	1,0/8′
	1925	Dongo	Dd	Ü	2	1 Z	1	Oberursel	110	11,50	6,20	15,00	0,44	0,25	0,69		165	4,0	

Ungarn — Hungary — Hongrie

Union der Sowjet-Republiken — Union of the Soviet Republics — Union des Soviets

Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. • St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L' an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.
Ungarn — Hungary — Hongrie																			
Müegyet. Sportrepülö Egyesület, Budapest	1924	L. 1	Md	Sp	1	1 Z	1	Thorotzkai	12	12,00	5,30	17,00	0,15	0,10	0,25		80		
	1925	L. 2	Md	Sp	1	1 Z	1	Thorotzkai	19	10,60	5,70	14,00	0,14	0,12	0,26		105		
Union der Sowjet-Republiken — Union of the Soviet Republics — Union des Soviets																			
J. Alekseef, Salytkowka, Nischegorod	1925		Hd	Sp	1	1 Z	1	J. A. P.	8	4,50	3,00	5,00	0,06	0,06	0,13				
Dux, Moskau	1925	A. K.-1	Hd	V		1 Z	1	Salmson	180	15.00	10,98	37,00	1,15	0,56	1,71	90	147		
	1925	P-2	Dd	V		1 Z	1	Maybach	260	15,54	11,00	38,50	1,38	9,80	2,36	90	180	4,1	
Glawmosduchflott, Moskau	1925	Pisarenko	Td	Sp	1	1 Z	1	J. A. P.	8	6,50		10,00	0,07	0,09	0,16				
L. Grigorowitsch, Leningrad	1925	P. L. 1	Hd	V	4	1 Z	1	Bristol	100	13,20	8,42	24,14	0,62	0,46	1,08	80	130		
Gossaviasawod, Leningrad, (Schtetinin-Lebedjef)	*1923*	*Schtetinin*	*Dd*	*Ksa*	*2*	*1 D*	*1*	*Salmson*	*150*										
	1924	*M-24*	*Dd*	*Ksa*	*2*	*1 D*	*1*	*Renault*	*260*										
Gossaviasawod, Moskau	1924	G. A. S.-5	Hd	V		1 Z	1	Hispano	300	11,20	8,00	35,00	1,10	0,72	1,82	100	165		1,0/7
Irvanof, Raschew, Tvez	1925		Td	Sp	1	1 Z	1	J. A. P.	8			15,00			0,20				
Junkers Werke, Moskau	1924	R 02	Td	Ka	2	1 Z	1	Hispano	300	15,27	8,03	28,10	0,96	0,54	1,50		200	6,0	3,0/14
	1924	H 21	Hd	Ka	2	1 Z	1	BMW	185										
K. Kalinin, Moskau	1925	K 1	Hd	V	5	1 Z	1	Salmson	170	16,76	10,72	40,00			2,00	60	160	3,0	1,0/12
Komitet po Ajascholoi aviatzii Moskau	1922	Komta	Dd	V	12	2 Z	2	Fiat	560	16,00	9,80	91,00	2,60	1,30	2,90		140		
Krasnaia Presnja, Moskau	1924	C 2	Td	Sp	1	1 Z	1	Harley	12	10,00	6,00	15,00	0,12	0,10	0,22		80		
	1926	S 3	Td	Sp	1	1 Z	1	Harley	12	9,48	5,80	12,50	0,11	0,08	0,19	53	102	3,6	1,0/11
Mjassnikow, Moskau	1926	Bucholtz	Hd	Sp	1	1 Z	1	Anzani	45	6,20	5,25	9,30	0,16	0,10	0,26		150	4,0	
Michelson-Likoschin, Leningrad	1924	M. L.-3	Hd	Sp	1	1 Z	1	Indian	7	8,40	5,20	12,75	0,08	0,08	0,20		150	4,0	
Mossaviachim, Sokolnitschi	1925	Tolstich	Dd	Sp	1	1 Z	1	I. A. L. E.	16	6,50	3,20	10,50	0,08	0,08	0,16				
O.D.W.F. Zossmolsko, Moskau	1925	Raphaeljantz	Td	Sp	1	1 Z	1	Blackburne	18	9,40	5,50	14,80	0,17	0,09	0,27	47	105	3,2	
W. D. Pisarenko Sebastopol	1924	P 1	Td	Sp	1	1 Z	1	Anzani	35	7,50	5,00	10,00	0,20	0,12	0,32	70	160	3,0	
Z. A. G. I., Moskau	1924	A. N. T.-2	Hd	V	3	1 Z	1	Bristol	100	10,00	7,60	17,90	0,51	0,32	0,83	78	169	5,0	3,0/39
	1925	Z. A. G. I.	Td	Sp	1	1 Z	1	Blackburne	18	10,94	5,86	15,00	0,18	0,08	0,26	53	100	2,0	
	1926	A.N.T.-3	Dd	Ka	2	1 Z	1	Napier	450	13,00	9,50	38,00	1,39	1,01	2,40		226		4,0/17'18

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Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loadet = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. • St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.	
Advance Aircraft Co., Troy, Ohio	1923	Waco 6	Dd	Ü	2	1 Z	1	Curtiss	90	9,14	7,02		0,51	0,34	0,85	52	142	5,8	0,14/1'
	1924	Waco 7	Dd	V	8	1 Z	1	Hall Scott	200	12,20		49,00	0,80						
	1925	Waco 9	Dd	Ü	2	1 Z	1	Curtiss	90	8,83	7,01		0,45	0,45	0,90				
Aerial Service Corp., Hammondsport	1925	Mercury I	Dd	Pn	1	1 Z	1	Liberty	400	14,64	8,70	55,50	1,65	0,85	2,50	84	200	5,0	
	1925	Mercury II	Dd	P	1	1 Z	1	Liberty	400	14,40	8,60	43,40	1,58	0,85	2,43	86	216	4,5	
	1925	Merc. J.R.	Dd	Sp	2	1 Z	1	Curtiss	160	10,00	6,70	28,30	0,72	0,39	1,11	82	190	4,0	
	1926	6 W-3	Dd	Sp	2	1 Z	1	Curtiss	160	10,10	8,20	33,90	0,71	0,48	1,19	73	169	4,6	
	1925		Dd	P	2	1 Z	1	Wright	200	10,00	6,60	28,30	0,72	0,45	1,17	83	210	5,0	
	1925		Dd	Ü	2	1 Z	1	Curtiss	160	10,00	6,70	28,30	0,72	0,39	1,11	82	190	4,0	
	1926	Junior	Dd	Sp	2	1 Z	1	Wright	200	9,75	6,40		0,71	0,46	1,17				
The **Aeromarine** Plane and Motor Co., Key Port, New Jersey	1922	50-U	Dd	Vs	3	1 D	1	Aeromarine	180	14,70	8,80	46,40	1,02	0,60	1,62		141		
	1922	60-U	Dd	Vs	5	2 D	2	Aeromarine	520	16,90	9,70	53,60	2,20	0,42	2,40		122		
	1922	75	Dd	Vs	12	2 Z	2	Liberty	800	31,20	15,00	128,0	3,83	1,96	5,79		137		
	1922	80	Dd	Vs	6	1 D	1	Liberty	400	22,50	11,73	74,60	1,95	1,36	3,31		146	3,6	
	1922	DH 4	Dd	Pn	1	1 Z	1	Lizenz de Havilland DH 4											
	1923	MB 2	Dd	Kbn	3	2 Z	2	Liberty	800	22,50	13,20	108,0	3,32	2,16	5,48		190	4,6	
	1924	AMC	Dd	Vs	6	1 Z	1	Liberty	400	19,80	10,00	61,00	1,66	1,10	2,77		170	4,2	

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	1924	*EO*	*Dd*	*Sp*	*3*	*1 Z*	*1*	*Anzani*	*80*	*11,58*	*7,66*	*24,60*	*0,47*	*0,32*	*0,79*		*118*		
	1924			*Pn*	*1*	*1 Z*	*1*	*Liberty*	*400*	*15,42*	*10,00*	*50,00*	*1,30*	*0,71*	*2,01*		*185*	*5,2*	
The **Aircraft** **Corp.** of Amer. New York City	1926	Messeng.	Dd	Sp	2	1 Z	1	SuperRhône	120	9,75	5,48		0,45	0,24	0,69				
	1926		Dd	Sps	4	2 Z	2	SuperRhône	240	14,63	8,53		1,04	0,45	1,49				
Air King, Lomax	1926		Dd	Sp	4	1 Z	1	Curtiss	90	10,08	7,93		0,50	0,42	0,92	50	160	5,2	
Alexander Industrie, Denver, Col.	1925	Eagler. I	Dd	Sp	2	1 Z	1	Curtiss	90	9,44	6,70		0,45	0,36	0,81				
	1926	Eagler. II	Dd	Sp	2	1 Z	1	Curtiss	90	11,00	7,40	33,40	0,50	0,38	0,88	61	140	4,0	
E. T. **Allen**, Washington, D. C.	1924	A-4	Md	Sp	1	1 Z	1	Harley	12	8,00	5,50		0,08	0,07	0,15				
Allison Airplane Co., Lawrence, Kans.	1926	J-1	Dd	Sp	2	1 Z	1	Curtiss	90	9,75									
American Eagle Aircraft Co., Kansas City	1926	A 1	Dd	Sp	3	1 Z	1	Curtiss	90										
Arrow Aircraft Corp., Havelock, Neb.	1926	Five	Dd	Sp	5	1 Z	1	Hispano	150	12,19	8,22	40,50	0,86	0,44	1,30	72	152	6,0	
	1926	Sport	Dd	Sp	2	1 Z	1	Anzani	35	7,62	5,90	7,20	0,20	0,20	0,40	55	116	4,0	
Atlantic Aircraft Corp., Hasbrouck Heights, N. Y.	1924	C 4	Dd	Ka	2	1 Z	1	Lizenz Fokker C IV											
	1924	S 3	Dd	Ü	2	1 Z	1	Lizenz Fokker S III											
	1925	PW 7	Dd	Kj	1	1 Z	1	Curtiss	420	11,68	7,29	23,30	1,07	0,41	1,48		251	6,0	
	1924	DH 4	Dd	Pn	1	1 Z	1	Lizenz de Havilland DH 4											
	1925	XCO 8	Dd	Ka	2	1 Z	1	Liberty	400	12,90	9,20	40,30	1,10	0,60	1,70				
Aviation Engineering Co., Lawrence, Kans.	1924	SportFord	Dd	Sp	2	1 Z	1	Ford	40	7,92			0,22						
Babcock, N. York	1926	Teal		Sp		1 Z	1	Curtiss	160										
Baldwin Aircraft Co., Baldwin, Long Isl., N. Y.	1922	D	Dd	Kj	1	1 Z	1	Wright	300	9,10	7,30	24,00	0,45	0,35	0,80		237	6,8	
	1922	G	Dd	V	6	2 Z	2	Curtiss	180	15,50	9,70	60,40	1,19	0,60	1,79		132		

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique

Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. • St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L' an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.

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Barnhardt Ltd., Little Pasadena Cal.	1922	BT-15	Dd	V	5	2 Z	2	Curtiss	180	16,50	9,90	48,80	1,18	0,69	2,07		145		
Bird Aircraft Corp., San Diego, Cal.	1926		Dd	Sp	2	1 Z	1	Curtiss	90						0,45		177		
Boeing Airplane Co., Seattle, Wash.	1922	BBL 6	Dd	V	3	1 Z	1	Hall Scott	200	23,60	8,90	39,90	0,82	0,45	1,27		161	5,2	
	1922	GA-1	Drd	Kb	3	2 Z	2	Liberty	800	20,00	10,25	83,00	3,43	1,04	4,47		170	3,5	
	1923	MB 3 A	Dd	Kj	1	1 Z	1	Lizenz Thomas Morse MB 3											
	1923	MB 1	Dd	Üw	2	1 Z	1	Wright	200	11,20			0,89	0,41	1,20		167		
	1924	PW-9	Dd	Kj	1	1 Z	1	Curtiss	400	9,90	6,90	23,50			1,36	97	266	7,1	
	1924	DH 4	Dd	Ka	2	2 Z	1	Lizenz de Havilland DH 4											
	1925	M 40	Dd	Pn	1	1 Z	1	Curtiss	400	13,41	10,06							4,8	1,5/8
	1925		Dd	Pn	1	1 Z	1	Liberty	400	13,50	10,30	51,00	1,38	0,74	2,12	80	217		1,5/8
	1926	FB-3a	Dd	Kwj	1	1 Z	1	Packard	600										
	1926	FB-3b	Dd	Kj	1	1 Z	1	Packard	600										
	1926	PB 1	Dd	Ksa	4	2 ZD	2	Packard	1600										
C. E. Booker, New York	*1921*		*Dd*	*Sp*	*1*	*1 Z*	*1*	*Lawrance*	*28*	*6,09*	*4,89*		*0,19*	*0,16*	*0,35*				
Booth, Aerial-Engineering Corp., Hammondsport	1922	BR 1	Td	Sp	1	1 Z	1	Wright	400	8,57	6,44	10,10	0,74	0,17	0,91		306		
W. B. **Boyd,** Baltimore	1924		Md	Sp	3	1 Z	1		40	9,14			0,36						
L. A. **Brown,** Toledo, Ohio	1926		Dd	V	4	1 Z	1	Hispano	180	10,97	8,22								
Buhl-Verville, Aircraft Co., Detroit, Mich.	1926	CW-3a	Dd	Sp	2	1 Z	1	Curtiss	90	10,70	7,60	28,00	0,63	0,24	0,97	64	153		
	1926	CW-3b	Dd	Ka	2	1 Z	1	Wright	200	10,70	7,60	28,00	0,65	0,40	1,05	72	214		
	1925	R-3	Md	Sp	1	1 Z	1		430			13,30					363		
	1925	VCPR	Dd	Sp	1	1 Z	1		600			19,00					298		
	1926	Airster	Dd	Sp	2	1 Z	1	Wright	200			28,10			1,33				
Mc. **Carthy** Aeronautical Engineering Co. Inc., Detroit, Mich.	1926	Air Scout	Hd	Sp	2	1 Z	1	Anzani	45	7,92	5,79								
D. **Cashman,** Dayton, Ohio	1924	Universal	Md	Sp	1	1 Z	1	Harley	12	6,70									
Catron and Fisk, Airplane Co., Velince, Calif.	1925	Constance	Dd	V	4	1 Z	1	Wright	200	11,28	7,82	31,70	0,70	0,51	1,21	81	203	5,8	
C.D. **Air Expreß,** Gloucester City, N. Y.	1926		Dd	Sp		1 Z	1			17,37	10,36								
Cole Aircraft Corp., Cleveland	1926		Dd	Sp	2	1 Z	1	Curtiss	90	8,22	6,40	18,80	0,48	0,29	0,77	72	193		
	1926		Dd	Sp	1	1 Z	1	Wright	200	8,22	6,40	18,86	0,47	0,27	0,74	72	193		

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Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.	
Columbia Aircraft Corp., Farmingdale, L. I., N. Y.	1922	CF	Hd	V	6	1 Z	1	Anzani	90	12,20	7,26	27,00	0,47	0,43	0,90	65	174			
	1920		Sp	V	1	1 Z	1	Anzani	35	8,00	5,20	15,50	0,18	0,17	0,35		135			
	1924	CG		V	8	1 Z	1	Wright	300				0,51	0,55	1,06		180	8,0		
	1924	DH 4	Dd	Pn	1	1 Z	1	Liberty	400	12,90	9,20	40,30	1,10	0,60	1,76					
	1924	M		V		1 Z	1	Liberty	400					0,93			230			
	1922	Messeng.	Dd	Ka	1	1 Z	1	Lawrance	60	6,00	5,40	14,00	0,26	0,11	0,37		153			
	1923	Verville Racer	Td	Sp	1	1 Z	1	Wright	400	9,82	6,70	14,00			1,02		308			
	1923	Verville Racer	Td	Sp	1	1 Z	1	Curtiss	500	9,34	6,25	13,60			1,12		352			
	1925	Wright Bellanca	Hd	V		1 Z	1	Wright	200	13,70	7,53	25,30	0,81	0,61	1,42		218			
	1925	BMP	Dd	Pn	1	1 Z	1	Liberty	400											
Consolidated Aircraft Corp., Buffalo, N. Y.	1924	TW 3	Dd	Ü	2	1 Z	1	Wright	180	9,20	6,90		0,42	0,20	0,62					
	1924	PT 1	Dd	Ü	2	1 Z	1	Wright	180											
	1925	TA 3	Dd	Ü	2	1 Z	1	Le Rhône	80	9,20	6,90	26,60	0,42	0,20	0,62		183			
	1924	D 4	Dd	Kwa	2	1 D	1	Liberty	400	14,20	10,20	57,50			2,47		216			
	1923	C 3	Dd	V				Liberty	400	13,60	9,00	50,70	1,26	0,91	1,17		201	3,7		
	1923	NBL 1	Dd	Kbn	8	6 Z	6	Liberty	2400	36,60	19,85				1,81		150			

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	1926/1925	N Y-1	Dd / Dd	Ü / Üw	2 / 2	1 Z / 1 Z	1 / 1	Wright / Wright	200 / 200												
	1925	DB-1	Md			1 Z	1		700			63,50					180				
	1925	PS-1	Md	Kj	2	1 Z	1					12,10					233				
	1925	TA-5	Dd	Ü	2	1 Z	1		210			23,60					166				
Cox-Klemin Aircraft Co., College Point, Long Island, N. Y.	1924	CK 1	Md	Vs	11	2 Z	2	Wright	500	17,65	13,90		2,46	0,99	3,45		225	4,0		
	1924	CK 2 A	Dd	Ü	2	1 Z	1	Wright	180	9,90	7,67	28,70	0,68	0,32	1,00	64	178	4,5		
	1922	Standart	Dd	V	3	1 Z	1	Mercedes	200	13,38	8,33	39,80	0,80	0,33	1,23					
	1923	DH 4	Dd	Ka	2	1 Z	1	Lizenz de Havilland DH 4												
	1922		Dd	Ksa	3	2 Z	2	Liberty	400											
	1923	MFK	Dd	Ksa	3	2 Z	2	Lizenz Curtiss MFK												
	1923	TW 2	Dd	Ü	2	1 Z	1	Wright	180	8,80	7,50	27,00			1,09		200			
	1924	XS-1	Dd	Kwa	1	1 Z	1	Wright	60	5,50	5,50		0,24	0,13	0,37		180	2,5		
	1925	XO-4	Dd	Ka	2	1 Z	1	Liberty	400	12,40	9,48	38,00	1,35	0,70	2,05		240	6,0	2,0 8	
Crawford Airpl. Co., Venice, Cal.	1926	Courir 1	Dd	Sp	2	1 Z	1	Anzani	45											
Curtiss Aeroplane and Motor Co. Inc., Garden City, Long Island, New York	1922	MFK	Dd	Sps	3	1 D	1	Curtiss	160	15,00		86,00	0,87	0,36	1,23		125			
	1922	Oriole	Dd	Sp	3	1 Z	1	Curtiss	160	15,00		37,10	0,77	0,37	1,14		154			
	1922	18 B	Dd	K		1 Z	1	Curtiss	400	11,43	7,11	28.50	0,90	0,46						
	1922	18 T	Dd	K		1 Z	1	Curtiss	400	9,70	7,08	26,20	0,83	0,49	1,36		258			
	1922	T	Dd	Kwt	3	2 Z	2	Curtiss	800	19,75	15,80	77,00		0,37	1,32		262			
	1922	CR 3	Dd	Spw	1	1 Z	1	Curtiss	500	6,82	7,64	15,80	0,96	0,28			180			
	1923	R 2 C 1	Dd	Sp	1	1 Z	1	Curtiss	500	6,72	6,01	13.80	0,76	0,17	1,24		314	7,1		
	1923	R 2 C 2	Dd	Spw	1	1 Z	1	Curtiss	500	6,72	6,81	13,20	0,92	0,27	0,93	119	429	9,8		
	1924	CS 1-A	Dd	Kwa	1	1 Z	1	Wright	550	17,06	10,36		2,44	1,48	3,92	88	164	1,7		
	1924	N B S 4	Dd	Kbn	4	2 Z	2	Liberty	800	27,42	14,60	142,0	3,56	2,85	6,41		166	4,1		
	1924	TS 1	Dd	Kwa	1	1 Z	1	Lawrance	220	7,60	7,50	20,90			0,92		200			
	1924	TS 2	Dd	Kwa	1	1 Z	1	Aeromarine	240	7,60	7,50	20,90			0,94		210			
	1924	TR 1	Dd	Kwa	1	1 Z	1	Lawrance	220	7,60	7,50	20,90			0,81		210			
	1924	TR 2	Dd	Kwa	1	1 Z	1	Aeromarine	240	7,60	7,50	20,90			0,90		210			
	1924	PW 8	Dd	Kj	1	1 Z	1	Curtiss	400	9,75	7,01		0,81	0,35	1,16		280	7,6		
	1925	PW 8-A	Dd	Kj	1	1 Z	1	Curtiss	400	9,14	6,75	23,60	0,90	0,30	1,27	105	287	7,1		
	1926	AT 4	Dd	Ü	1	1 Z	1	Wright	180	9,44	6,70					88	212	4,6	3,6/10	
	1925	R 3 C 1	Dd	Sp	1	1 Z	1	Curtiss	600	6,72	6,09		0,81	0,17	0,98				1,0/33	
	1926	R 3 C 2	Dd	Sp	1	1 Z	1	Curtiss	600				1,01	0,27	1,28					
	1925	P 1	Dd	Kj	1	1 Z	1	Curtiss	400	9,44	6,70		0,90	0,36	1,26					
	1925	P 2	Dd	Kj	1	1 Z	1	Curtiss	400	9,44	6,70		0,90	0,36	1,26					
	1926	F 6 C 1	Dd	Kj	1	1 Z	1	Curtiss	400	9,44	6,70		1,13	0,34	1,47					
	1926	F 6 C 2	Dd	Kwj	1	1 Z	1	Curtiss	400	9,44			1,08	0,79	1,87					
	1926	O-1	Dd	Ka	2	1 Z	1	Curtiss	400			33,00	1,13	1,27	2,40	101	246	6,2		
	1924	CS 1-B	Dd	Ka	2	1 Z	1	Wright	550	17,25	11,74		2,12	1,45	3,57	80	170	2,8		

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Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique																				
Curtiss Aeroplane and Motor Co. Inc., Garden City, Long Island, New York	1925	XO-1-A	Dd	Ka	2	2 Z	1	Liberty	400	11,60	8,47	33,00	1,12	0,72	1,84	101	245	6,2	2,8/10'
	1925	XO-1-B	Dd	Ka	2	2 Z	1	Packard	500	11,60	8,47	33,00	1,04	0,69	1,73	100	255	7,5	4,5/13'
	1925	L 18-2	Dd	Kj	1	1 Z	1	Curtiss	460	9,76	7,05	26,00	0,99	0,44	1.43	106	290	7,8	
	1925	CS 2-A	Dd	Kt	2	1 Z	1	Wright	600	17,24	11,70	79,50	2,13	1,46	3,59		170	2,8	
	1925	CS 2-B	Dd	Kwt	2	1 Z	1	Wright	600	17,24	12,25	79,50	2,46	1,48	3,94		165	2,2	
	1925	F 4 C-1	Dd	Kj	1	1 Z	1	Wright	200	7,52	5,58	16,10	0,54	0,23	0,77		201		3,3/10'
	1924		Dd	Pn	1	1 Z	1	Curtiss	160	10,06	7,92	34,00	0,77	0,37	1,14		170	4,2	
	1925	Carrier Pigeon	Dd	Pn	1	1 Z	1	Liberty	400	12,70	8,75	46,70	1,38	0,84	2,22		194	5,1	
	1926	J-4a	Dd	Üw	2	1 Z	1	Wright	200	9,14				0,22		80	185	4,5	
	1926	J-4b	Dd	Ka	2	1 Z	1	Wright	200	9,14	6,70		0,68	0,32	1,00	80	193	5,5	3,0/10'
	1926	J-4c	Dd	Sp	5	1 Z	1	Wright	200	9,14	6,70		0,68	0,53	1,21	80	189	4,3	2,1/10'
	1925	R 3 C 4	Dd	Spw	1	1 Z	1	Curtiss	600						1,23	136	395		
E. **Dormoy**, Mc. Cook Field	1924	Bath Tub	Hd	Sp	1	1 Z	1	Henderson	18	7,31		25,90			0,19	77			
The **Douglas** Co., Santa Monica, Cal.	1923	WC-A	Dd	Kt	2	1 Z	1	Liberty	400	15,25	11,12	67,00	1,98	1,37	3,35	86	166	3,0	
	1923	WC-B	Dd	Kwt	2	1 Z	1	Liberty	400	15,25	11,70	67,00	2,35	1,36	3,71	86	161	2,1	
	1924	DT 2	Dd	Kwt	2	1 Z	1	Liberty	400	15,25	11,50	66,00				80	160	2,0	0,9/10'
	1924/1924/1925	DT 4 / DT 6 / C 1	Dd / Dd / Dd	Kb / Kt / V	2 / 2 / 11	1 Z / 1 Z / 1 Z	1 / 1 / 1	Wright / Wright / Liberty	650 / 450 / 400	18,28	10,97		2,32 / 2,27	0,75 / 1,08	3,00 / 3,35	85	185	4,3	
	1925	M 2	Dd	Pn	1	1 Z	1	Liberty	400	12,65	8,53	38,10	1,14	0,45	1,95	83	230	5,0	
	1925	XO-1	Dd	Ka	2	1 Z	1	Liberty	400										
	1925	XO-2	Dd	Ka	2	1 Z	1	Liberty	400										
	1926	O 2 A	Dd	Ka	2	1 Z	1	Packard	500	11,88	8,53		1,22	0,70	1,92				
	1925	OX-2	Dd	Ka		1 Z	1	Packard	500			34,40	1,17	0,77	1,94		242	7,5	
	1926	Commut.	Hd	Sp	2	1 Z	1	Wright	60	11,27									
Driggs Aircraft Co., New York	1926	Dart		Sp	1	1 Z	1	Wright	30										
Ch. E. **Dycer**, W. **Hunt**, Los Angeles, Cal.	1926	Sportplane	Dd	Sp	3	1 Z	1	Curtiss	90	9,15	6,71		0,46	0,15	0,61	62	145		
Edo Aircr. Corp., College Point, New York	1926	Malola	Md	Sps		1 Z	1	Anzani	75	13,71	7,51	21.00			0,93				
G. **Elias** Bros. Buffalo, N. Y.	1925	M 1	Dd	Pn	1	1 Z	1	Liberty	400	12,20	8,60	46,20	1,30	0,82	2,12		208	5,0	
	1922	TA 1	Dd	Ü	2	1 Z	1	A. B. C.	170	9,35	7,04	31,30	0,64	0,27	1,02		156	4,9	
	1922	Stup. ES 1	Dd	V	5	1 Z	1	Le Rhône	160	10,52	7,42	35,70	0,71	0,43	1,41		145		
	1922	EM 1		Kj	1	1 Z	1	Wright	300	12,10	8,45	45,00					164	5,2	
	1924	NBL 2	Dd	Kbn	3	2 Z	2	Liberty	800			139,0					169	4,1	
B. **Epps**, Athen Za.	1925		Md	Sp	1	1 Z	1	Lawrance	28	7,00	4,50	10,00				40	97		
Fairchild Aviation Corp., N.Y.	1926	FC 1	Hd	V	4	1 Z	1	Curtiss	90	13,41	9,10	25,54	0,72	0,33	1,05	68	157	2,4	1,0/10
	1926					1 Z	1	Curtiss	160			25,50			1,04				
Fasig-Turner, Wilbur Wright Field	1924		Dd	Sp	1	1 Z	1	Indian	18	5,30					0,15				
Fokker Aircraft Corp. of America, New York City	1926	Universal	Hd	V	5	1 Z	1	Wright	200	14,10	9,95			0,70		65	190	4,2	
	1926	P. W. 7	Dd	Kj	1	1 Z	1	Curtiss	420	11,68	7,29	29,30	1,07	0.41	1,48		251	6,0	
	1926	F VII	Hd	V	12	1 Z	1	Napier	450	19,30	14,60	58,50	1,65	1,65	3,30	90	175	3,7	3,0/43
	1926	F VII-3m	Hd	V	10	1 Z	3	Wright	600	19,31	14,50	58,50	2,30	1,70	4,00	95	197	4,3	1,0/6'

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Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des hélices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loadet = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Heath Ltd. Airplanes, Chicago	1925	H. Bird	Md	Sp	1	1 Z	1	Henderson	28	7,92	5,18									
	1923	EL	Dd	Sp	2	1 Z	1	Lawrance	60	10,00	5,70	11,70	0,33	0,18	0,51		137	2,7		
	1922	EB	Dd	Sp	1	1 Z	1	Heath	20	7,26	5,48	15,30	0,61	0,27	0,88		137	3,6		
	1921	Feather	Dd	Sp	1	1 Z	1	Thor	20	7,30	5,50	15,30	0,16	0,09	0,25					
	1924	Favorite	Dd	Ü	2	1 Z	1	Curtiss	90	10,05			0,52	0,25	0,77					
	1926	Tomboy	Hd	Sp		1 Z	1	Bristol	36	7,90	5,00	7,20	0,12			55	175			
J. R. Hennessey, New York	1926		Hd	Sp	3	1 Z	1	Curtiss	90	10,97	7,62									
A. P. Herff, San Antonio	1926		Hd	Sp	1	1 Z	1	Anzani	35											
Hess Aircraft Co. Detroit, Mich.	1926		Dd	Sp	5	1 Z	1	Wright	200			24,60			0,88					
	1926		Dd	Sp	5	1 Z	1	Hispano	180											
	1926	Blue Bird	Dd	Sp	3	1 Z	1	Curtiss	90	10,16	7,16	27,90	0,57	0,35	0,92	67	153	3,9		
B. O. Hovard, Houston, Texas	1926	Flyabout	Dd	Sp	2	1 Z	1	Curtiss	90	9,60	6,90	25,40	0,56	0,33	0,89	58	155		0,6/4'7"	
Hull Daland Airplanes Inc.	1922	TW 5	Dd	Üw	2	1 Z	1	Wright	200	8,90	7,30		0,67	0,41	1,08	64	185		3,0/34'	
Bristol, Pa	1922	HD 8 A	Dd	Ü	2	1 Z	1	Curtiss	90	8,82	7,20	21,10	0,51	0,30	0,81		237	3,1		
	1922	TA 2	Dd	Ü	2	1 Z	1	ABC	170	10,50	6,50	29,60	0,64	0,27	1,02		156	1,5		
	1923	HN 2	Dd	Ü	2	1 Z	1	Wright	180											
	1924	TA 6	Dd	Ü	2	1 Z	1	Wright	200	9,41	7,16	18,70	0,57	0,32	0,89		185	5,5		
	1924	Petrel 4	Dd	Ü	2	1 Z	1	Wright	200	8,95	7,18	20,00	0,66	0,40	1,05	82	169		3,0 22	
	1925	Petrel 5-A	Dd	Ü	2	1 Z	1	Wright	200	10,10	8,68	27,30	0,71	0,38	1,09	68	180	5,7		
	1925	Petrel 5-B	Dd	Üw	2	1 Z	1	Wright	200	10,10	8,68	27,30	0,85	0,38	1,23	78	174	3,3		
	1925	Petrel 31	Dd	F	2	1 Z	1	Liberty	400	15,25	11,72	62,50	1,42	0,76	2,38	62	171	4,2		
	1925	L. B. 1	Dd	Kb	5	1 Z	1	Packard	800	20,11			2,40				210	5,4		
	1926	Duster	Dd	F	2	1 Z	1	Wright	200	10,10	8,68	27,30	0,71	0,38	1,09	68	180	5,7		
	1927	Pegasus	Dd	Kb	3	1 Z	1	Packard	800	20,27	14,70	106,8	2,41	2,18	4,60	84	185	4,8		
	1927	Pelican II	Dd	Üw	2	1 Z	1	Wright	200	10,05	8,89									
	1926	AT 2a	Dd	Kj	1	1 Z	1	Wright	180	8,83	7,31									
	1926	AT 2b	Dd	Ü	2	1 Z	1	Wright	180	8,83	7,31									
	1925	T. W.-3	Dd	Ü	2	1 Z	1	Wright	180			26,00					165			
	1926	Cyclope	Dd	Kb	3	1 Z	1	Packard	800	25,90	19,80		3,60	4,20	7,80		220			
	1926	Pelican I	Dd	Ü	2	1 Z	1	Wright	200	10,05	8,53									
	1927	Pacer	Hd	V	6	1 Z	1	Wright	200	13,70	7,53	25,30	0,81	0,61	1,42		218			
Hull, New York	1924		Dd	Vw	9	1 Z	1	Wright	200	19,80	10,00	40,20	1,10	1,10	2,80		150			
Ireland, New York	1925	Comet	Dd	Sp	2	1 Z	1	Curtiss	90	10,97	7,62		0,61	0,38	0,99			3,8		
	1926	Meteor	Dd	V	5	1 Z	1	Wright	200	9,50	7,30	26,50	0,57	0,41	0,98	68	160	3,1		
Irwin Aircraft Co., Sacramento, Cal.	1923	Meteorpl.	Dd	Sp	1	1 Z	1		15	6,05	4,20	9,80	0,11	0,74	0,85					
	1926	Meteor	Dd	V	4	1 Z	1	Curtiss	90	9,50	7,30		0,57		0,98	68	160	3,1		
	1926	Meteorpl.	Dd	Sp	1	1 Z	1	Irwin	20	6,15	4,30		0,31	0,10	0,41	51	145	5,4		
Jackey Aircraft Co., Forest Park, Ill.	1926	Transport	Dd	P		1 Z	1	Liberty	400											
	1926	Sport	Dd	Sp	2	1 Z	1	Curtiss	90											
Johnson Airplane and Supply Co., Dayton, Ohio	1924	Hartzell	Dd	Ü	1	1 Z	1	Curtiss	90											
	1924	DJ 1	Hd	Sp	1	1 Z	1	Henderson	28	8,22		6,50	0,14	0,09	0,23		137			
	1925	Canary JS	Dd	V	3	1 Z	1	Curtiss	90											
	1925	Gallaudet	Dd	V	6	1 Z	1	Liberty	400	13,41	8,83		1,18	0,54	1,72			5,4		
	1927	Twin 60	Dd	Sp	2	2 Z	2	Bristol	72	8,50	6,40	17,80	0,39	0,21	0,60	50	136			
J. L. Aircraft Corp., New York City	1921		Td	V	6	1 Z	1	Lizenz Junkers F 13 L												
Kentucky Aircraft Corp., Ovensboro, Ky.	1926	Cardinal	Dd	Ü	2	1 Z	1	Curtiss	90											

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Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V max. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.
Kinner, Aircraft and Motor Corp. Glendale	1925		Dd	V	6	1 Z	1	Renault	200											
	1925	Starkey	Dd	Sp	1	1 Z	1													
	1926	Airster	Hd	Sp	2	1 Z	1	Lawrance	60	9,44	6,40		0,31			48	135	4,0	0,3/1'
Kirkham, Prod. Corp., Garden City, N. Y.	1925	Vanderbilt	Td	Vs	4	1 D	1	Napier	450	14,32			1,67			96	232		
Kreider-Reisner Aircraft Co., Inc., Hagerstown, Md.	1926	Midget	Dd	Sp	1	1 Z	1	Bristol	36	4,90	4,00	6,40	0,14	0,08	0,22				
E. M. **Laird** Co., Wichita, Kansas	1923		Dd	Sp	3	1 Z	1	Curtiss	90	10,90	7,10		0,49	0,30	0,79		138		
	1924		Dd	V	6	1 Z	1	Packard	300	11,60	8,70			0,80			153		
	1925	Commercial I	Dd	Sp	3	1 Z	1	Curtiss	90	10,10	7,20	27,90	0,61		0,94	65	153	4,9	1,5/10'
	1926	Commercial II	Dd	Sp	2	1 Z	1	Curtiss	160	10,10	7,20	27,90	0,68	0,22	0,90	72	193	5,5	2,1/10'

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	1926	Commercial III	Dd	Sp	2	1 Z	1	Wright	200	10,10	7,20	27,90	0,70	0,36	1,06	65	209			3,0/10
Lark, Harding, Zoek and Bahl Aircraft Co., Lincoln, Nebr.	1924		Hd	Sp	2	1 Z	1	Wright	60	8,53	5,79		0,26						5,1	
Ch. E. **Lay**, Cincinati	1924	Dixi	Md	Sp	2	1 Z	1		40	6,01	4,50									
Lincoln Standart Aircraft Corp., Lincoln Nebr.	1923	L. S. 5	Dd	V	5	1 Z	1	Wright	220	12,35	8,00	42,30	0,82	0,61	1,43		153			
	1924	Sport	Dd	Sp	1	1 Z	1	Anzani	35	6,10	4,87	10,30	0,16	0,11	0,27	56	145			
	1923	S. S. S. 4	Dd	Sp	2	1 Z	1	Le Rhône	80	8,50	7,00	25,00	0,36	0,21	0,57		160			
(S. S. **Swanson**)	1924	Wan-Freemann CS		Kb				Wright	650	17,00					1,80		170			
Lloyd Royer, Glendale, Calif	1926	Coupé-Cabine	Dd	Sp	5	1 Z	1	Hispano	300	12,20		37,00	0,95	0,58	1,53	77	180			
Loening Aeronautical Engineering Corp., New York	1923	R 4	Td	Sp	1	1 Z	1	Packard	600	8,24	6,41	16,10	0,91	0,31	1,22		273			
	1921	Air Yacht	Hd	Vs	4	1 Z	1	Liberty	400											
	1924	P. W. 2	Td	Kj	1	1 Z	1	Wright	300	10,65	7,90						226			
	1925	P. W. 2-B	Td	Kj	1	1 Z	1	Packard	300	10,36	8,00						234	4,2	3,0/8	
	1925	M 34	Dd	Kwa	2	1 Z	1	Liberty	400	13,71	10,38	46,45	1,54	0,98	2,52		195			
	1925	P. A-1	Dd	Kj	1	1 Z	1	Wright	350	9,14	6,04						234			
	1925		Dd	Pn	1	1 Z	1	Liberty	400	12,90	9,20	40,30	1,10	0,60	1,70					
Longreen Aircraft Co., Topeka, Kansas	1924		Dd	Sp	1	1 Z	1	Anzani	60	8,50	5,80		0,25	0,22	0,48					
	1924		Dd	Ka	1	1 Z	1	Anzani	60											
Ludington Co., Philadelphia	1926	Lizette	Hd	Sp	2	1 Z	1	Anzani	35	8,30		11,10			0,38	68	147			
L. W. F. Engineering Corp. College Point Long Island, N. Y.	1922	I 2	Dd	K		1 Z	1	Hall Scott	400	17,10	9,50	29,80	1,71	1,80	2,51		161	3,4		
	1922	Butterfly	Md	Sp	1	1 Z	1	Cato	70	9,00	5,80	16,00	0,27	0,14	0,41		111			
	1924	DT 2	Dd	Kt	2	1 Z	1													
	1924	MBT	Dd	Kb	4	1 Z	1													
	1924	T 3	Dd	V	6	1 Z	1	Liberty	400											
A. L. **Markwell**, Los Angeles, Calif.	1924	Skylark	Dd	V	8	2 Z	2			16,00	11,00						140			

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Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Kleinstgeschwindigk. V min. km/h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loadet = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L' an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.
Marshall Aircr. Co., Marshall, Mo.	1926	Montagul	Hd	V	3	1 Z	1	Curtiss	90										
			Hd	V	4	1 Z	1	Wright	260										
Gl. L. **Martin** Co., Cleveland, Ohio	1922	MBT	Dd	Kb	4	2 Z	2	Liberty	800	21,70	14,10	99,00	2,92	1,67	4,59		162	4,9	
	1921	MT	Dd	Kb	4	2 Z	2	Liberty	800	21,70	13,90	99,00	3,24	2,25	5,49		190	4,5	
	1923	MO-1-A	Md	Ka	2	1 Z	1	Curtiss	400				1,50						
	1923	MO-1-B	Md	Kwa	2	1 Z	1	Curtiss	400				1,50						
	1924	MS-1	Dd	Kwa	1	1 Z	1	Lawrance	60	5,50	5,35		0,29	0,13	0,42				
	1924	M 70	Dd	Pn	1	1 Z	1	Wright	200	11,58	8,49	34,20	0,97	0,50	1,47	73	180	5,1	
	1920	M 20-1-A	Dd	Ka	2	1 Z	1	Curtiss	400	13,25	10,10	43,70							
	1924	M 20-1-B	Dd	Kaw	2	1 Z	1	Curtiss	400	13,25	10,10	43,70	1,38	0,73	2,11		177	4,6	
	1924	M 67-A	Dd	Ü	2	1 Z	1	Wright	200	12,80	8,47	40,00	0,88	0,28	1,16		180	5,8	
	1924	M 67-B	Dd	Üw	2	1 Z	1	Wright	200	12,80	9,82	40,00	0,95	0,29	1,24		180		
	1925	SC-1	Dd	Kt	2	1 Z	1	Wright	550	17,10	10,36	79,00	2,58	1,54	4,12	88	161	2,1	
	1924	MB2NSB1	Dd	Kbn	4	2 Z	2	Liberty	800	27,42	14,60	142,0	3,56	2,85	6,41		166	4,1	
	1926	SC-2a	Dd	Kaw	2	1 Z	1	Wright	600	17,06	12,81		3,56	0,63	4,19				
	1926	SC-6	Dd	Kb	2	1 Z	1	Packard	800										
	1926	SC-2b	Dd	Kwa	2	1 Z	1	Wright	600	17,06									
J. V. Martin Aeroplane Factory, Garden City, N. Y.	*1922 1924*	*K III Messenger*	*Dd Dd*	*Sp Ka*	*1 1*	*1 Z 1 Z*	*1 1*	*Lawrance Lizenz Sperri „Messenger"*	*45*										
Merewing, New York	1926	Arrow	Dd	Sp	3	1 Z	1	Curtiss	90			28,40	0,84	0,38	1,22	50	137	3,7	0,9/10
M. **Mix,** Chicago	1924	Arrow	Dd	Sp	1	1 Z	1	Indian	18	3,65		25,60			0,15				
Montee Aircraft Co., Clover Field, Santa Monica	1925		Hd	V	5	1 Z	1	Hall Scott	125	12,20	8,03	31,20	0,61	0,45	1,06	58	205	5,2	3,5/20
H. C. **Mummert,** Hammondsport	1923	Sportpl.	Md	Sp	1	1 Z	1	Harley	12	6,08	4,25		0,13				120		
	1924		Td	Sp	1	1 Z	1	Harley	12	7,92		12,40			0,25				
Nicholas-Beazley Airplane and Motor Co., Marshall, Mo.	1926	J-1	Dd	Sp	2	1 Z	1	Curtiss	90	9,60			0,58	0,39	0,97	50	137	3,7	0,9/10
Pioneer Aircraft Corp., New York	1925		Dd	Sp		1 Z	1	Pioneer	40	7,20	4,35		0,21	0,15	0,36	46	75		
C. H. **Powell,** Detroit, Mich.	1926	Racer	Dd	Sp	1	1 Z	1	Bristol	36	4,80	4,26	16,00	0,14	0,07	0,21		120	3,2	
Pitcairn Aviation Inc., Boyn Athen Philadelphia	1926	Fleetwing	Dd	V	5	1 Z	1	Curtiss	160	11,58	7,90	32,50	0,81	0,36	1,17	77	187	3,7	
	1926	Orowing	Dd	Sp	2	1 Z	1	Curtiss	90	11,00	8,00	31,40	0,62	0,34	0,96	72	145	3,2	
	1926	Arrow	Dd	Sp	2	1 Z	1	Curtiss	90										
	1926	Sesqui Wing	Dd	Sp	2	1 Z	1	Curtiss	90	9,80	6,90	20,00	0,62	0,34	0,96	97	193	4,6	
Racer Aircraft Co., Perth, Amboy N. Y.	1925			V	3	1 Z	1	Anzani	90	11,00	7,25	16,20	0,36	0,26	0,62	48	150		
Remington-Burnelli Aircraft Corp., New York City	1924	BR 2	Dd	V		2 Z	2	Galloway	1000	24,40	14,05	144,0	4,45	3,05	7,50	87	164	3,2	

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Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Flügelanordnung / Arrangem. of wings / Disposition des ailes	Verwendungszweck / Purpose of use / But d'emploi	Zahl d. Sitze / Nr. of seats / No. d. places	Zahl u. Art d. Schraub. / Nr. and type of airscrews / No. et sorte des helices	Zahl d. Mot. / Nr. of engin. / No. des mot.	Motorenmuster / Type of engines / Type des moteurs	Motor-Ges.-Stärke PS / Total HP / Force totale des mot. CV	Spannweite = b m / Span = b m / Envergure = b m	Länge = l m / Lenght = l m / Longueur = l m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Leergewicht = L t / Weight empty = L t / Poids à vide = L t	Zuladung = N t / Useful load = N t / Poids utile total = N t	Fluggewicht = G t / Weight loaded = G t / Poids total = G t	Kleinstgeschwindigk. V min. km/h / minimum speed = V min. km/h / Vitesse minima = V min. km/h	Höchstgeschwindigk. V max. km/h / maximum speed = V max. km/h / Vitesse maxima = V max. km/h	Gipfelhöhe = H km / Service Ceiling = H km / Plafond = H km	Steigleistg. St km/min. / Rate of Climb = St km/min. / Temps de montée = St km/min.	
Rinehardt Wheland Co., Dayton	1925		Dd	V	7	1 Z	1	Liberty	400												
	1926		Dd	Sp	2	1 Z	1	Curtiss	90												
Rogers-Day Construction Gloucester, New Jersey	1922	T. A. D. 1	Dd	Sp	2	1 Z	1	Curtiss	90	8,35		23,50	0,47	0,30	0,77		137			
	1924	Arrow	Dd	V		1 Z	1	B. M. W.	185	12,80	9,80	46,80	1,22	0,73	1,95		153	2,7		
	1925	C. D.	Dd	V		1 Z	1			17,37	10,36		1,56	1,42	2,98			3,0		
Ryan FlyingCo., San Diego, Cal.	1926	Cloudster	Dd	V	12	1 Z	1	Liberty	400												
	1924	Standard	Dd	V	5	1 Z	1	Hispano	150									3,0			
	1926	M-1a	Hd	Sp	3	1 Z	1	Wright	200	11,00			0,73	0,27	1,00	73	228	5,8	2,7/10'		
	1926	M-1b	Hd	Sp	3	1 Z	1	Hispano	150	11,00				0,22		73	201	4,5	2,1/10'		
	1926	M-1c	Hd	Sp	3	1 Z	1	Curtiss	90	11,00				0,13		65	161	2,7	1,5/10'		
	1926	Brougham	Hd	V		1 Z	1	Wright	200												
Sattco, Service Aviation Co., Wabash, Indiana	1923		Dd	V	7	1 Z	1	Liberty	400	13,25	9,22	44,50	1,23	0,89	2,12		200	5,1		

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Sikorsky Aero Engineering Corp. Westbury Long Island	1924	S 29 A 2	Dd	V	17	2 Z	2	Liberty	800	21,30	15,13	92,00	3,52	1,93	5,45	90	180			1,5/8'	
	1925		Dd	Ü	2	1 Z	1	Curtiss	90	12,19			0,70	0,13	0,83			4,2		2,0/7'	
	1925	S 30			10	2 Z	1		400												
	1925	S 31 M	Dd	P	1	1 Z	1	Wright	200	13,50	7,90		0,78	0,54	1,32	56	187	4,3			
	1925	S 31 W	Dd	Ka	2	1 Z	1	Wright	200	13,50	7,90		0,78	0,54	1,32	56	187	4,3			
	1925	S 31 P	Dd	V	5	1 Z	1	Wright	200	13,50	7,90		0,78	0,54	1,32	56	187	4,3			
	1925	S 31 PH	Dd	Lb	3	1 Z	1	Wright	200	13,50	7,90		0,78	0,54	1,32	56	187	4,3			
	1925	S 32	Dd	P	5	1 Z	1	Liberty	400	17,80	10,97	56,00	1,54	1,00	2,54	65	217	4,6			
	1926	S 35	Dd	V	14	3 Z	3	Gnôme	1260	23,20	13,40	80,50	3,27	3,00	6,27	85	158	4,6			
	1926	S 33	Dd	Sp	2	1 Z	1	Wright	60	9,75			0,31	0,22	0,53						
	1926	Transatl.	Dd	V		3 Z	3	Gnôme	1260	20,80		102,0	3,63	7,35	10,9						
B. Snyder, Mc. Cook Field	1924	Baby Bomber	Dd	Sp	1	1 Z	1	Indian	18	6,40			0,14	0,08	0,22						
Spenser, Hartford	1926	S 10	Td	Sp	1	1 Z	1	Lawrance	35	9,80	6,10		0,19	0,10	0,29	48	81	1,2	0,8/20		
Stinson, Airplane Syndicate Detroit, Mich.	1922		Dd	Sp	1	1 Z	1	Curtiss	90	10,30	6,80	29,40	0,43	0,25	0,86						
	1926	Detroiter	Dd	V	4	1 Z	1	Wright	200	10,30	8,50	31,00	0,77	0,55	1,32	72	200				
Stout-Metal-Aeroplane Co., Detroit, Mich.	1922	S. M. 20	Hd	V	5	1 Z	1	Packard	200	10,90	7,30	31,80	0,85	0,54	1,39		185				
	1924	Air Sedan	Hd	V	4	1 Z	1	Wright	180	12'40	9,85						135				
	1924	Air Pullm.	Hd	V	8	1 Z	1	Liberty	400	17,80	13,90	55,50	1,65	1,07	2,72	86	187				
	1923		Md	Kt	3	2 Z	2	Liberty	800	18,30		73,10	3,00	1,48	4,50		182				
	1926	Transport	Hd	V		3 Z	3	Wright	600	21,40					3,54						
	1926	Flyvver	Td	Sp	1	1 Z	1	Anzani	35	6,70											
Swallow Airplane Mfg. Co., Wichita, Kans.	1922	Laird	Dd	Sp	3	1 Z	1	Curtiss	90	10,90	7,10		0,49	0,30	0,79		138				
	1924		Dd	V	6	1 Z	1	Packard	300	11,60	8,70			0,80			153				
	1924	Beach	Md	Sp	1	1 Z	1	Harley	12	6,40	4,80	8,95									
	1924		Dd	Sp	2	1 Z	1	Curtiss	90	9,76		28,00	0,56	0,32	0,88	56	153	5,5			
	1926		Dd	Sp	2	1 Z	1	Curtiss	90	10,00	7,30	27,90	0,59	0,41	1,00	40	150				
	1926		Dd	P	2	1 Z	1	Curtiss	150	11,00	7,50	32,50	0,68	0,54	1,22	32	190				
Temple, San Francisco	1925		Hd	Sp	2	1 Z	1	Union	125												
Thomas Morse Aircraft Corp., Ithaca, N. Y.	1923	MB 7	Hd	Kj	1	1 Z	1	Wright	400	7,33	5,64	10,80			0,90		290				
	1923	TM 22		Sp	1	1 Z	1	Packard	600	8,87	6,00	16,00			1,25		289				
	1922	MB 3	Dd	Kj	1	1 Z	1	Wright	700	7,90	6,10	23,30	0,62	0,30	0,92		235				
	1924	S 9	Dd	Ü	2	1 Z	1	Wright	200	8,74	6,35	27,50			0,80		190				
	1924	MB 9		Kj	1	1 Z	1	Wright	300	8,74	5,80						275	6,0			

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Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	Steinstgeschwindigk. V min. km/h	Höchstgeschwindigk. V max. km/h	Gipfelhöhe = H km	Steigleistg. St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = V min. km/h	maximum speed = V max. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L'an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = V min. km/h	Vitesse maxima = V max. km/h	Plafond = H km	Temps de montée = St km/min.

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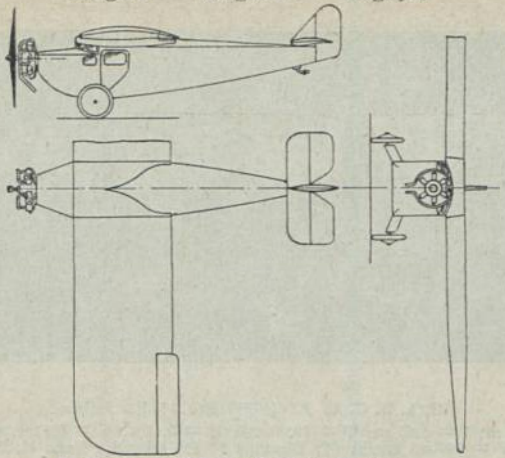
Thomas Morse Aircraft Corp., Ithaca, N. Y.	1924	MB 10		Ü	1	1 Z	1	Le Rhône	110	8,74	6,40						170		
	1926	A 6	Dd	Ka	2	1 Z	1	Liberty	400										
E. B. **Todd**, Midwest, Wyo.	1924		Md	Sp	1	1 Z	1	Harley	12	7,30	4,57	24,38	0,10						
Travelair Mfg. Co. Inc., Wichita, Kansas	1925	Travel	Dd	V	3	1 Z	1	Curtiss	90	10,05	7,20	27,50	0,59	0,34	0,93	61	155		
	1926	PL	Dd	Sp	2	1 Z	1	Wright	200										
	1925	Nr. 4	Dd	Sp	1	1 Z	1												
	1925	Spezial	Dd	Ka	1	1 Z	1	Curtiss	160	9,60		22,30	0,66	0,49	1,15	77	193		
U. S. **Army** Air Service Engineering Division, New York	1921	TA-4	Md	Ü	2	1 Z	1	Lawrance	140	9,75	6,75			1,08					
	1923	CO-1	Md	Ka	2	1 Z	1	Liberty	400	17,20	10,20	40,00							
	1922	CO-5	Dd	Ka	2	1 Z	1	Liberty	400			32,00					190		
	1921	TW-1	Dd	Ü	2	1 Z	1	Liberty	200	9,20	6,80						214		
	1925	Le Père P 53	Dd	Ka	2	1 Z	1	Liberty	400										
	1926	PW-1	Dd	Kj	1	1 Z	1	Packard	370			25,30					235		
	1926	TP-1	Dd	Kj	2	1 Z	1	Liberty	400			32,00					211		
	1926	*CO-4*	*Dd*	*Ka*	*2*	*1 Z*	*1*	*Liberty*	*400*			*36,80*					*220*		
U. S. Navy Air Service Engineering Division, New York	*1921*	*F 5 L*	*Dd*	*Ksa*	*3*	*2 Z*	*2*	*Liberty*	*730*	*32,10*	*15,00*	*129,5*	*4,42*	*1,76*	*6,18*		135	0,8	
	1923	*TR 1b*	*Dd*	*Kwa*	*1*	*1 Z*	*1*	Lawrance	*220*	7,62	7,50	21,00			0,81		210		
	1923	*TS 1a*	Dd	Ka	1	1 Z	1	Lawrance	200	7,62	7,50	21,00			0,92		210		
	1923	*TS 2*	Dd	Kwa	1	1 Z	1	Aeromarine	240	7,62	7,50	21,00			0,92		210		
	1924	*PN 7*	Dd	Ksb	*3*	*2 Z*	*2*	Wright	1300	31,50	15,00	13,00							
	1924	*PN 8*	Dd	Ksb	*3*	*2 Z*	*2*	Wright	1300	31,50	15,00	130,0							
	1924	*PN 9*	Dd	Ksb	*3*	*2 Z*	*2*	Packard	960	*22,20*	15,00	125,0	4,07	0,72	4,89				
	1926	*PN 10*	Dd	Ksb		*2 Z*	*2*	Packard	1000	21,94	14,93								
Chance Vought Corp. Long Island City, New York	1921		Dd	Kwa	2	1 Z	1	Lawrance	140	10,50	8,80	*29,00*							
	1922	VE-10	Dd	V	3	1 D	1	Curtiss	90	10,80	8,10		0,60	0,27	0,87		130		
	1923	UO-1b	Dd	Kwa	2	1 Z	1	Wright	200	10,78	8,82	28,50	0,64	0,54	1,18	65	197	5,5	2,6/10
	1925	UO-1a	Dd	Ka	2	1 Z	1	Wright	200	10,30	7,40	28,50	0,54	0,52	1,06	65	197	5,5	2,6/10'
	1925	VE-9	Dd									*22,00*					184		
	1926	O 2 U 1	Dd	Ka	2	1 Z	1	Pratt	425										
	1926	UF-1	Dd	Kj	1	1 Z	1	Pratt	425	9,14	6,70								
	1926	UO-3	Dd	Kj	1	1 Z	1	Wright	200	10,66	7,31								
WaterhouseAircraft Inc., Glendale, Cal.	1926	Cruzair	Hd	Sp	3	1 Z	1	Wright	200	11,00	7,30	*22,30*	0,70	0,41	1,11	73	*222*	5,5	0,37/1'
Whites Aircraft Corp. Des Mornes, Ja	1925	Humming Bird	Dd	Sp	2	1 Z	1	Curtiss	90	10,05	7,01	29,50	0,45	0,40	0,85	45	140	5,4	1,5/7'20'
Wissler Airpl. Co., Bellefontaine, Ohio	1926	WA 6	Dd	Sp	2	1 Z	1	Anzani	75	8,30	5,50	17,10	0,33	0,21	0,54	65	193		1,5/10'
	1926	WL 9	Dd	Sp	2	1 Z	1	Le Rhône	80	9,80	6,30	22,70	0,41	0,24	0,66	48	129		2,3/10'
Woodson Engin. Co. Bryan, Ohio	1925	Weco 2 A	Dd	Lb	2	1 Z	1	Salmson	260	9,80	7,60	32,70	0,72	0,54	1,26	64	210	5,4	
	1925	Weco 3 A	Dd	Sp	2	1 Z	1	Salmson	260	9,80	7,60	32,70	0,66	0,65	1,28	73	217		
	1925	Weco 4 B	Dd	V	5	1 Z	1	Salmson	260	11,90	8,70	39,90	0,88	0,74	1,62	56	177		
	1925	Foto	Dd	Lb	2	1 Z	1	Salmson	260	9,00	7,10	29,00	0,65	0,56	1,21		208	5,5	0,3/1'
WrightAeronautical Corp., Paterson N. Y.	1923	N. M.	Dd	Kj	1	1 Z	1	Wright	650								300		
	1923	F 2 W	Dd	Sp	1	1 Z	1	Wright	700	6,85	6,50	16,20			1,36	120	370		
	1925	Falke	Hd	Kj	1	1 Z	1	Wright	300	10,00	7,43	20,00	0,90	0,30	1,20	90	260	7,0	

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique

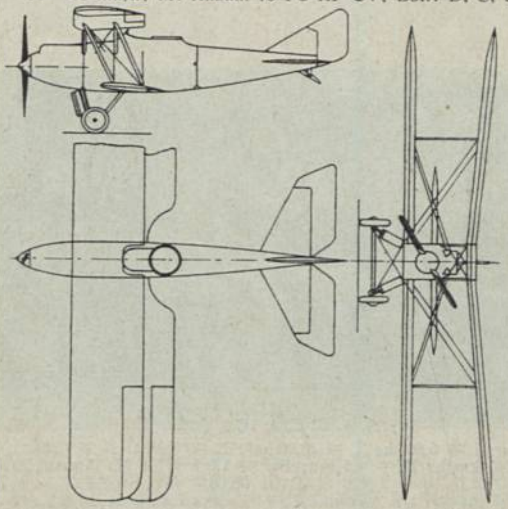
Erbauer	Baujahr	Baumuster	Flügelanordnung	Verwendungszweck	Zahl d. Sitze	Zahl u. Art d. Schraub.	Zahl d. Mot.	Motorenmuster	Motor-Ges.-Stärke PS	Spannweite = b m	Länge = l m	Tragfläche = T m²	Leergewicht = L t	Zuladung = N t	Fluggewicht = G t	kleinstgeschwindigk. = Vmin. km/h	Höchstgeschwindigk. = Vmax. km/h	Gipfelhöhe = H km	Steigleistg. = St km/min.
Constructor	Year of construction	Type of construction	Arrangem. of wings	Purpose of use	Nr. of seats	Nr. and type of airscrews	Nr. of engin.	Type of engines	Total HP	Span = b m	Lenght = l m	Wing area = T m²	Weight empty = L t	Useful load = N t	Weight loaded = G t	minimum speed = Vmin. km/h	maximum speed = Vmax. km/h	Service Ceiling = H km	Rate of Climb = St km/min.
Constructeur	L' an de construction	Type de construction	Disposition des ailes	But d'emploi	No. d. places	No. et sorte des helices	No. des mot.	Type des moteurs	Force totale des mot. CV	Envergure = b m	Longueur = l m	Surface portante = T m²	Poids à vide = L t	Poids utile total = N t	Poids total = G t	Vitesse minima = Vmin. km/h	Vitesse maxima = Vmax. km/h	Plafond = H km	Temps de montée = St km/min.

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique

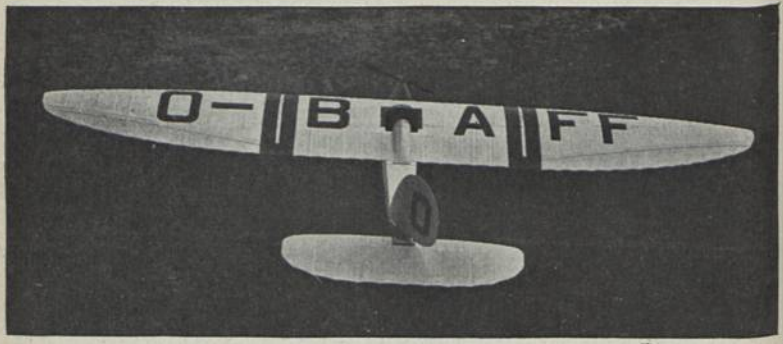
WrightAeronautical Corp., Paterson N. Y.	1924	N. W. 2	Dd	Kwj	1	1 Z	1	Wright	650	8,28	8,40	23,30	1,63	0,40	2,03		900		
	1924	SDW-1	Dd	Ka	2	1 Z	1	Wright	675										
	1926	Apache 1	Dd	Kj	1	1 Z	1	Wright	350							80	226	6,5	3,1/10'
	1926	Apache 2	Dd	Kjw	1	1 Z	1	Wright	350							80			0,7/1'
	1925	Bellanca	Hd	V		1 Z	1	Wright	200	13,70	7,53	25,30	0,81	0,61	1,42		200		
The **Yackey** Aircraft Co., Forest Park Illinois	1925	Sport	Dd	Sp	2	1 Z	1	Curtiss	90										
	1925		Dd	V	3	1 Z	1	Curtiss	100										



A. C. A. Z. T 2 (1925) Sp 2; E: Hermann
b = 10,50 m; l = 6,20 m; T = 17,50 m²; L = 0,32 t; N = 0,29 t; G = 0,61 t;
V = 70—165 km/h; M: Anzani 75 PS-HP-CV; Bst.: D, S, St.



A. C. A. Z. C 2 (1926) Kj 2; E: Hermann
b = 12,50 m; l = 8,25 m; T = 40,36 m²; L = 1,07 t; N = 0,83 t; G = 1,90 t;
V = 80—230 km/h; St = 6,0 km/42'30"; M: Hispano 450 PS-HP-CV;
Bst.: D, St.
A. C. A. Z., Zeebrügge

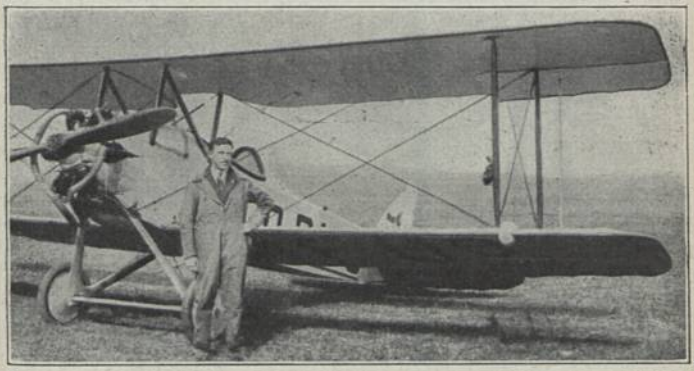


S. A. B. C. A. J 1 (1925) Sp. 1; E: Jullien.
b = 13,40 m; l = 6,65 m; T = 20,00 m²; L = 0,17 t; N = 0,11 t; G = 0,28 t; V = 39—85 km/h; M: Douglas 18 PS-HP-CV; Bst.: H, St.

S. A. B. C. A. C 2 (1926) Ü 2
b = 8,25 m; l = 6,50 m; T = 20,00 m²; L = 0,35 t; N = 0,20 t; G = 0,55 t; V = 40—140 km/h; H = 4,5 km; St. = 1,0 km/7′; M: Anzani 70 PS-HP-CV; Bst.: H, St.

S. A. B. C. A., Haren

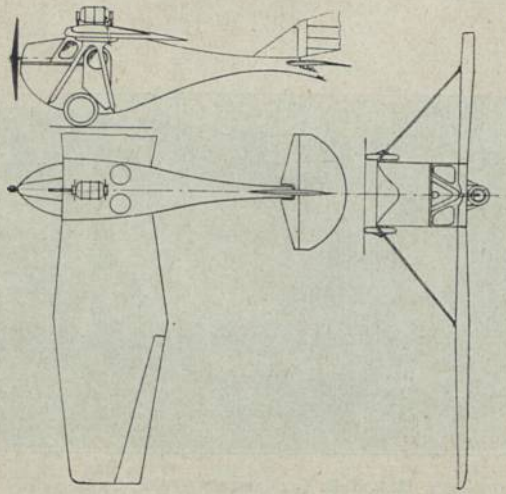
S. A. B. C. A. „Castar" (1925) Sp 1; E: Poncelet
b = 12,50 m; l = 7,50 m; T = 24,00 m²; L = 0,23 t; N = 0,08 t; G = 0,31 t; V = 35—95 km/h; M: Sergant 18 PS-HP-CV; Bst.: H, St.



S. A. B. C. A. „Camgul" (1926) Sp 2
b = 8,25 m; l = 6,50 m; T = 20,00 m², L = 0,35 t; N = 0,20 t, G = 0,55 t; V = 40—140 km/h; H = 4,5 km; St = 1,0 km/7'; M: Anzani 70 PS-HP-CV; Bst.: H, St.

S. A. B. C. A., Haren

S. A. B. C. A. D. P. (1925) Sp 2: E: Poncelet, Demonti
b = 12,00 m; l = 6,50 m; T = 20,00 m²; L = 0,31 t; N = 0,26 t; G = 0,57 t; V = 60—140 km/h; H = 3,8 km; St = 2,0 km/24'; M: Anzani 45 PS-HP-CV; Bst.: H, St.

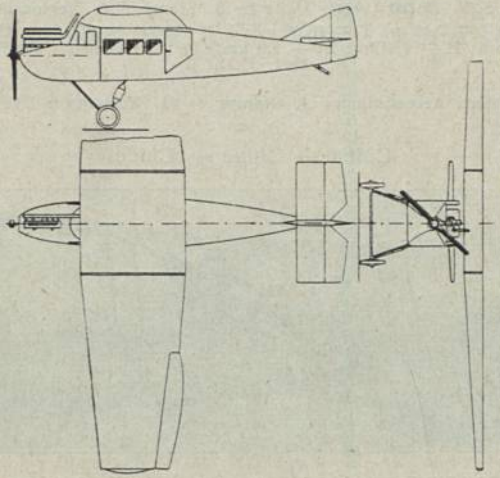


S. A. B. C. A. D. P.

S. A. B. C. A., Haren

S. A. B. C. A. AR (1924) Ü 2; E: R. Saulnier

b = 10,56 m; l = 6,76 m; T = 18,00 m²; L = 0,45 t; N = 0,17 t; G = 0,70 t; V = 131 km/h; H = 4,2 km; St = 1,0 km/5'48"; M: Gnôme 80 PS-HP-CV; Bst.: H, St. Lizenz: Morane Saulnier.

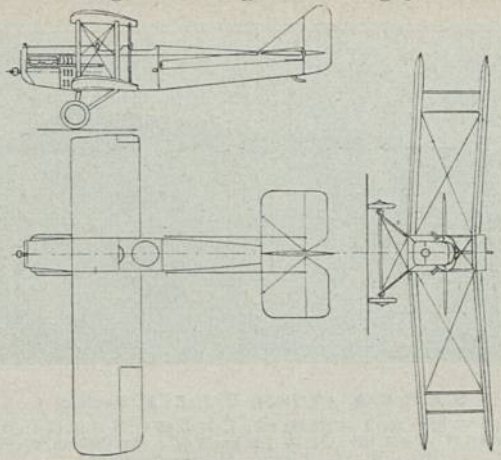


S. A. B. C. A. S 2 (1927) V 4

b = 14,60 m; l = 9,75 m; T = 39,00 m²; L = 1,55 t; N = 0,45 t; G = 2,00 t; V = 80—165 km/h; H = 4,5 km; M: Siddeley 245 PS-HP-CV; Bst.:

S. A. B. C. A., Haren

Belgien — Belgium — Belgique



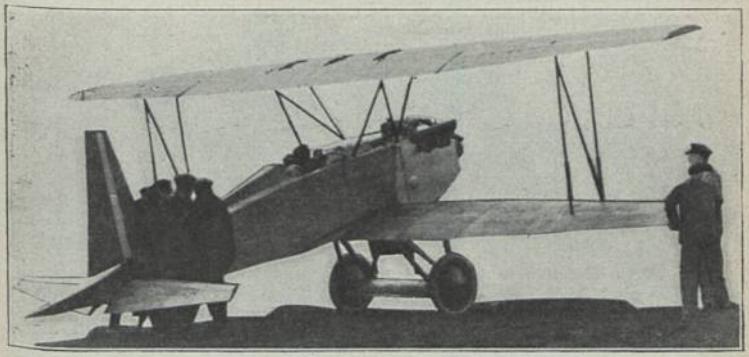
R. S. V. 26/180 (1924); Ü 2; E: J. Stampe; M. Vertongen
b = 9,38 m; l = 7,15 m; T = 26,00 m²; L = 0,54 t; N = 0,28 t; G = 0,82 t;
V = 182 km/h; H = 7,5 km; St = 1,0 km/2'50"; M: Hispano 180 PS-HP-CV;
Bst.: H, St.

Constructions Aéronautiques **J. Stampe** et **M. Vertongen**, Deurne-Sud

China — Chine — Chine

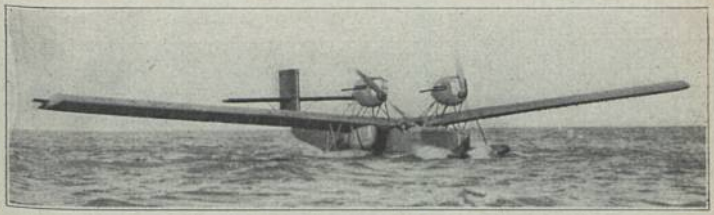
Fuetterer Schoettler I (1924) Ü 2; E: E. O. Fuetterer, F. L. Schoettler
b = 12,04 m; l = 8,35 m; T = 37,30 m²; L = 0,74 t; N = 0,42 t; G = 1,16 t;
V = 72—197 km/h; M: Mercedes 160 PS-HP-CV; Bst.: H, St.

E. O. Fuetterer, F. L. Schoettler, Mukden



Caspar C J 14 (1924) Kj 1; E. v. Loessl

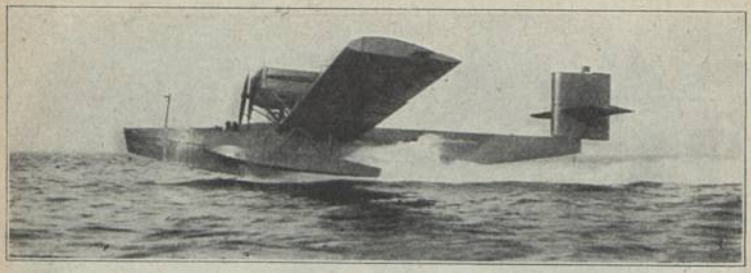
b = 9,00 m; l = 5,40 m; L = 0,80 t; N = 0,40 t; G = 1,20 t; V = 270 km/h; St = 1,0 km/l'; M: Siddeley 350 PS-HP-CV; Bst.: H. S.



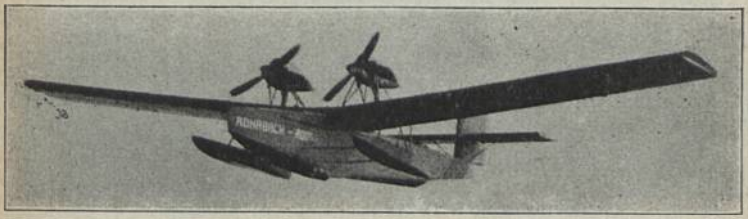
Rohrbach Ro II (1924) Ksb 4; E: A. Rohrbach

b = 29,00 m; l = 16,50 m; T = 71,40 m²; L = 3,70 t; N = 2,00 t; G = 5,70 t; V = 107—180 km/h; H = 3,0 km; St = 2,0 km/20'; M: 2 × Rolls Royce 360 PS-HP-CV = 720 PS-HP-CV; Bst.: D.

Rohrbach Metal-Aeroplane Co A/S, Kobenhavn

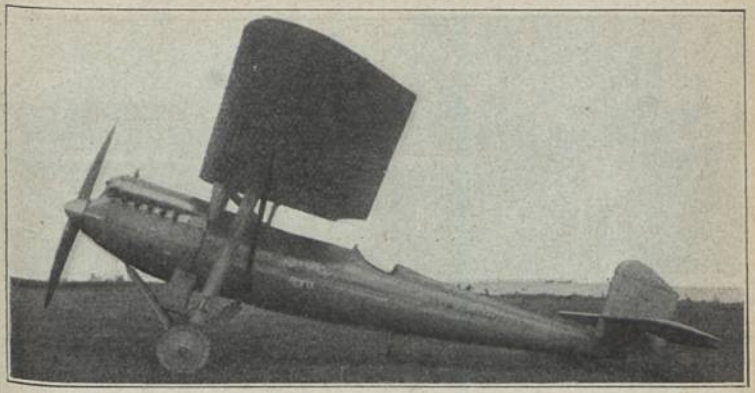


Rohrbach Ro III (1925) Ksb 4; E: A. Rohrbach
h = 29,00 m; l = 17,20 m; T = 73,40 m²; L = 3,90 t; N = 2,40 t; G = 6,30 t; V = 112—190 km/h; H = 3,5 km; St = 1,5 km/13'; M: 2 × Rolls Royce 360 PS-HP-CV; Bst.: D.

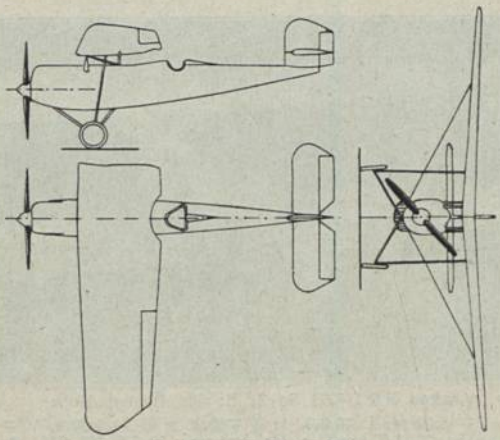


Rohrbach R IIIa „Rodra" (1926) Ksb 4; E: A. Rohrbach
M: 2 × Hispano 500 PS-HP-CV = 1000 PS-HP-CV; Bst.: D.

Rohrbach Metal-Aeroplane Co A/S, Kobenhavn



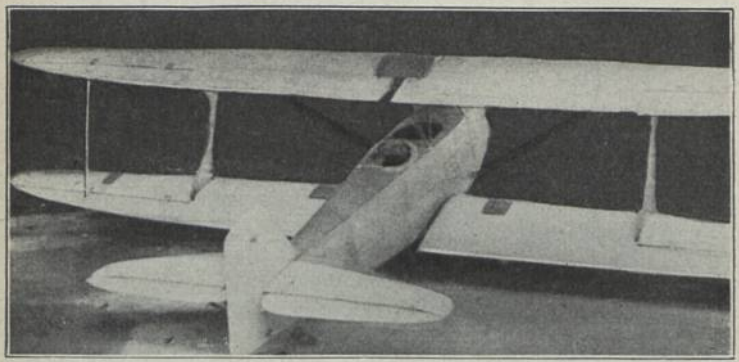
Rohrbach Ro X „Rofix" (1926) Kj 1; E: A. Rohrbach
b = 14,00 m; l = 9,50 m; T = 28,00 m²; L = 1,32 t; N = 0,63 t; G = 1,95 t; V = 100—260 km/h; H = 8,0 km; St. = 3,0 km/7'; M: B. M. W. 600 PS-HP CV; Bst.: D. .



Rohrbach Ro X „Rofix"

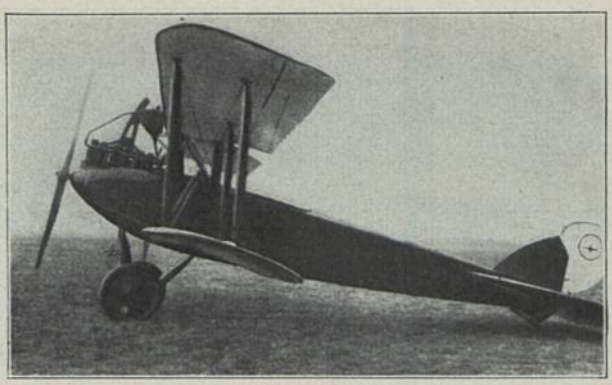
Rohrbach Metal-Aeroplane Co A/S, Kobenhavn

Aachen S 7 (1924) Sp 2; E: W. Klemperer
b = 11,90 m; l = 7,00 m; T = 17,00 m², L = 0,22 t; N = 0,18 t; G = 0,40 t;
M: Douglas 20 PS-HP-CV; Bst.: H, St.



Aachen N 6 (1927) Sp 2; E: Th. Bienen, Kober
b = 9,50 m; l = 5,60 m; L = 0,22 t; N = 0,18 t; G = 0,40 t; V = 110 km/h;
H = 4,0 km; St = 1,0 km/11'; M: Douglas 20 PS-HP-CV; Bst.: H, St.

Flugwissenschaftl. Vereinigung Techn. Hochschule, **Aachen**



Aero Sport I (1925) Ü 2

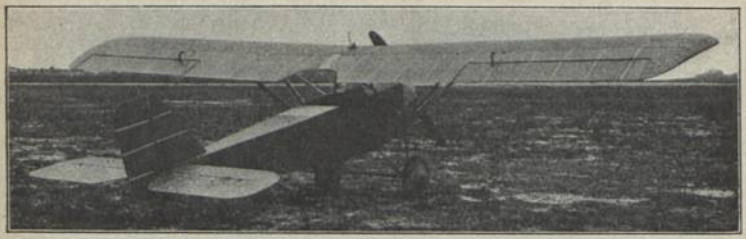
b = 12,51 m; l = 7,88 m; L = 0,71 t; N = 0,31 t; G = 1,03 t; V = 60—120 km/H; H = 3,0 km; St = 3,0 km/25′; M: Mercedes 100 PS-HP-CV; Bst.: H, St.

Aero-Sport G. m. b. H., Warnemünde

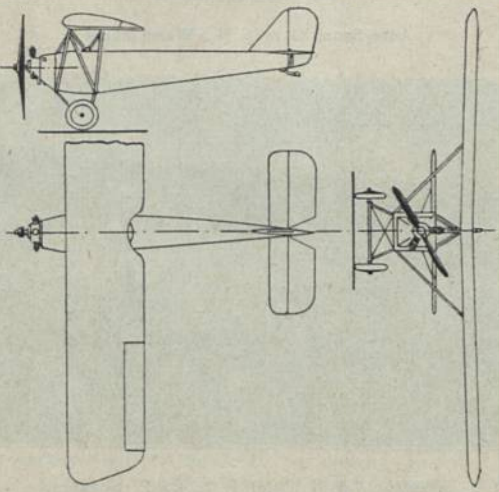
Albatros L 65 II (1926) P 2; E: R. Schubert

b = 12,40 m; l = 7,58 m; L = 1,34 t; N = 0,58 t; G = 1,92 t; V = 110—240 km/h; H = 6,2 km; M: Napier 565 PS-HP-CV; Bst.: H, S, St.

Albatros-Werke G. m. b. H., Berlin-Johannisthal



Albatros L 66a (1926) Sp 1; E: R. Schubert
b = 9,50 m; l = 5,75 m; T = 13,66 m²; L = 0,32 t; N = 0,11 t; G = 0,43 t;
V = 65—110 km/h; St = 1,0 km/15′; M: Mark 35 PS-HP-CV; Bst.: H, St, S.



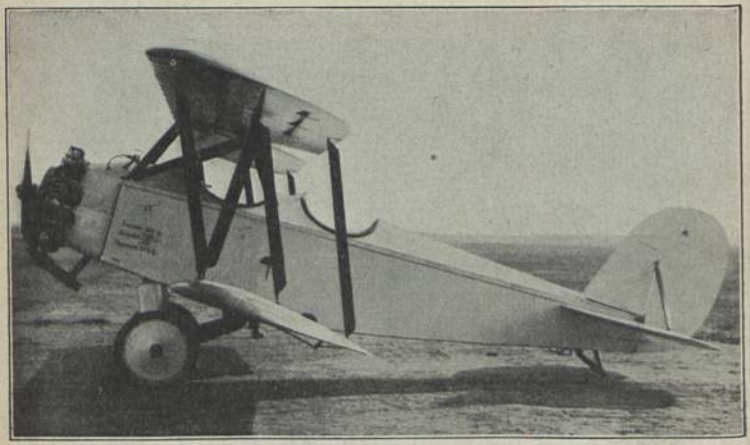
Albatros L 66a

Albatros-Werke G. m. b. H., Berlin-Johannisthal

Albatros L 68 (1925) Ü 2: E: R. Schubert
b = 9,60 m; l = 6,15 m; T = 21,80 m²; L = 0,38 t; N = 0,26 t; G = 0,64 t; V = 68—130 km/h; H = 3,8 km; St = 1,0 km/12′; M: Siemens 80 PS-HP-CV; Bst.: H, St, S.

Albatros L 68 a (1926) Sp 2: E: R. Schubert
b = 10,10 m; l = 6,30 m; T = 24,40 m²; L = 0,65 t; N = 0,30 t; G = 0,95 t; V = 140 km/h; St = 1,0 km/12′; M: Siemens 100 PS-HP-CV; Bst.: H, St, S.

Albatros-Werke G. m. b. H., Berlin-Johannisthal

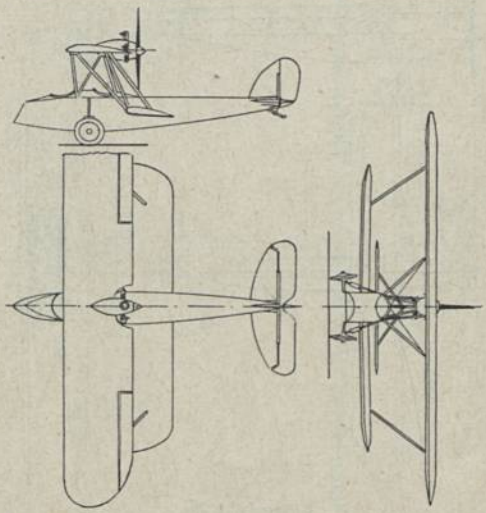


Albatros L 68c (1927) Ü 2; E: R. Schubert
b = 10,10 m; l = 6,48 m; T = 25,07 m²; L = 0,59 t; N = 0,28 t; G = 0,87 t; V = 70—135 km/h; H = 2,5 km; St = 1,0 km/9'3"; M: Siemens 100 PS-HP-CV; Bst.: H. St. S.

Albatros L 69 (1925) Sp 2; E: R. Schubert
b = 8,06 m; l = 6,10 m; T = 10,85 m², L = 0,47 t; N = 0,17 t; G = 0,64 t; V = 108—170 km/h; H = 4,0 km; St = 1,0 km/4'; M: Bristol 120 PS-HP-CV; Bst.: H. St.

Albatros-Werke G. m. b. H., Berlin-Johannisthal

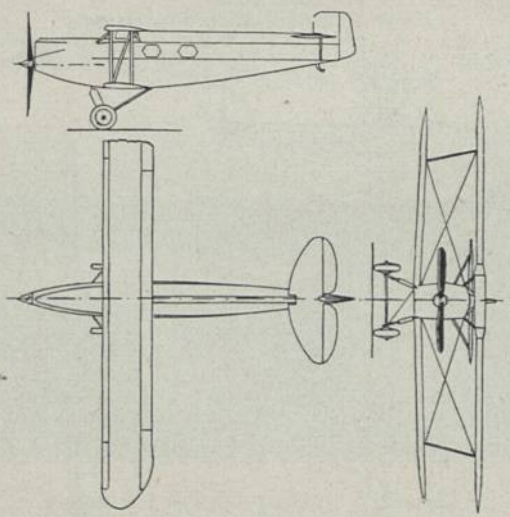
Albatros L 71 (1926) Sp 2; E: R. Schubert
b = 10,30 m; l = 7,19 m; T = 25,10 m². L = 0,41 t; N = 0,21 t; G = 0,62 t; V = 60—90 km/h; H = 3,5 km; St = 1,0 km/9'0"; M: Siemens 55 PS-HP-CV; Bst.: H. St.



Albatros L 71

Albatros-Werke G. m. b. H., Berlin-Johannisthal

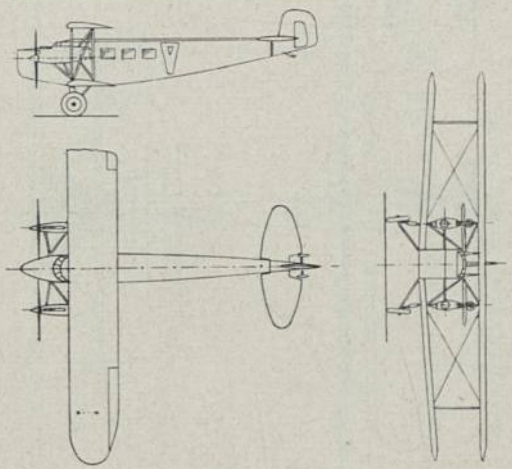
Albatros L 72a (1926) tr; E: R. Schubert
b = 12,80 m; l = 10,05 m; T = 36,50 m²; L = 1,30 t; N = 0,70 t; G = 2,00 t; V = 80—175 km/h; H = 3,5 km; St = 1,0 km/7′5″; M: B. M. W. 230 PS-HP-CV; Bst.: D. St. S.



Albatros L 72a

Albatros-Werke G. m. b. H., Berlin-Johannisthal

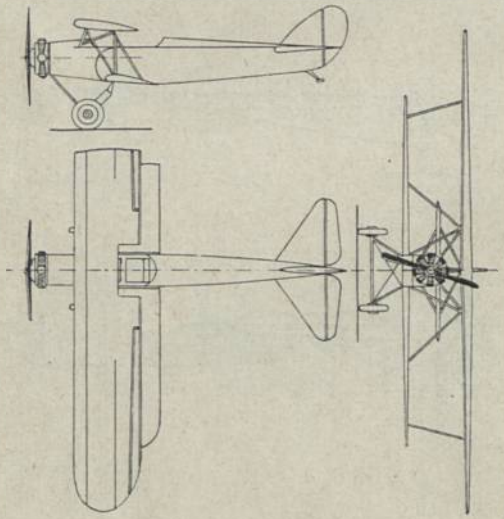
Albatros L 73 (1926) V 10; E: R. Schubert
b = 19,70 m; l = 14,60 m; T = 92,00 m²; L = 2,91 t; N = 1,69 t; G = 4,61 t; V = 95—145 km/h; H = 3,0 km; St = 1,0 km/14′; M: 2 × B. M. W. 230 PS-HP-CV = 460 PS-HP-CV; Bst.: H, St, S, D.



Albatros L 73.

Albatros-Werke G. m. b. H., Berlin-Johannisthal

Arado Ar S 1 (1926); Ü 2; E: W. Rethel
b = 11,50 m; l = 7,35 m; T = 26,50 m²; L = 0,60 t; N = 0,32 t; G = 0,92 t; V = 55—147 km/h; H = 4,0 km; St = 1,0 km/7'; M: Bristol 120 PS-HP-CV; Bst.: H, S, St.

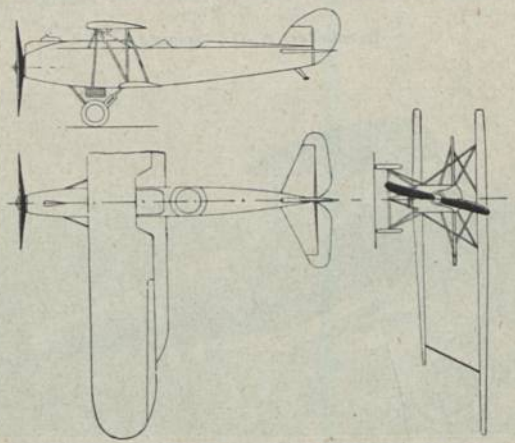


Arado Ar S 1

Arado-Handelsges. m. b. H., Warnemünde

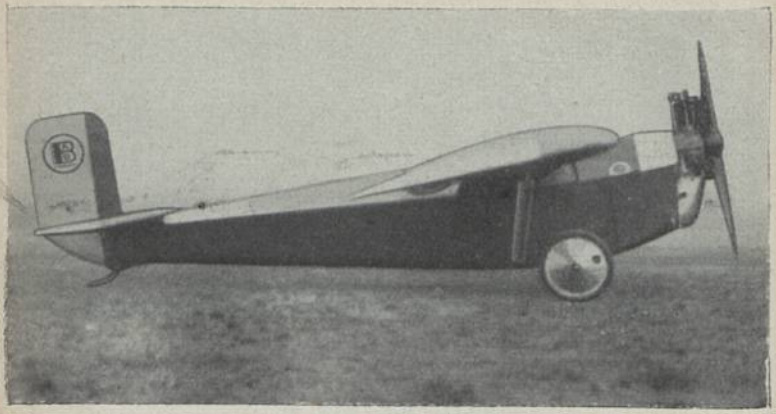
Arado Ar SC 1 (1926) Ü 2; E: W. Rethel

b = 12,82 m; l = 8,70 m; T = 29,32 m²; L = 1,00 t; N = 0,50 t; G = 1,50 t; V = 80—180 km/h; H = 5,0 km; St = 1—2 km/5′5″; M: B. M. W. 230 PS-HP-CV; Bst.: H, S, St.



Arado Ar SC 1

Arado-Handelsges. m. b. H., Warnemünde



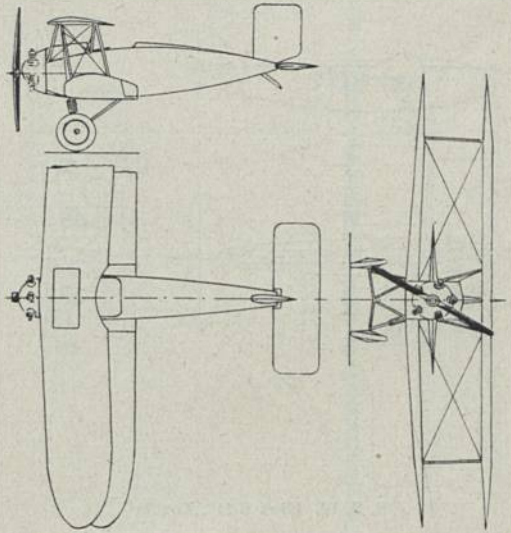
Bahnbedarf B. A. G. D IIa (1925) Sp 2; E: A. Botsch
b = 10,50 m; l = 5,20 m; T = 12,50 m²; L = 0,26 t; N = 0,19 t; G = 0,45 t; V = 65—145 km/h; H = 3,5 km; St = 1,0 km/10′; M: Anzani 35 PS-HP-CV; Bst.: H. St.

Bahnbedarf A.-G., Darmstadt

Bäumer B III „Alsterkind" (1925) Sp 2; E: W. Günther
b = 8,20 m; l = 5,93 m; T = 17,90 m²; L = 0,36 t; N = 0,26 t; G = 0,62 t; V = 65—145 km/h; H = 4,5 km; St = 1,0 km/8′; M: Wright 60 PS-HP-CV; Bst.: H. St.

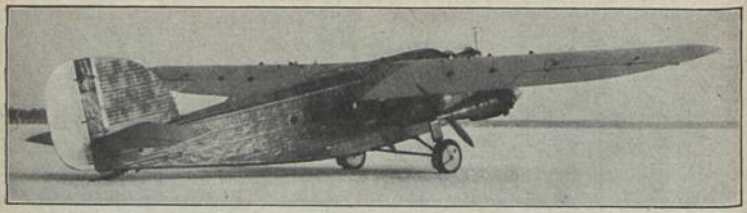
Bäumer Aero G. m. b. H., Hamburg-Fuhlsbüttel

Bäumer B IV (1926) Sp. 2; E: W. Günther
b = 9,15 m; l = 6,25 m; T = 11,20 m²; L = 0,30 t; N = 0,27 t; G = 0,57 t; V = 85—200 km/h; H = 5,4 km; St = 1,0 km/6′; M: Wright 60 PS-HP-CV; Bst.: H, St.

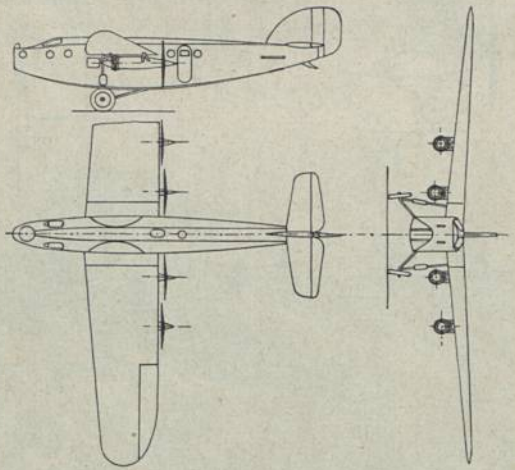


Bäumer B V „Puck" (1927) Sp 1; E: W. Günther
b = 6,75 m; l = 4,38 m; T = 12,20 m²; L = 0,25 t; N = 0,12 t; G = 0,37 t; V = 60—140 km/h; H = 5,5 km; St = 1,0 km/4′; M: Siddeley 75 PS-HP-CV; Bst.: H, St.

Bäumer Aero G. m. b. H., Hamburg-Fuhlsbüttel



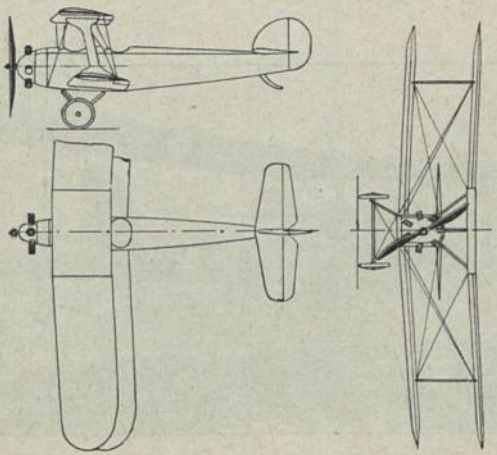
B. F. W. Udet U 11 „Kondor" (1925) V 11: E: H. H. Herrmann
b = 22,00 m; l = 15,50 m; T = 69,30 m²; L = 3,30 t; N = 1,00 t; G = 4,30 t; V = 90—160 km/h; H = 3,2 km; St = 1,0 km/11′; M: 4 × Siemens 100 PS-HP-CV = 400 PS-HP-CV; Bst.: H, D, St.



B. F. W. Udet U 11 „Kondor"

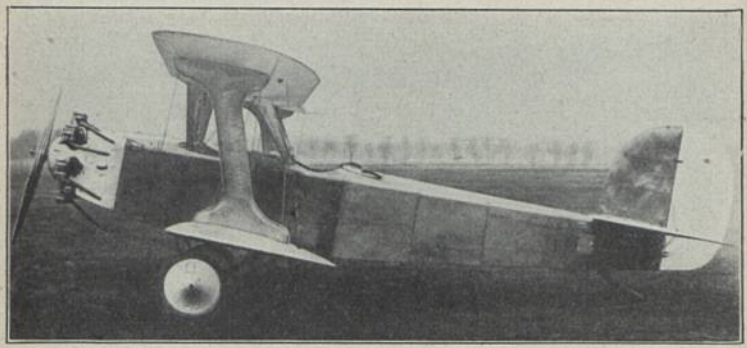
Bayerische Flugzeug-Werke A.-G., Augsburg

B. F. W. Udet U 12a „Flamingo" (1925) Ü 2; E: H. H. Herrmann
b = 10,00 m; l = 7,50 m; T = 24,00 m²; L = 0,50 t, N = 0,30 t, G = 0,80 t; V = 75—140 km/h; H = 3,3 km; St = 1,0 km9′; M: Siemens 80 PS-HP-CV; Bst.: H, St.



B. F. W. Udet U 12a „Flamingo"

Bayerische Flugzeug-Werke A.-G., Augsburg

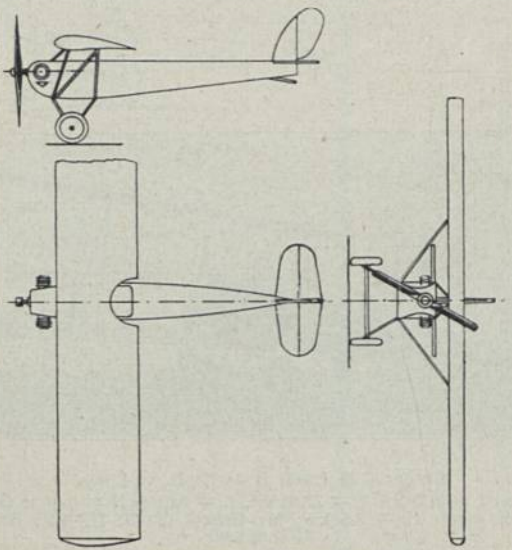


B. F. W. Udet U 12b „Flamingo" (1926) Ü 2; E: H. H. Herrmann
b = 10,00 m; l = 7,50 m; T = 24,00 m²; L = 0,53 t; N = 0,27 t; G = 0,80 t; V = 75—150 km/h; H = 4,2 km; St = 1,0 km/6'; M: Siemens 100 PS-HP-CV; Bst.: H, St.

B. F. W. Udet U 13 „Bayern" (1926) Pw 2; E: H. H. Herrmann
b = 15,00 m; l = 10,60 m; T = 47,00 m²; L = 2,10 t, N = 0,75 t; G = 2,85 t; M: B. M. W. 600 PS-HP-CV; Bst.: S, D, St.

Bayerische Flugzeug-Werke A.-G., Augsburg

Braunschweig „Wolfenbüttel" (1925) Sp 1; E: F. Haarmann
b = 8,60 m; l = 5,10 m; T = 11,50 m²; L = 0,24 t; N = 0,11 t; G = 0,35 t; V = 61—112 km/h; H = 2,5 km; M: Haacke 30 PS-HP-CV; Bst.: H. St. S.



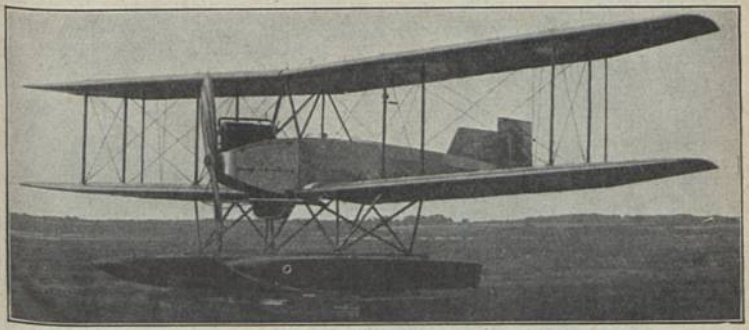
Braunschweig „Wolfenbüttel"

Fliegergruppe Tech. Hochschule. **Braunschweig**

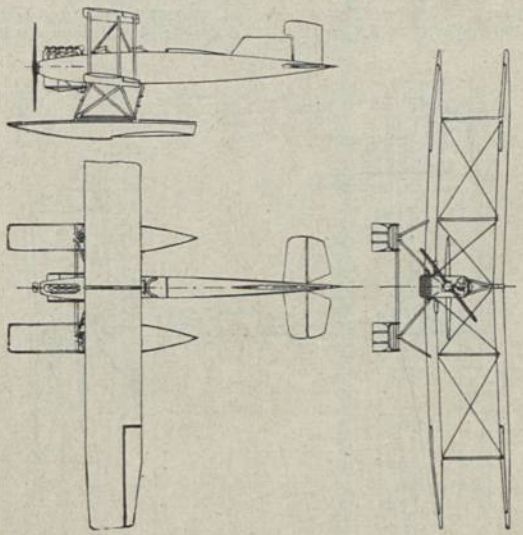
Caspar CT 2 (1925) Ü 2; E: Theis
b = 11,00 m; l = 7,00 m; T = 25, 00 m², L = 0,62 t; N = 0,27 t; G = 0,90 t;
V = 75—140 km/h; H = 2,5 km; M: Mercedes 100 PS-HP-CV; Bst.: H, St.

Caspar C 26 (1925) Ü 2; E: E. v. Loessl
b = 10,00 m; l = 7,25 m; T = 22,00 m², L = 0,62 t; N = 0,37 t; G = 1,10 t;
V = 60—160 km/h; H = 3,5 km; M: Bristol 120 PS-HP-CV; Bst.: H, St.

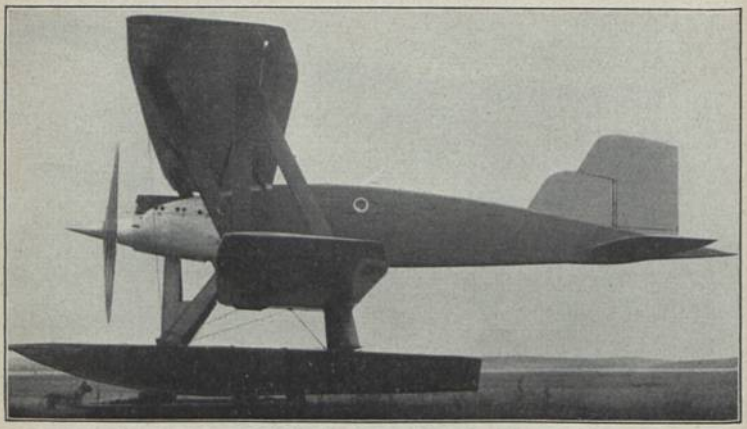
Caspar-Werke A.-G., Travemünde



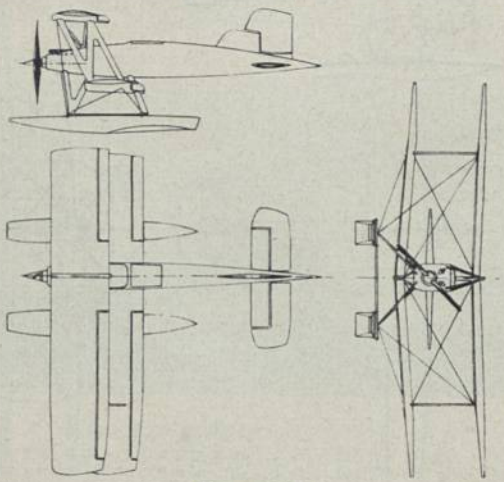
Caspar C 27 „Möve" (1926) Üw 2; E: E. v. Loessl
b = 15,36 m; l = 10,25 m; T = 48,55 m²; L = 1,30 t; N = 0,49 t; G = 1,80 t; V = 65—145 km/h; H = 4,0 km; St = 1,0 km/7'; M: B. M. W. 230 PS-HP-CV; Bst.: H, St, S.



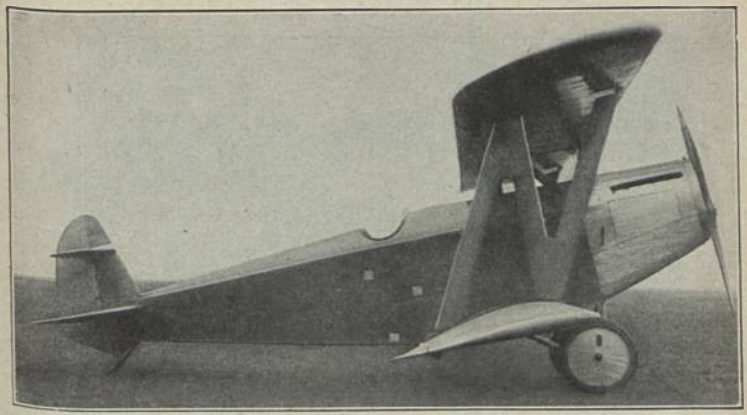
Caspar C 27
Caspar-Werke A.-G., Travemünde



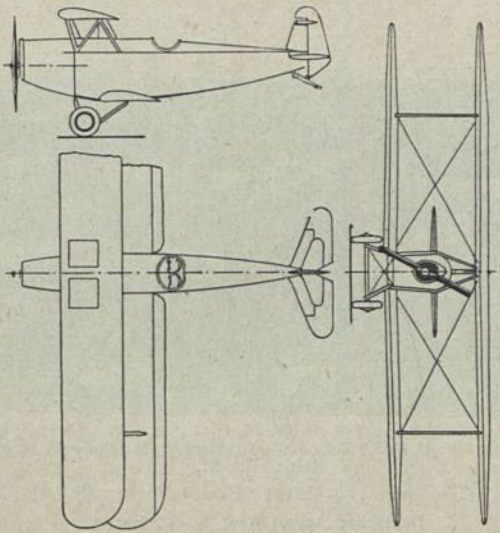
Caspar C 29 (1926) Pw 2; E: E. v. Loessl
b = 13,00 m; l = 9,98 m; T = 47,44 m²; L = 1,34 t; N = 0,66 t; G = 2,00 t; V = 65—190 km/h; H = 5,5 km; St = 1,0 km/4'; M: Hispano 400 PS-HP-CV; Bst.: H, S, St.



Caspar C 29
Caspar-Werke A.-G., Travemünde

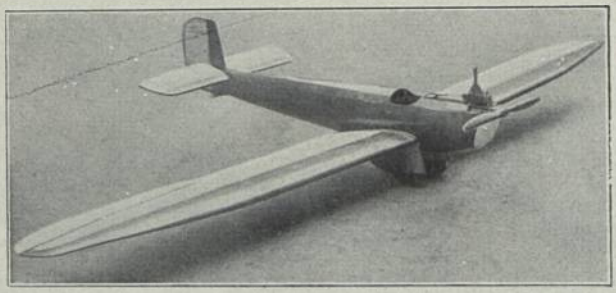


Caspar C 32 (1927) F 2; E: R. Mewes
b = 15,00 m; l = 9,10 m; T = 53,00 m²; L = 1,40 t; N = 0,89 t; G = 2,30 t; V = 50—158 km/h; H = 3,7 km; St = 1,0 km/8′6″; M: B. M. W. 230 PS-HP-CV; Bst.: H, S, St.



Caspar C 32

Caspar-Werke A.-G., Travemünde

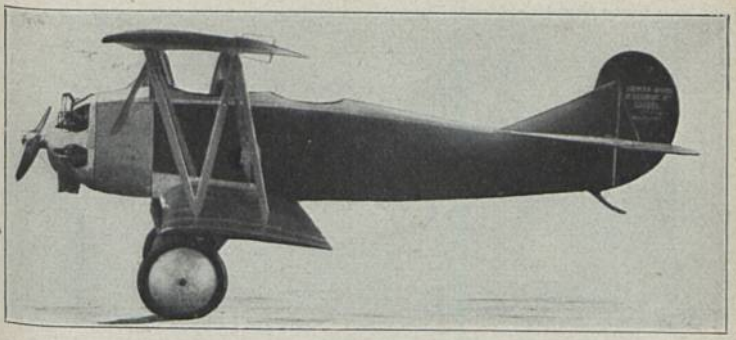


Darmstadt D 11 „Mahomed" (1924) Sp 1; E: G. Hoppe
b = 10,70 m; l = 5,20 m; T = 12,00 m²; l = 0,18 t; N = 0,13 t; G = 0,31 t;
V = 65—128 km/h; H = 3,5 km; M: Hirth 15 PS-HP-CV; Bst.: H, St.

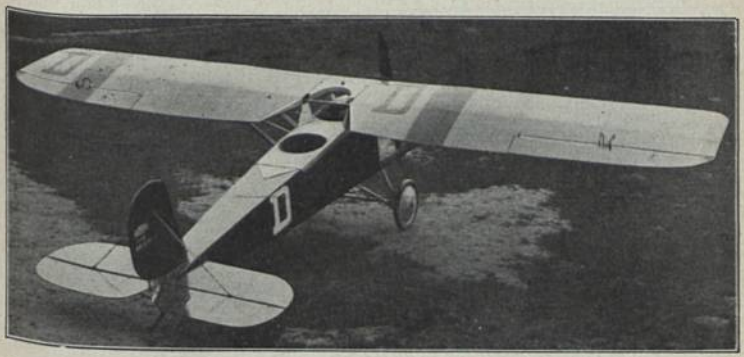
Akad. Fliegergruppe T. H., Darmstadt

Grulich S I (1925) Ü 2; E: K. Grulich
b = 12,00 m; l = 7,75 m; T = 19,20 m²; L = 0,55 t; N = 0,25 t; G = 0,80 t;
V = 70—140 km/h; H = 3,0 km; St = 1,0 km/12'; M: Siemens 80 PS-HP-CV;
Bst.: H, St.

Deutscher Aero-Lloyd, A.-G., Berlin

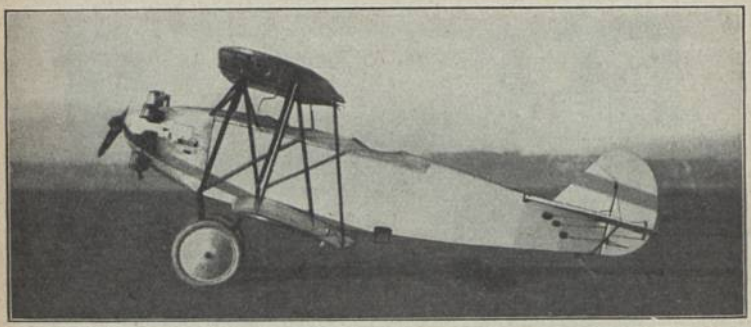


Dietrich DP IIa (1923) Ü 2; E: R. Dietrich
b = 7,20 m; l = 5,90 m; T = 16,23 m²; L = 0,40 t; N = 0,22 t; G = 0,62 t; V = 160 km/h; H = 3,2 km; M: Siemens 80 PS-HP-CV; Bst.: H, St, S.



Dietrich DP IX (1925) Sp 2; E: F. Hall
b = 9,66 m; l = 6,00 m; L = 0,31 t; N = 0,21 t; G = 0,52 t; V = 140 km/h; H = 3,0 km; M: Siemens 55 PS-HP-CV; Bst.: H, St, S.

Dietrich-Flugzeugwerke A.-G., Cassel

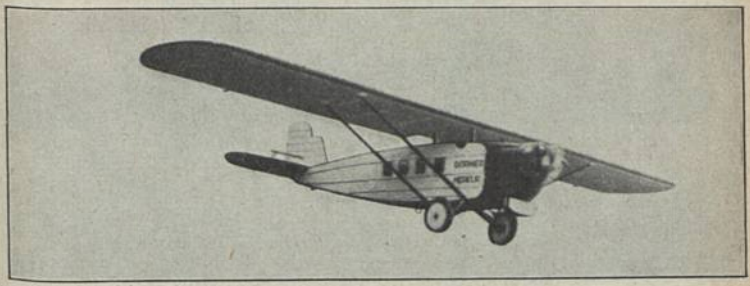


Dietrich DP XI (1925) Ü 2; E: F. Hall
b = 8,00 m; l = 6,10 m; T = 17,20 m²; L = 0,42 t; N = 0,24 t; G = 0,67 t;
M: Siemens 80 PS-HP-CV; Bst.: H, St, S.

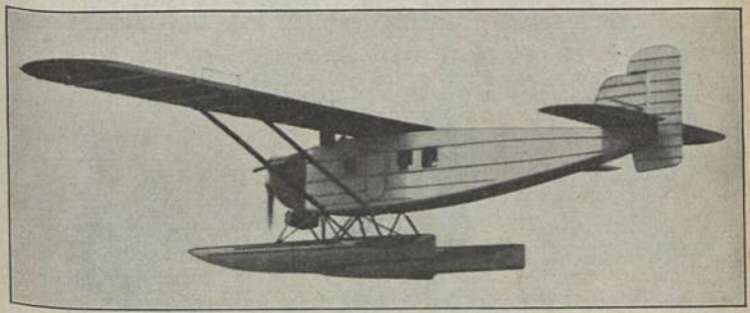
Dietrich-Flugzeugwerke A.-G., Cassel

Dornier „Spatz" (1925) Ü 3; E: C. Dornier
b = 9,80 m; l = 6,90 m; T = 15,60 m²; L = 0,44 t; N = 0,28 t; G = 0,72 t;
V = 120 km; M: Bristol 120 PS-HP-CV; Bst.: D, St, S.

Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B.



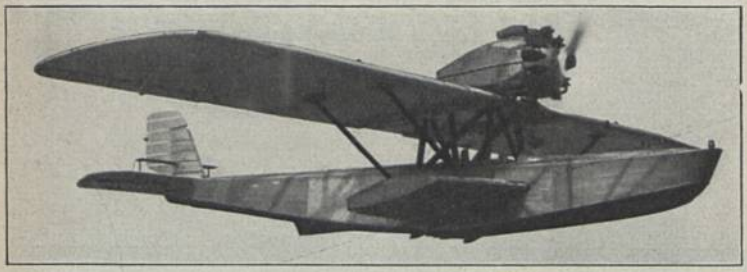
Dornier „Merkur" (1926) V 12; E: C. Dornier
b = 19,60 m; l = 12,43 m; T = 62,00 m²; L = 2,20 t; N = 1,20 t; G = 3,40 t;
V = 195 km/h; M: B. M. W. 600 PS-HP-CV; Bst.: D, S.



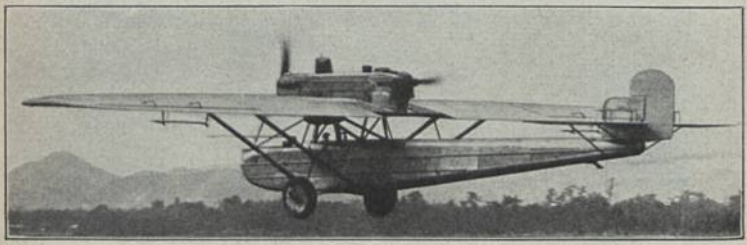
Dornier „Merkur" (W) (1926) Vw 12; E: C. Dornier
b = 19,60 m; l = 12,43 m; T = 62,00 m²; L = 2,35 t; N = 1,00 t; G = 3,35 t;
V = 185 km/h; M: B. M. W. 600 PS-HP-CV; Bst.: D, S.

Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B.

Dornier „Delphin" (1921) Vs 6; E: C. Dornier
b = 17,10 m; l = 11,90 m; T = 49,00 m²; L = 1,60 t; N = 0,65 t; G = 2,25 t;
V = 145 km/h; M: B. M. W. 185 PS-HP-CV; Bst.: D, S.

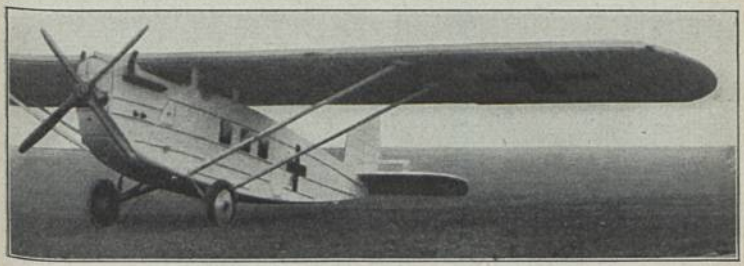


Dornier Do E I (1925) Vs 3; E: C. Dornier
b = 17,10 m; l = 12,45 m; T = 51,30 m²; L = 1,70 t; N = 0,75 t; G = 2,45 t;
V = 85—170 km/h; H = 4,0 km; St = 1—2,0/12'; M: Bristol 450 PS-HP-CV;
Bst.: D, St, S.

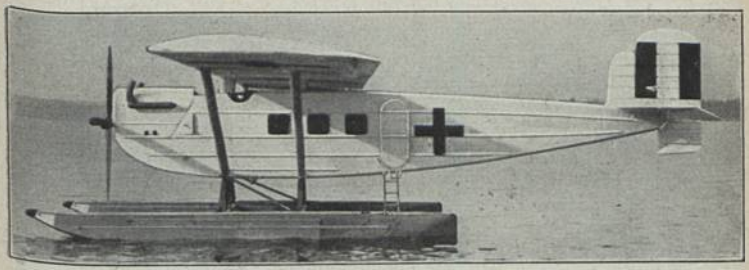


Dornier Do F (1926) V; E: C. Dornier
b = 28,50 m; l = 19,85 m; T = 143,0 m²; L = 5,10 t; N = 3,25 t; G = 8,35 t;
V = 175 km/h; M. 2 × Rolls Royce 650 PS-HP-CV = 1300 PS-HP-CV;
Bst.: D, S.

Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B.

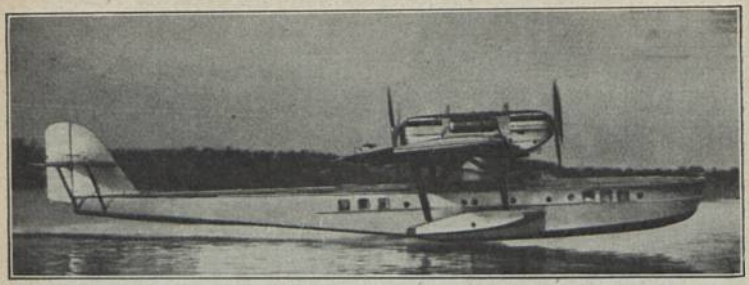


Dornier Do T (1926) Kk; E: C. Dornier
b = 19,60 m; l = 12,43 m; T = 62,00 m²; L = 2,20 t; N = 1,20 t; G = 3,40 t;
V = 195 km/h; M: B. M. W. 600 PS-HP-CV; Bst.: D. S.

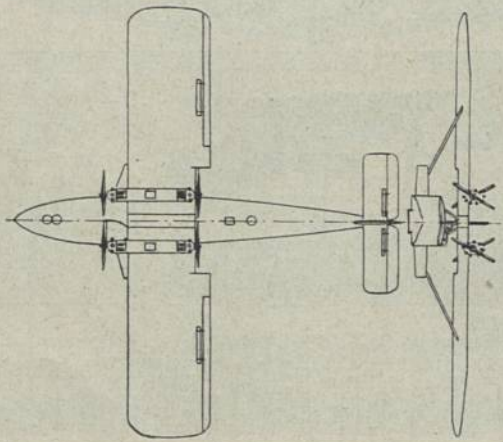


Dornier Do T (W) (1926) Kkw; E: C. Dornier
b = 19,60 m; l = 12,43 m; T = 62,00 m²; L = 2,35 t; N = 1,00 t; G = 3,35 t;
V = 120 km/h; M: B. M. W. 600 PS-HP-CV; Bst.: D. S.

Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B.

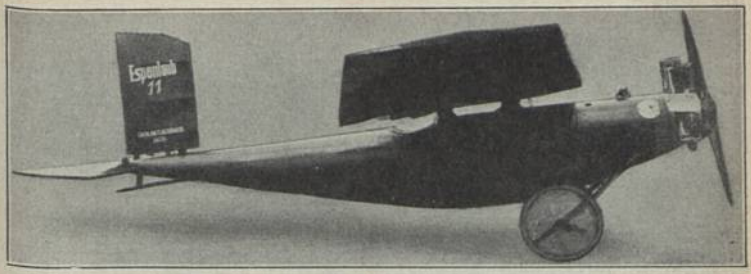


Dornier „Superwal" (1926) Vs: E: C. Dornier
b = 28,50 m; l = 24,60 m; T = 143,0 m²; L = 5,80 t; N = 3,00 t; G = 8,80 t; V = 180 km/h; M: 2 × Rolls Royce 650 PS-HP-CV = 1300 PS-HP-CV; Bst.: D. S.



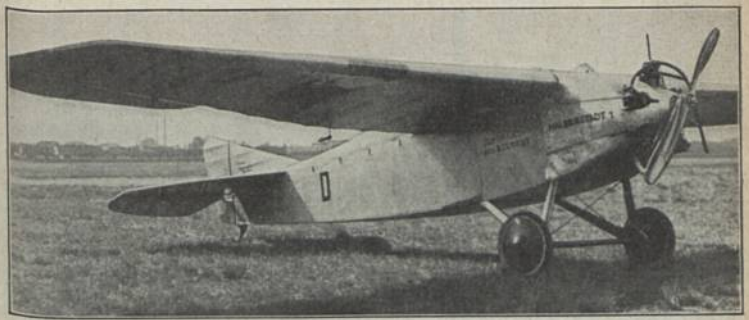
Dornier Do R-Jas (1927) Vs 24; E: C. Dornier
b = 28,52 m; l = 24,80 m; M: 4 × Gnôme 420 PS-HP-CV = 1680 PS-HP-CV; Bst.: D. S.

Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B.



Espenlaub E 11 (1926) Sp 1; E: G. Espenlaub
b = 10,00 m; l = 6,00 m; L = 0,25 t; V = 60—145 km/h; M: Anzani 35 PS-HP-CV; Bst.: H, St.

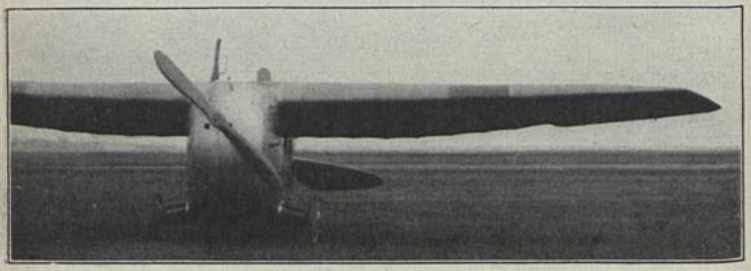
Espenlaub-Flugzeugbau, Cassel



Focke-Wulf S I (1925) Ü 2; E: H. Focke, G. Wulf
b = 12,00 m; l = 8,10 m; T = 22,0 m²; L = 0,47 t; N = 0,20 t; G = 0,67 t; V = 50—118 km/h; H = 3,0 km; St = 1,0 km/12'; M: Siemens 55 PS-HP-CV; Bst.: H, St.

Focke-Wulf-Flugzeugbau A.-G., Bremen

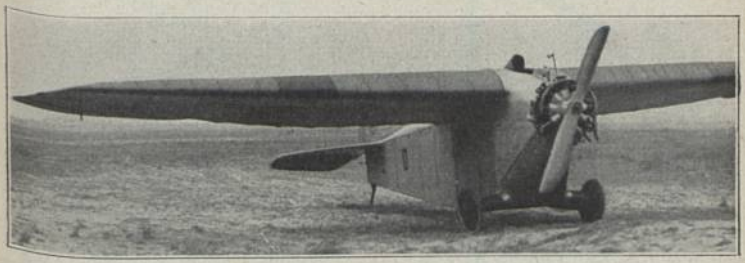
Focke-Wulf A 16 (1924) V 4; E: H. Focke, G. Wulf
b = 13,90 m; l = 8,50 m; T = 27,00 m²; L = 0,57 t; N = 0,40 t; G = 0,97 t; V = 70—132 km/h; H = 2,5 km; St = 1,0 km/14'; M: Siemens 80 PS-HP-CV; Bst.: H, St.



Focke-Wulf A 16a (1925) V 4; E: H. Focke, G. Wulf
b = 14,00 m; l = 9,10 m; T = 27,00 m²; L = 0,75 t; N = 0,44 t; G = 1,19 t; V = 75—140 km/h; H = 3,0 km; St = 1,0 km/11'; M: Mercedes 100 PS-HP-CV; Bst.: H, St.

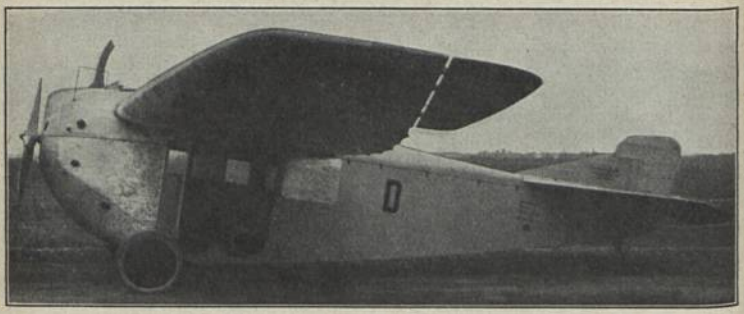
Focke-Wulf-Flugzeugbau A.-G., Bremen

Focke-Wulf A 16b (1925) V4; E: H. Focke, G. Wulf
b = 14,00 m; l = 8,75 m; T = 27,00 m²; L = 0,60 t; N = 0,29 t; G = 0,89 t; V = 60—130 km/h; H = 2,5 km; St = 1,0 km/15′; M: Junkers 80 PS-HP-CV; Bst.: H, St.

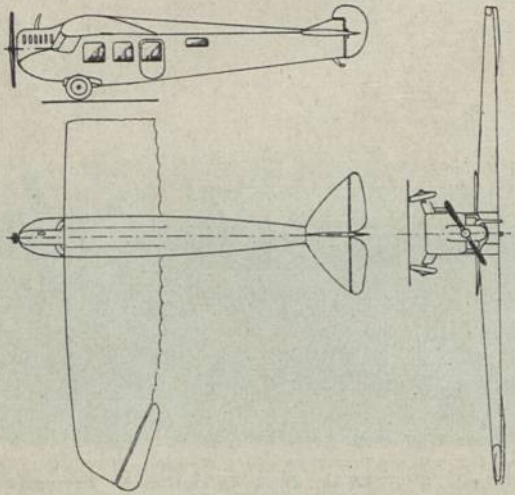


Focke-Wulf A 16c (1925); V 4; E: H. Focke, G. Wulf
b = 14,00 m; l = 8,50 m; T = 27,00 m²; L = 0,60 t; N = 0,40 t; G = 1,00 t; V = 70—150 km/h; H = 3,5 km; St = 1,0 km/10′; M: Siemens 100 PS-HP-CV; Bst.: H, St.

Focke-Wulf-Flugzeugbau A.-G., Bremen

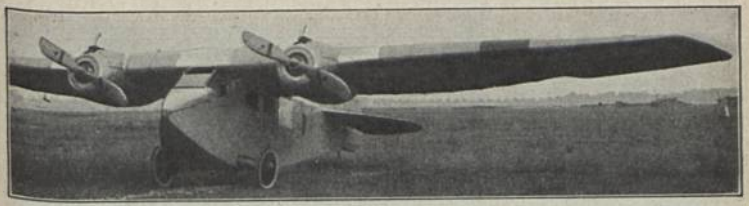


Focke-Wulf A 16d (1926) V 5; E: H. Focke, G. Wulf
b = 14,00 m; l = 9,10 m; T = 27,00 m²; L = 0,82 t; N = 0,58 t; G = 1,40 t; V = 75—160 km/h; H = 3,8 km; St = 1,0 km/6'; M: Mercedes 120 PS-HP-CV; Bst.: H, St.

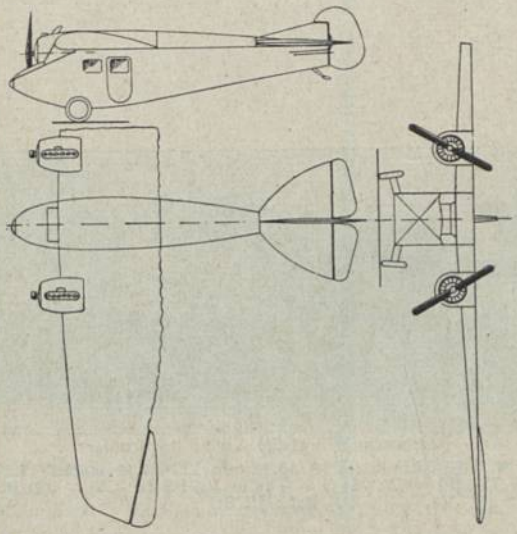


Focke-Wulf A 17 (1927) V 10; E: H. Focke, G. Wulf
b = 20,00 m; l = 13.00 m; T = 64.00 m²; L = 1,55 t; N = 1,48 t; G = 3,03 t; V = 75—170 km/h; H = 4,5 km; St = 1,0 km/8'; M: B. M. W. 600 PS-HP-CV; Bst.: H, St.

Focke-Wulf-Flugzeugbau A.-G., Bremen



Focke-Wulf GL 18 (1926) V 4; E: H. Focke, G. Wulf
b = 16,00 m; l = 8,80 m; T = 34,50 m²; L = 0,92 t; N = 0,53 t; G = 1,45 t; V = 85—145 km/h; H = 3,0 km; St = 1,0 km/10′; M: 2 × Junkers 80 PS-HP-CV = 160 PS-HP-CV; Bst.; H. St.

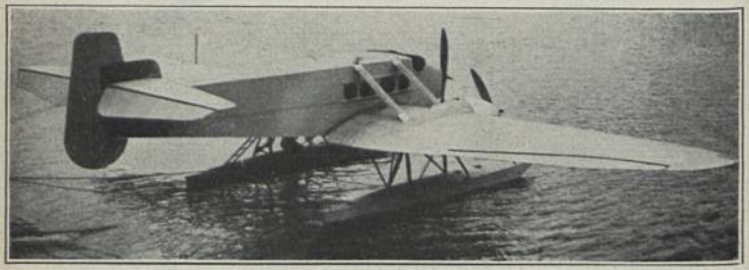


Focke-Wulf GL 18

Focke-Wulf-Flugzeugbau A.-G., Bremen

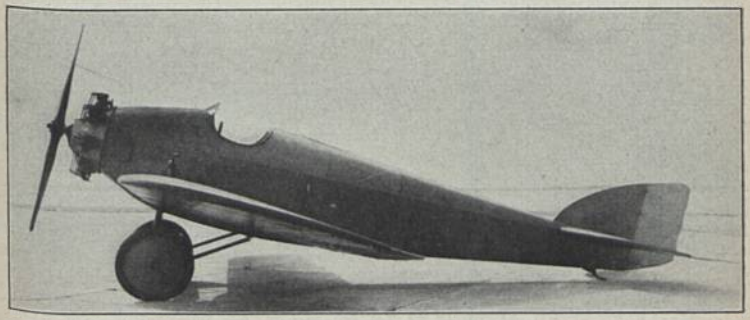
Focke-Wulf GL 1Sc (1927) V 5; E: H. Focke, G. Wulf
b = 16,00 m; l = 9,10 m; T = 34,50 m²; L = 1,00 t; N = 0,56 t; G = 1,56 t; V = 80—150 km/h; H = 3,5 km; St = 1,0 km/12'; M: 2 × Siemens 100 PS-HP-CV = 200 PS-HP-CV; Bst.: H, St.

Focke-Wulf-Flugzeugbau A.-G., Bremen

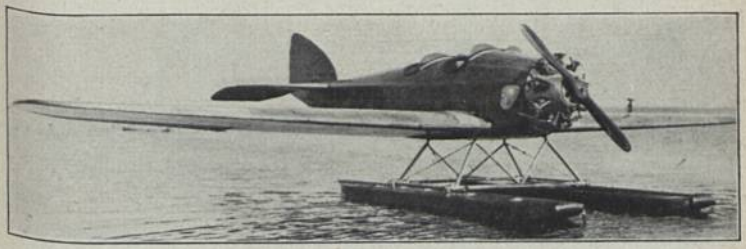


Gerbrecht W 3 (1926) Vw 8; E: Schüler
b = 21,00 m; l = 13,15 m; T = 63,40 m²; L = 2,10 t; N = 1,20 t; G = 3,30 t; V = 75—170 km/h; M: 3 × Thulin 110 PS-HP-CV = 330 PS-HP-CV; Bst.: H, St.

E. Gerbrecht, Werden, Ruhr

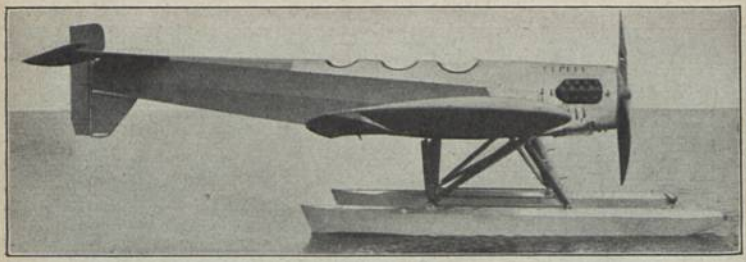


Heinkel H E 3 L (1923) Sp 3; E: E. Heinkel
b = 12,00 m; l = 7,20 m; T = 20,00 m²; L = 0,64 t; N = 0,36 t; G = 1,00 t;
V = 145 km/h; M: Siemens 100 PS-HP-CV; Bst.: H, St.

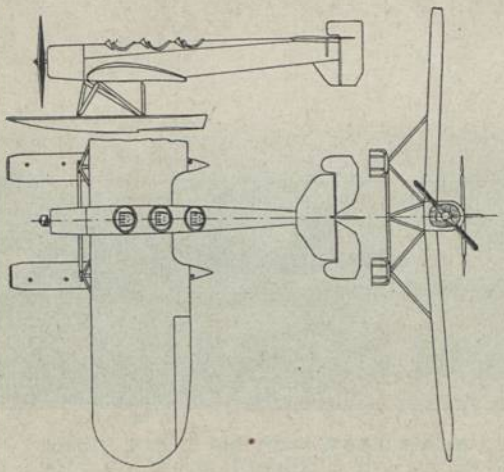


Heinkel H E 3 W (1923) Spw 3; E: E. Heinkel
b = 10,40 m; l = 7,80 m; T = 18,00 m²; L = 0,52 t; N = 0,32 t; G = 0,84 t;
V = 140 km/h; H = 4,0 km; M: Siemens 100 PS-HP-CV; Bst.: H, St.

E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

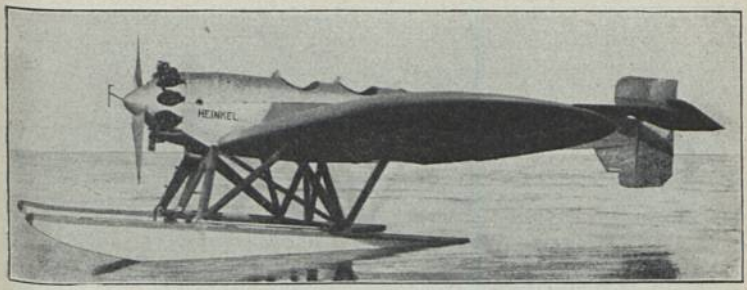


Heinkel H E 5a (1926) Pw 3; E: E. Heinkel
b = 16,80 m; l = 11,77 m; T = 48,98 m²; L = 1,64 t; N = 0,86 t; G = 2,50 t; V = 85—207 km/h; H = 6,5 km; St = 1,0 km/3′6″; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

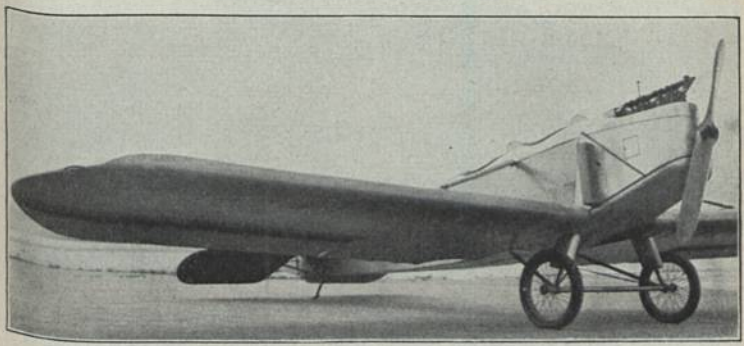


Heinkel H E 5a

E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde



Heinkel H E 5b (1926) Pw 3; E: E. Heinkel
b = 16,80 m; l = 11,80 m; T = 48,98 m²; L = 1,52 t; N = 0,98 t; G = 2,50 t; V = 85—195 km/h; H = 7,5 km; St = 1—2,0 km/5′5″; M: Gnôme 420 PS-HP-CV; Bst.: H, St, S.



Heinkel H E 18 L (1924) Sp 2; E: E. Heinkel
b = 11,10 m; l = 7,20 m; T = 17,00 m²; L = 0,49 t; N = 0,23 t; G = 0,72 t; V = 140 km/h; M: Mercedes 100 PS-HP-CV; Bst.: H, S, St.

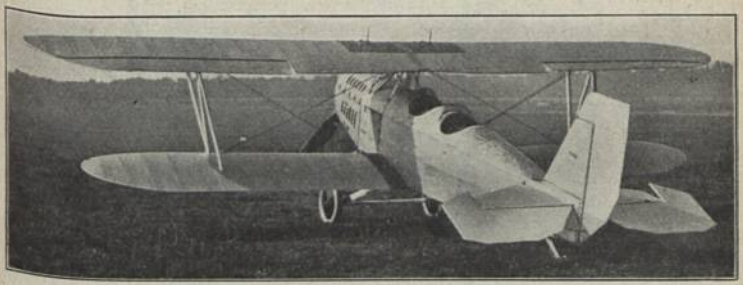
E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

Heinkel H E 18 W (1924) Spw 2; E: E. Heinkel
b = 11,10 m; l = 6,80 m; T = 19,10 m²; L = 0,40 t; N = 0,22 t; G = 0,62 t; V = 145 km/h; H = 3,2 km; St = 1,0 km/6'; M: Siemens 80 PS-HP-CV; Bst.: H, St, S.

Heinkel H D 20 (1920) Lb 2; E: E. Heinkel
b = 12,80 m; l = 9,45 m; T = 39,80 m²; L = 1,30 t; N = 0,65 t; G = 1,95 t; V = 85—195 km/h; H = 6,0 km; M: 2 × Wright 200 PS-HP-CV = 400 PS-HP-CV; Bst.: H, St, S.

E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

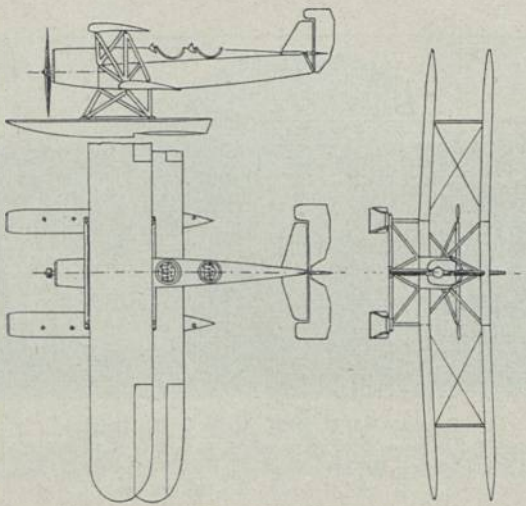
Heinkel H D 21 (1924) Ü 2; E: E. Heinkel
b = 10,60 m; l = 7,23 m; T = 27,80 m²; L = 0,71 t; N = 0,27 t; G = 0,98 t;
V = 145 km/h; H = 3,2 km; St = 1,0 km/5'; M: Mercedes 120 PS-HP-CV;
Bst.: H. St.



Heinkel H D 22 (1926) Ü 2; E: E. Heinkel
b = 12,00 m; l = 8,30 m; T = 35,10 m²; L = 1,05 t; N = 0,50 t; G = 1,55 t;
V = 82—180 km/h; H = 6,0 km; M: B. M. W. 230 PS-HP-CV; Bst.: H, S, St.

E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

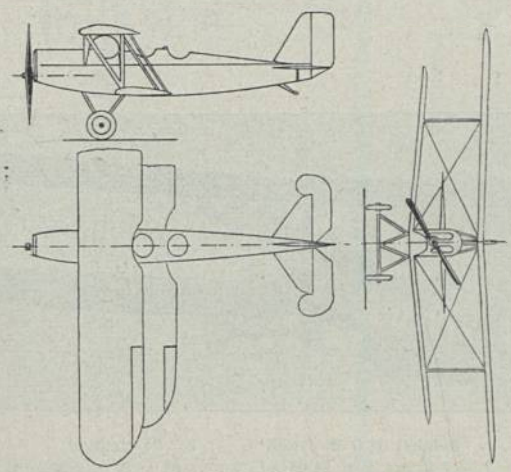
Heinkel H D 24 (1926) Üw 2; E: E. Heinkel
b = 14,20 m; l = 9,81 m; T = 50,10 m²; L = 1,30 t; N = 0,61 t; G = 1,91 t; V = 74—160 km/h; H = 4,0 km; St = 1,0 km/8'; M: B. M. W. 230 PS-HP-CV; Bst.: H, St, S.



Heinkel H D 24

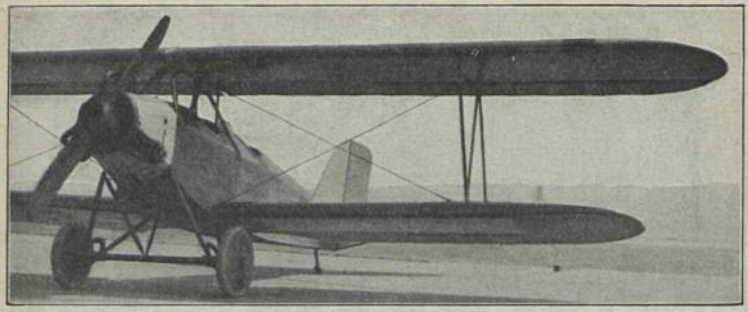
E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

Heinkel H D 29 (1925) Ü 2; E: E. Heinkel
b = 10,50 m; l = 7,20 m; T = 27,70 m²; L = 0,65 t; N = 0,32 t; G = 0,97 t; V = 140 km/h; H = 3,1 km; M: Mercedes 120 PS-HP-CV; Bst.: H, St.



Heinkel H D 29.

E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

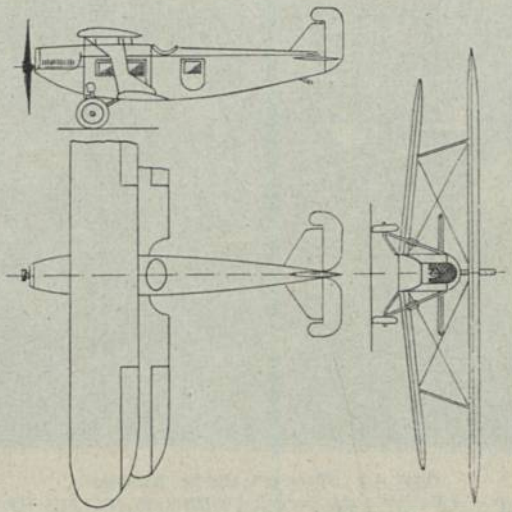


Heinkel H D 32 (1925) Ü 3; E: E. Heinkel
b = 10,50 m; l = 6,80 m; T = 23,60 m²; L = 0,54 t; N = 0,27 t; G = 0,81 t; V = 145 km/h; H = 3,8 km; M: Bristol 120 PS-HP-CV; Bst.: H, St.

Heinkel H D 35 (1926) Ü 3, E: E. Heinkel
b = 11,00 m; l = 7,40 m; T = 29,90 m²; L = 0,65 t; N = 0,30 t; G = 0,95 t; V = 65—130 km/h; H = 3,9 km; M: Mercedes 120 PS-HP-CV; Bst.: H, St.

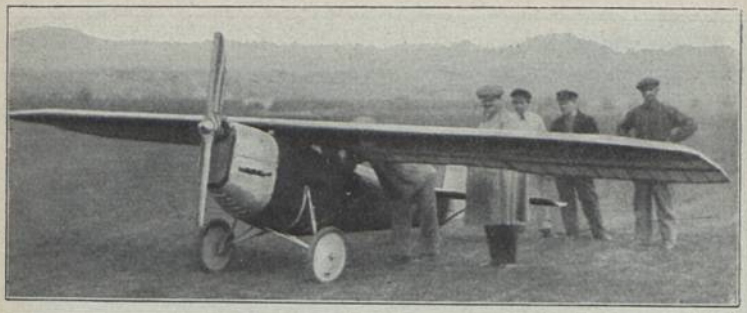
E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

Heinkel H D 39 (1926) tr 2; E: E. Heinkel
b = 14,80 m; l = 10,00 m; T = 51,00 m²; L = 1,30 t; N = 0,70 t; G = 2,00 t; V = 72—180 km/h; St = 1,0 km/8'; M: B. M. W. 230 PS-HP-CV; Bst.: H. St.



Heinkel H D 39

E. Heinkel Flugzeugwerke G. m. b. H., Warnemünde

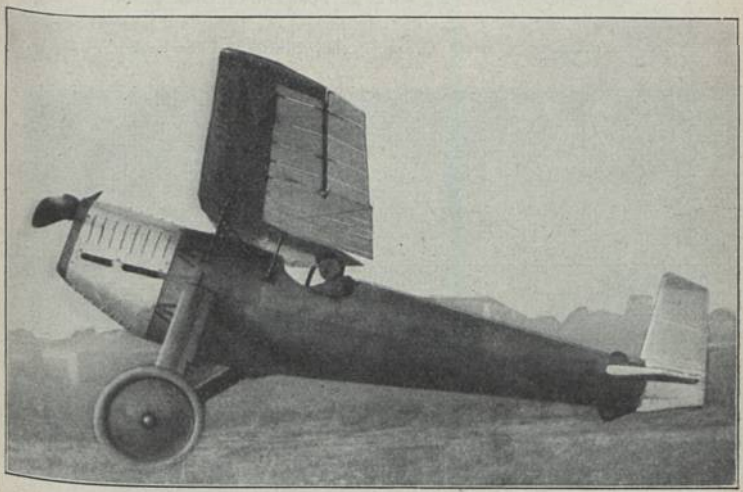


Hirth A (1923) Sp 1; E: Fr. Nicolaus
b = 7,20 m; l = 4,20 m; T = 8,50 m²; L = 0,12 t; N = 0,10 t; G = 0,22 t;
V = 50—100 km/h; M: Hirth 15 PS-HP-CV; Bst.: H. St.

Hirth A 1 (1924) Sp 1; E: Fr. Nicolaus
b = 10,00; l = 4,35; T = 12,00 m²; L = 0,19 t; N = 0,10 t; G = 0,29 t;
V = 55—125 km/h; H = 3,0 km; M: Hirth 20 PS-HP-CV; Bst.: H. St.

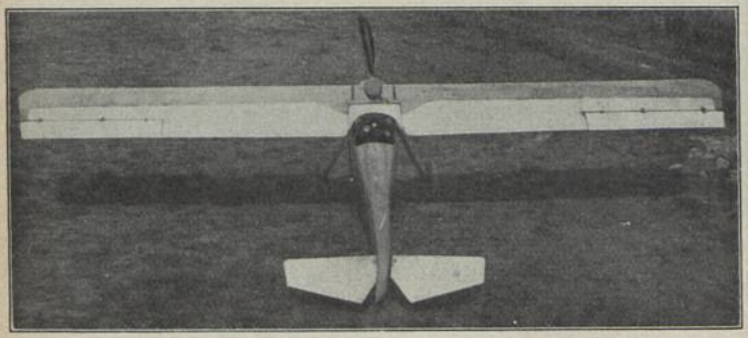
Versuchsbau **Hirth** G. m. b. H., Stuttgart-Feuerbach

Hirth A II (1925) Sp 1; E: Fr. Nicolaus
b = 7,66 m; l = 4,39 m; T = 7,00 m²; L = 0,22 t; N = 0,12 t; G = 0,34 t;
V = 80—160 km/h; H = 3,0 km; M: Hirth 40 PS-HP-CV; Bst.: H, St.



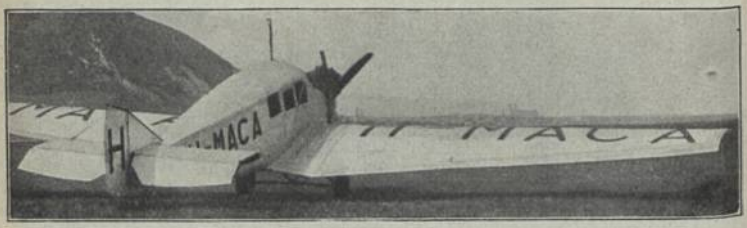
Hirth B I (1925) Sp 1; E: Fr. Nicolaus
b = 10,00 m; l = 4,90 m; T = 12,00 m²; L = 0,27 t; N = 0,13 t; G = 0,40 t;
V = 75—150 km/h; H = 3,0 km; M: Hirth 40 PS-HP-CV; Bst.: E, St.

Versuchsbau **Hirth** G. m. b. H., Stuttgart-Feuerbach



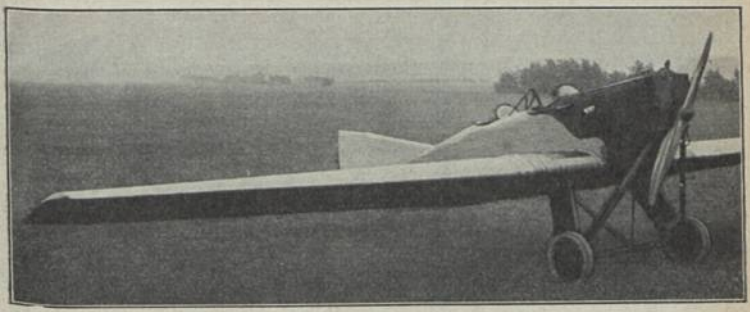
Hirth B II (1925) Sp 1; E: Fr. Nicolaus
b = 10,00 m; l = 4,35 m; T = 12,00 m²; L = 0,20 t; N = 0,11 t; G = 0,31 t;
V = 60—130 km/h; M: Hirth 20 PS-HP-CV; Bst.: E, St.

Versuchsbau **Hirth** G. m. b. H., Stuttgart-Feuerbach

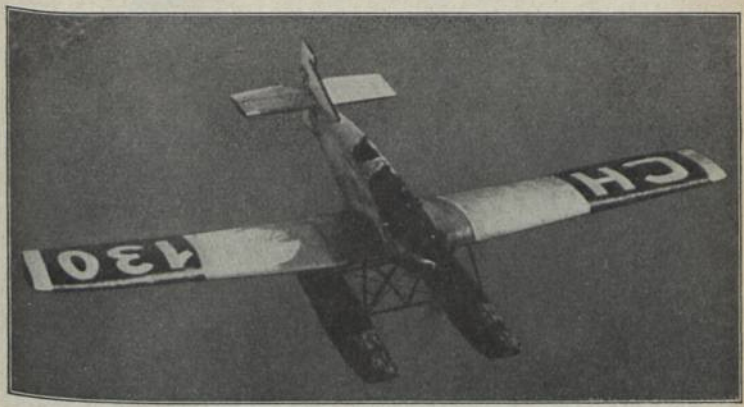


Junkers F 13 L (1919) V 6; E: Junkers
b = 18,35 m; l = 9,60 m; T = 44,27 m²; L = 1,17 t; N = 0,83 t; G = 2,00 t;
V = 90—180 km/h; H = 4,5 km; St = 1,0 km/7'; M: Junkers
265 PS-HP-CV; Bst.: D.

Junkers-Flugzeugwerk A.-G., Dessau, Anhalt

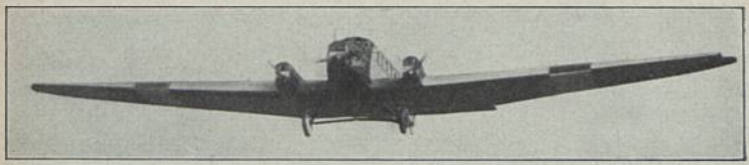


Junkers A 20 L (1924) P 2; E: Junkers
b = 15,35 m; l = 8,30 m; T = 28,10 m²; L = 0,97 t; N = 0,53 t; G = 1,50 t;
V = 90—186 km/h; H = 5,9 km; M: Junkers 265 PS-HP-CV; Bst.: D.

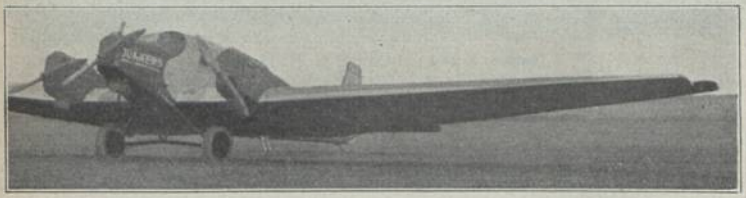


Junkers A 20 W (1924) Pw 2; E: Junkers
b = 15,35 m; l = 9,26 m; T = 28,10 m²; L = 1,09 t; N = 0,51 t; G = 1,60 t;
V = 90—175 km/h; H = 4,5 km; St = 1,0 km/5'0"; M: Mercedes 160 PS-HP-CV; Bst.: D.

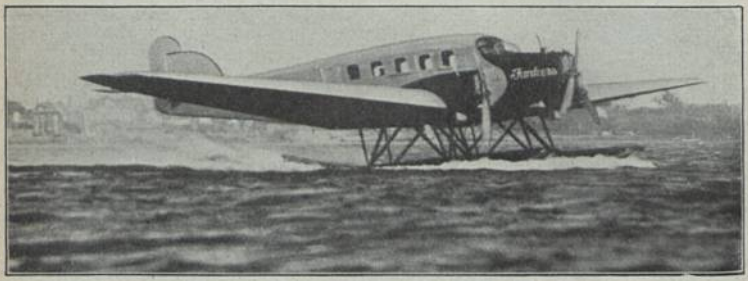
Junkers-Flugzeugwerk A.-G., Dessau, Anhalt



Junkers G 23 L (1925) V 10; E: Junkers
b = 28,50 m; l = 15,20 m; L = 2,82 t; N = 2,00 t; G = 4,82 t; V = 170 km/h; M: 2 × Mercedes 100 PS-HP-CV, 1 × Junkers 195 PS-HP-CV = 395 PS-HP-CV; Bst.: D.

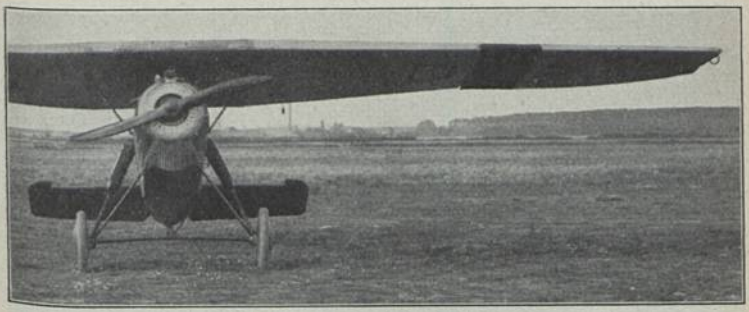


Junkers G 24 L (1925) V 11; E: Junkers
b = 28,05 m; l = 15,23 m; T = 89,00 m²; L = 3,76 t; N = 2,24 t; G = 6,00 t; V = 90—179 km/h; H = 3,7 km; St = 1,0 km/7′5″; M: 3 × Junkers 310 PS-HP-CV = 930 PS-HP-CV; Bst.: D

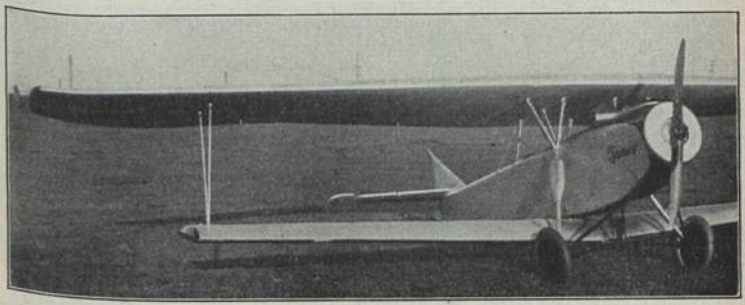


Junkers G 24 W (1925) Vw 11; E: Junkers
b = 29,90 m; l = 15,60 m; T = 94,60 m²; L = 4,54 t; N = 1,69 t; G = 6,15 t; V = 95—175 km/h; H = 4,0 km; St = 1,0 km/7′; M: 3 × Junkers 310 PS-HP-CV = 930 PS-HP-CV; Bst.: D.

Junkers-Flugzeugwerk A.-G., Dessau, Anhalt

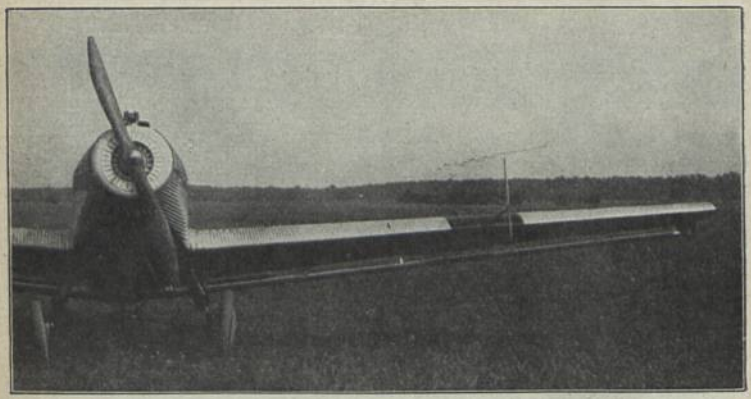


Junkers T 26 E (1925) Ü 2; E: Junkers
b = 13,16 m; l = 7,54 m; T = 21,50 m²; L = 0,50 t; N = 0,23 t; G = 0,73 t;
V = 80—130 km/h; H = 3,2 km; M: Junkers 80 PS-HP-CV; Bst.: D.



Junkers T 26 D (1925) Ü 2; E: Junkers
b = 13,16 m; l = 7,54 m; T = 33,50 m²; L = 0,57 t; N = 0,23 t; G = 0,80 t;
V = 60—115 km/h; H = 2,4 km; M: Junkers 80 PS-HP-CV; Bst.: D.

Junkers-Flugzeugwerk A.-G., Dessau, Anhalt

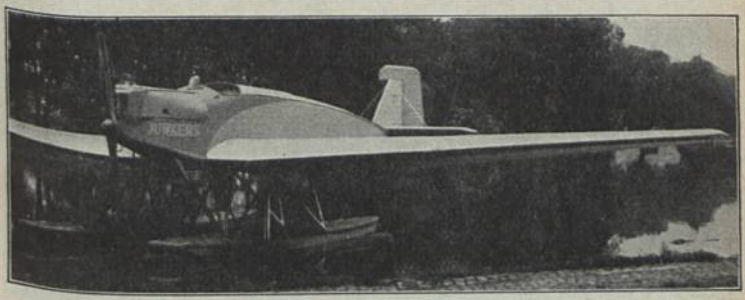


Junkers T 29 (1925) Sp 2; E: Junkers
b = 11,00 m; l = 7,00 m; T = 15,60 m²; L = 0,55 t; N = 0,20 t; G = 0,75 t; V = 70—140 km/h; M: Junkers 80 PS-HP-CV; Bst.: D.

Junkers G 31 (1926) V 17; E: Junkers
b = 30,30 m; l = 16,20 m; T = 94,00 m²; G = 7,70 t; V = 95—185 km/h; H = 4,0 km; St = 1,0 km/7'0": M: 3 × Junkers 400 PS-HP-CV = 1200 PS-HP-CV; Bst.: D.

Junkers-Flugzeugwerk A.-G., Dessau, Anhalt

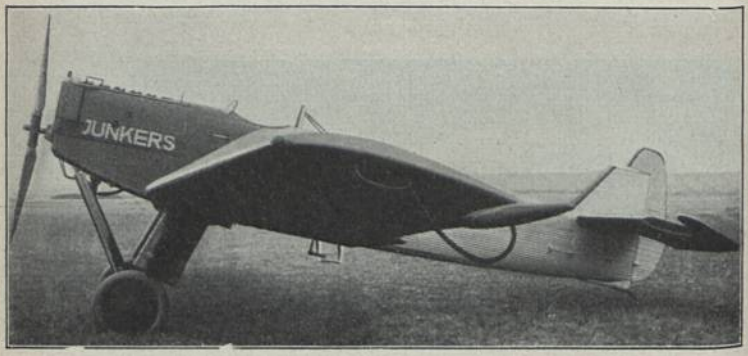
Junkers J 33 (1927) P 2; E: Junkers
b = 18,35 m; l = 10,50 m; T = 44,27 m²; V = 89—188 km/h; H = 5,5 km; St = 1,0 km/5'; M: Junkers 310 PS-HP-CV; Bst.: D.



Junkers W 33 W (1926) Pw 2; E: Junkers
b = 18,35 m; l = 10,50 m; T = 44,27 m²; L = 1,41 t; N = 0,69 t; G = 2,10 t; V = 89—188 km/h; H = 5,5 km; St = 1,0 km/5'; M: Junkers 310 PS-HP-CV; Bst.: D.

Junkers-Flugzeugwerk A.-G., Dessau, Anhalt

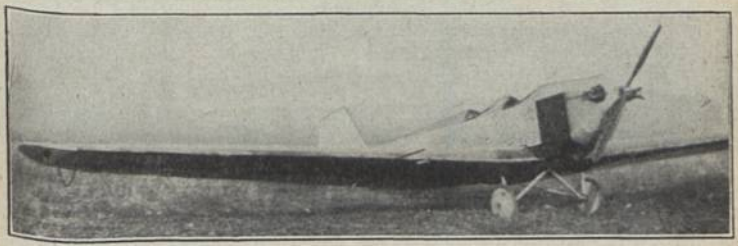
Junkers W 34 W (1926) Pw 3; E: Junkers
b = 18,35 m; l = 10,50 m; T = 44,27 m²; L = 1,42 t; N = 0,68 t; G = 2,10 t; V = 83—202 km/h; H = 6,4 km; St = 1,0 km/3′5″; M: Gnôme 420 PS-HP-CV; Bst.: D.



Junkers A 35 L (1926) P 2; E: Junkers
b = 15,94 m; l = 8,21 m; T = 29,76 m²; L = 1,06 t; N = 0,53 t; G = 1,60 t; V = 100—206 km/h; H = 6,3 km; St = 1,0 km/3′2″; M: Junkers 310 PS-HP-CV; Bst.: D.

Junkers-Flugzeugwerk A.-G., Dessau, Anhalt

Daimler L 20 (1925) Sp 2; E: H. Klemm
b = 13,00 m; l = 7,27 m; T = 20,00 m²; L = 0,22 t; N = 0,17 t; G = 0,39 t; V = 50—120 km/h; H = 3,5 km; M: Mercedes 19 PS-HP-CV; Bst.: H, St.

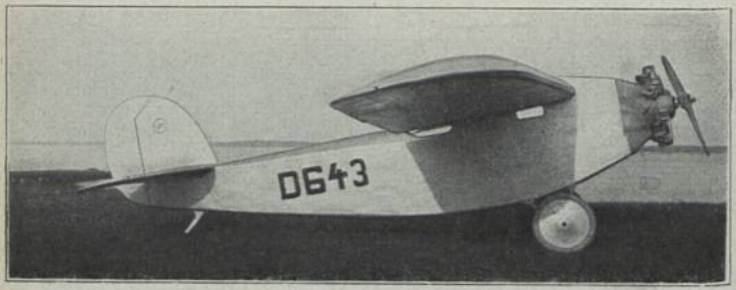


Klemm-Daimler L 20 B I (1926); E: H. Klemm
b = 13,00 m; l = 7,30 m; T = 20,00 m²; L = 0,26 t; N = 0,19 t; G = 0,45 t; V = 45—120 km/h; H = 3,7 km; St = 0,08 km/1′; M: Mercedes 20 PS-HP-CV; Bst.: H, St.

Daimler L 20a (1925) Sp 1; E: H. Klemm
b = 9,50 m; l = 7,27 m; T = 10,00 m²; L = 0,20 t; N = 0,11 t; G = 0,31 t; V = 60—130 km/h; H = 3,2 km; St = 0,12 km/1′0″; M: Mercedes 19 PS-HP-CV; Bst.: H, St.
Leichtflugzeugbau **Klemm**, Sindelfingen

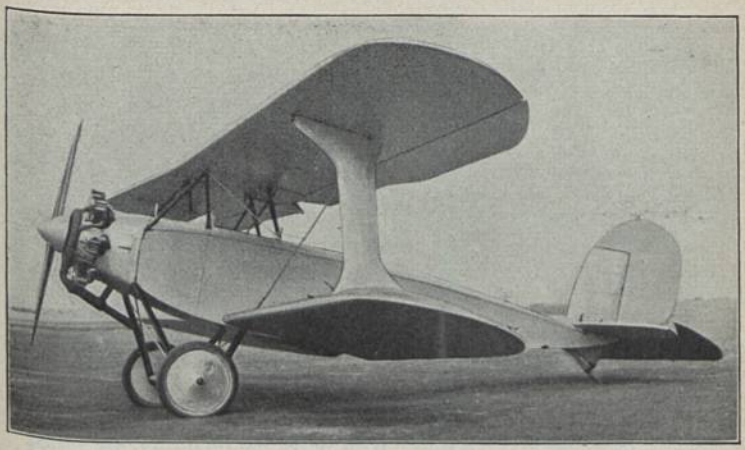
Daimler L 20w (1925) Spw 2; E: H. Klemm
b = 13,00 m; l = 7,30 m; T = 20,00 m; L = 0,29 t; N = 0,16 t; G = 0,45 t;
V = 45—110 km/h; H = 3,2 km; M: Mercedes 19 PS-HP-CV; Bst.: H. St.

Leichtflugzeugbau **Klemm**, Sindelfingen

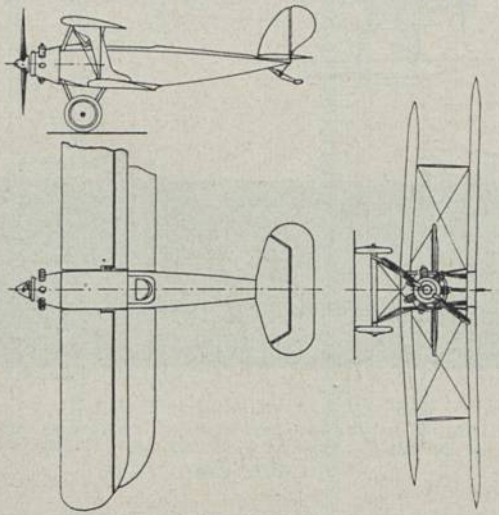


L. F. G. V 40 (1925) Sp 2; E: G. Baatz
b = 11,40 m; l = 7,16 m; T = 18,00 m²; L = 0,53 t; N = 0,31 t; G = 0,84 t;
V = 75—150 km/h; H = 3,9 km; M: Siemens 100 PS-HP-CV; Bst.: D.

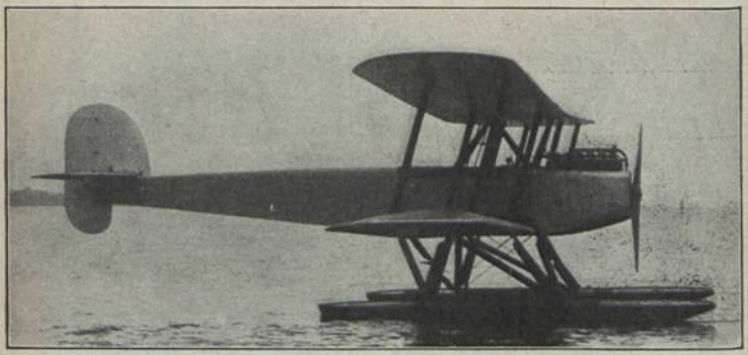
Luftfahrzeug-Ges., Werft Stralsund, Stralsund



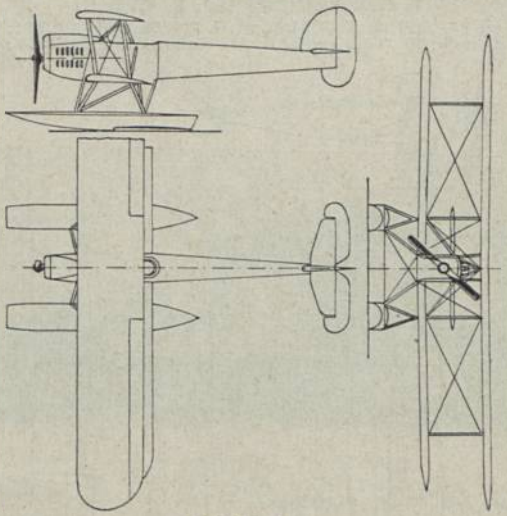
L. F. G. V 58 (1926) Ü 2; E: G. Baatz
b = 10,00 m; l = 6,70 m; T = 24,00 m²; L = 0,53 t; N = 0,22 t; G = 0,75 t;
V = 60—130 km/h; St = 1,0 km/5′30″; M: Siemens 80 PS-HP-CV; Bst.: H, St.



L. F. G. V 58
Luftfahrzeug-Ges., Werft Stralsund, Stralsund

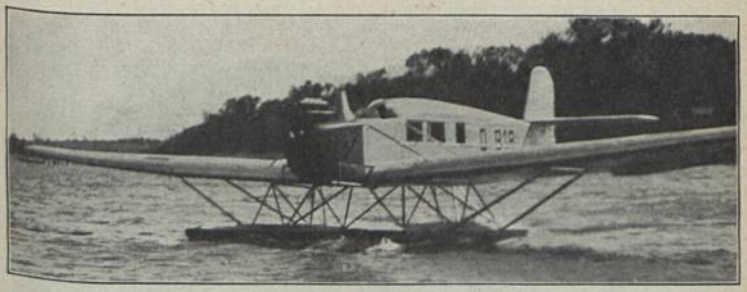


L. F. G. V 60 (1926) Üw 2; E: G. Baatz
b = 15,00 m; l = 10,60 m; T = 52,00 m²; L = 1,35 t; N = 0,70 t; G = 2,05 t;
V = 70—152 km/h; St = 1,0 km/8'; M: B. M. W. 230 PS-HP-CV; Bst.: H. St.

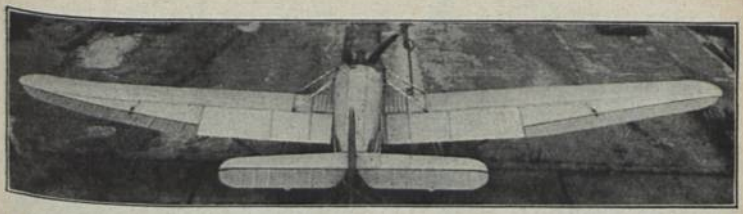


L. F. G. V 60

Luftfahrzeug-Ges., Werft Stralsund, Stralsund

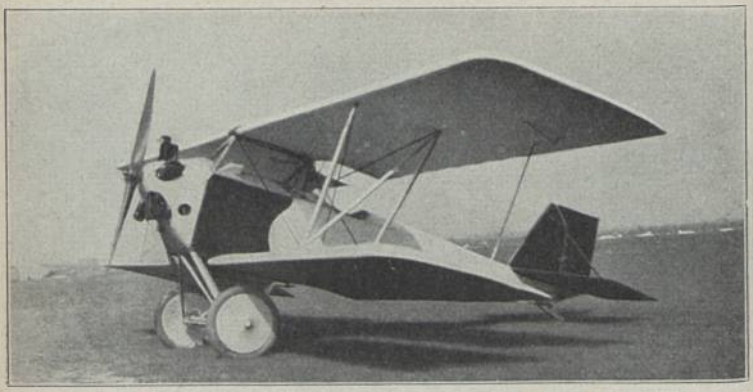


L. F. G. V 59 (1926) Vw 6; E: G. Baatz
b = 19,90 m; l = 10,70 m; T = 48,00 m²; L = 1,58 t; N = 0,78 t; G = 2,36 t; V = 70—151 km/h; H = 3,7 km; St = 1,0 km/7′5″; M: B. M. W. 230 PS-HP-CV; Bst.: H. St.



L. F. G. V 61 (1926) Vw 6; E: G. Baatz
b = 18,90 m; l = 10,70 m; T = 48,00 m²; L = 1,43 t; N = 0,77 t; G = 2,20 t; V = 70—185 km/h; H = 4,8 km; St = 1,0 km/4′; M: Bristol 420 PS-HP-CV; Bst.: D.

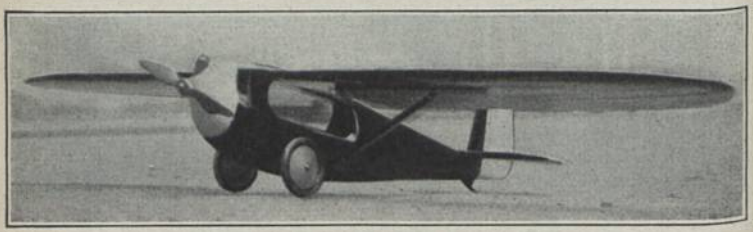
Luftfahrzeug-Ges., Werft Stralsund, Stralsund



Mark MS 2b (1925) Ü 2

b = 9,40 m; l = 6,05 m; V = 40—125 km/h; H = 3,5 km; M: Mark 70 PS-HP-CV; Bst.: S, St, H.

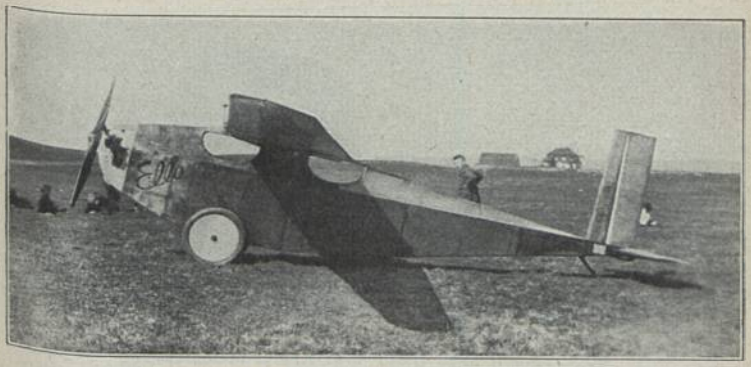
Stahlwerk **Mark**, Abt. Flugzeugbau, Breslau



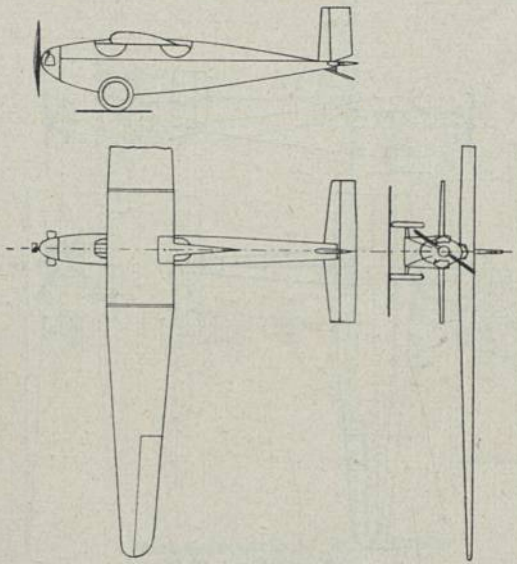
Müller G. M. G. I. (1926) Ü 2; E: Hoffmann

b = 11,00 m; l = 6,50 m; T = 16,00 m²; L = 0,25 t; N = 0,25 t; G = 0,50 t; V = 45—130 km/h; H = 3,5 km: M: Anzani 35 PS-HP-CV; Bst.: H, St

Gebr. Müller, Griesheim-Darmstadt

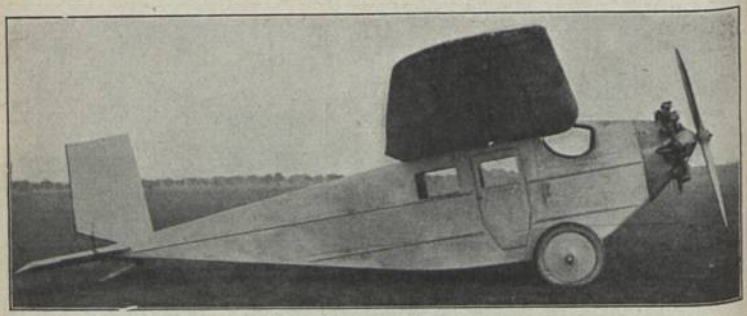


Messerschmitt M 17 (1924) Sp 2; E: W. Messerschmitt
b = 11,60 m; l = 5,85 m; T = 10,40 m²; L = 0,18 t; N = 0,19 t; G = 0,37 t;
V = 68—145 km/h; H = 4,8 km; M: Bristol 29 PS-HP-CV; Bst.: H, St.

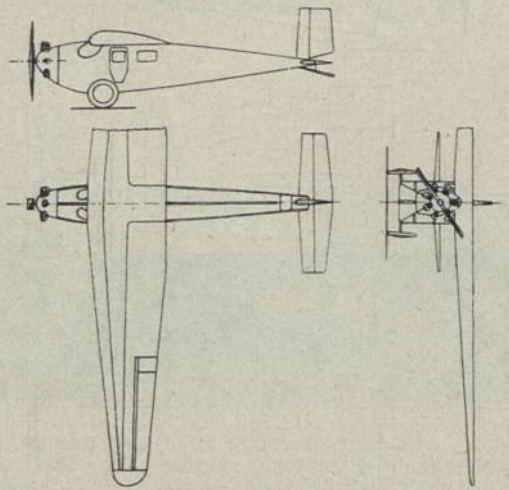


Messerschmitt M 17

Messerschmitt-Flugzeugbau G. m. b. H., Bamberg

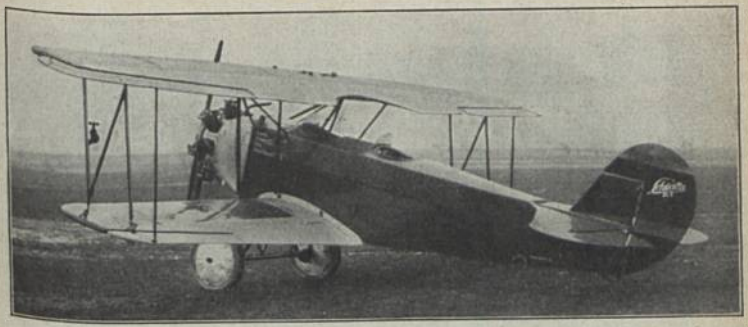


Messerschmitt M 18 (1926) V 4; E: W. Messerschmitt
b = 15,60 m; l = 8,05 m; T = 24,80 m²; L = 0,57 t; N = 0,46 t; G = 1,03 t; V = 160 km/h; H = 3,0 km; M: Siemens 80 PS-HP-CV; Bst.: D., St.

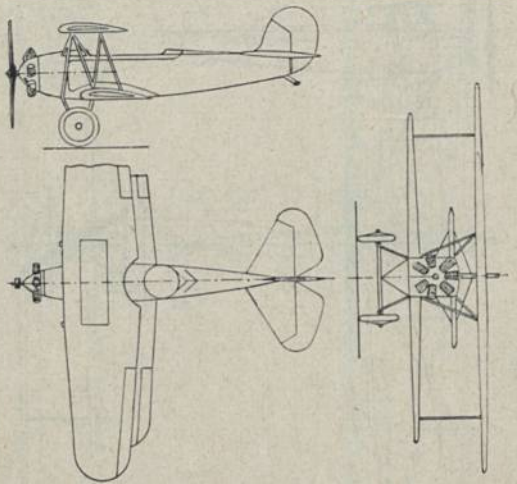


Messerschmitt M 18

Messerschmitt-Flugzeugbau G. m. b. H., Bamberg

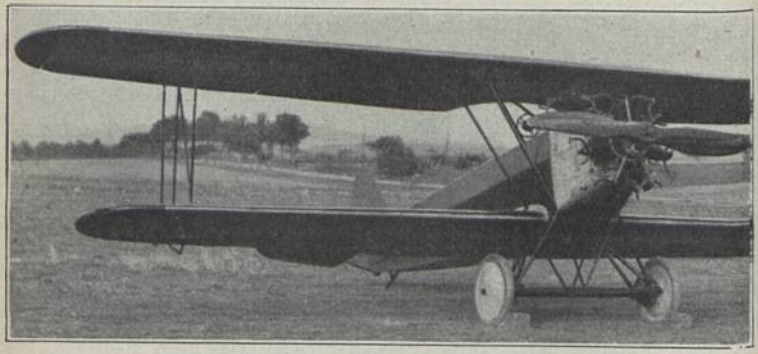


Raab-Katzenstein Kl 1a „Schwalbe" (1926) Ü 2: E: F. Hall
b = 7,95 m; l = 6,20 m; T = 17,10 m²; L = 0,47 t; N = 0,25 t; G = 0,72 t; V = 71—152 km/h; H = 3,5 km; St = 1,0 km/8'5"; M: Siemens 80 PS-HP-CV; Bst.: H, St, S.

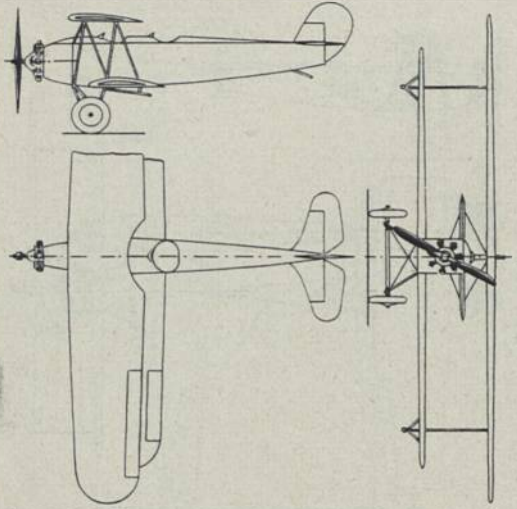


Raab-Katzenstein Kl 1a „Schwalbe"

Raab-Katzenstein Flugzeugwerk G. m. b. H., Cassel-B.



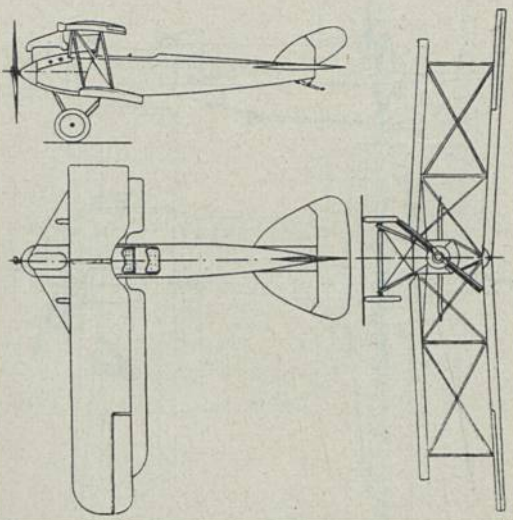
Raab-Katzenstein RK 2 „Pelikan" (1926) Ü 2: E: F. Hall
b = 10,40 m; l = 7,30 m; T = 26,50 m²; L = 0,55 t; N = 0,25 t; G = 0,80 t; V = 65—120 km/h; H = 2,5 km; St = 1,0 km/9'9"; M: Siemens 80 PS-HP-CV; Bst.: H, St, S



Raab-Katzenstein RK 2 „Pelikan"

Raab-Katzenstein Flugzeugwerk G. m. b. H., Cassel-B.

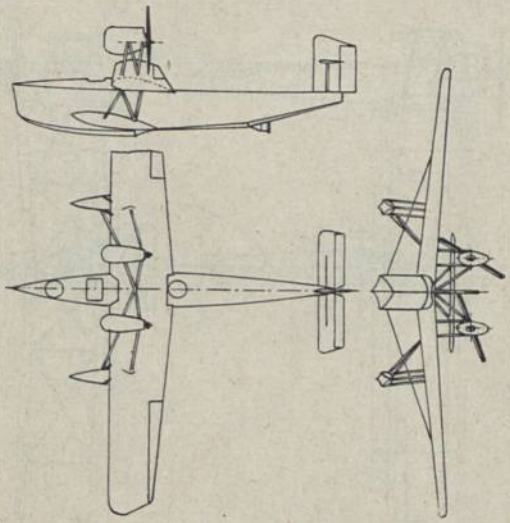
Raab-Katzenstein RK 6 (1926) Ü 2; E: F. Hall
b = 12,50 m; l = 8,00 m; T = 32,40 m²; L = 0,70 t; N = 0,28 t; G = 0,98 t;
M: Mercedes 100 PS-HP-CV; Bst.: H. St.



Raab-Katzenstein RK 6

Raab-Katzenstein Flugzeugwerk G. m. b. H., Cassel B.

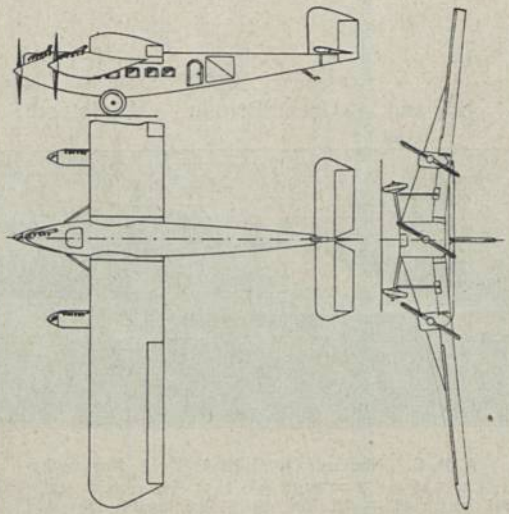
Rohrbach RV VII „Robbe" (1926) Vs 6; E: A. Rohrbach
b = 17,40 m; l = 13,20 m; T = 40,00 m²; L = 2,00 t; N = 1,36 t; G = 3,36 t; V = 116—217 km/h; H = 5,0 km; St = 1,0 km/5′; M: 2 × B. M. W. 230 PS-HP-CV = 460 PS-HP-CV; Bst.: D.



Rohrbach Ro VII „Robbe"

Rohrbach-Metall-Flugzeugbau G. m. b. H., Berlin

Rohrbach Ro VIII „Roland" (1926) V 12; E: A. Rohrbach
b = 26,00 m; l = 16,40 m; T = 88,00 m²; L = 3,80 t; N = 2,45 t; G = 6,25 t; V = 100—195 km/h; H = 5,0 km; St = 1,0 km/7'; M: 3 × B. M. W. 230 PS-HP-CV = 690 PS-HP-CV; Bst.: D.



Rohrbach Ro VIII „Roland"

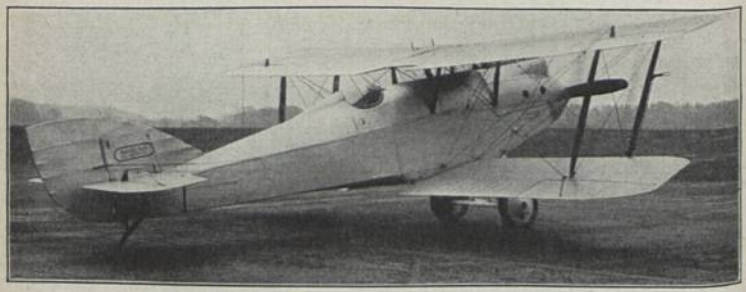
Rohrbach-Metall-Flugzeugbau G. m. b. H., Berlin

Deutschland — Germany — Allemagne

Weltensegler V. E. I. (1925) Sp 2: E: Fr. Wenk
b = 18,00 m; l = 5,00 m; V = 110 km/h; M: Douglas 20 PS-HP-CV; Bst.: H. St.

Segelflugwerke G m. b. H., Baden-Baden

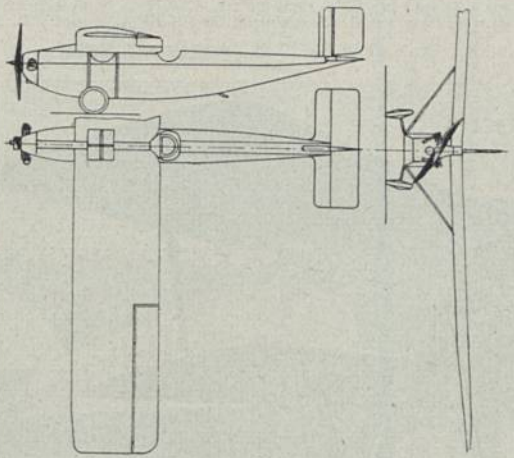
England — Great Britain — Angleterre



A. D. C. „Nimbus" (1926) Kj 1: E: J. Kenworthy
b = 9,98 m; l = 8,18 m; T = 29,70 m²; L = 0,91 t; N = 0,29 t; G = 1,20 t; V = 80—241 km/h; H = 7,1 km; St = 4,5 km/14'; M: A. D. C. 330 PS-HP-CV; Bst.: H. St.

A. D. C. Aircraft Ltd., London

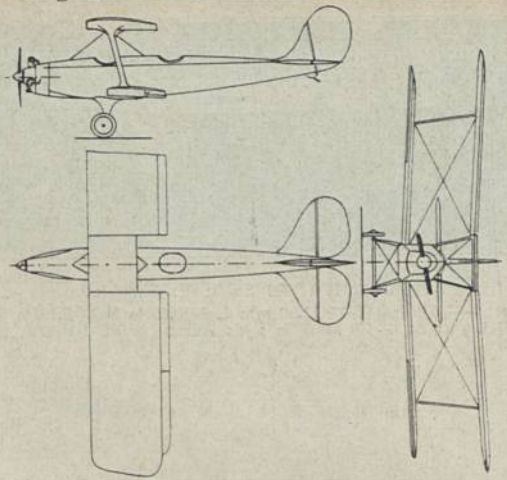
A. N. E. C. II (1924) Sp 2: E: Shackleton
b = 11,57 m; l = 6,30 m; T = 17,00 m²; L = 0,19 t; N = 0,17 t; G = 0,36 t; V = 57—137 km/h; St = 1,0 km/7'30"; M: Anzani 35 PS-HP-CV; Bst.: H. St.



A. N. E. C. II

A. N. E. C. Co. Ltd., Addlestone, Surrey

England — Great Britain — Angleterre

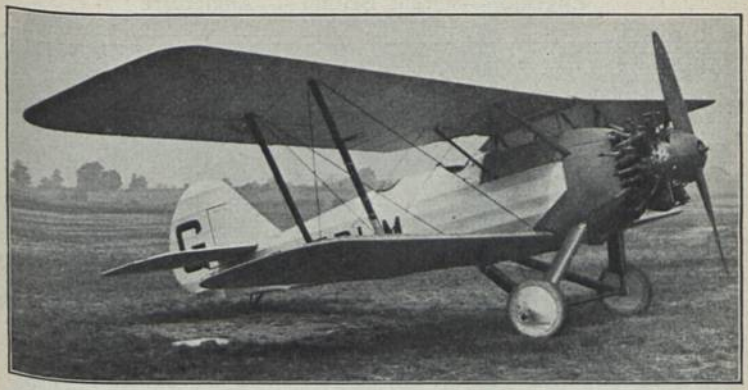


A. N. E. C. „Missel-Trush" (1926) Sp 2; E: Shackleton
b = 8,54 m; l = 6,55 m; T = 19,50 m²; L = 0,21 t; N = 0,26 t; G = 0,47 t; V = 129 km/h; M: Blackburne 36 PS-HP-CV; Bst.: H. St.

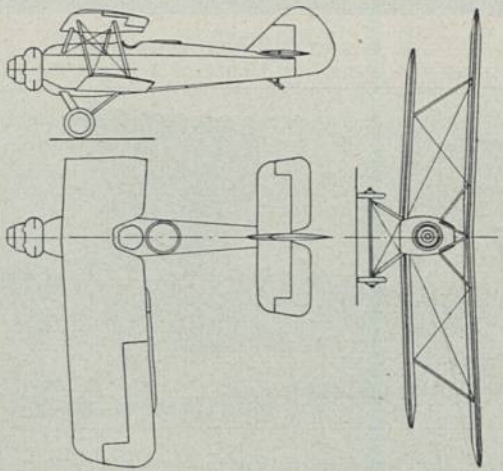
A. N. E. C. Co. Ltd., Addlestone, Surrey

Armstrong Whitworth „Siskin V" (1924) Kj 1; E: F. M. Green
b = 8,64 m; l = 6,50 m; T = 27,46 m²; G = 1,11 t; V = 250 km/h; H = 7,6 km; St = 3,0 km/6'10"; M: Siddeley 385 PS-HP-CV; Bst.: H. St.

Armstrong Whitworth Aircraft Ltd Parkside, Coventry

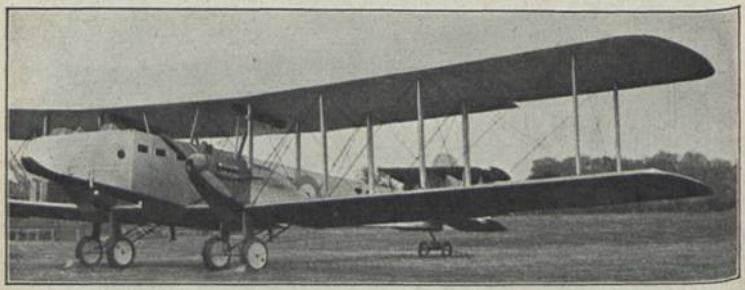


Armstrong Whitworth „Ajax" (1925) Ka 2; E: M. Green
b = 12,00 m; l = 8,30 m; T = 35,50 m²; G = 1,70 t; M: Siddeley 425 PS-HP-CV; Bst.: St, S

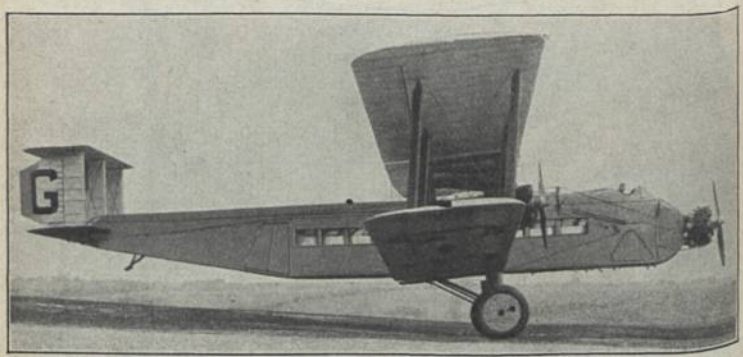


Armstrong Whitworth „Ajax"

Armstrong Whitworth Aircraft Ltd., Parkside, Coventry



Armstrong Whitworth „Awana" (1923) Ktr: E: F. M. Green
b = 32,20 m; l = 20,70 m; T = 214,0 m²; L = 4,53 t; N = 3,22 t; G = 7,75 t; V = 156 km/h; H = 3,4 km; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St, S.



Armstrong Whitworth „Argosy" (1925); E: F. M. Green
b = 27,60 m; l = 19,80 m; T = 174,0 m²; L = 5,98 t; N = 2,15 t; G = 8,13 t; V = 176 km/h; St = 0,9 km/5'; M: 3 × Siddeley 385 PS-HP-CV = 1155 PS-HP-CV; Bst.: H, St, S.

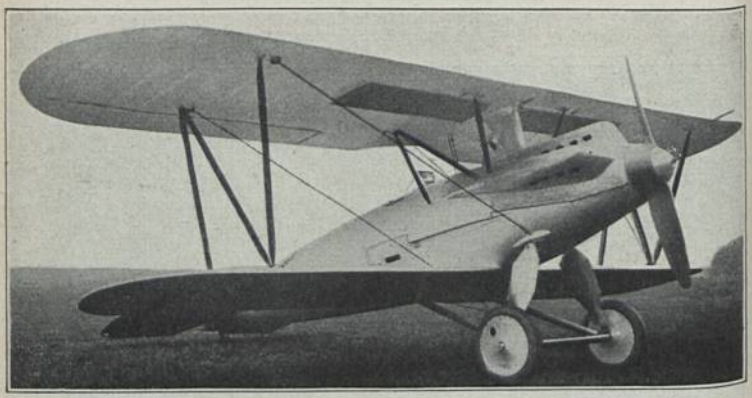
Armstrong Whitworth Aircraft Ltd., Parkside, Coventry

Avro 504 N (1924) Ü 2; E: A. V. Roe
b = 10,97 m; l = 8,83 m; T = 29,70 m²; L = 0,71 t; N = 0,27 t; G = 0,98 t;
V = 66—153 km/h; H = 5,4 km; M: Siddeley 180 PS-HP-CV; Bst.: H, St.

Avro „Viper" (1922) Üw 2; E: A. V. Roe
b = 10,97 m; l = 8,57 m; T = 30,60 m²; L = 0,68 t; N = 0,35 t; G = 1,03 t;
V = 120 km/h; M: Wolseley 180 PS-HP-CV; Bst.: H, St.

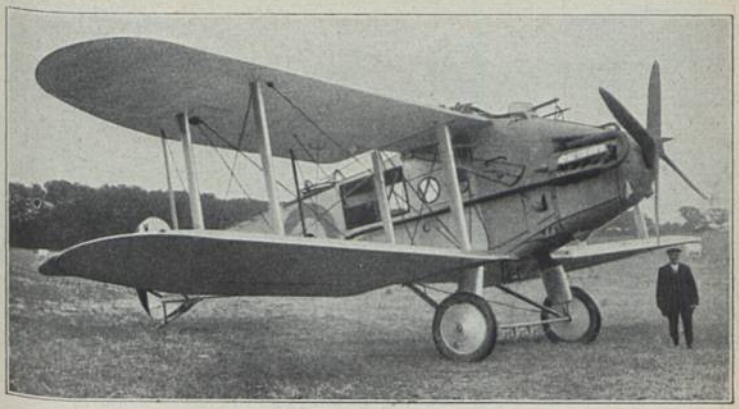
A. V. Roe Co. Ltd., Newton Heath, Manchester

Avro „Gosport" (1926) Ü 2; E: A. V. Roe
b = 10,97 m; l = 8,53 m; T = 29,70 m²; L = 0,50 t; N = 0,25 t; G = 0,75 t; V = 56—141 km/h; H = 4,5 km; St = 1,5 km/9'; M: Gnôme 100 PS-HP-CV; Bst.: H, St.

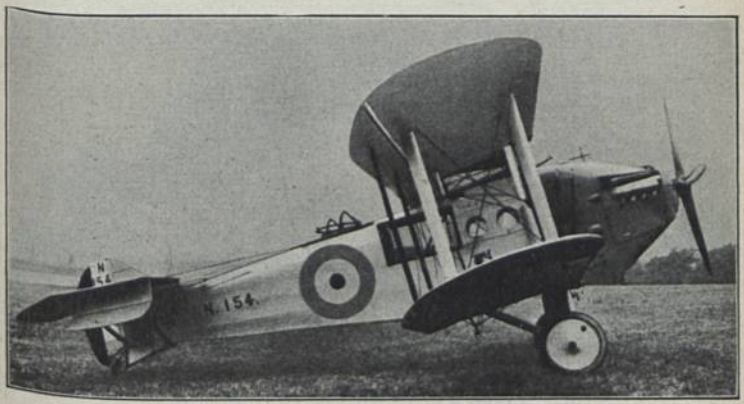


Avro „Avenger" (1926) Kj 1; E: A. V. Roe
M: Napier 565 PS-HP-CV; Bst.: H, St.

A. V. Roe Co. Ltd., Newton Heath, Manchester

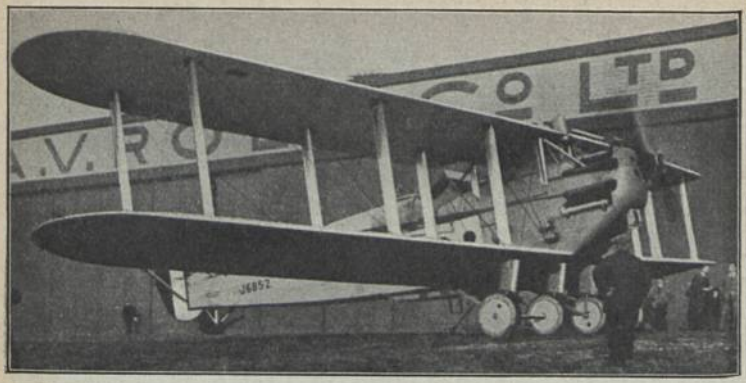


Avro „Bison" I (1923) Ka 3; E: A. V. Roe
b = 14,03 m; l = 10,97 m; T = 57,60 m²; L = 1,86 t; N = 0,91 t; G = 2,77 t; V = 74—173 km/h; H = 4,3 km; M: Napier 450 PS-HP-CV; Bst.: H, St.

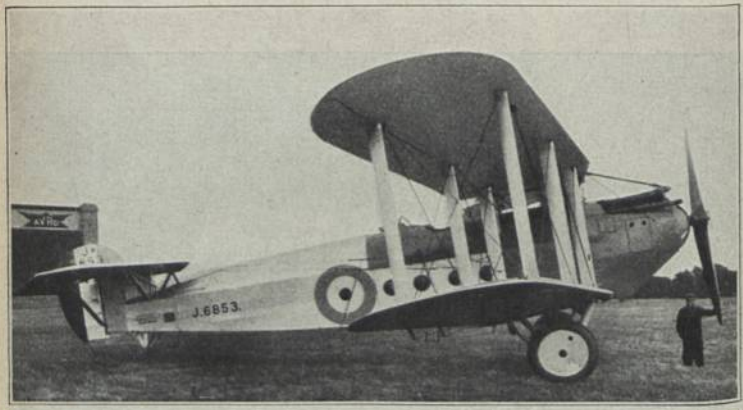


Avro „Bison" II (1924) Ka 3; E: A. V. Roe
b = 14,03 m; l = 10,97 m; T = 57,60 m²; L = 1,86 t; N = 0,91 t; G = 2,77 t; V = 74—173 km/h; H = 4,3 km; M: Napier 450 PS-HP-CV; Bst.: H, St.

A. V. Roe Co. Ltd., Newton Heath, Manchester



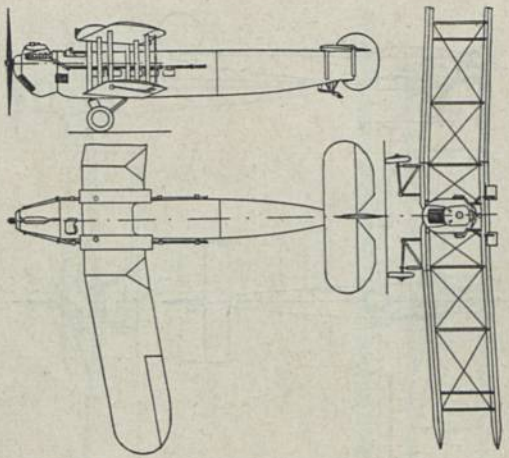
Avro „Adlershot I" (1923) Ktr 3; E: A. V. Roe
M: Napier 1000 PS-HP-CV; Bst.: H, St.



Avro „Adlershot II" (1923) Kbn 3; E: A. V. Roe
b = 20,73 m; l = 13,72 m; T = 99,00 m²; L = 2,86 t; N = 2,10 t; G = 4,96 t;
V = 80—178 km/h; H = 4,2 km; M: Rolls Royce 650 PS-HP-CV; Bst.: H, St.

A. V. Roe Co. Ltd., Newton Heath, Manchester

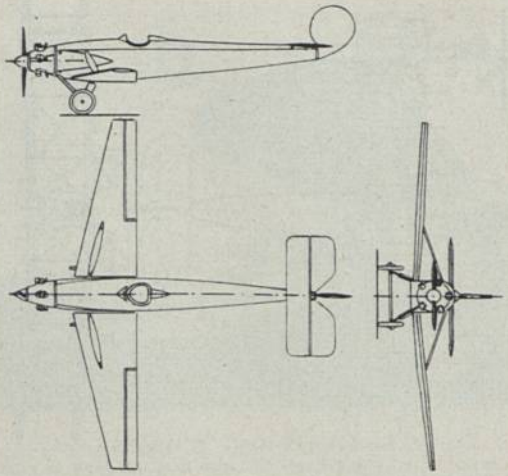
Avro 563 „Andover" (1923) V 12; E: A. V. Roe
b = 20,70 m; l = 15,72 m; T = 99,00 m²; L = 3,10 t; N = 1,74 t; G = 4,84 t; V = 80—177 km/h; H = 3,0 km; St = 1,5 km/13′5″; M: Rolls Royce 650 PS-HP-CV; Bst.: H. St.



Avro 563 „Andover"

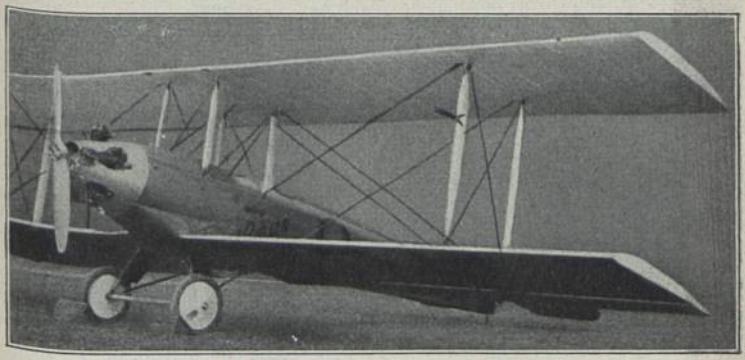
A. V. Roe Co. Ltd., Newton Heath, Manchester

Avro „Avis" (1924) Sp 2: E: A. V. Roe
b = 9,15 m; l = 7,22 m; T = 23,40 m²; L = 0,23 t; N = 0,13 t; G = 0,36 t;
V = 48—120 km/h; H = 4,8 km; M: Bristol 36 PS-HP-CV; Bst.: H. St.

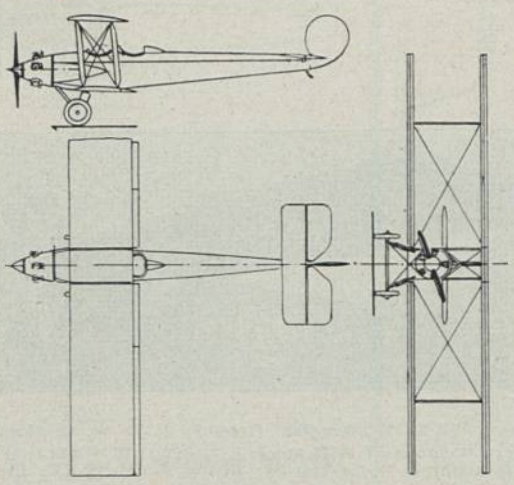


Avro „Avian" a (1926) Sp 1: E: A. V. Roe
M: Siddeley 65 PS-HP-CV; Bst.: H. St.

A. V. Roe Co. Ltd., Newton Heath, Manchester

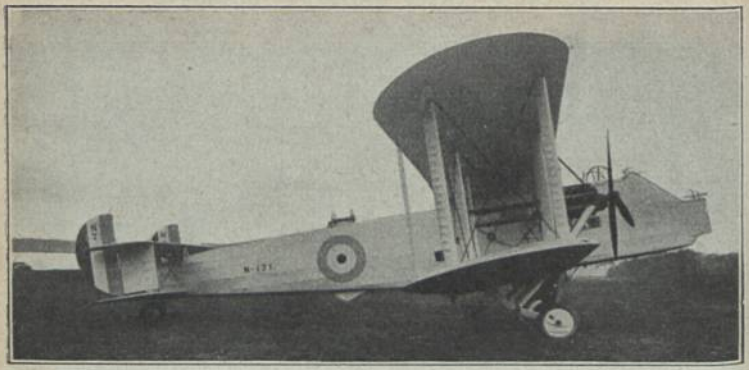


Avro „Avian" b (1926) Sp 2; E: A. V. Roe
b = 8,04 m; l = 7,25 m; T = 21,75 m²; L = 0,33 t; N = 0,23 t; G = 0,56 t; V = 64—169 km/h; H = 5,5 km; St = 1,5 km/9'; M: Siddeley 65 PS-HP-CV; Bst.: H, St.



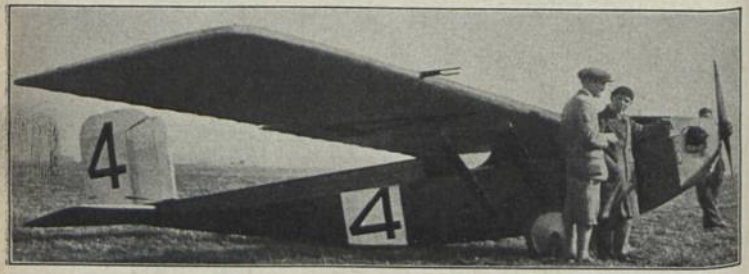
Avro „Avian" b

A. V. Roe Co. Ltd., Newton Heath, Manchester



Avro „Ava" (1926) Kbn 4; E: A. V. Roe
M: 2 × Rolls Royce 650 PS-HP-CV = 1300 PS-HP-CV; Bst.: H. St.

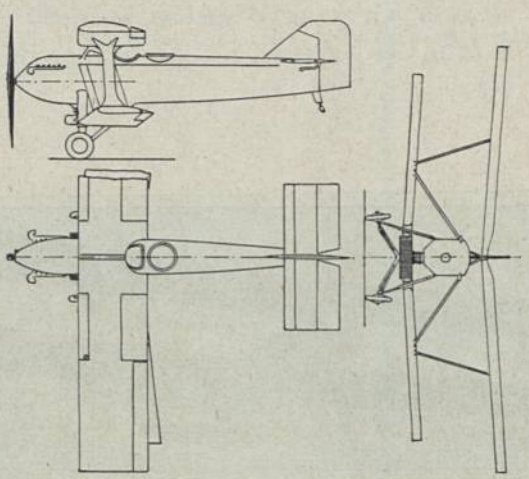
A. V. Roe Co. Ltd., Newton Heath, Manchester



Beardmore WB XXIV „Wee Bee" (1924) Sp 2; E: W. G. Shackleton
b = 11,58 m; l = 6,76 m; T = 17,40 m²; L = 0,20 t; N = 0,18 t; G = 0,38 t;
V = 58—138 km/h; H = 6,4 km; M: Bristol 36 PS-HP-CV; Bst.: H. St.

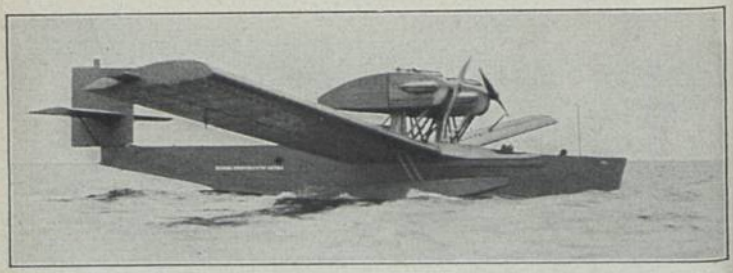
Wm. Beardmore Co., Dalmuir-Glasgow

Beardmore WB XXVI (1925) Ka 2; E: W. S. Shackleton
b = 11,57 m; l = 9,76 m; T = 33,00 m²; L = 1,15 t; N = 0,65 t; G = 1,80 t; V = 92—222 km/h; H = 6,1 km; St = 3,5 km/20'; M: Rolls Royce 360 PS-HP-CV; Bst.: H, D, St.



Beardmore WB XXVI

Wm. Beardmore Co., Dalmuir-Glasgow

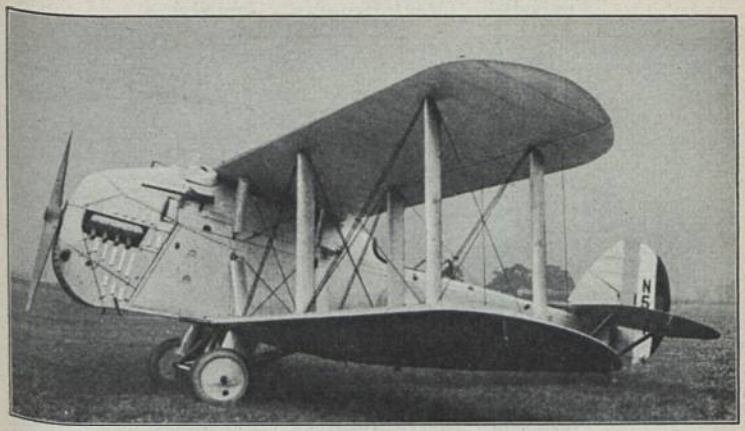


Beardmore-Rohrbach „Inverness" (1925) Ksb 4; E: A. Rohrbach
b = 28,00 m; l = 17,20 m; T = 73,40 m²; L = 4,00 t; N = 2,50 t; G = 6,50 t; V = 110—200 km/h; H = 4,0 km; St = 1,0 km/6'; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: D. Lizenz Rohrbach Ro IV.

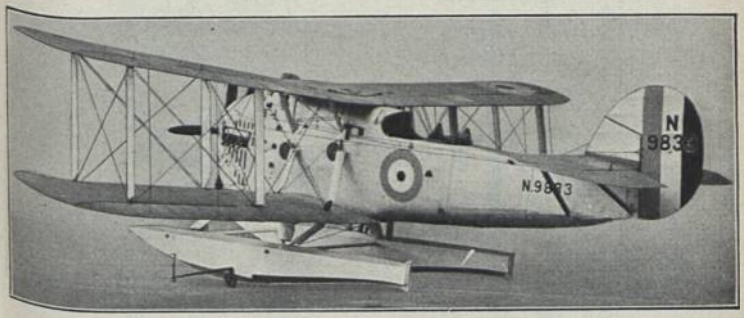
Wm. Beardmore Co., Dalmuir-Glasgow

Blackburn „Cubaroo" (1924) Kt 2; E: Bumpus
b = 26,83 m; l = 16,47 m; L = 4,37 t; N = 4,27 t; G = 8,64 t; V = 185 km/h; M: Napier 1000 PS-HP-CV; Bst.: H, St, S.

Blackburn Aeroplane and Motor Co. Ltd., Olympia, Leeds

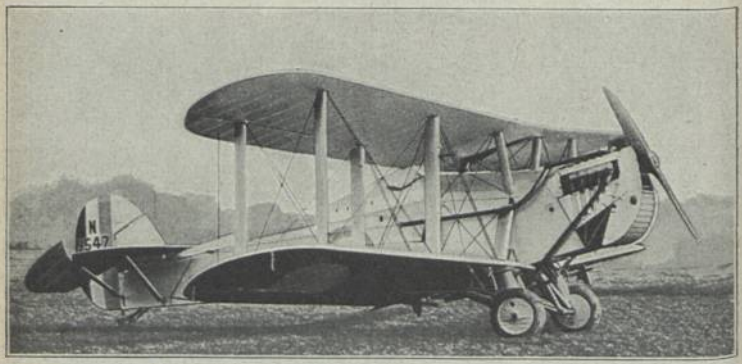


Blackburn „Blackburn" a (1926) Ka 2; E: Bumpus
b = 14,64 m; l = 11,36 m; L = 1,65 t; N = 1,51 t; G = 3,16 t; V = 185 km/h; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

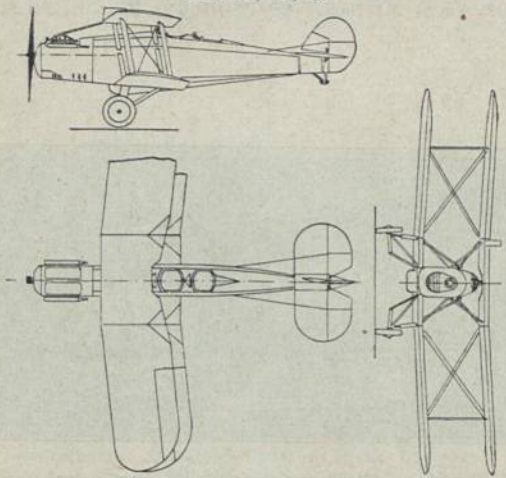


Blackburn „Blackburn" b (1926) Kwa 2; E: Bumpus
b = 14,64 m; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

Blackburn Aeroplane and Motor Co. Ltd., Olympia, Leeds

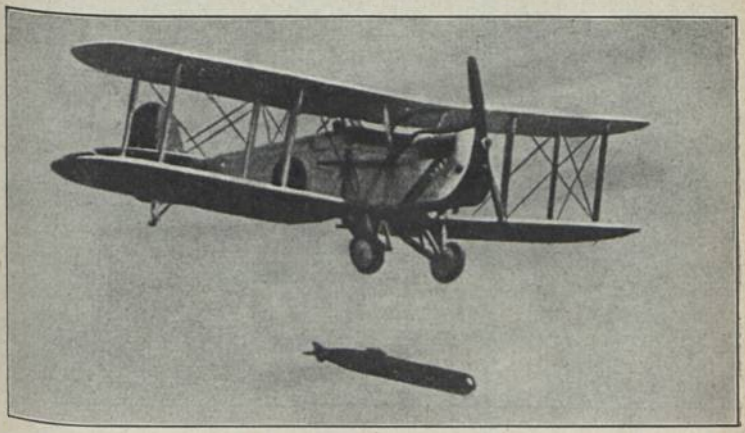


Blackburn „Swift I" (1924) Kt 2; E: Bumpus
b = 14,75 m; l = 10,82 m; T = 67,00 m²; L = 1,61 t; N = 1,25 t; G = 2,86 t; V = 79—171 km/h; H = 4,6 km; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

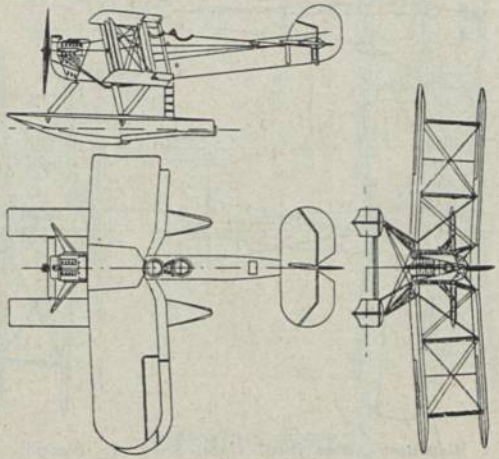


Blackburn „Sprat" a (1926); E: Bumpus
L = 1,11 t; N = 0,46 t; G = 1,65 t; V = 64—158 km/h; H = 4,8 km; St = 3,0 km/16'; M: Rolls Royce 270 PS-HP-CV; Bst.: H, St, S.

Blackburn Aeroplane and Motor Co. Ltd., Olympia, Leeds

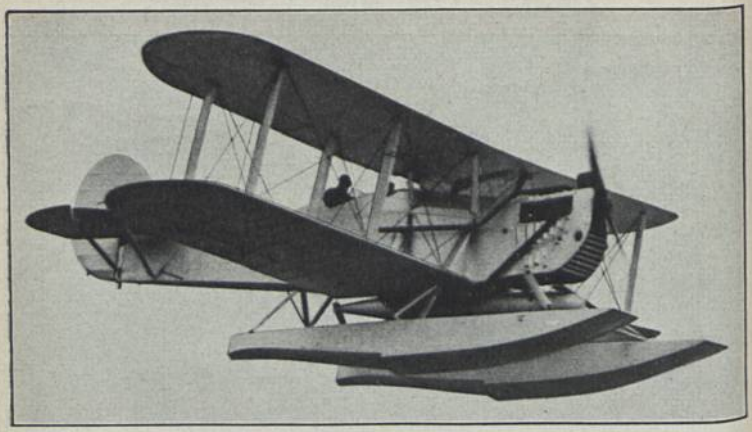


Blackburn „Dart I" (1923) Kt 2; E: Bumpus
b = 13,76 m; T = 58,50 m²; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

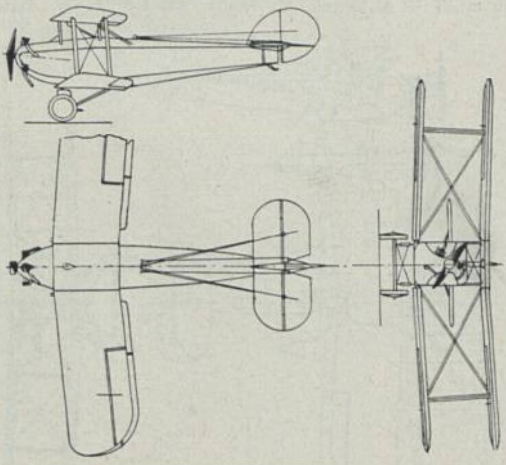


Blackburn „Dart II" (1925) Kwt 2; E: Bumpus
b = 13,76 m; l = 12,20 m; T = 58,50 m²; V = 160 km/h; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

Blackburn Aeroplane and Motor Co. Ltd., Olympia, Leeds

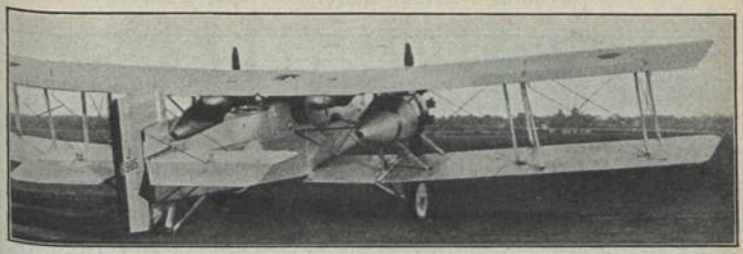


Blackburn „Velos II" (1926) Ktw 2; E: Bumpus
b = 14,63 m; l = 12,19 m; M: Napier 450 PS-HP-CV; Bst.: H. S. St.

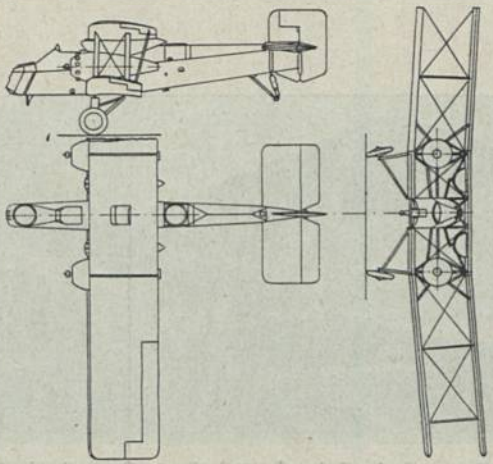


Blackburn „Blue Bird" (1924) Sp 2; E: Bumpus
b = 8,52 m; l = 6,62 m; T = 22,50 m²; L = 0,22 t; N = 0,17 t; G = 0,39 t;
V = 53—119 km/h; M: Blackburn 38 PS-HP-CV; Bst.: H. St.

Blackburn Aeroplane and Motor Co. Ltd., Olympia, Leeds



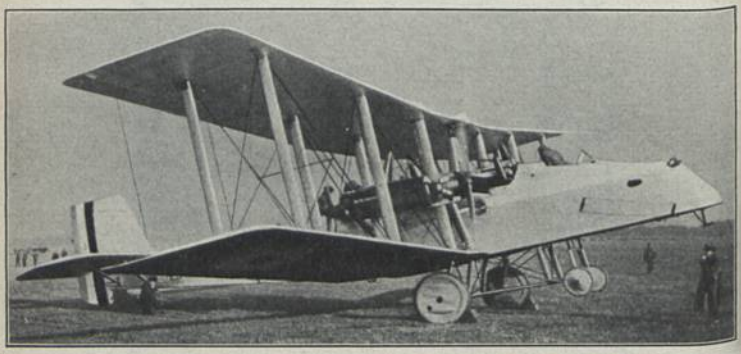
Boulton-Paul „Bugle I" (1924) Kbn 3; E: J. D. North
b = 19,10 m; l = 12,10 m; T = 86,00 m²; L = 2,20 t; N = 1,56 t; G = 3,76 t; V = 83—200 km/h; H = 5,0 km; M: 2 × Bristol 420 PS-HP-CV = 840 PS-HP-CV; Bst.: S. St.



Boulton-Paul „Bugle I"

Boulton and Paul Ltd., Norwich

Boulton-Paul „Bugle II" (1926) Kbn 3; E: J. D. North
b = 19,10 m; l = 12,10 m; T = 86,00 m²; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: S. St.



Boulton-Paul „Bodmin" (1923) Kbn 3; E: J. D. North
b = 22,00 m; l = 16,50 m; T = 127,25 m²; L = 3,55 t; N = 1,45 t; G = 5,00 t; V = 80—185 km/h; H = 4,8 km; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: S. St.

Boulton and Paul Ltd., Norwich

Bristol „School" (1923) Ü 2; E: C. H. Reid
b = 9,45 m; l = 7,58 m; T = 26,50 m²; L = 0,60 t; N = 0,23 t; G = 0,83 t;
V = 154 km/h; M: Bristol 120 PS-HP-CV; Bst.: H. St.

Bristol „Taxiplane" (1923) Sp 3; E: C. H. Reid
b = 9,45 m; l = 7,07 m; T = 28,80 m²; L = 0,54 t; N = 0,23 t; G = 0,77 t;
V = 144 km/h; St = 0,3 km/2'; M: Bristol 120 PS-HP-CV; Bst.: H. St.

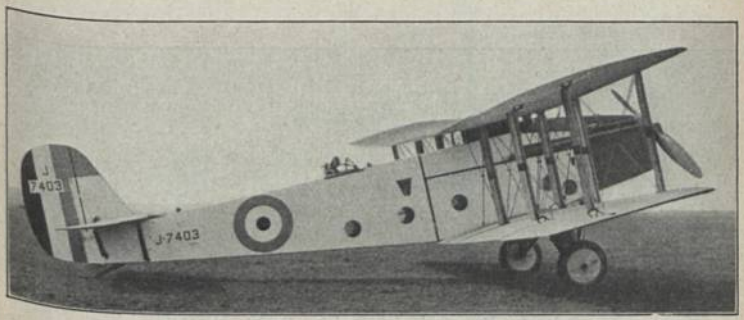
Bristol Aeroplane Co. Ltd., Filton House, Bristol

Bristol „Advanced Training" (1925) Ü 2; E: F. Barnwell
b = 12,00 m; l = 7,63 m; T = 37,00 m²; L = 0,80 t; N = 0,60 t; G = 1,40 t; V = 215 km/h; H = 6,8 km; St = 3,0 km/8'; M: Bristol 450 PS-HP-CV; Bst.: H, St.

Bristol „Boarhound" (1926) Ka 2; E: F. Barnwell
M: Bristol 450 PS-HP-CV; Bst.: S, D, St.

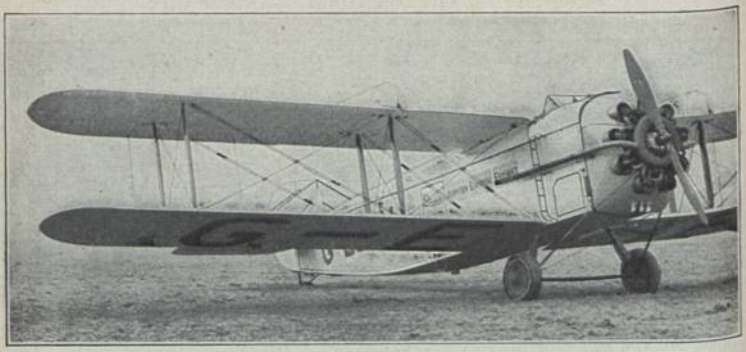
Bristol Aeroplane Co. Ltd., Filton House, Bristol

Bristol „Bloodhound" (1924) Ka 2; E: F. Barnwell
b = 12,30 m; l = 8,08 m; L = 1,15 t; N = 0,77 t; G = 1,92 t; V = 196 km/h; H = 6,1 km; St = 3,0 km/14'20"; M: Bristol 450 PS-HP-CV. Bst.: H, St.

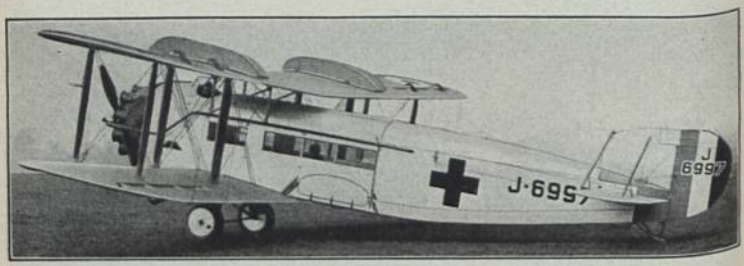


Bristol „Berkeley" (1926) Ka 2; E: F. Barnwell
M: Rolls Royce 650 PS-HP-CV; Bst.: S, D, St.

Bristol Aeroplane Co. Ltd., Filton House, Bristol



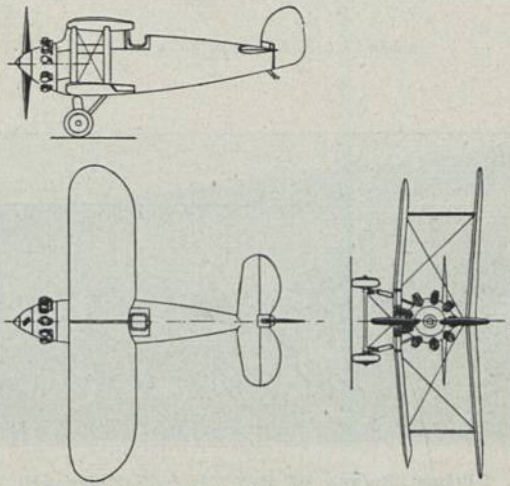
Bristol „Freighter" (1924) tr; E: C. H. Reid
b = 17,50 m; l = 12,33 m; T = 65,00 m²; L = 1,80 t; N = 1,30 t; G = 3,10 t; V = 179 km/h; St = 1,5 km/13′; M: Bristol 450 PS-HP-CV; Bst.: H, S. St.



Bristol „Brandon" (1922) Kk; E: C. H. Reid
b = 17,50 m; l = 12,33 m; T = 83,00 m²; L = 1,80 t; N = 1,30 t; G = 3,10 t; V = 160 km/h; M: Bristol 450 PS-HP-CV; Bst.: H. St. S.

Bristol Aeroplane Co. Ltd., Filton House, Bristol

Bristol „Badminton" (1926) Sp 1: E: F. Barnwell
b = 7,30 m; l = 6,50 m; T = 19,60 m²; L = 0,84 t; N = 0,20 t; G = 1,04 t;
M: Bristol 565 PS-HP-CV; Bst.: H, St, S, D.



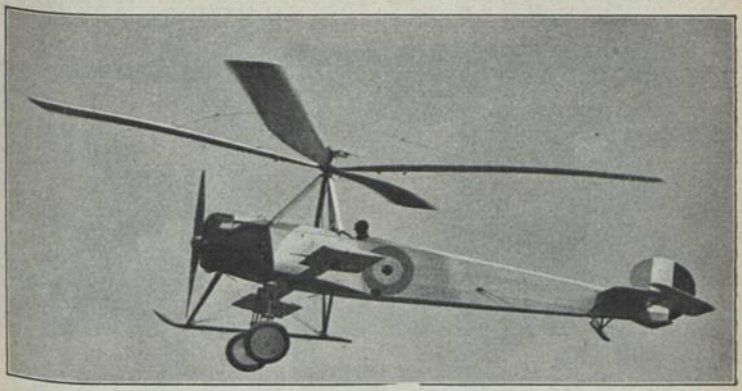
Bristol „Badminton"

Bristol Aeroplane Co. Ltd., Filton House, Bristol

Bristol „Brownie I" (1926) Sp 2; E: F. Barnwell
b = 11,50 m; l = 8,00 m; T = 19,00 m²; L = 0,22 t; N = 0,17 t; G = 0,39 t;
V = 58—113 km/h; M: Bristol 36 PS-HP-CV; Bst.: H, St.

Bristol „Brownie III" (1926) Sp 1; E: F. Barnwell
b = 11,50 m; l = 8,00 m; T = 19,00 m²; L = 0,22 t; N = 0,17 t; G = 0,39 t;
V = 58—113 km/h; M: Bristol 36 PS-HP-CV; Bst.: H, St.

Bristol Aeroplane Co. Ltd., Filton House, Bristol

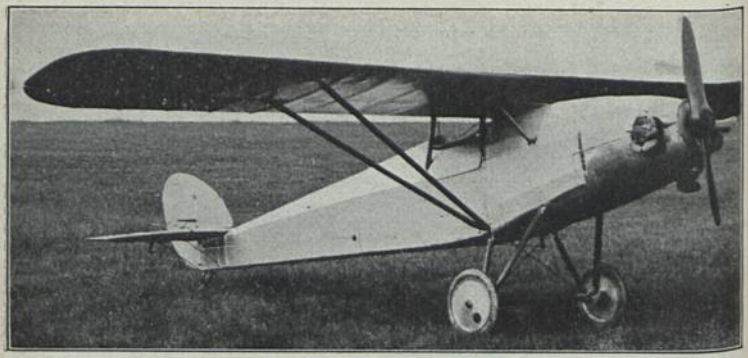


de la Cierva „Autogiro" (1926) Sp 2; E: J. de la Cierva
b = 10,50 m; T = 14,00 m²; G = 0,85 t; M: Clerget 130 PS-HP-CV; Bst.: H, St.

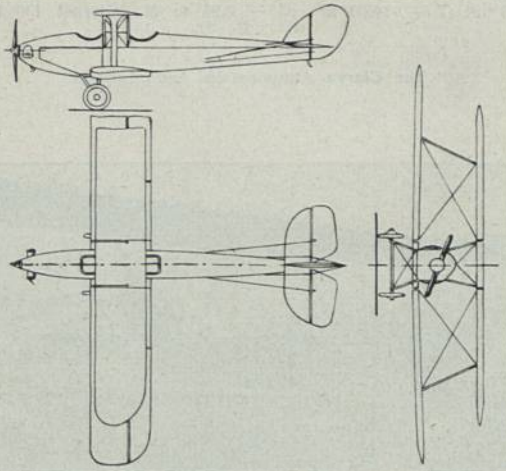
The Cierva Autogiro Co. Ltd., London

Cranwell C. L. A. 2. (1924) Sp 2; E: Comper
b = 9,05 m; l = 7,17 m; T = 17,10 m²; L = 0,23 t; N = 0,17 t; G = 0,40 t; V = 48—89 km/h; M: Bristol 36 PS-HP-CV; Bst.: H, St.

Cranwell Light Aeroplane Club, Cranwell

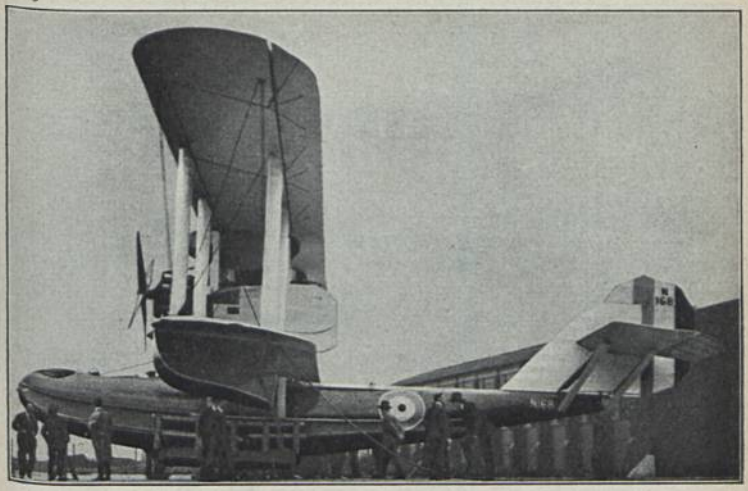


Cranwell C. L. A. 3. (1925) Sp 1; E: Comper
b = 6,41 m; l = 5,70 m; T = 6 50 m²; L = 0,14 t; N = 0,10 t; G = 0,24 t; V = 155 km/h; M: Bristol 36 PS-HP-CV; Bst.: H, St.

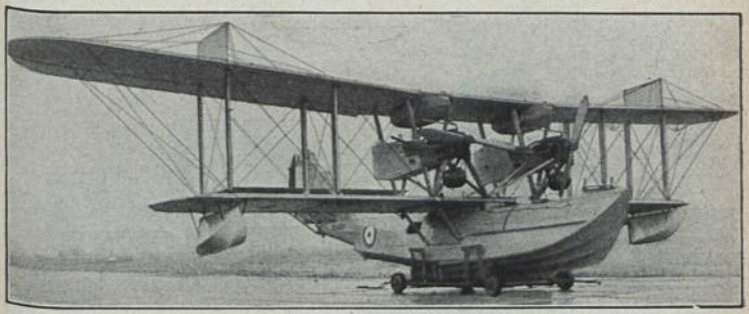


Cranwell C. L. A. 4. (1926) Sp 2; E: Comper
b = 8,25 m; l = 6,74 m; L = 0,22 t, N = 0,17 t; G = 0,39 t; M: Bristol 36 PS-HP-CV; Bst.: H, St.

Cranwell Light Aeroplane Club, Cranwell

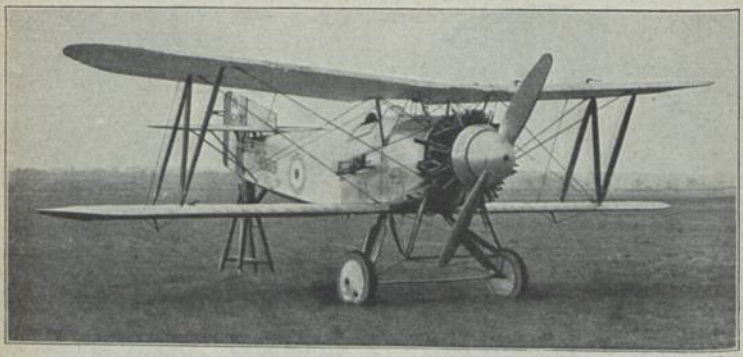


E. E. C. „Kingston I" (1925) Ksb 3; E: M. O. Manning
b = 25,90 m; l = 16,15 m; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H. St.

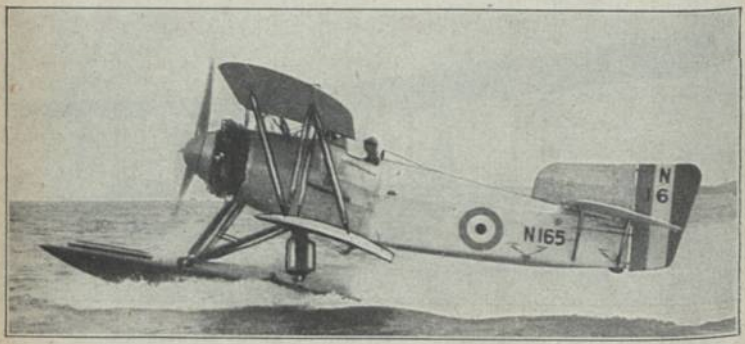


E. E. C. „Kingston II" (1926) Ksb 3; E: W. O. Manning
b = 25,90 m; l = 16,15 m; M: 2 × Napier 450 PS-HP-CV = 900 PS HP-CV; Bst.: H. St. S. D.

English Electric Co., Ltd., London



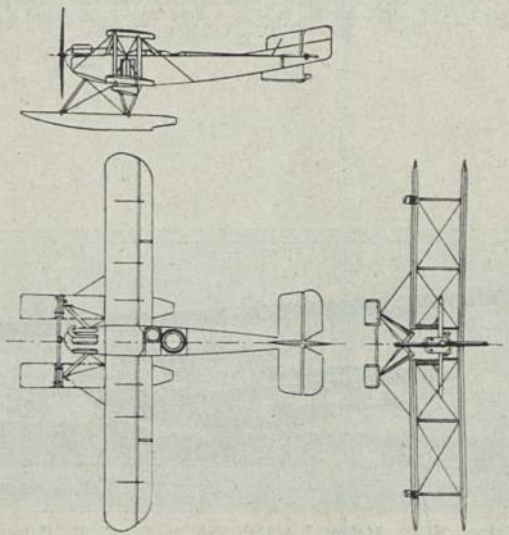
Fairey „Flycatcher a" (1923) Kj 1; E: C. R. Fairey
M: Siddeley 385 PS-HP-CV; Bst.: H. St.



Fairey „Flycatcher b" (1923) Kwj 1: E: C. R. Fairey
M: Siddeley 385 PS-HP-CV; Bst.: H. St.

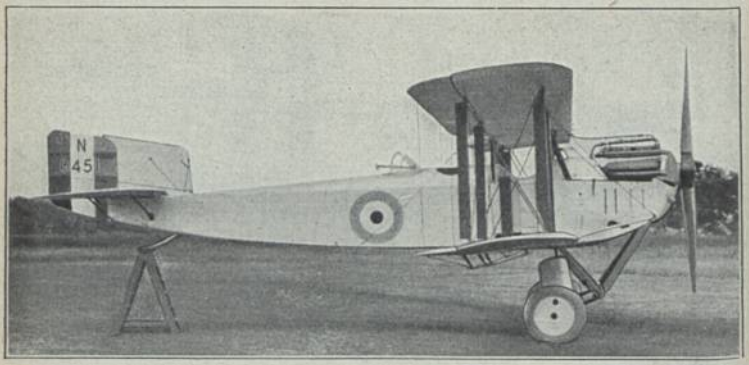
The **Fairey** Aviation Co. Ltd., Hayes, Middlesex

Fairey 3 D b (1922) Kwk 3; E: C. R. Fairey
b = 14,03 m; l = 11,11 m; T = 44,10 m²; L = 1,61 t; N = 0,80 t; G = 2,41 t; V = 78—194 km/h; H = 5,6 km; St = 1,0 km/3'6"; M: Rolls Royce 360 PS-HP-CV; Bst : H. St.



Fairey 3 D b

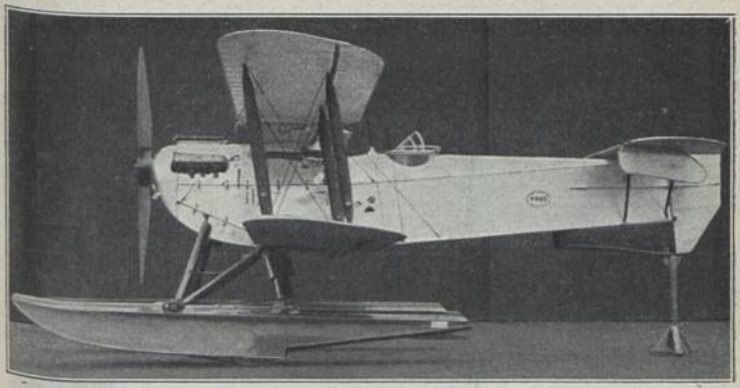
The **Fairey** Aviation Co. Ltd., Hayes, Middlesex



Fairey 3 Da (1922) Ka 2; E: C. R. Fairey
b = 14.03 m; l = 9.70 m; T = 44.10 m²; L = 1.45 t; N = 0.84 t; G = 2.29 t; V = 81—202 km/h; H = 5.8 km; St = 1.0 km/3'8"; M: Rolls Royce 360 PS-HP-CV; Bst.: H, St.

Fairey N 4 „Atalanta" (1924) Ksb 4; E: C. R. Fairey
b = 42.36 m; l = 20.11 m; T = 27.00 m²; G = 13.6 t; M: 4 × Rolls Royce 600 PS-HP-CV = 2400 PS-HP-CV; Bst.: H, St.

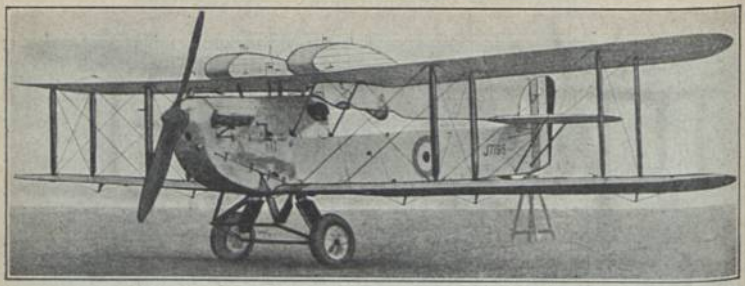
The **Fairey** Aviation Co. Ltd., Hayes, Middlesex



Fairey „Pintail III" (1924) Kwa 2; E: C. R. Fairey
b = 12,20 m; l = 9,15 m; T = 47,30 m²; M: Napier 450 PS-HP-CV; Bst.: H, St.

Fairey „Freemantle" (1925) Kwa 2: E: C. R. Fairey
M : Rolls Royce 650 PS-HP-CV; Bst.: H. St.

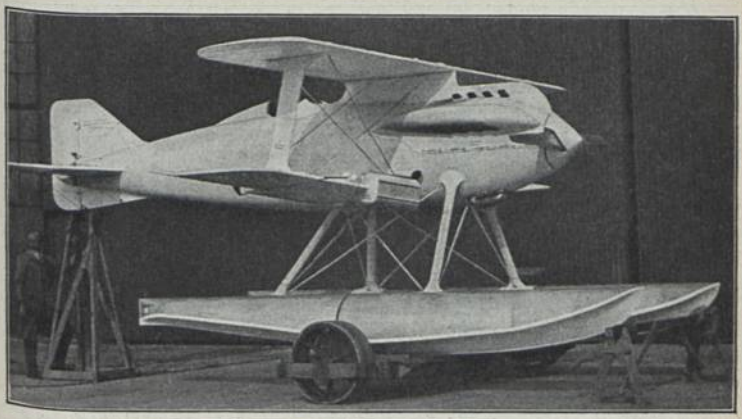
The **Fairey** Aviation Co. Ltd., Hayes, Middlesex



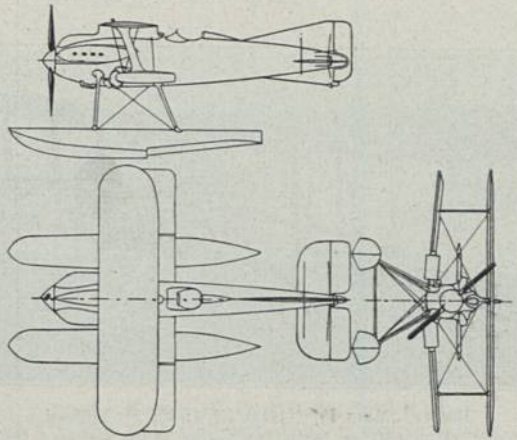
Fairey „Fawn" (1924) Ka 2: E: C. R. Fairey
b = 15,25 m; l = 8,25 m; T = 51,00 m²; L = 1,45 t; N = 1,07 t; G = 2,52 t; V = 77—183 km/h; H = 4,6 km; St = 3,0 km/16'5"
M.: Napier 450 PS HP-CV; Bst.: H, St.

Fairey „Fox" (1926) Kb 2: E: C. R. Fairey
M: Fairey 430 PS HP-CV; Bst.: H, St, S.

The **Fairey** Aviation Co Ltd., Hayes, Middlesex



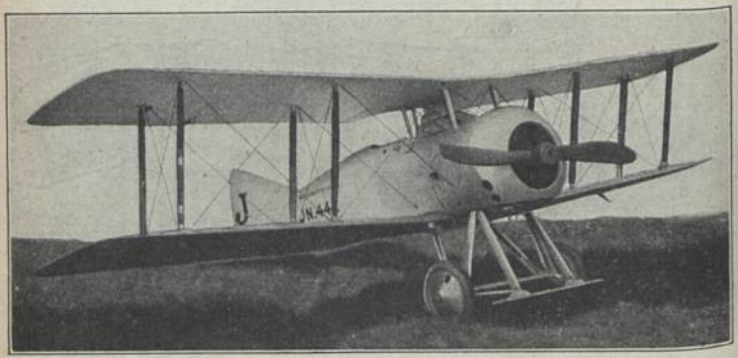
Gloster „Gloster III" (1926) Spw. 1; E: P. Folland
b = 6.09 m; T = 14.12 m²; G = 1.22 t; V = 129—351 km km/h;
M: Napier 700 PS-HP-CV; Bst.: H, St.



Gloster „Gloster III"

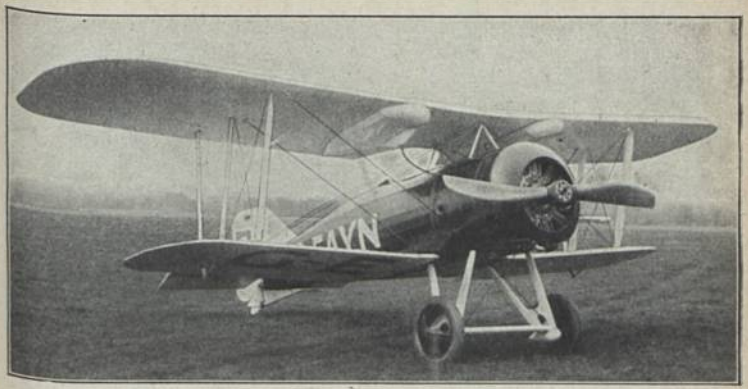
Gloucestershire Aircraft Co. Ltd., Cheltenham

Gloster „Nighthawk" (1924) Kj 1; E: P. Folland
b = 8,55 m; l = 5,50 m; T = 25,08 m²; G = 1,10 t; V = 244 km/h; H = 6,4 km; M: Bristol 420 PS-HP-CV; Bst.: H. St.



Gloster „Mars IV" (1923) Kj 1; E: P. Folland
T = 25,08 m²; G = 0,97 t; V = 127 km/h; H = 5,8 km; M: Gwynnes 230 PS-HP-CV; Bst.: H. St.

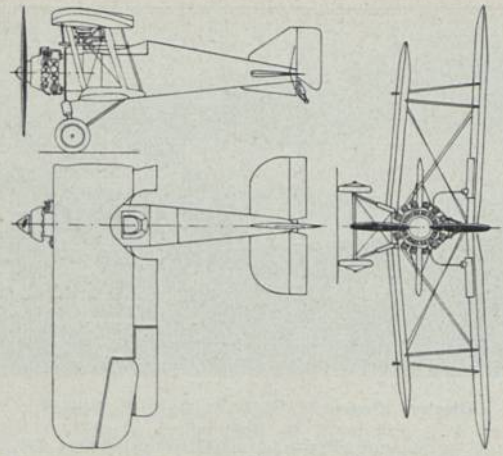
Gloucestershire Aircraft Co. Ltd., Cheltenham



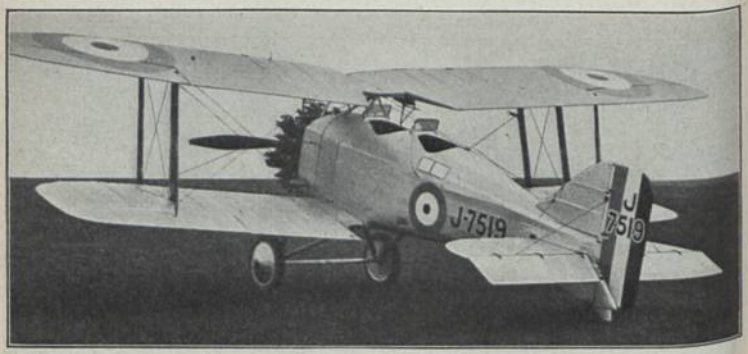
Gloster „Grouse I" (1924) Kj 1; E: P. Folland
b = 8,35 m; l = 6,10 m; T = 19,90 m²; L = 0,77 t; N = 0,18 t; G = 0,95 t; V = 206 km/h; St = 3,0 km/11'; M: Gwynnes 230 PS-HP-CV; Bst.: H. St.

Gloster „Grouse II" (1924) Ü 2; E: P. Folland
b = 8,46 m; l = 6,10 m; T = 19,40 m²; G = 0,96 t; V = 84—190 km/h; H = 5,5 km; St = 3,0 km/17'; M: Siddeley 180 PS-HP-CV; Bst.: H. St.

Gloucestershire Aircraft Co. Ltd., Cheltenham



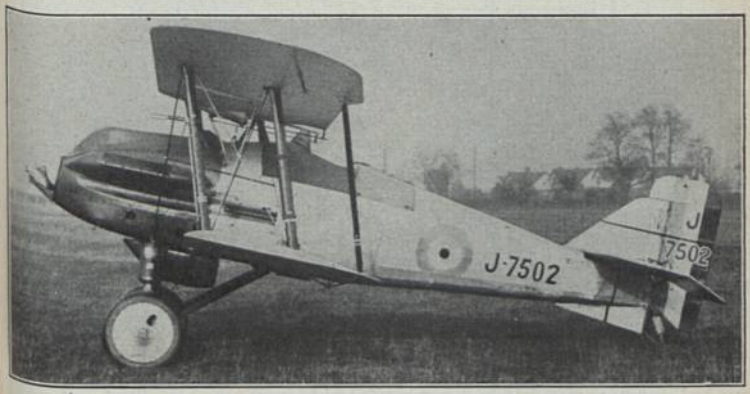
Gloucestershire „Grebe IIa" (1925) Kj 1; E: P. Folland
b = 8,85 m; l = 5,90 m; T = 23,50 m²; L = 0,98 t; N = 0,20 t; G = 1,18 t; V = 85—245 km/h; H = 7,0 km; St = 6,1 km/23'; M: Siddeley 385 PS-HP-CV; Bst.: H, St.



Gloster „Grebe IIb" (1926) Ü 2; E: P. Folland
b = 8,85 m; l = 5,90 m; T = 23,50 m²; M: Siddeley 385 PS-HP-CV; Bst.: H, St.

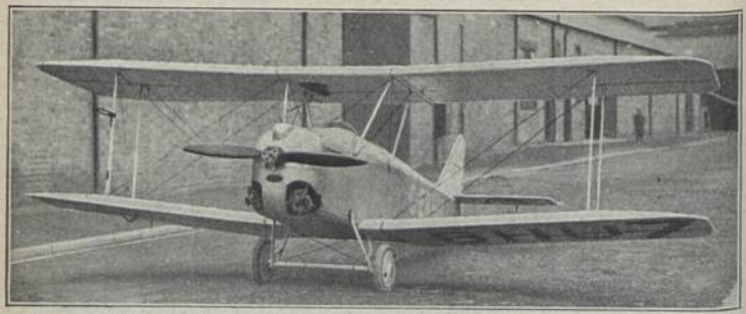
Gloucestershire Aircraft Co. Ltd., Cheltenham

Gloster „Gamecock" (1926) Kj 1; E: P. Folland
b = 8,85 m; G = 1,33 t; M: Bristol 450 PS-HP-CV; Bst.: H, St.



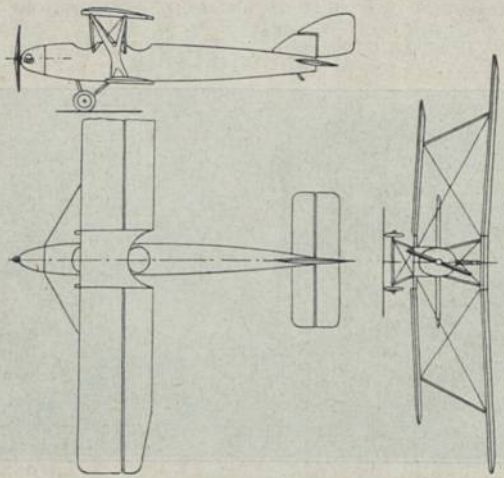
Gloster „Gorcock" (1926) Kj 1 1; E: P. Folland
M: Napier 565 PS-HP-CV; Bst.: H, St.

Gloucestershire Aircraft Co. Ltd., Cheltenham



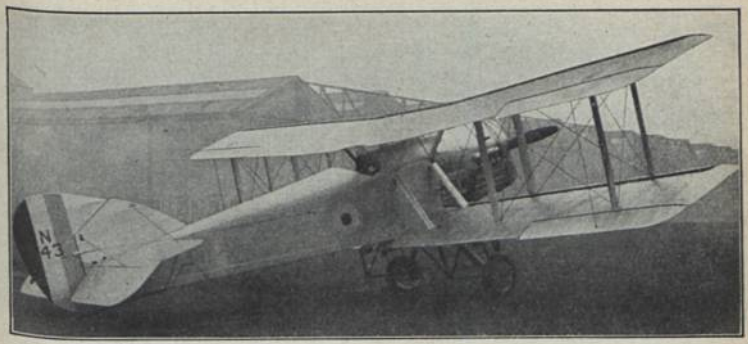
Gloster „Gannet" (1924) Sp 1; E: P. Folland
b = 5,50 m; l = 5,10 m; T = 9,95 m²; L = 0,12 t; N = 0,08 t; G = 0,20 t;
M: Blackburne 24 PS-HP-CV; Bst.: H, St.

Gloucestershire Aircraft Co. Ltd., Cheltenham

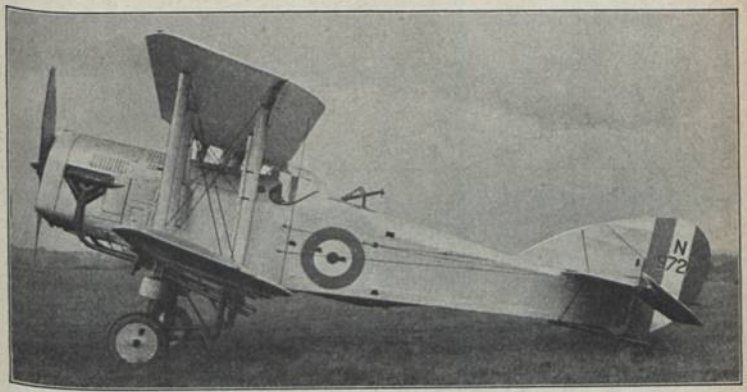


Halton H A C 1 (1926) Sp 2.
b = 8,70 m; T = 18,00 m²; G = 0,40 t; M: Bristol 36 PS-HP-CV;
Bst.: H, St.

Aero-Club, **Halton**

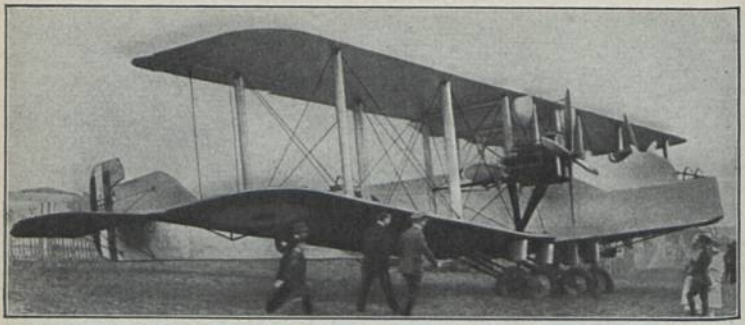


Handley Page „Hanley“ (1923) Kt 1; E: F. Handley Page
b = 14,60 m, l = 10,50 m; T = 53,90 m²; L = 1,65 t; N = 1,28 t; G = 2,93 t; V = 172 km/h; H = 3,9 km; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

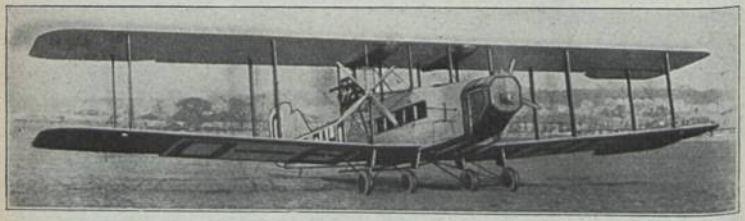


Handley Page „Hendon“ (1926) Kt 2; E: F. Handley Page
b = 13,89 m; l = 10,48 m; T = 52,17 m²; L = 1,97 t; N = 1,18 t; G = 3,15 t; V = 88—174 km/h; H = 2,8 km; St = 0,15 km/t'; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

Handley Page Ltd., Cricklewood, N



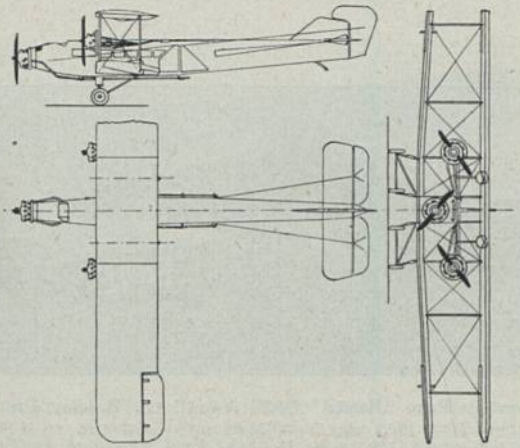
Handley Page W 8 D „Hyderabad" (1924) Kbn 4; E: F. Handley Page
b = 22,86 m; l = 18,13 m; T = 136,8 m²; L = 4,04 t; N = 2,12 t; G = 6,17 t; V = 88—177 km/h; H = 4,2 km; St = 0,24 km/1′; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H. St.



Handley Page W 8 F (1924) V 12; E: F. Handley Page
b = 22,86 m; l = 18,31 m; T = 136,1 m²; L = 3,89 t; N = 1,99 t; G = 5,88 t; V = 83—164 km/h; H = 3,1 km; St = 0,51 km/1′; M: 1 × Rolls Royce, 360 PS-HP-CV, 2 × Siddeley 240 PS-HP-CV = 840 PS-HP-CV; Bst.: H. St.

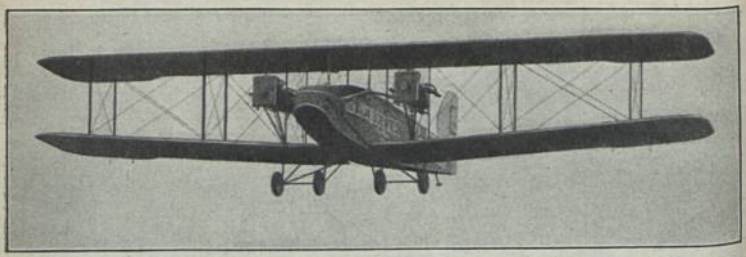
Handley Page Ltd., Cricklewood, N.

Handley Page W 9 „Hampstead" (1925) V 16; E: F. Handley Page b = 24,17 m; l = 18,19 m; T = 145,4 m²; L = 4,15 t; N = 2,61 t; G = 5,76 t; V = 88—184 km/h; H = 4,1 km; St = 0,24 km/l'; M: 3 × Siddeley 385 PS-HP-CV = 1155 PS-HP-CV; Bst.: H, St, S.



Handley Page W 9 „Hampstead"

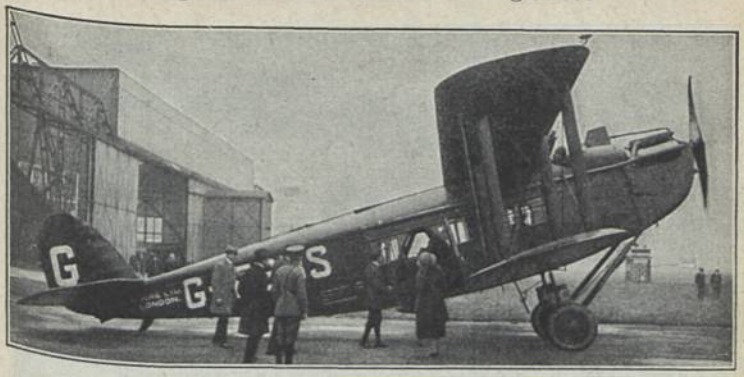
Handley Page Ltd., Cricklewood, N



Handley Page W 10 (1925) V 16; E: F. Handley Page
b = 22,86 m; l = 18,08 m; T = 137,7 m²; L = 3,88 t; N = 2,36 t; G = 6,25 t; V = 89—174 km/h; H = 3,3 km; St = 0,21 km/1′; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St, S.

Handley Page „Hamlet" (1926) V 5; E: F. Handley Page
b = 15,80 m; l = 10,59 m; T = 36,08 m²; L = 1,66 t; N = 0,69 t; G = 2,35 t; V = 72—188 km/h; H = 3,2 km; St = 0,19 km/1′; M: 3 × Bristol 120 PS-HP-CV = 360 PS-HP-CV; Bst.: H, St, S.

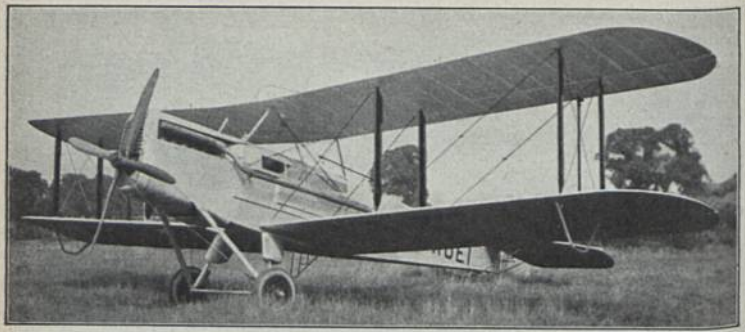
Handley Page Ltd., Cricklewood, N



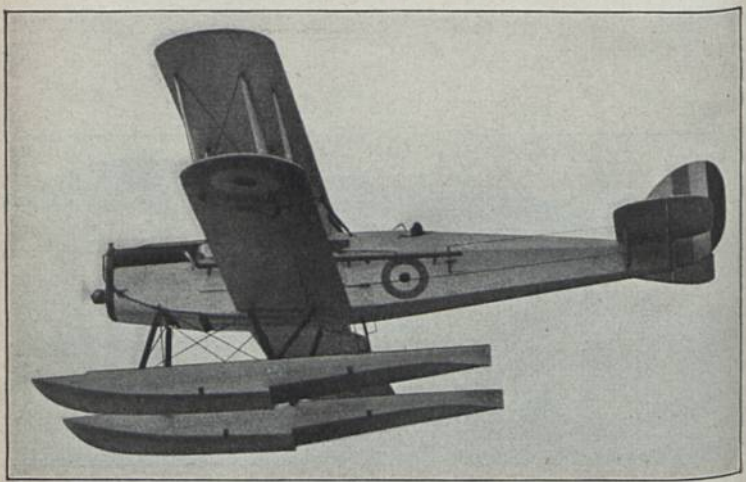
de Havilland D H 34 (1922) V 10; E: G. de Havilland
b = 15,50 m; l = 11,75 m; L = 1,56 t; N = 1,39 t; G = 2,95 t; V = 170 km/h; M: Napier 450 PS-HP-CV; Bst.: H, St.

de Havilland D H 37 „Sylvia" (1922) Sp 2; E: G. de Havilland
b = 11,30 m; l = 8,80 m; T = 36,00 m²; L = 0,96 t; N = 0,40 t; G = 1,61 t; V = 195 km/h; H = 6,4 km; M: Rolls Royce 270 PS-HP-CV; Bst.: H, St.

The **de Havilland** Aircraft Co. Ltd., Stag Lane, Edgware, Middlesex



de Havilland D H 50a (1925) V 4; E: G. de Havilland
b = 13,00 m; l = 9,08 m; T = 41,00 m²; G = 1,77 t; M: Siddeley 240 PS-HP-CV; Bst.: H, St.



de Havilland D H 50ah (1925) Vw 4; E: G. de Havilland
b = 13,30 m; l = 9,30 m; T 67,00 m²; L = 1,32 t; N = 0,53 t; G = 1,85 t; V = 170 km/h; H = 3,0 km; St = 1,5 km/13'; M: Siddeley 240 PS-HP-CV; Bst.: H, St, D.

The **de Havilland** Aircraft Co. Ltd., Stag Lane, Edgware, Middlesex

de Havilland D H 50 J (1926) V 4; E: G de Havilland
b = 13,30 m; l = 9,30; T = 67,00 m²; G = 1,77 t; M: Siddeley 385 PS-HP-CV; Bst.: H, St.

de Havilland D H 50 J h (1926) Vw 4; E: G. de Havilland
b = 10,30 m; T = 67,00 m²; M: Siddeley 385 PS-HP-CV; Bst.: H, St, D.

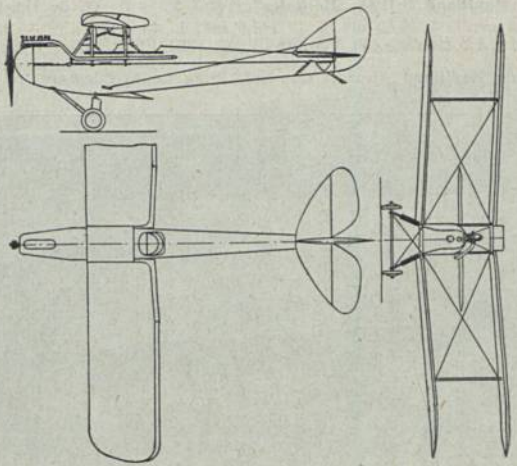
The **de Havilland** Aircraft Co. Ltd., Stag Lane, Edgware, Middlesex

de Havilland D H 51 a (1925) Sp 2: E: G. de Havilland
b = 11,00 m; l = 8,00 m; T = 30,00 m²; L = 0,59 t; N = 0,41 t; G = 1,00 t; V = 150 km/h; H = 3,3 km; M: Airdisco 120 PS-HP-CV; Bst.: H, St.

de Havilland D H 54 „Highclere" (1925) V 14; E: G. de Havilland
b = 20.75 m; l = 15.55 m; T = 97,00 m²; V = 53—117 km/h; H = 4,5 km; M: Rolls Royce 650 PS-HP-CV; Bst.: H, St.

The **de Havilland** Aircraft Co. Ltd., Stag Lane, Edgware, Middlesex

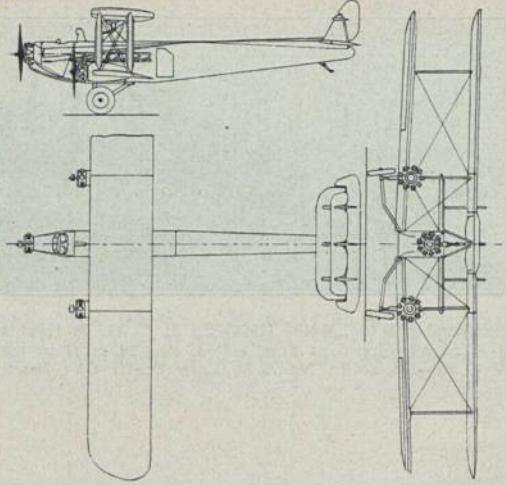
de Havilland D H 60 „Moth" (1925) Sp 2; E: G. de Havilland
b = 8,84 m; l = 7,17 m; T = 21,00 m²; L = 0,34 t; N = 0,22 t; G = 0,56 t; V = 61—145 km/h; M: A. D. C. 60 PS-HP-CV; Bst.: H, St.



de Havilland D H 60 „Moth"

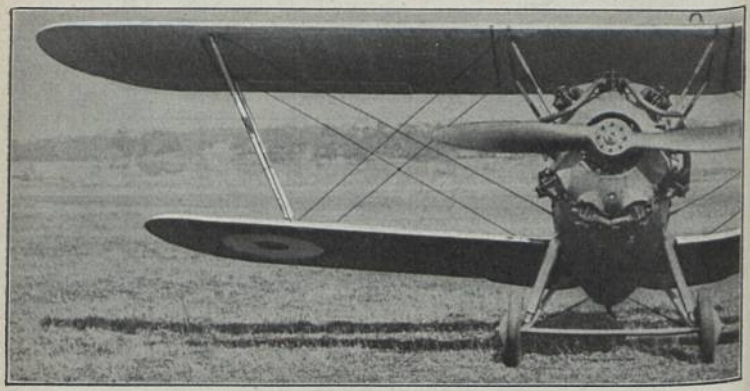
The **de Havilland** Aircraft Co. Ltd., Stag Lane, Edgware, Middlesex

England — Great Britain — Angleterre



de Havilland D H 66 „Herkules" (1926) V ; E: G. de Havilland
b = 24.20 m; l = 10.80 m; T = 143.0 m²; L = 4.10 t; N = 2.60 t; G = 6.70 t; M: 3 × Bristol 450 PS-HP-CV = 1350 PS HP-CV; Bst.: H, St, S.

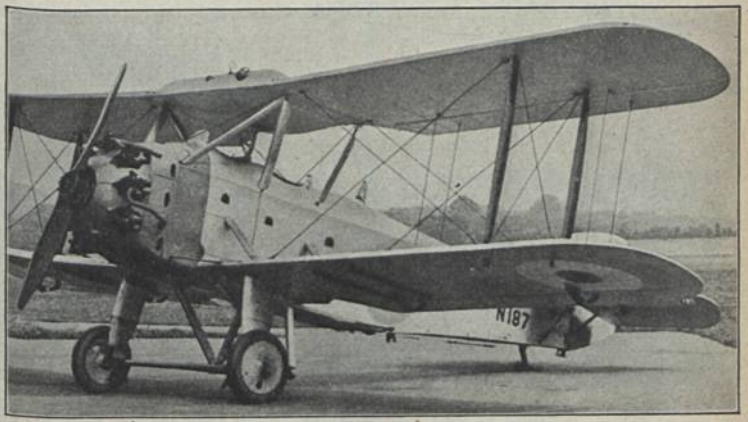
The **de Havilland** Aircraft Co. Ltd., Stag Lane, Edgware, Middlesex



Hawker „Heron" (1925) Kj 1; E: T. O. M. Sopwith
M: Bristol 450 PS-HP-CV; Bst.: S, D, St.

The **Hawker** Engineering Co. Ltd., Kingston on-Thames

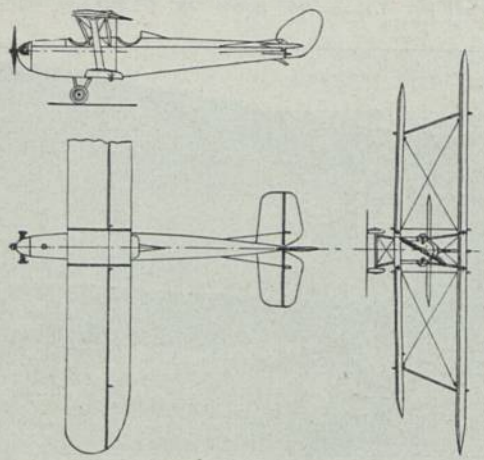
Hawker „Woodcock II" (1925) Kj 1; E: T. O. M. Sopwith
b = 9,80 m; l = 7,12 m; M: Bristol 450 PS-HP-CV; Bst.: H, St.



Hawker „Hedgehog" (1925) Ka 3; E: T. O. M. Sopwith
M: Bristol 450 PS-HP-CV; Bst.: H, St.

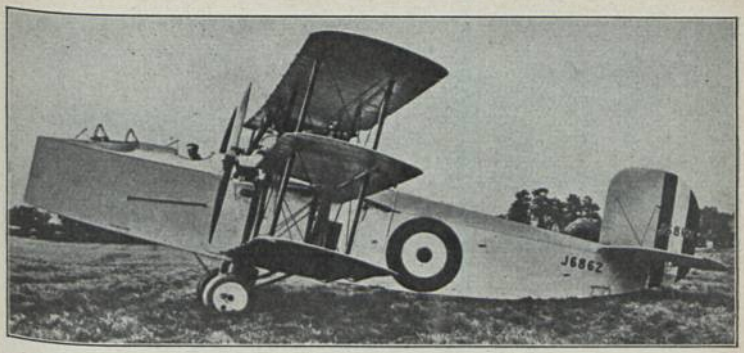
The **Hawker** Engineering Co. Ltd., Kingston-on-Thames

Hawker „Cygnet" (1924) Sp 2: E: T. O. M. Sopwith
b = 8,55 m; l = 6,22 m; T = 14,50 m²; L = 0,17 t; N = 0,16 t; G = 0,33 t;
V = 58—120 km/h; M: Bristol 36 PS-HP-CV; Bst.: H. St.



Hawker „Cygnet"

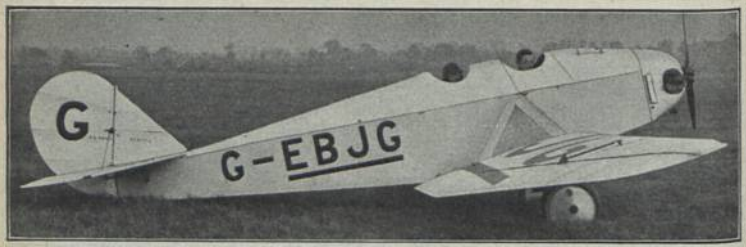
The **Hawker** Engineering Co. Ltd., Kingston on-Thames



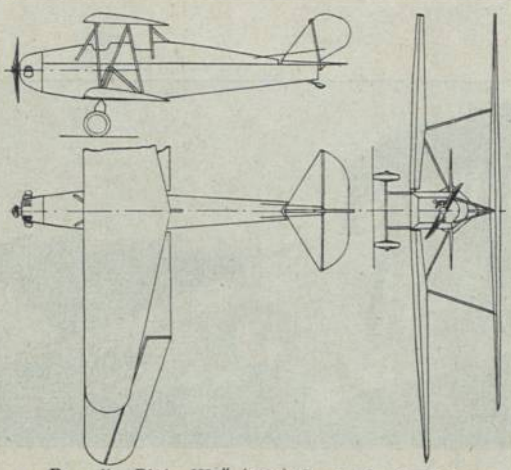
Parnall „Possum" (1923) Kb 4; E: H. Bolas
b = 14,00 m; l = 11,80 m; T = 72,00 m²; G = 2,86 t; M: Napier 450 PS HP-CV; Bst.: H. St.

Parnall „Plover I" (1924) Kj 1; E: H. Bolas
M: Bristol 420 PS-HP-CV; Bst.: H. St.

G. Parnall Co. Ltd., Park Row, Bristol

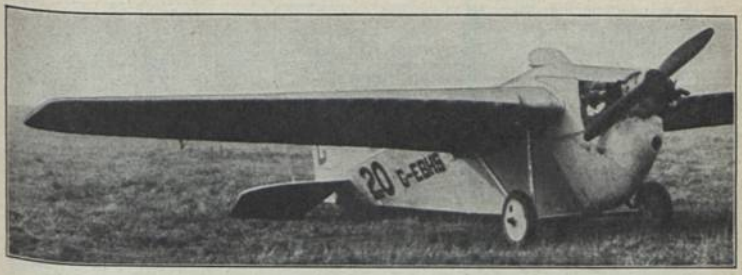


Parnall „Pixie III" (1924) Sp 2; E: H. Bolas
b = 9,85 m; l = 6,47 m; T = 13,00 m²; M: Bristol 36 PS-HP-CV; Bst.: H, St.

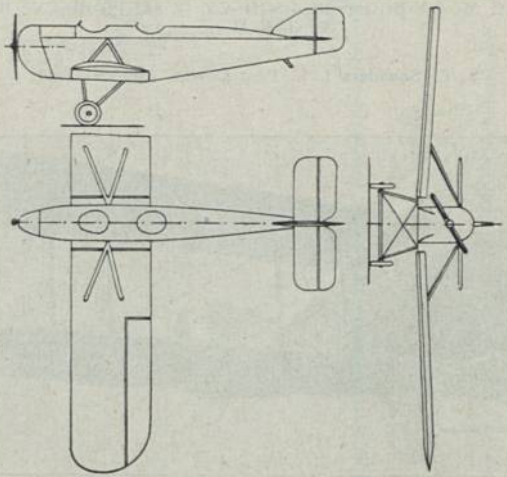


Parnall „Pixie IIIa" (1924) Sp 2; E: H. Bolas
b = 9,85 m; l = 6,47 m; T = 22,60 m²; M: Bristol 36 PS-HP-CV; Bst.: H, St.

G. Parnall Co. Ltd., Park Row, Bristol



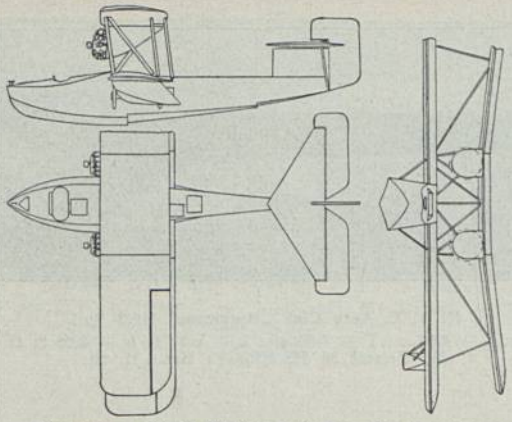
R. A. E. Aero Club „Hurricane" (192) Sp 1
b = 7,00 m; l = 4,86 m; T = 7,50 m²; L = 0,17 t; N = 0,08 t; G = 0,25 t;
M: Bristol 36 PS-HP-CV; Bst.: H, St.



R. A. E. Aero Club „Sirocco" (1926) Sp 2
b = 10,05 m; l = 6,40 m; T = 14,00 m²; L = 0,27 t; N = 0,13 t;
G = 0,40 t; V = 57—125 km/h; M: Bristol 36 PS-HP-CV; Bst.: H, St.

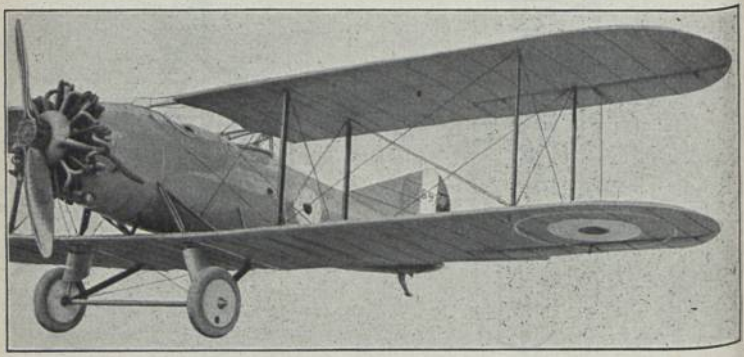
R. A. E. Aero-Club, Farnborough

England — Great Britain — Angleterre



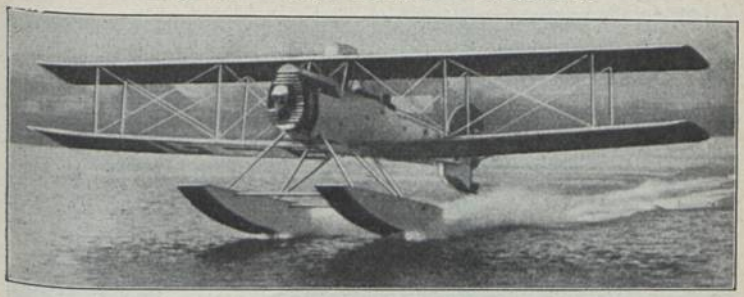
Saunders „Medina" (1926) Ks a 4; E: Saunders
b = 17.70 m; l = 14,00 m; T = 94,00 m²; L = 3,18 t; N = 1,35 t; G = 4,53 t; M: 2 × Bristol 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H, S, St, D.

S. E. **Saunders** Ltd., East Cowes, Isle of Wight

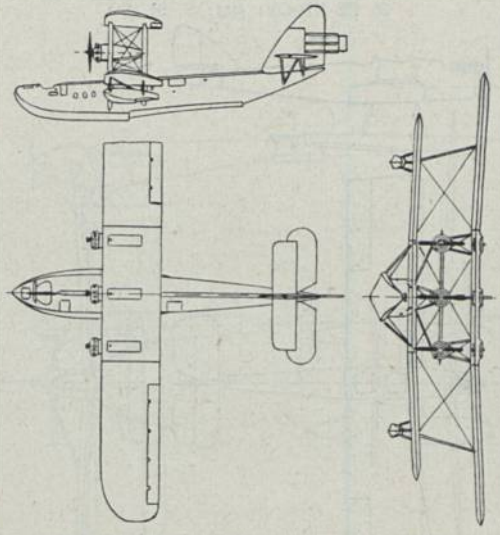


Short „Springbock" (1924) Ka 2; E: M. Short
M: Bristol 420 PS-HP-CV; Bst.: D, S, St.

Short Bros. Ltd., Rochester, Kent

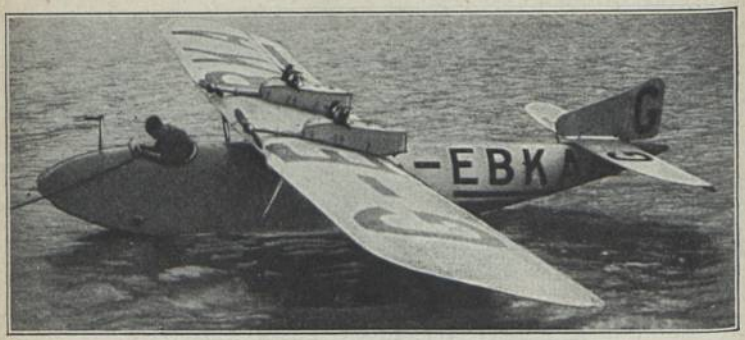


Short „Shrimp" (1925) Kaw 2; E: M. Short
M: Siddeley 240 PS-HP-CV; Bst: H, S, St, D.

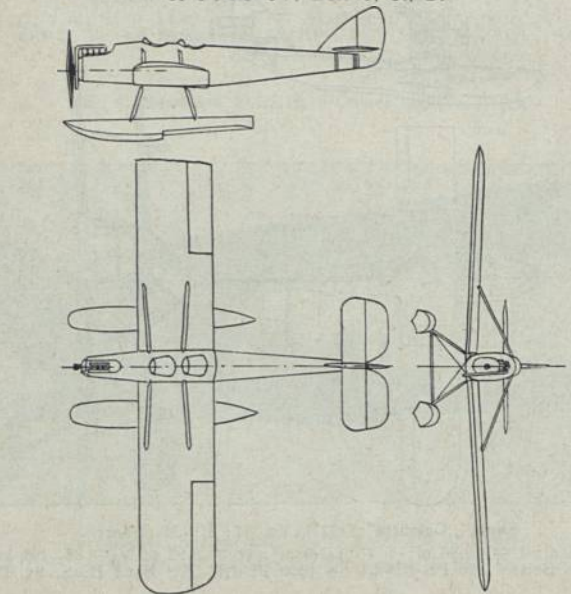


Short „Calcutta" (1927) Vw 17; E: M. Short
b = 28,30 m; l = 19,80 m; T = 172,0 m²; G = 8,92 t; V = 85—195 km/h;
M: 3 × Bristol 450 PS-HP-CV = 1350 PS-HP-CV; Bst.: H, S, St, D.

Short Bros. Ltd., Rochester, Kent

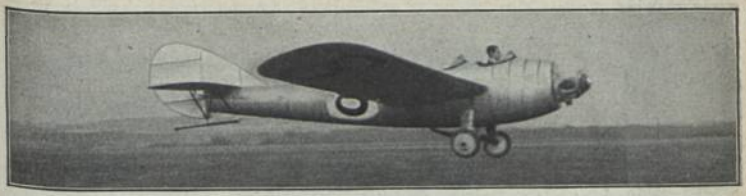


Short „Stellite" (1924) Sps 2; E: M. Short
b = 10,97 m; l = 7,52 m; T = 19,00 m²; L = 0,37 t; N = 0,10 t; G = 0,40 t; V = 61—110 km/h; M: 2 × Blackburne 18 PS-HP-CV = 36 PS-HP-CV; Bst: S, St, D.

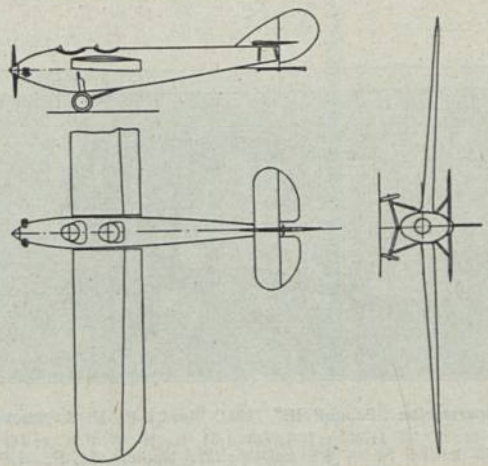


Short „Mussel" (1926) Spw 2; E: M. Short
b = 11,00 m; l = 7,60 m; T = 18,60 m²; L = 0,41 t; N = 0,22 t; G = 0,63 t; V = 71—132 km/h; M: A. D. C. 65 PS-HP-CV; Bst.: S, D, St.

Short Bros. Ltd., Rochester, Kent

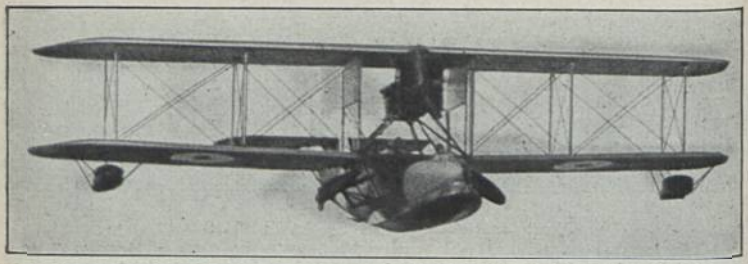


Short „Sattelite" (1924) Sp 2; E: M. Short
b = 10,72 m; l = 7,22 m; T = 15,60 m²; L = 0,21 t; N = 0,17 t; G = 0,38 t; V = 60—118 km/h; M: Bristol 36 PS-HP-CV; Bst.: D, St, S.

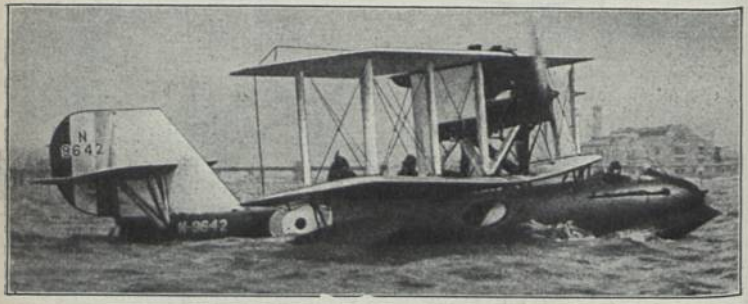


Short „Sattelite"

Short Bros. Ltd., Rochester, Kent



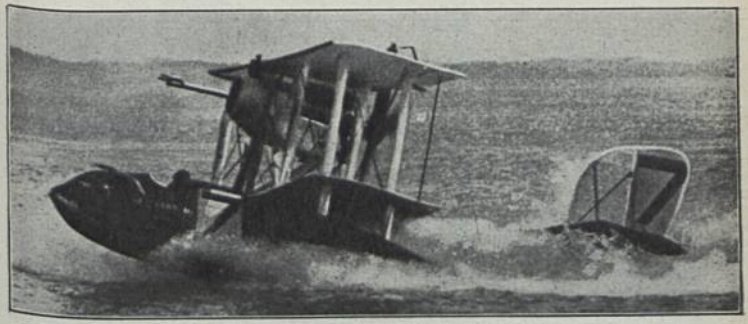
Supermarine „Seagull II" (1923); Ksa 2; E: R. J. Mitchell
b = 14,00 m; l = 11,30 m; L = 1,81 t; N = 0,81 t; G = 2,62 t; V = 76—175 km/h; St = 1,5 km/11′; M: Napier 450 PS-HP-CV; Bst.: H. St.



Supermarine „Seagull III" (1924) Ksa 2; E: R. J. Mitchell
b = 14,00 m; l = 11,30 m; L = 1,81 t; N = 0,81 t; G = 2,62 t; V = 76—175 km/h; St = 1,5 km/11′; M: Napier 450 PS—HP-CV; Bst.: H. St.

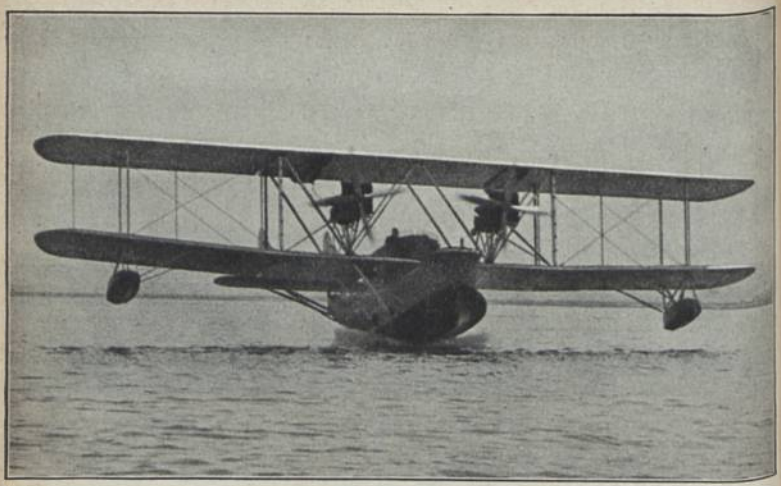
The **Supermarine** Aviation Works Ltd., Southampton

Supermarine „Sea Eagle" (1923) Vs 8; E: R. J. Mitchell
b = 14,00 m; l = 11,40 m; L = 1,94 t; N = 1.00 t; G = 2.94 t; V = 84—160 km/h; St = 1,6 km/16'; M: Rolls Royce 360 PS-HP-CV; Bst.: H. St.

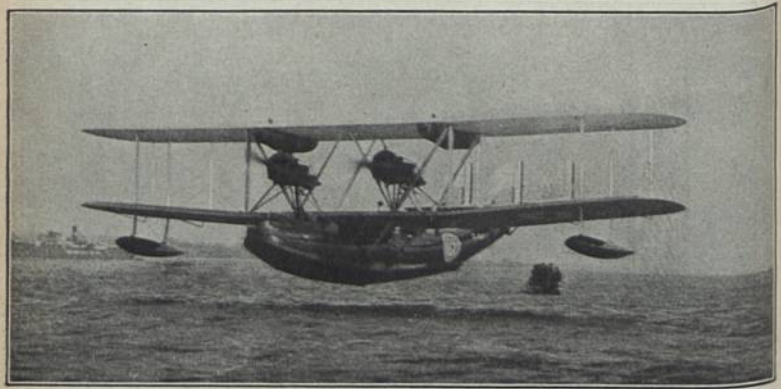


Supermarine „Sea Lion" (1922) Sps 1; E: R. J. Mitchell
b = 9,76 m; l = 8,38 m; T = 26,30 m²; L = 1,09 t; N = 0,39 t; G = 1,48 t; V = 102—250 km/h; H = 7,1 km; St = 3,0 km/7'; M: Napier 450 PS-HP-CV; Bst.: H. St.

The **Supermarine** Aviation Works Ltd., Southampton

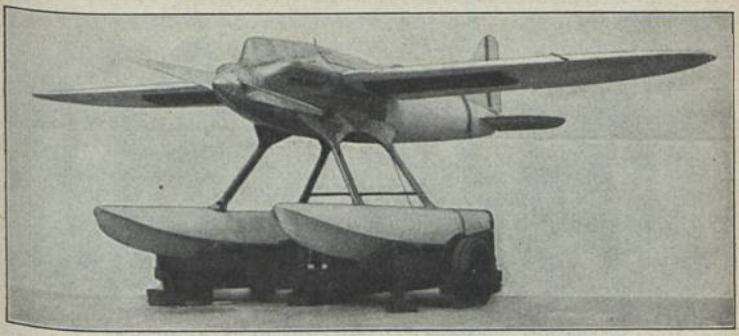


Supermarine „Swan" (1924) Ksb 4; E: R. J. Mitchell
b = 21,00 m; l = 14,90 m; L = 4,16 t; N = 1,17 t; G = 6,23 t; V = 93—169 km/h; St = 1,6 km/18′0″; M: 2 × Rolls Royce 360 PS-HP-CV = 720 PS-HP-CV; Bst.: H, St.

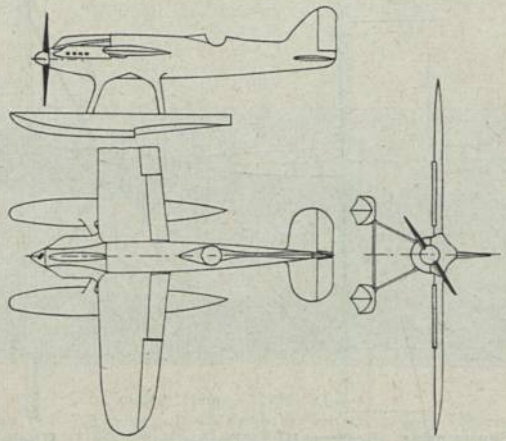


Supermarine „Southampton" (1925) Ksb 4; E: R. J. Mitchell
b = 22,90 m; l = 15,15 m; L = 4,00 t; N = 1,50 t; G = 6,50 t; V = 83—174 km/h; H = 4,2 km; St = 1,5 km/10′; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St.

The **Supermarine** Aviation Works Ltd., Southampton

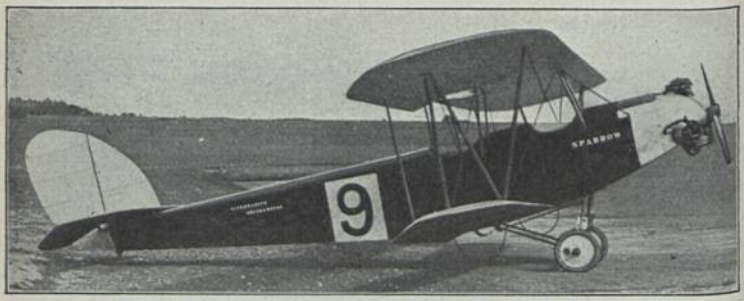


Supermarine S. 4. (1925) Spw 1; E: R. J. Mitchell
b = 9,20 m; l = 8,22 m; T = 12,63 m²; G = 1,45 t; V = 145—381 km/h;
M: Napier 700 PS-HP-CV; Bst.: H, St.

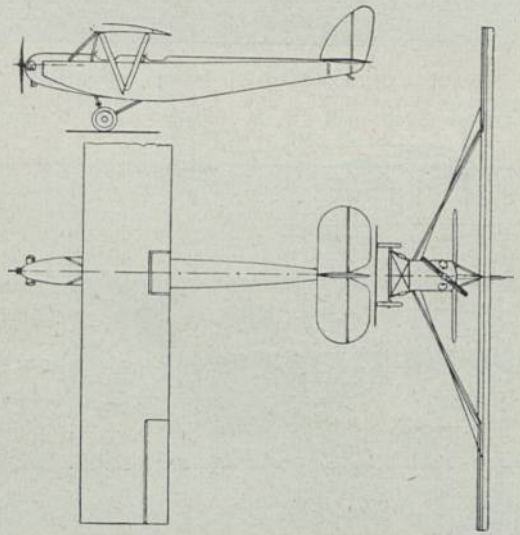


Supermarine S. 4.

The **Supermarine** Aviation Works Ltd., Southampton

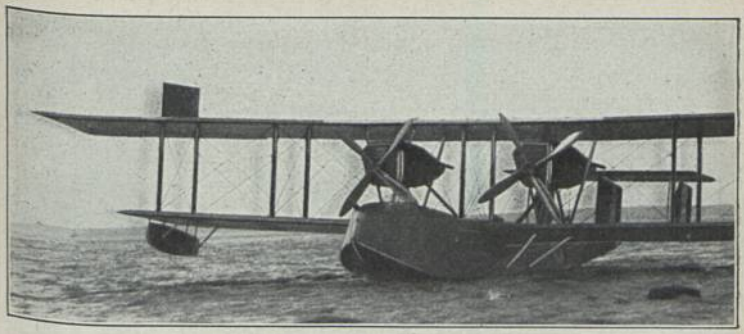


Supermarine „Sparrow I" (1924) Sp 2; E: R. J. Mitchell
b = 10,20 m; l = 7,24 m; T = 23,60 m²; L = 0,21 t; N = 0,18 t; G = 0,39 t; V = 44—115 km/h; H = 3 3 km; M: Blackburne 38 PS-HP-CV; Bst.: H, St.



Supermarine „Sparrow II" (1926) Sp 2; E: R. J. Mitchell
M: Bristol 36 PS-HP-CV; Bst.: H, St.

The **Supermarine** Aviation Works Ltd., Southampton



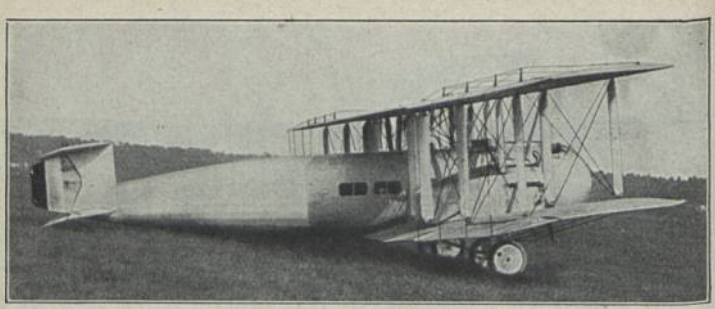
Vickers „Valentia" (1922) Ksb 3

b = 34,20 m; l = 17,70 m; T = 188,0 m²; L = 6,20 t; N = 3,50 t; G = 9,70 t; V = 169 km/h; M: 2 × Rolls Royce 650 PS-HP-CV = 1300 PS-HP-CV; Bst.: H, St.

Vickers „Vimy" (1920) Kbn 3

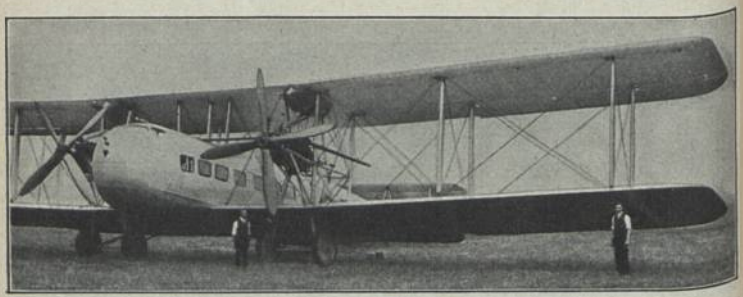
b = 23,50 m; l = 13,20 m; T = 124,0 m²; L = 3,30 t; N = 1,75 t; G = 5,05 t; V = 166 km/h; M: 2 × Rolls Royce 360 PS-HP-CV = 720 PS-HP-CV; Bst.: H, St.

Vickers Ltd., London



Vickers „Victoria" (1923) V 25

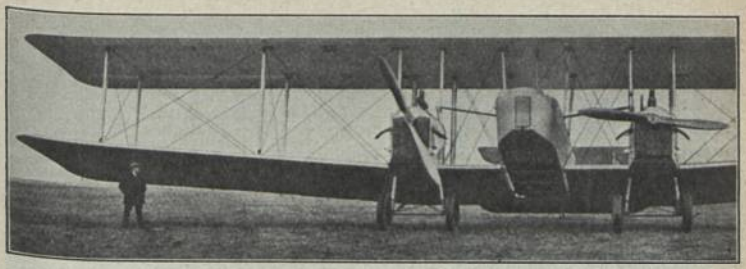
b = 26,74 m; l = 16,38 m; T = 203,0 m²; L = 4,68 t; N = 3,30 t; G = 7,98 t; V = 160 km/h; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St.



Vickers „Vanguard" (1923) V 25

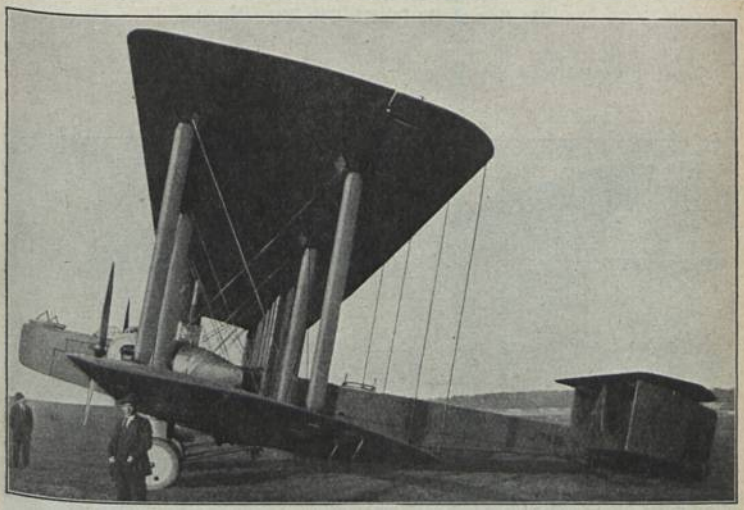
b = 26,80 m; l = 18,40 m; T = 204,0 m²; L = 5,45 t; N = 2,85 t; G = 8,30 t; V = 79—181 km/h; St = 1,5 km/10'; M: 2 × Rolls Royce 650 PS-HP-CV = 1300 PS-HP-CV; Bst.: H, St.

Vickers Ltd., London



Vickers „Virginia I" (1923) Kbn 4

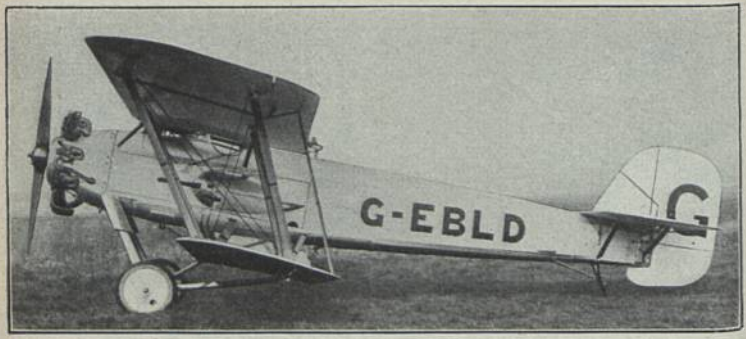
b = 26,30 m; l = 15,40 m; T = 203,0 m²; L = 4,20 t; N = 3,30 t; G = 7,50 t; V = 74—168 km;h; St = 1,6 km/12′30″; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St.



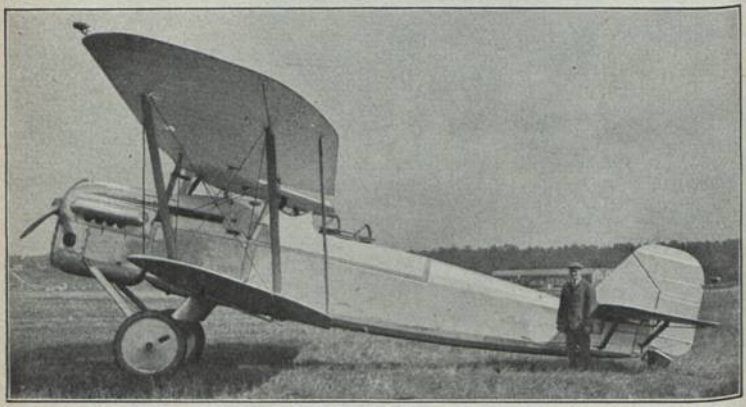
Vickers „Virginia II" (1926) Kbn 4

b = 26,30 m; l = 15,40 m; T = 203,0 m²; L = 4,20 t; N = 3,30 t; G = 7,50 t; V = 74—168 km/h; St = 1,6 km/12′30″; M: 2 × Napier 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St.

Vickers Ltd., London



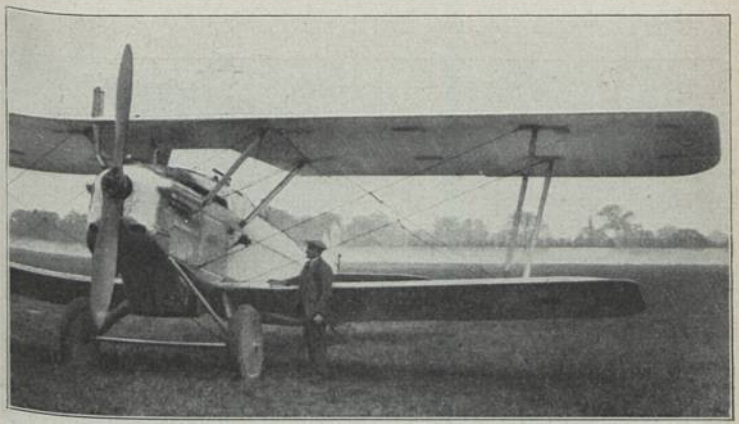
Vickers „Vespa" (1926) Ka 2
M: Bristol 450 PS-HP-CV; Bst.: H, St.



Vickers „Valparaiso" (1924) Ka 2
b = 12,20 m; l = 8,84 m; T = 49,00 m²; L = 1,42 t; N = 0,72 t; G = 2,14 t; V = 226 km/h; M: Napier 450 PS-HP-CV; Bst.: H, St.

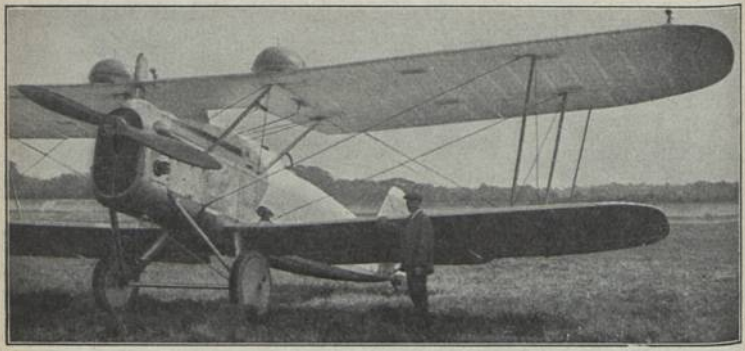
Vickers Ltd., London

Vickers „Vixen II" (1925) Kwj 2
b = 13,70 m; l = 11,20 m; T = 54,80 m²; L = 1,70 t; N = 0,82 t; G = 2,52 t; V = 82—202 km/h; St = 3,0 km/14′; M: Napier 450 PS-HP-CV; Bst.: H, St.



Vickers „Vixen III" (1925) Ka 2
b = 13,41 m; l = 8,84 m; T = 54,81 m²; L = 1,49 t; N = 0,80 t; G = 2,29 t; V = 79—204 km/h; St = 3,0 km/17′; M: Napier 450 PS-HP-CV; Bst.: H, St.

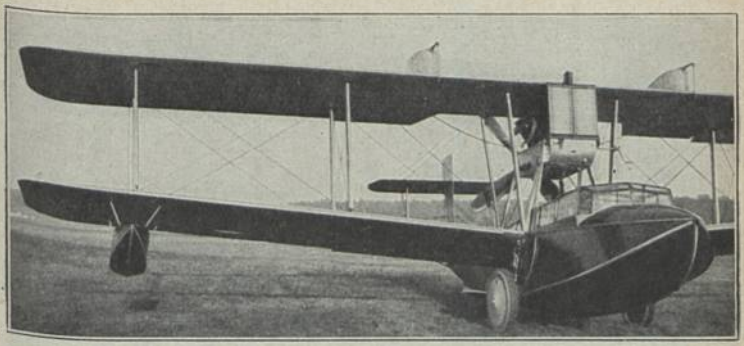
Vickers Ltd., London



Vickers „Vixen V" (1926) Kj 2
b = 13,73 m; l = 9,80 m; M: Napier 450 PS-HP-CV; Bst.: H. St.

Vickers „Vulcan" (1923) V 8
b = 14,02 m; l = 11,45 m; V = 170 km/h; H = 3,6 km; M: Napier 450 PS-HP-CV; Bst.: H. St.

Vickers Ltd., London



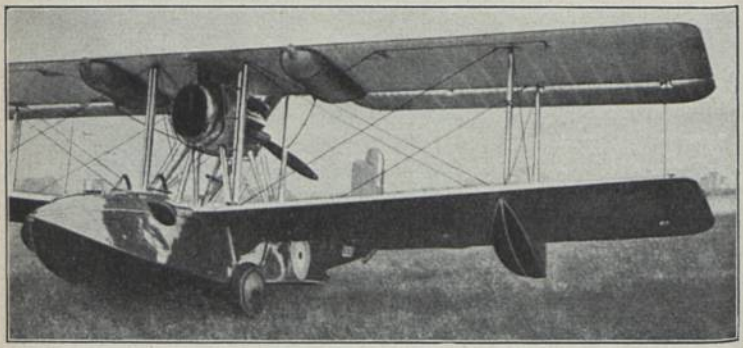
Vickers „Vicking III" (1920) Vs 6

b = 14,00 m; l = 9,70 m; T = 48,40 m²; L = 1,24 t; N = 0,82 t; G = 2,06 t; V = 195 km/h; M: Napier 450 PS-HP-CV; Bst.: H, St.

Vickers „Vulture" (1924) Ksa 3

b = 14,95 m; l = 11,94 m; T = 77,00 m²; G = 2,72 t; V = 74—168 km/h; St = 1,5 km/9′; M: Napier 450 PS-HP-CV; Bst.: H, St.

Vickers Ltd., London



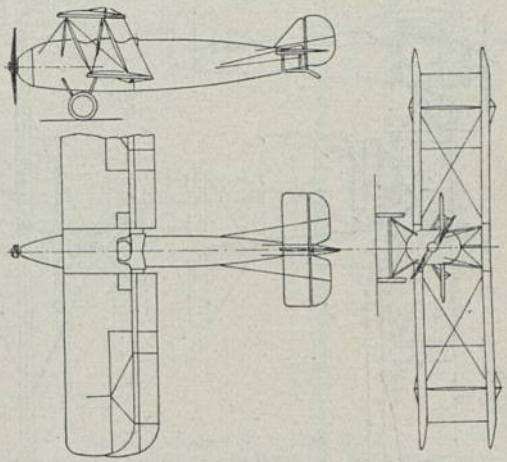
Vickers „Vannelus" (1925) Ksa 3
M: Napier 450 PS-HP-CV; Bst.: H. St.

Vickers „Viget" (1923) Sp 1
b = 7,62 m; l = 5,21 m; T = 18,60 m²; L = 0,17 t; N = 0,08 t; G = 0,26 t; V = 94 km/h; M: Douglas 24 PS-HP-CV; Bst.: H. St.

Vickers Ltd., London

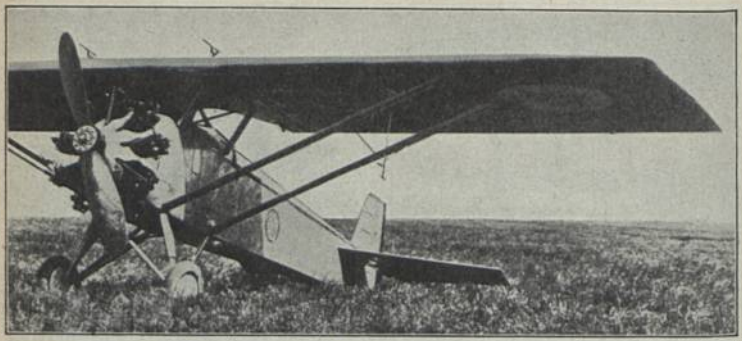
Vickers „Vagabond" (1924) Sp 2

b = 8,53 m; l = 6,71 m; T = 21,70 m²; L = 0,23 t; N = 0,17 t; G = 0,40 t; V = 53—124 km/h; St = 1,5 km/20′; M: Blackburne 36 PS-HP-CV; Bst.: H. St.

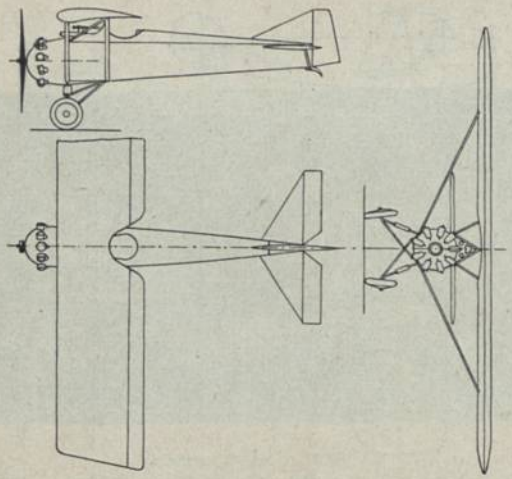


Vickers „Vagabond"

Vickers Ltd., London

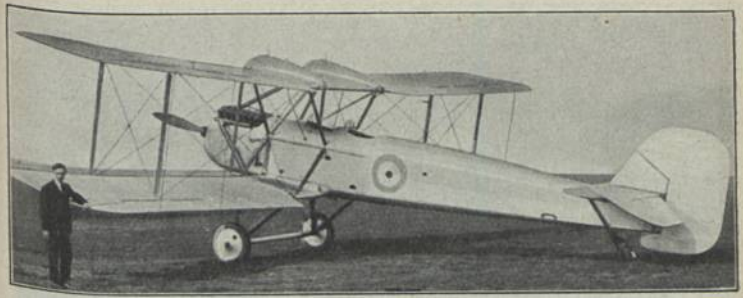


Vickers-Wibault (1926) Kj 1; E: M. Wibault
b = 11,00 m; l = 7,20 m; T = 22,00 m²; L = 0,82 t; N = 0,61 t; G = 1,44 t; V = 92—223 km/h; H = 8,5 km; St = 5,0 km/15′3″; M: Bristol 450 PS-HP-CV; Bst.: D.
Lizenz: Wibault 7 b 1



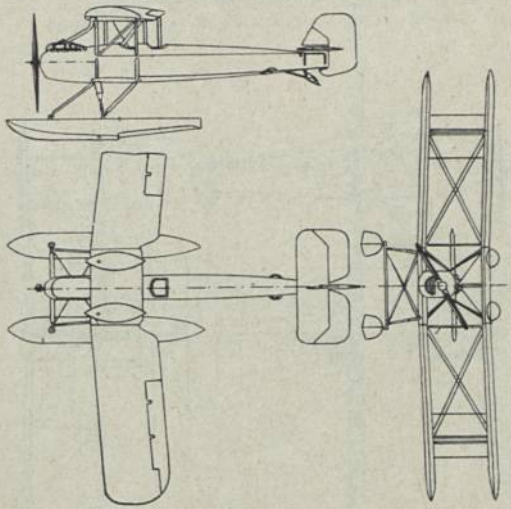
Vickers-Wibault

Vickers Ltd., London



Vickers „Vendace I" (1926) Ü 2

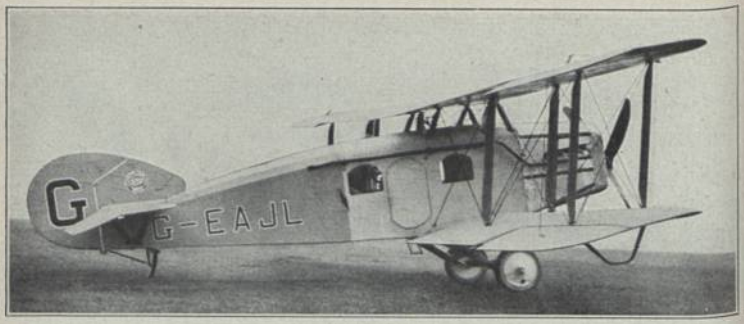
b = 13,70 m; l = 9,44 m; T = 49,60 m²; N = 0,38 t; V = 69—195 km/h; H = 6,3 km; St = 1,5 km/5′; M: Rolls Royce 270 PS-HP-CV; Bst.: H, St, S.



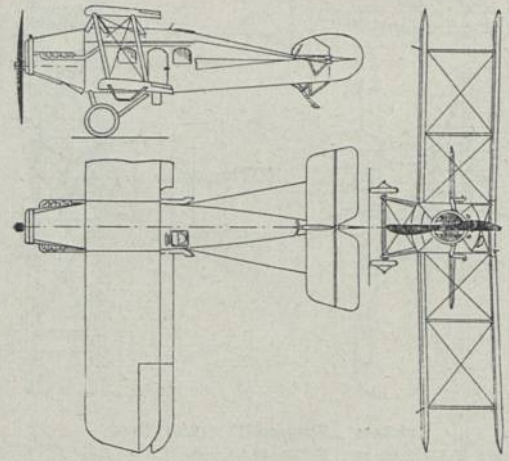
Vickers „Vendace II" (1926) Üw 2

b = 13,70 m; l = 9,60 m; T = 49,60 m²; L = 1,20 t; N = 0,38 t; G = 1,58 t; V = 71—188 km/h; H = 6,2 km; St = 1,5 km/6′5″; M: Rolls Royce 270 PS-HP-CV; Bst.: H, St, S.

Vickers Ltd., London

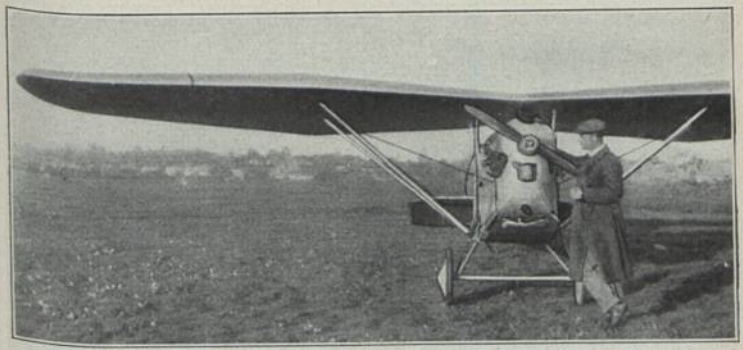


Westland „Limousine Mk II" (1924) V 5; E: R. A. Bruce
b = 11,58 m; l = 8,53 m; L = 1,43 t; N = 0,33 t; G = 1,76 t; M: Hispano 300 PS-HP-CV; Bst.: H. St.

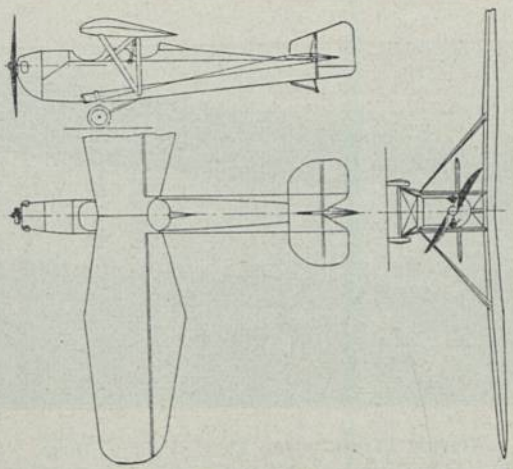


Westland „Limousine Mk II"

The **Westland** Aircraft Works, Yeovil, Somerset

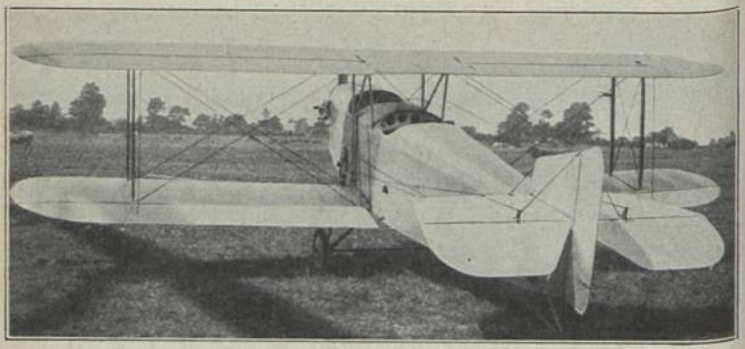


Westland „Widgeon" (1924) Sp 2; E: R. A. Bruce
b = 9,32 m; l = 6,38 m; T = 13,50 m²; L = 0,26 t; N = 0,15 t; G = 0,41 t; V = 64—116 km/h; M: Blackburne 38 PS-HP-CV; Bst.: H, St.

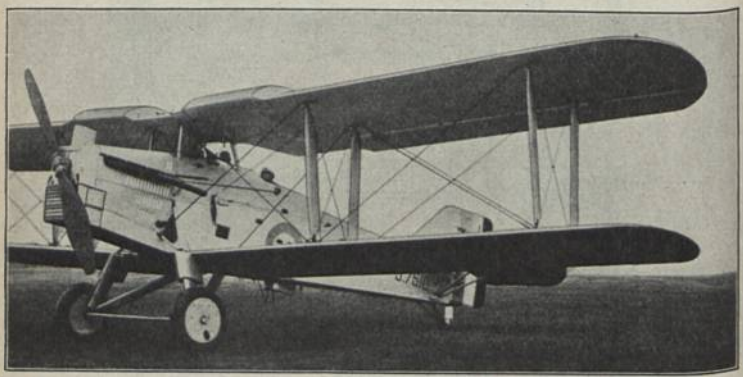


Westland „Widgeon"

The **Westland** Aircraft Works, Yeovil, Somerset

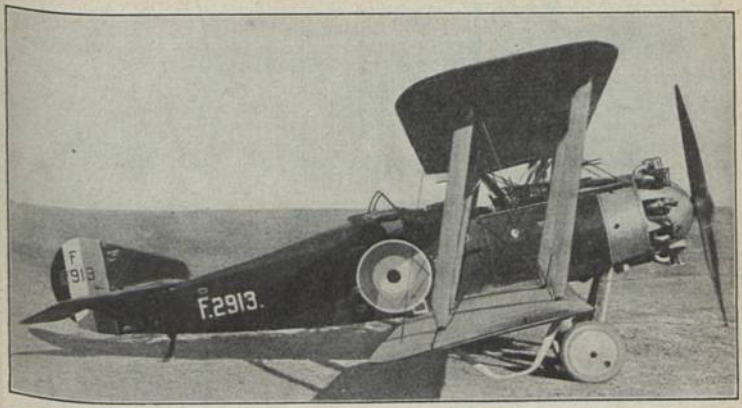


Westland „Wood Pigeon II" (1924) Sp 2; E: R. A. Bruce
b = 8,46 m; l = 6,30 m; T = 18,60 m²; L = 0,24 t; N = 0,16 t; G = 0,40 t; V = 56—113 km/h; M: Bristol 36 PS-HP-CV; Bst.: H, St.



Westland „Yeovil" (1926) Kb 2; E: R. A. Bruce
b = 17,98 m; l = 11,27 m; L = 2,45 t; N = 1,22 t; G = 3,67 t; M: Rolls Royce 650 PS-HP-CV; Bst.: H, St.

The **Westland** Aircraft Works, Yeovil, Somerset

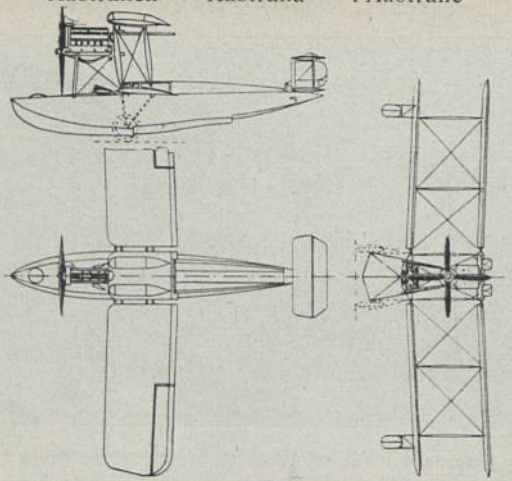


Westland „Weasel" (1918) Ka 2; E: R. A. Bruce
b = 11,11 m; l = 7,57 m; T = 34,21 m²; G = 1,39 t; V = 210 km/h; St = 1,5 km/3′; M: A. B. C. 320 PS-HP-CV; Bst.: H, St.

Westland „Walrus" (1919) Ka 2; E: R. A. Bruce
b = 13,96 m; l = 9,16 m; L = 1,74 t; N = 0,33 t; G = 2,17 t; V = 200 km/h; St = 3,0 km/10′; M: Napier 450 PS-HP-CV; Bst.: H, St.

The **Westland** Aircraft Works, Yeovil, Somerset

Australien — Australia — l'Australie

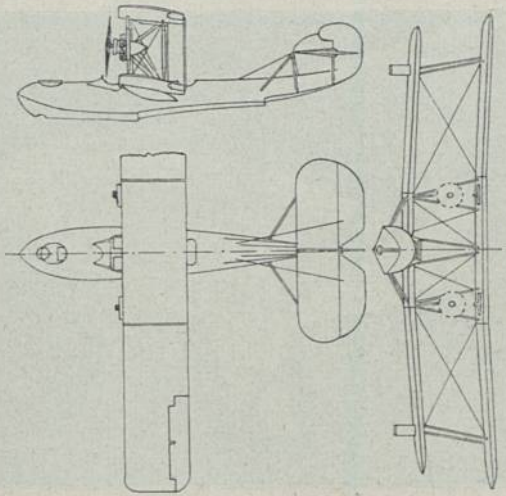


R. A. A. F. Wackett „Widgeon" (1924) Üs 4; E: L. J. Wackett
b = 10,70 m; l = 9,00 m; T = 44,00 m²; G = 1,59 t; V = 80—145 km/h;
M: Siddeley 240 PS-HP-CV; Bst.: H, St.
R. A. A. F., Experimental Station, Randwick, Sidney

Canada — Canada — Canada

Canadian Vickers-Avro 504 Kh (1926) Üw 2; E: A. V. Roe
b = 10,97 m; l = 9,70 m; T = 29,70 m²; L = 0,89 t; N = 0,27 t; G = 1,17 t; V = 67—148 km/h; H = 4,5 km; M: Wright 200 PS-HP-CV;
Bst.: H, St. **Vickers** Works, Montreal

Canadian Vickers „Varuna" (1925) Ksa 4; E: W. T. Reid
b = 16,84 m; l = 11,66 m; T = 69,00 m²; L = 1,68 t; N = 0,90 t; G = 2,58 t; V = 71—145 km/h; M: 2 × Wright 200 PS-HP-CV = 400 PS-HP-CV; Bst.: H. St.



Canadian Vickers „Varuna"

Vickers Works, Montreal

Finnland — Finlande — Finland

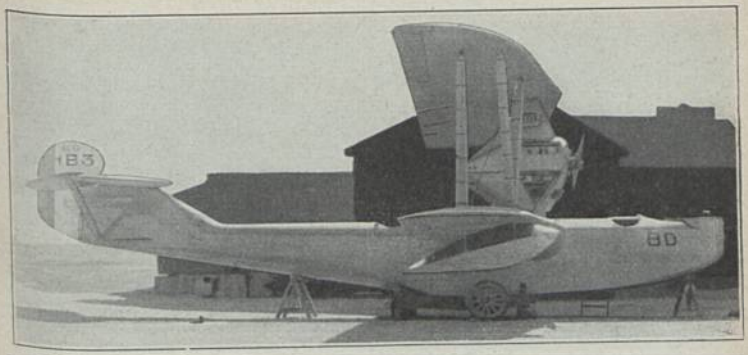
J. V. L. (1922) Kwa 2
b = 15,85 m; l = 11,10 m; T = 44,00 m²; L = 1,47 t; N = 0,63 t; G = 2,10 t; V = 170 km/h; H = 3,0 km/22'; M: Fiat 300 PS-HP-CV; Bst.: H, St.

Suom. Flyvemaskinfabrik, Sveaborg

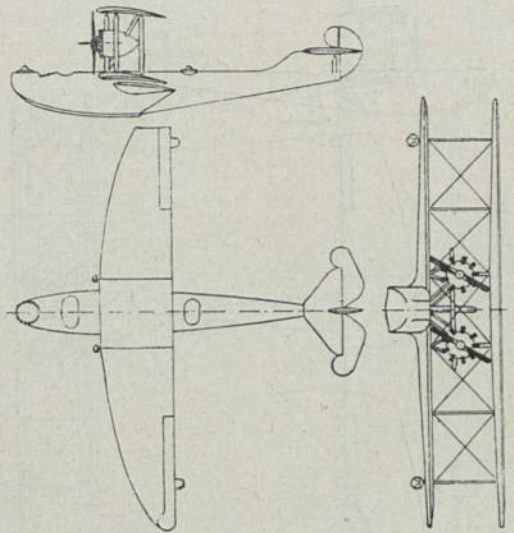
Frankreich — France — France

Avimeta A V M 88 (1926) Kj 2; E: G. Lepère
b = 17,00 m; l = 9,76 m; T = 40,00 m²; L = 1,55 t; N = 0,85 t; G = 2,40 t; V = 240 km/h; H = 7,5 km; M: Hispano 500 PS-HP-CV; Bst.: A.

Aviméta, Courbevoie

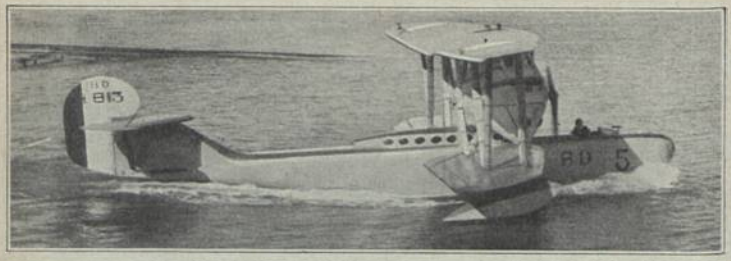


Bellanger Nr. 12 (1925) Vs; E: M. Denhaut
b = 19,00 m; l = 14,70 m; L = 2,30 t; N = 1,90 t; G = 4,20 t; V = 200 km/h; H = 5,5 km; St = 3,0 km/37'; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H, St.

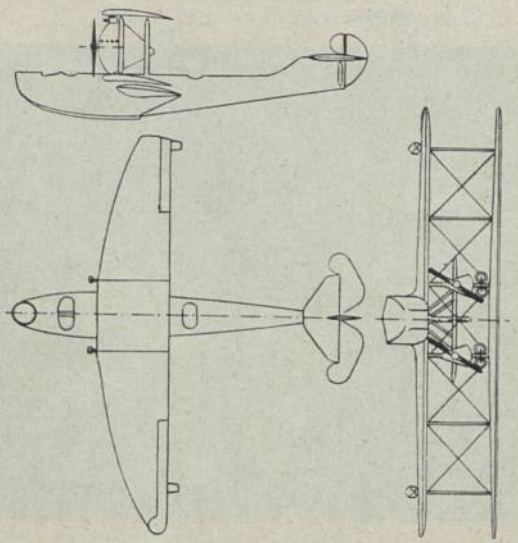


Bellanger (1925) Ksb 4; E: M. Denhaut
b = 19,00 m; l = 14,70 m; L = 2,30 t; N = 1,90 t; G = 4,20 t; V = 200 km/h; St = 3,0 km/37'; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV
840 PS-HP-CV

Bellanger frères, Paris

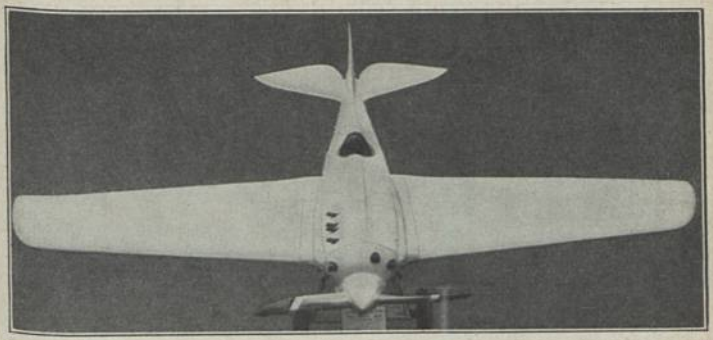


Bellanger H. B. 3. (1925) Ksb 4; E: M. Denhaut
b = 19,00 m; l = 14,70 m; L = 2,48 t; N = 1,50 t; G = 3,98 t; V = 170 km/h; H = 4,5 km; St = 3,0 km/37′; M: 2 × Hispano 250 PS-HP-CV = 500 PS-HP-CV. Bst.: H, St.

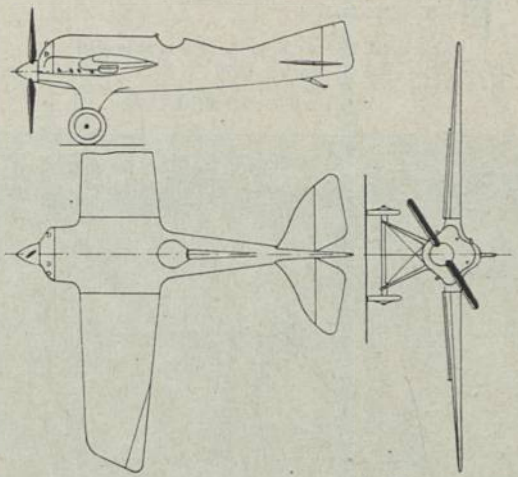


Bellanger H. B. 3.

Bellanger frères, Paris

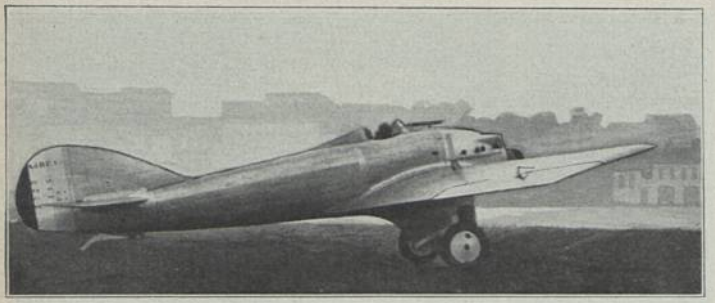


Bernard V 2 (1924) Sp 1; E: Hubert
b = 9,90 m; l = 6,70 m; T = 11,60 m²; G = 1,17 t; M: Hispano 450 PS

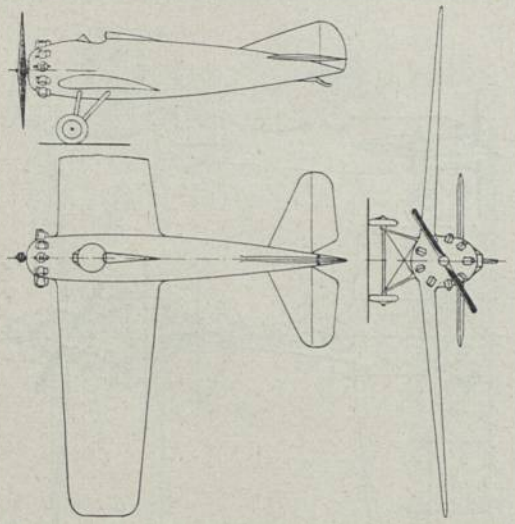


Bernard V 2

Bernard S. J. M. B., La Courneuve, Seine

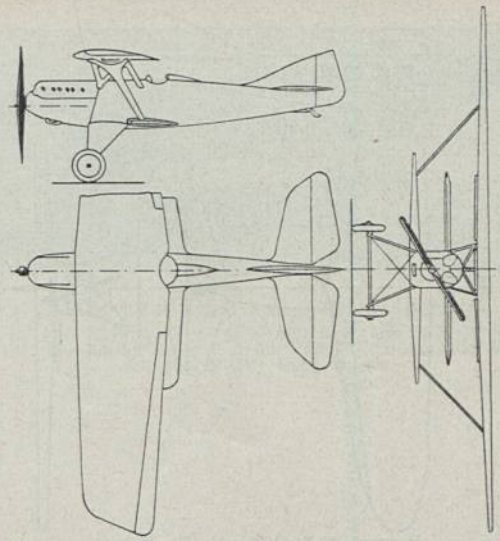


Bernard-Ferbois C 1 (1924) Kj 1; E: Hubert
b = 10,20 m; l = 6,60 m; T = 17,00 m²; G = 1,20 t; V = 315 km/h; M: Hispano 300 PS-HP-CV; Bst.: D.



Bernard 12 C 1 (1926) Kj 1; E: Hubert
b = 12,00 m; l = 7,20 m; T = 12,00 m²; L = 0,91 t; N = 0,54 t; G = 1,54 t; V = 265 km/h; H = 8,0 km; M: Gnôme 420 PS-HP-CV; Bst.: D.

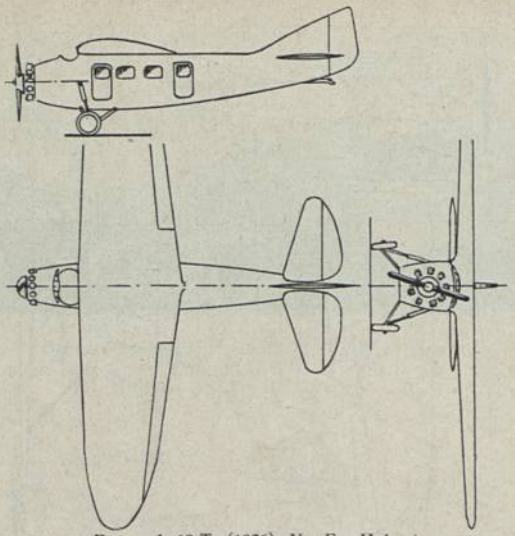
Bernard S. J. M. B., La Courneuve, Seine



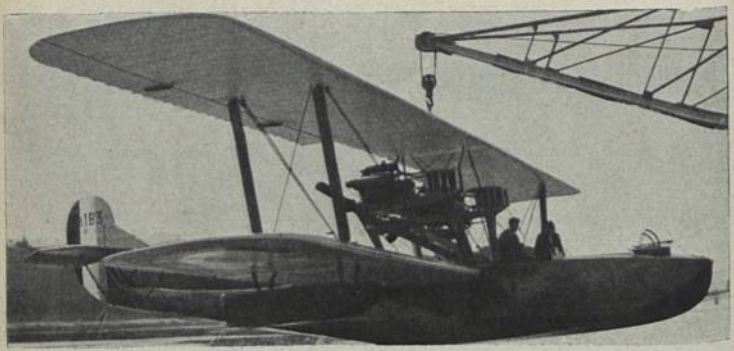
Bernard 14 C 1 (1926) Kj 1; E: Hubert
b = 12,50 m; l = 7,40 m; T = 27,00 m²; L = 1,25 t; N = 0,55 t; G = 1,80 t; V = 265 km/h; H = 9,0 km; St = 5,0 km/12′; M: Hispano 500 PS-HP-CV; Bst.: H, St.

Bernard 15 C 1 (1926) Kj 1; E: Hubert
b = 11,40 m; l = 7,50 m; T = 24,00 m²; G = 1,79 t; V = 270 km/h; H = 7,5 km; St = 4,0 km/28′30″; M: Hispano 500 PS-HP-CV; Bst.: H, St.

Bernard S. J. M. B., La Courneuve, Seine

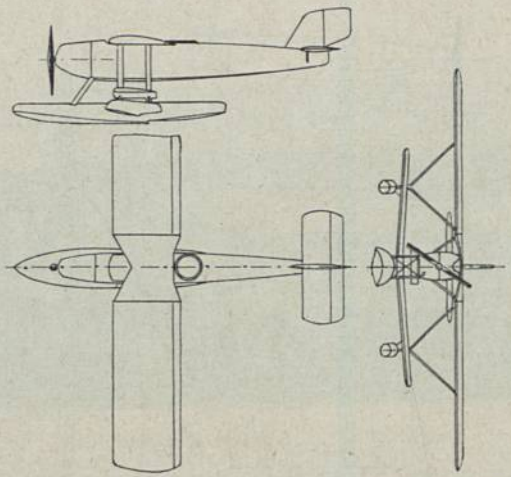


Bernard 18 T (1926) V: E: Hubert
b = 16,80 m; l = 11,44 m; T = 41,80 m²; G = 2,80 t; V = 210 km/h;
M: Gnôme 420 PS-HP-CV; Bst.: H, St.
Bernard S. I. M. B., La Courneuve, Seine



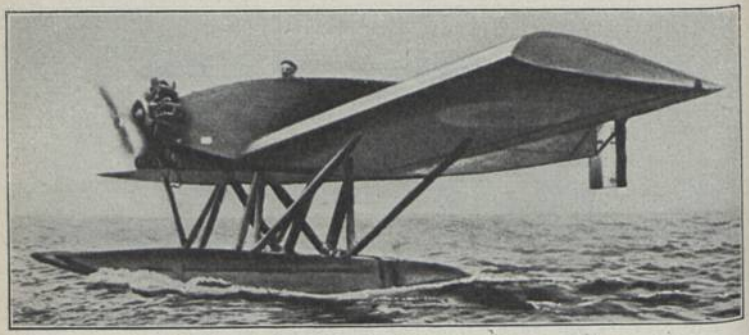
Blanchard Brd I B 3 (1924) Ksa 4; E: M. Blanchard
b = 19,00 m; l = 13,85 m; T = 85,00 m²; L = 2,46 t; N = 1,47 t; G = 3,93 t; V = 168 km/h; St = 2,0 km/16′; M: 2 × Hispano 300 PS-HP-CV = 600 PS-HP-CV; Bst.: H, St.
Blanchard, Les Côteaux

Besson M B 26 (1925) Kwa 2; E: M. Besson
b = 15,00 m; l = 12,10 m; T = 52,00 m²; L = 1,66 t; N = 0,75 t; G = 2,41 t; V = 180 km/h; H = 5,2 km; St = 4,0 km/38′; M: Lorraine 400 PS-HP-CV; Bst.: H, St.

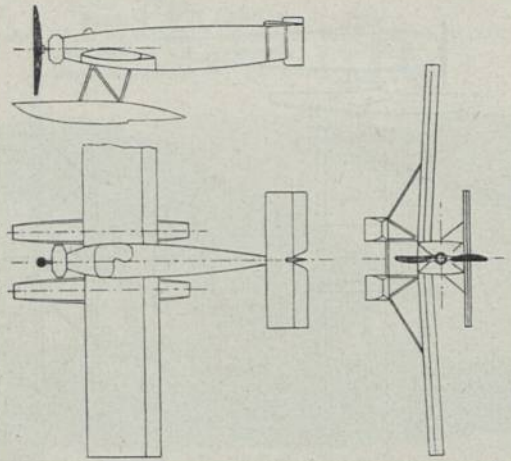


Besson M B 26

M. Besson Cie., Boulogne sur Seine

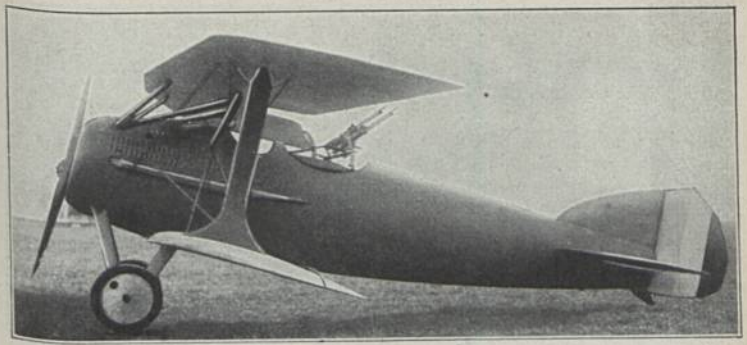


Besson M B 35 „Passepartout" (1925) Kwa 2: E: M. Besson
b = 9,85 m; l = 7,00 m; T = 16,50 m²; L = 0,54 t; N = 0.22 t; N = 0,76 t; V = 90—163 km/h; H = 4,8 km; St = 2,0 km/13′; M: Salmson 120 PS-HP-CV; Bst.: H, St.

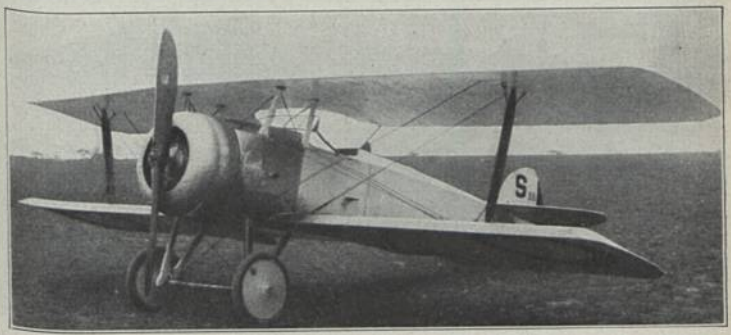


Besson M B 35 „Passepartout"

M. Besson Cie., Boulogne-sur-Seine

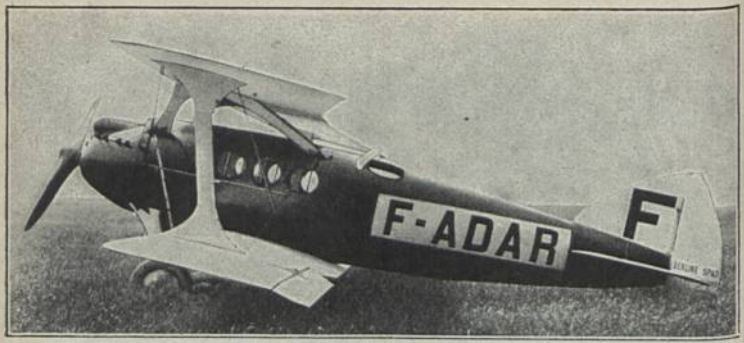


Blériot-Spad 20 C II (1921) Kj 2; E: Herbemont
b = 10,41 m; l = 7,38 m; T = 33,00 m²; L = 0,88 t; N = 0,49 t; G = 1,37 t; V = 85—230 km/h; H = 7,0 km; St = 6,0 km/28′; M: Hispano 300 PS-HP-CV; Bst.: H, St.



Blériot-Spad 34 (1921) Ü 2; E: Herbemont
b = 8,15 m; l = 6,40 m; T = 21,00 m²; L = 0,47 t; N = 0,25 t; G = 0,72 t; V = 80—130 km/h; H = 4,0 km; St = 3,0 km/35′; M: Le Rhône 80 PS-HP-CV; Bst.: H, St.

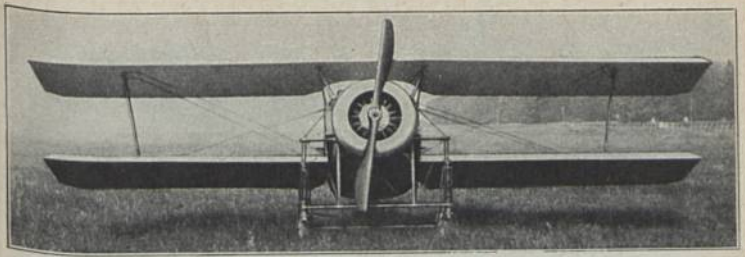
Blériot-Aéronautique, Suresnes, Seine



Blériot-Spad 46 (1922) V 6; E: Herbemont
b = 12,66 m; l = 9,05 m; T = 47,00 m²; L = 1,30 t; N = 1,00 t; G = 2,30 t; V = 80—196 km/h; H = 4,2 km; St = 4,0 km/50′; M: Lorraine 370 PS-HP-CV; Bst.: H, St.

Blériot-Spad 51 (1923) Kj 1; E: Herbemont
b = 9,47 m; l = 6,45 m; T = 26,00 m²; L = 0,79 t; N = 0,48 t; G = 1,27 t; V = 85—230 km/h; H = 9,0 km; St = 8,0 km/38′; M: Gnôme 420 PS-HP-CV; Bst.: H, D, St.

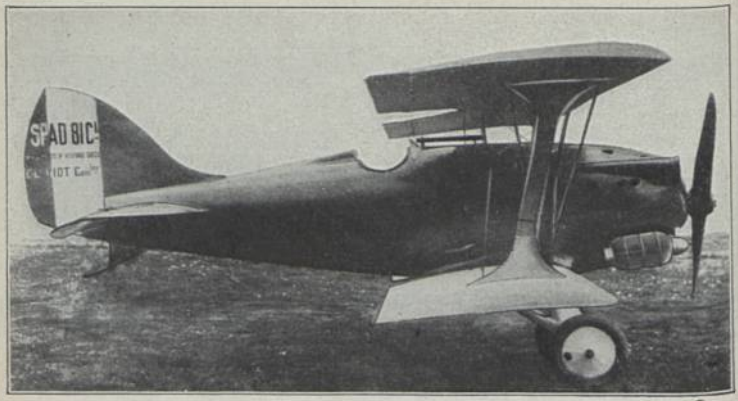
Blériot-Aéronautique, Suresnes, Seine



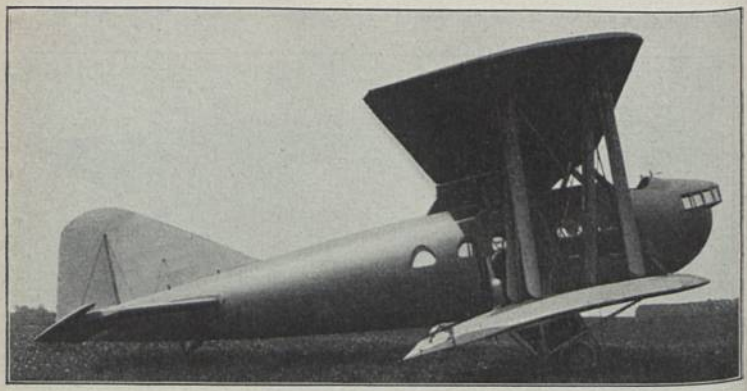
Blériot-Spad 54 (1923) Ü 2; E: Herbemont
b = 6,96 m; l = 7,24 m; T = 23,52 m²; L = 0,49 t; N = 0,24 t; G = 0,73 t; V = 80—130 km/h; H = 3,2 km; M: Le Rhône 80 PS-HP-CV; Bst.: H, St.

Blériot-Spad 61 (1923) Kj 1; E: Herbemont
b = 9,62 m; l = 6,60 m; T = 30,00 m²; L = 1,01 t; N = 0,51 t; G = 1,52 t; V = 85—260 km/h; H = 8,0 km; St = 7,0 km/31′; M: Lorraine 400 PS-HP-CV; Bst.: H, D, St.

Blériot-Aéronautique, Suresnes, Seine

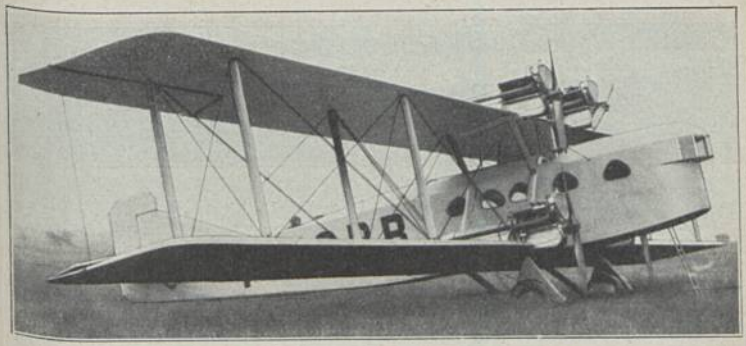


Blériot-Spad 81 (1924) Kj 1; E: Herbemont
b = 9,62 m; l = 6,40 m; T = 30,00 m²; L = 1,01 t; N = 0,51 t; G = 1,52 t; V = 85—240 km/h; H = 8,0 km; St = 6,0 km/25′; M: Hispano 300 PS-HP-CV; Bst.: H, D, St.



Blériot 105 (1926) V; E: Kirste
b = 25,00 m; l = 15,70 m; T = 125,0 m²; L = 3,00 t; N = 2,50 t; G = 5,50 t; V = 80—154 km/h; H = 2,9 km; St = 1,0 km/4′37″; M: 4 × Hispano 300 PS-HP-CV = 1200 PS-HP-CV; Bst.: H, St.

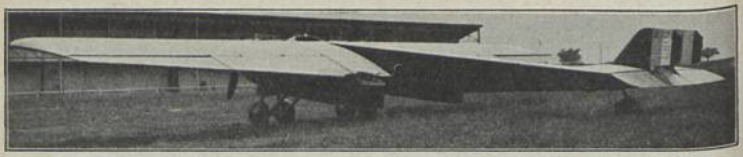
Blériot-Aéronautique, Suresnes, Seine



Blériot 115 (1923) V 13; E: L. Kirste
b = 25,00 m; l = 14,45 m; T = 126,0 m²; L = 2,95 t; N = 2,00 t; G = 5,10 t; V = 80—180 km/h; H = 4,5 km; St = 3,5 km/60'; M: 4 × Hispano 180 PS-HP-CV = 720 PS-HP-CV; Bst.: H. St.

Blériot 115 bis (1926) V 13; E: L. Kirste
M: 4 × Hispano 180 PS-HP-CV = 720 PS-HP-CV

Blériot-Aéronautique, Suresnes, Seine



Blériot 117 (1924) Kj 4; E: L. Kirste
b = 23,00 m; l = 15,50 m; T = 93,00 m²; L = 2,86 t; N = 1,34 t; G = 4,20 t; V = 80—190 km/h; H = 6,0 km; St = 3,0 km/20'; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H, St.

Blériot 135 (1925) V 9; E: L. Kirste
b = 25,00 m; l = 14,45 m; T = 126,0 m²; L = 3,50 t; N = 2,00 t; G = 5,50 t; V = 80—185 km/h; H = 4,5 km; St = 1,0 km/6; M : 4 × Salmson 230 PS-HP-CV = 920 PS-HP-CV; Bst.: H, St.

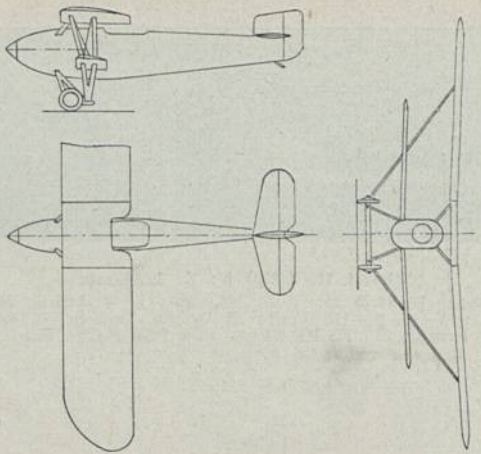
Blériot-Aéronautique, Suresnes, Seine

Blériot 155 (1926) V; E: L. Kirste
b = 26,00 m; l = 14,75 m; T = 135,0 m²; L = 3,65 t; N = 2,77 t; G = 6,35 t; V = 80—175 km/h; H = 3,6 km; St = 1,0 km/8'15"; M: 4 × Renault 250 PS-HP-CV = 1000 PS-HP-CV; Bst.: H, St.

Blériot 165 (1926) V 18; E: L. Kirste
b = 23,00 m; l = 15,00 m; T = 119,0 m²; L = 3,10 t; N = 2,35 t; G = 5,45 t; V = 180 km/h; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H, St.

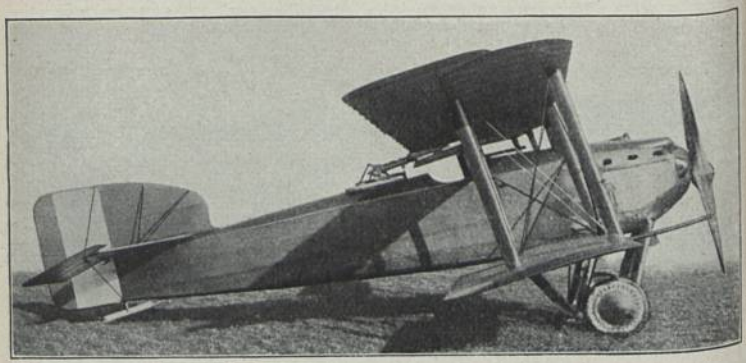
Blériot-Aéronautique, Suresnes, Seine

Frankreich — France — France



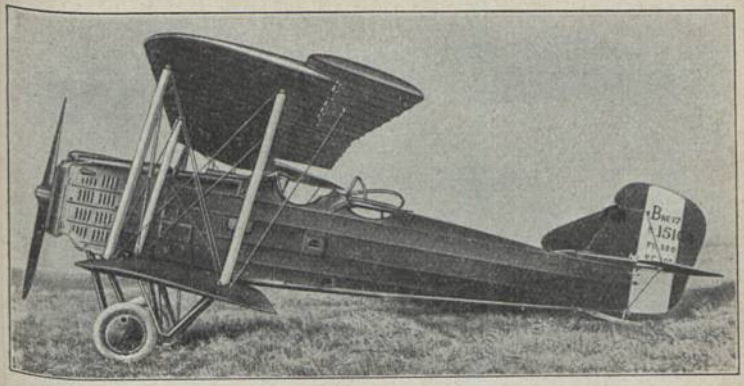
Borel S. C. I. M. (1924) Kjn 2; E: Boccacio
b = 13,70 m; T = 34,00 m²; L = 0,90 t; N = 0,65 t; G = 1,55 t; V = 86—225 km/h; H = 7,7 km; M: Hispano 300 PS-HP-CV; Bst.: D.

Borel S. C. I. M., Puteaux, Seine

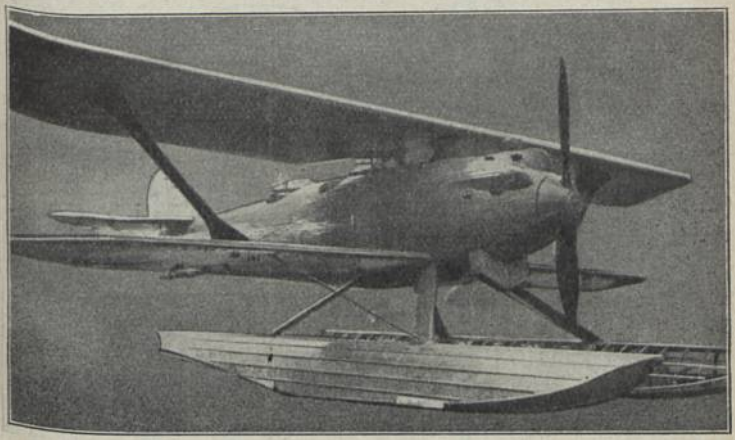


Bréguet XIV A 2 (1920) Ka 2; E: L. Bréguet
b = 14,86 m; l = 9,00 m; T = 51,00 m²; L = 1,10 t; N = 0,70 t; G = 1,80 t; V = 170 km/h; M: Lorraine 400 PS-HP-CV; Bst.: H, D, St.

L. Bréguet, Paris



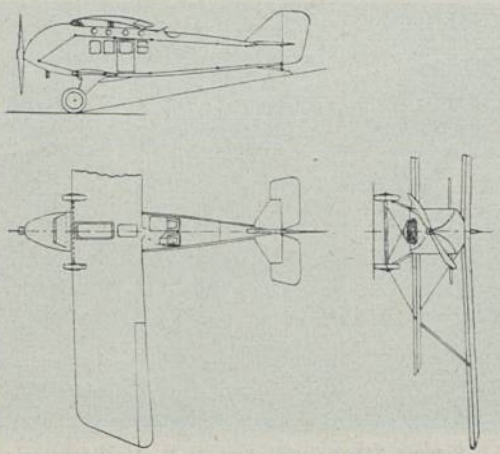
Bréguet XVII (1921) Ka 2; E: L. Bréguet
M: Lorraine 400 PS-HP-CV; Bst.: H, D, St.



Bréguet XIX h (1926) Kwa 2; E: L. Bréguet
b = 14,83 m; l = 11,52 m; T = 50,00 m²; L = 1,35 t; N = 1,10 t; G = 2,45 t; V = 200 km/h; H = 5,6 km; St = 4,0 km/30'; M: Lorraine 450 PS-HP-CV; Bst.: D, St.

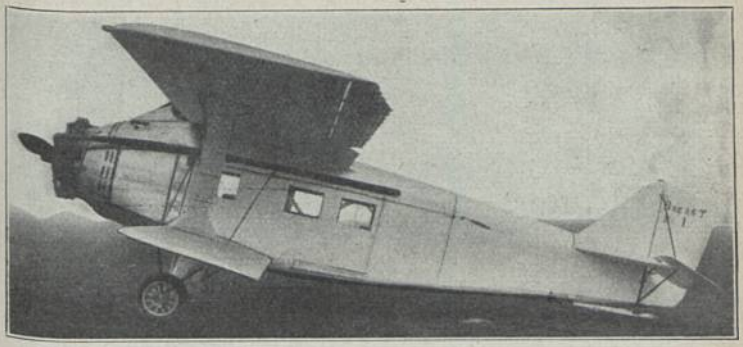
L. Bréguet, Paris

Bréguet XIX B 2 (1923) Kb 2; E: L. Bréguet
b = 14,83 m; l = 9,57 m; T = 50,00 m²; L = 1,21 t; N = 0,81 t; G = 2,02 t; V = 215 km/h; St = 2,0 km/7′; M: Renault 450 PS-HP-CV; Bst.: D. St.

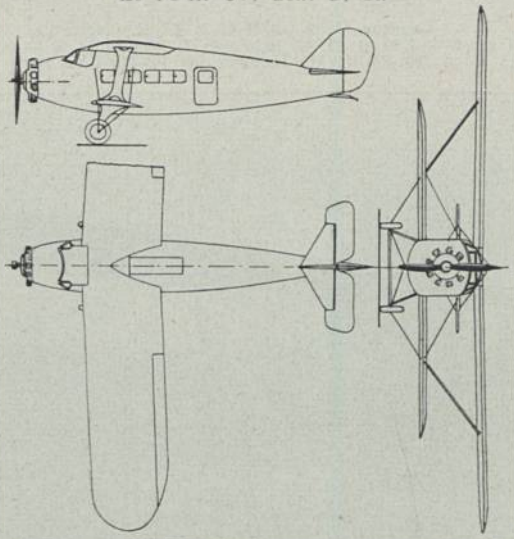


Bréguet XIX T (1924) V 8; E: L. Bréguet
b = 15,57 m; l = 10,60 m; T = 47,00 m²; L = 1,42 t; N = 1,18 t; G = 2,60 t; V = 220 km/h; H = 5,0 km; M: Renault 500 PS-HP-CV; Bst.: D. St.

L. Bréguet, Paris

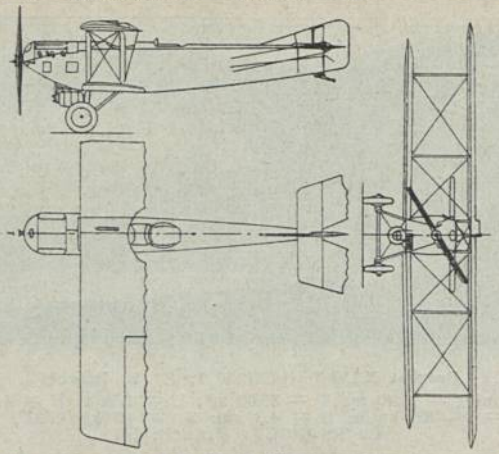


Bréguet XXVI T (1926) V 7; E: L. Bréguet
b = 17,00 m; l = 11,40 m; T = 55,00 m²; L = 1,59 t; N = 1,23 t; G = 2,82 t; V = 99—206 km/h; H = 4,3 km; St = 4,3 km/49′33″; M: Gnôme 420 PS-HP-CV; Bst.: D, St.

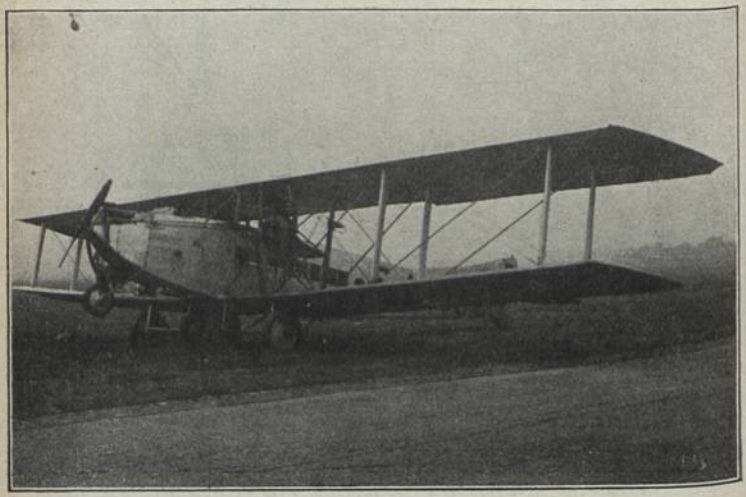


Bréguet XXVIII T (1926) V 9; E: L. Bréguet
b = 17,00 m; l = 11,40 m; T = 57,00 m²; L = 1,59 t; N = 1,41 t; G = 3,00 t; V = 198 km/h; H = 4,5 km; St = 2,0 km/15′; M: Lorraine 450 PS-HP-CV; Bst.: D, St.

L. Bréguet, Paris



Caudron C 59 (1922) Ü 2; E: R. Taplin
b = 10,24 m; l = 7,80 m; T = 26,00 m²; L = 0,70 t; N = 0,30 t; G = 1,00 t; V = 180 km/h; M: Hispano 180 PS-HP-CV; Bst.: H, St.



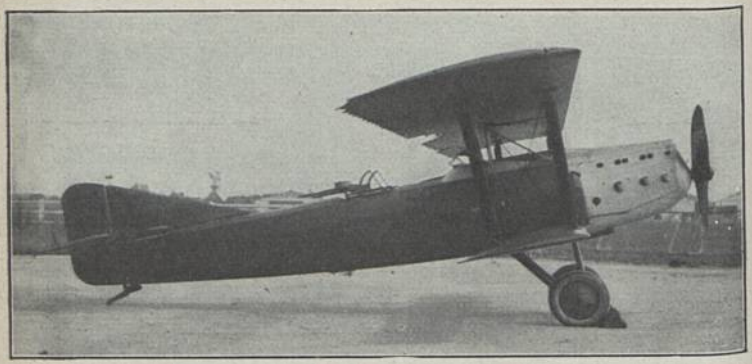
Caudron C 61 bis (1926) V 9; E: R. Taplin
b = 23,16 m; l = 15,00 m; T = 104,0 m²; L = 3.37 t; N = 1,46 t; G = 4,83 t; V = 162 km/h; St = 3.0 km/37′; M: 2 × Salmson 260 PS-HP-CV. 1 × Hispano 180 PS-HP-CV = 700 PS-HP-CV; Bst.: H, St.

R. Caudron, Issy les Moulineaux

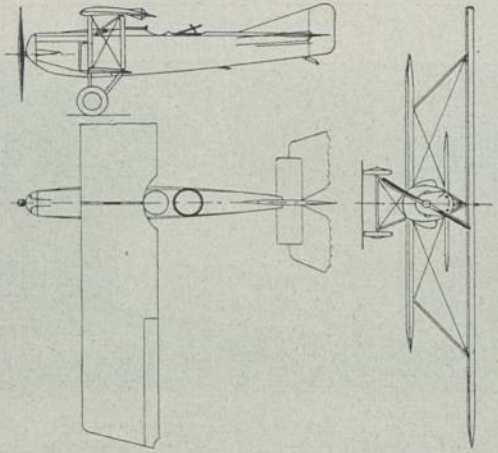
Caudron C 81 (1924) V 13; E: R. Taplin
b = 26,30 m; l = 14,00 m; T = 145,0 m²; G = 6,40 t; V = 160 km/h; M: 2 × Lorraine 400 PS-HP-CV, 1 × Lorraine 270 PS-HP-CV = 1070 PS-HP-CV

Caudron C 94 (1926) tr 2; E: R. Taplin
b = 16,55 m; l = 12,29 m; T = 65,00 m²; L = 1,48 t; N = 1,16 t; G = 2,64 t; V = 179 km/h; M: Gnôme 420 PS-HP-CV; Bst.: H. St.

R. Caudron, Issy-les-Moulineaux

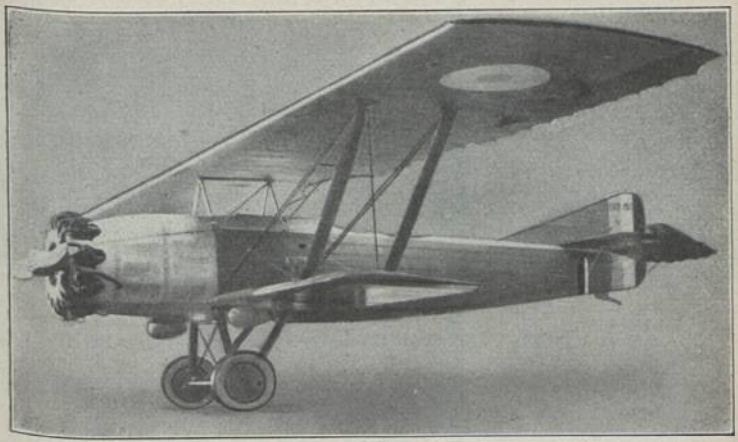


Caudron C 101 (1926) Ka 2; E: R. Taplin
b = 14,56 m; l = 9,10 m; T = 44,00 m²; L = 1,20 t; N = 0,89 t; G = 2,09 t; V = 227 km/h; H = 6,7 km; St = 6,0 km/45'; M: Hispano 450 PS-HP-CV; Bst.: H. St.

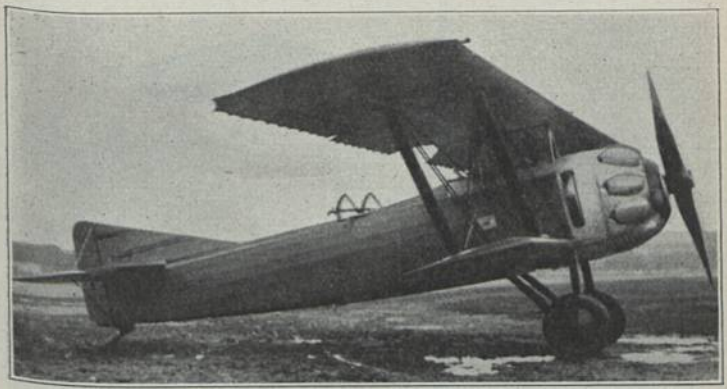


Caudron C 101

R. Caudron, Issy-les-Moulineaux

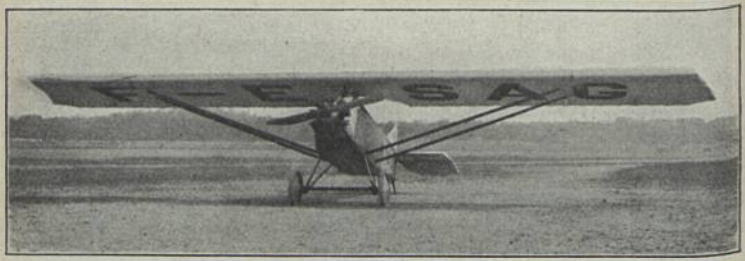


Caudron C 104 (1926) Ka 2; E: R. Taplin
b = 14,56 m; l = 9,10 m; T = 44,00 m²; G = 1,96 t; V = 213 km/h; H = 6,7 km; St = 6,0 km/46′13″; M: Gnôme 420 PS-HP-CV; Bst.: H, St.

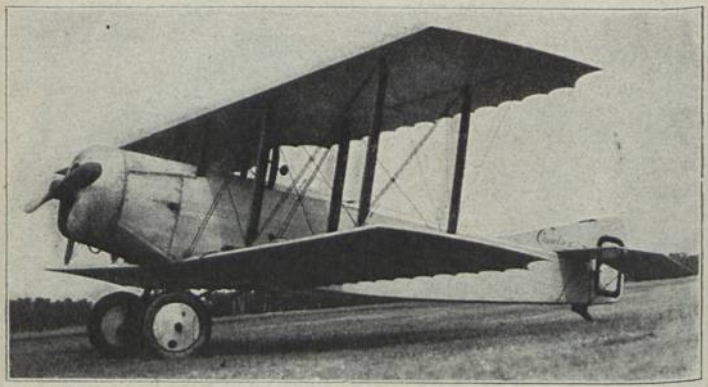


Caudron C 107 (1926) Ka 2; E: R. Taplin
b = 14,56 m; l = 9,10 m; T = 44,00 m²; L = 1,33 t; N = 0,93 t; G = 2,26 t; V = 231 km/h; H = 6,9 km; St = 6,0 km/25′; M: Salmson 500 PS-HP-CV; Bst.: H, St.

R. Caudron, Issy-les-Moulineaux



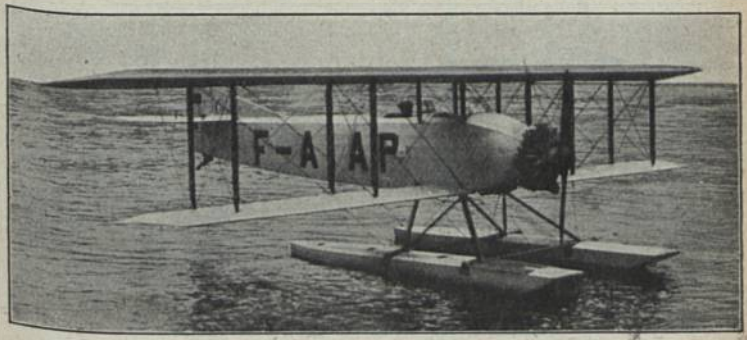
Caudron C 109 (1925) Sp 2; E: R. Taplin
b = 11,50 m; l = 6,14 m; T = 20,00 m²; L = 0,32 t; N = 0,23 t; G = 0,55 t; V = 126 km/h; St = 1,0 km/16′20″; M: Salmson 40 PS-HP-CV; Bst.: H. St.



Caudron C 127 (1924) Ü 2; E: R. Taplin
b = 12,00 m; l = 8,30 m; T = 34,50 m²; L = 0,51 t; N = 0,28 t; G = 0,79 t; V = 132 km/h; M: Le Rhône 80 PS-HP-CV; Bst.: H. St.

R. Caudron, Issy-les-Moulineaux

Caudron C 128a (1926) Ü 2; E: R. Taplin
M: Salmson 120 PS-HP-CV; Bst.: H. St.



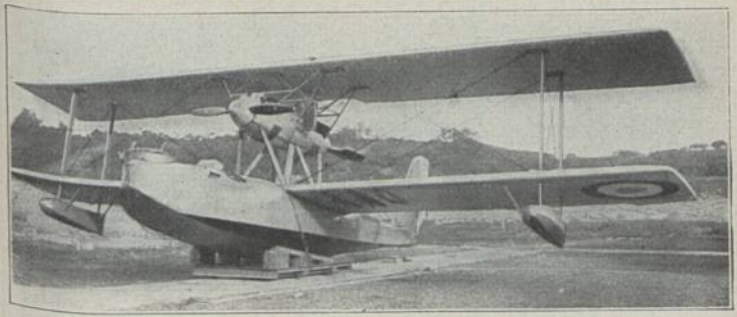
Caudron C 128 b (1926) Üw 2; E: R. Taplin
M: Salmson 120 PS-HP-CV; Bst.: H. St.

R. Caudron, Issy-les-Moulineaux

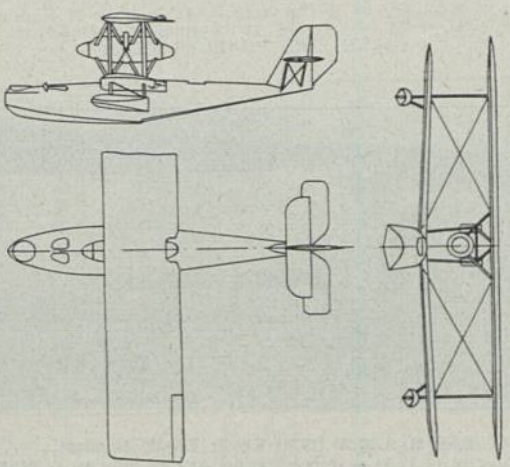
Caudron C 159 (1926) Ü 2; E: R. Taplin
b = 10,27 m; l = 7,80 m; T = 26,00 m²; V = 180 km/h; M: Salmson 120 PS-HP-CV; Bst.: H. St.

Caudron C 161 (1926) Sp 2; E: R. Taplin
b = 9,00 m; l = 6,45 m; T = 20,00 m²; L = 0,36 t; N = 0,22 t; G = 0,58 t; V = 142 km/h; H = 3,2 km; M: Salmson 60 PS-HP-CV; Bst.: H. St.

R. Caudron, Issy-les-Moulineaux



C. A. M. S. 33 C (1926) Vs: E: M. Conflenti
b = 17,62 m; l = 13,27 m; T = 92,00 m²; L = 2,70 t; N = 1,50 t; G = 4,20 t; V = 90—200 km/h; H = 5,0 km; St = 3,0 km/35'; M: 2 × Hispano 275 PS-HP-CV = 550 PS-HP-CV; Bst.: H. St.



C. A. M. S. 33 B

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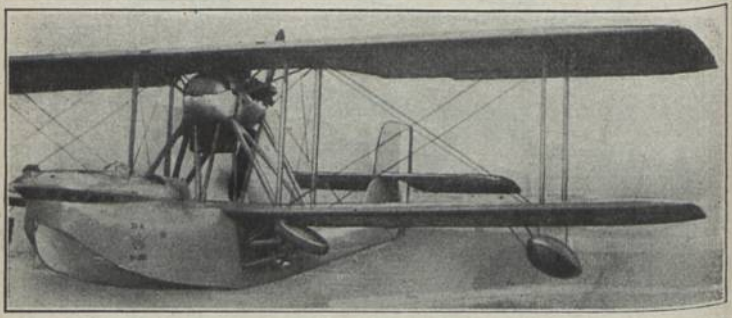
C A M S 33 C (1926) Vs; E: M. Conflenti
b = 17,62 m; l = 13,27 m; T = 92,00 m²; L = 2,70 t; N = 1,50 t; G = 4,20 t; V = 90—200 km/h; H = 5,0 km; St = 3,0 km/35′; M: 2 × Hispano 275 PS-HP-CV = 550 PS-HP-CV; Bst.: H, St.



C. A. M. S. 37 A (1926) Kbs 3; E: M. Conflenti
b = 14,50 m; l = 11,43 m; T = 58,00 m²; L = 2,00 t; N = 0,90 t; G = 2,90 t; V = 90—170 km/h; H = 4,0 km; St = 3,0 km/35′; M: Hispano 450 PS-HP-CV; Bst.: H, St.

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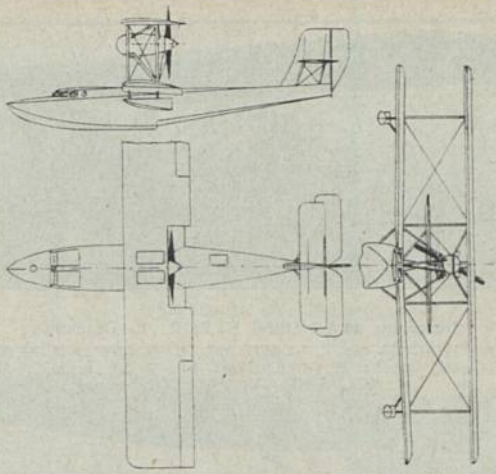
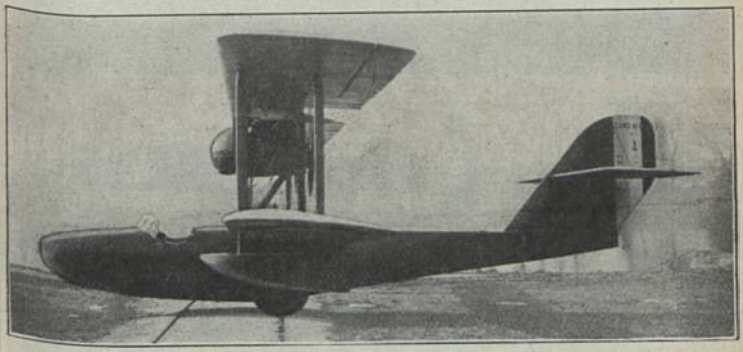
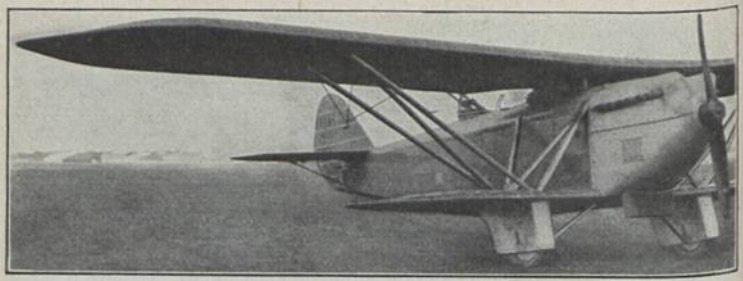


C. A. M. S. 37 G R (1926) Ksa 4; E: M. Conflenti
b = 14,50 m; l = 11,35 m; T = 58,00 m²; L = 1,85 t; N = 1,05 t; G = 2,90 t; V = 90—189 km/h; H = 4,2 km; St = 2,0 km/16′; M: Lorraine 450 PS-HP-CV; Bst.: H, St.



C. A. M. S. 46 E (1926) Üs 2; E: M. Conflenti
b = 12,00 m; l = 9,07 m; T = 37,00 m²; L = 0,97 t; N = 0,37 t; G = 1,24 t; V = 72—153 km/h; St = 2,0 km/17′; M: Hispano 150 PS-HP-CV; Bst.: H, St.

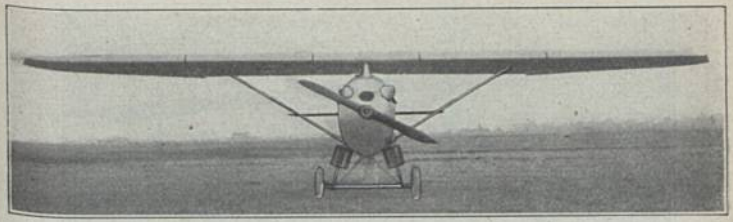
Chantiers Aéro-Maritimes de la Seine, Paris



Descamps 16 A 2 (1924) Ka 2; E: E. Descamps
b = 14,50 m; l = 9,35 m; T = 44,00 m²; L = 1,24 t; N = 0,75 t; G = 1,99 t; V = 205 km/h; H = 6,0 km; St = 3,0 km/13′; M: Lorraine 400 PS-HP-CV; Bst.: D. St.

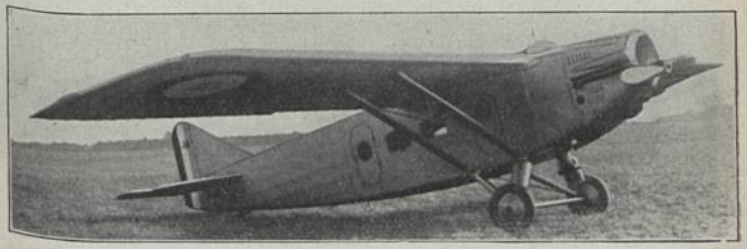
Descamps 17 A 2 (1926) Ka 2; E: E. Descamps
b = 14,50 m; l = 9,35 m; T = 42,00 m²; L = 1,23 t; N = 0,80 t; G = 2,03 t; V = 106—230 km/h; H = 6,8 km; M: Lorraine 450 PS-HP-CV; Bst.: D. St.

E. Descamps, Sèvres, S. et O.



Dewoitine D 1 C 1 (1923) Kj 1; E: E. Dewoitine
b = 11,50 m; l = 7,50 m; T = 20,00 m²; L = 0,82 t; N = 0,42 t; G = 1,24 t; V = 80—247 km/h; H = 8,5 km; St = 3,0 km/6′50″; M: Hispano 300 PS-HP-CV; Bst.: D.

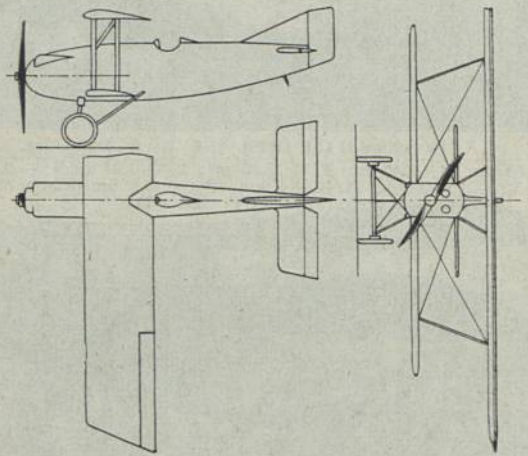
Dewoitine 12 C 1 (1924) Kj 1; E: E. Dewoitine
b = 12,80 m; l = 7,60 m; T = 25,00 m²; L = 1,07 t; N = 0,49 t; G = 1,56 t; V = 250 km/h; H = 8.0 km; St = 5,0 km/13′30″; M: Lorraine 450 PS-HP-CV; Bst.: D.



Dewoitine D 14 (1924) V 8; E: E. Dewoitine
b = 18,80 m; l = 12,20 m; T = 45,50 m²; L = 1,60 t; N = 1,20 t; G = 2,80 t; V = 180 km/h; H = 4,2 km; St = 2,0/14′44″; M: Lorraine 450 PS-HP-CV; Bst.: D.

E. Dewoitine, Chatillon, Seine

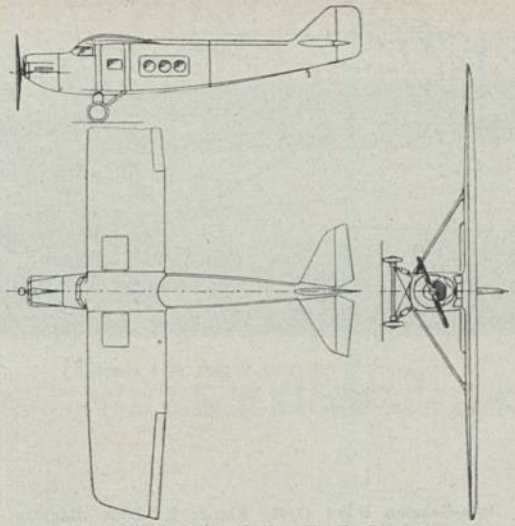
Dewoitine D 15 C 1 (1924) Kj 1; E: Dewoitine b = 12,00 m; l = 8,60 m; T = 30,00 m²; L = 1,04 t; N = 0,49 t; G = 1,53 t; M: Hispano 450 PS-HP-CV; Bst.: D.



Dewoitine D 15 C 1

E. Dewoitine, Chatillon, Seine

Frankreich — France — France

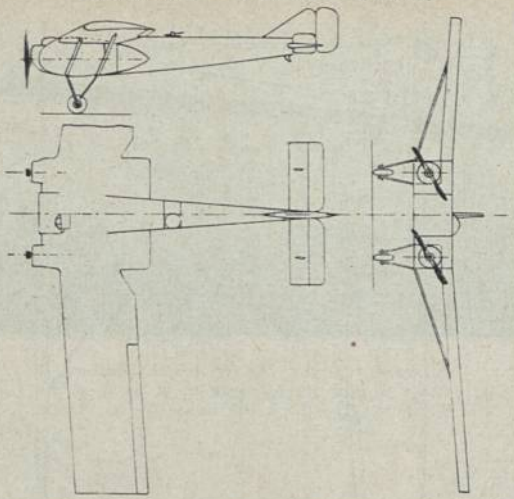


Dewoitine D 23 (1926) Kk; E: E. Dewoitine
b = 18,80 m; l = 12,20 m; T = 45,50 m²; L = 1,60 t; N = 1,20 t; G = 2,80 t; V = 180 km/h; H = 4,2 km; St = 2,0 km/14'44"; M: Lorraine 450 PS-HP-CV; Bst.: D.

E. Dewoitine, Chatillon, Seine

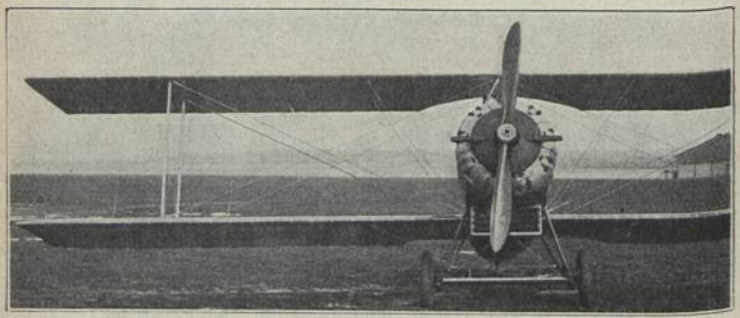
Dyle et Bacalan D B 10 (1926) Kbn 4; E: Dyle, Bacalan
b = 25,00 m; l = 13,60 m; T = 93,00 m²; L = 3,15 t; N = 2,55 t; G = 5,60 t; V = 195 km/h; H = 6,0 km; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV; Bst.: D, St.

Dyle et Bacalan, Paris



Dyle-Bacalan D B 1 (1926) Kbn 3; E: Dyle, Bacalan
b = 28,00 m; l = 13,30 m; L = 4,05 t; N = 1,55 t; G = 5,60 t; V = 190 km/h; H = 5,0 km; M: 2 × Lorraine 450 PS-HP-CV = 900 PS-HP-CV; Bst.: D, St.

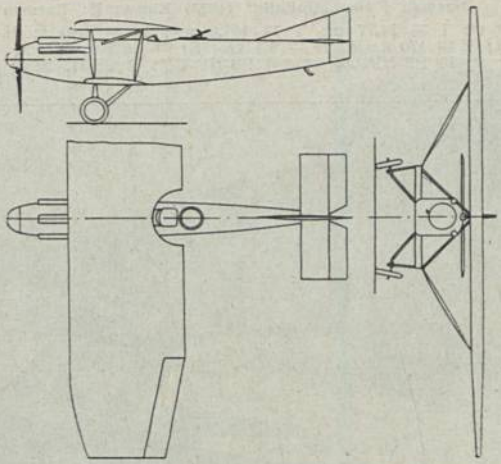
Dyle et Bacalan, Paris



Farman A 2 a (1924) Ka 2; E: Farman
b = 12,00 m; l = 9,11 m; T = 37,00 m²; L = 0,73 t; N = 0,69 t; G = 1,42 t; V = 191 km/h; H = 6,6 km; M: Salmson 260 PS-HP-CV; Bst.: D, St.

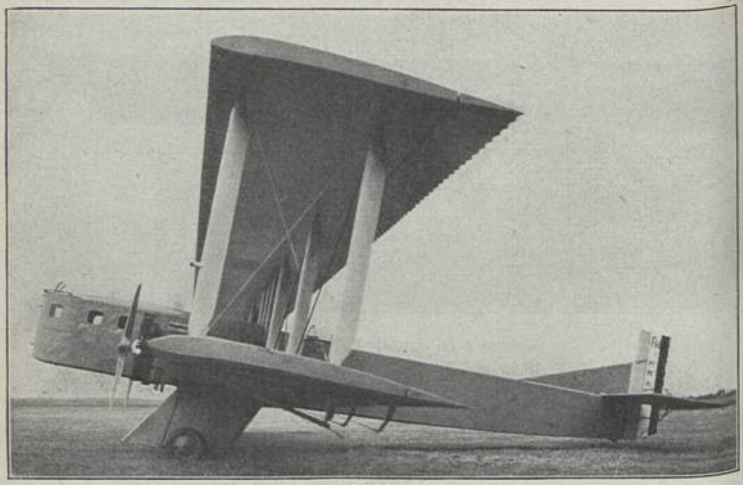
H. et M. Farman, Billancourt, Seine

Farman A 2b (1924) Ka 2; E: Farman
b = 15,00 m; l = 10,50 m; T = 52,00 m²; L = 1,50 t; N = 1,00 t; G = 2,50 t; V = 220 km/h; H = 7,0 km; M: Farman 500 PS-HP-CV; Bst.: H, St.

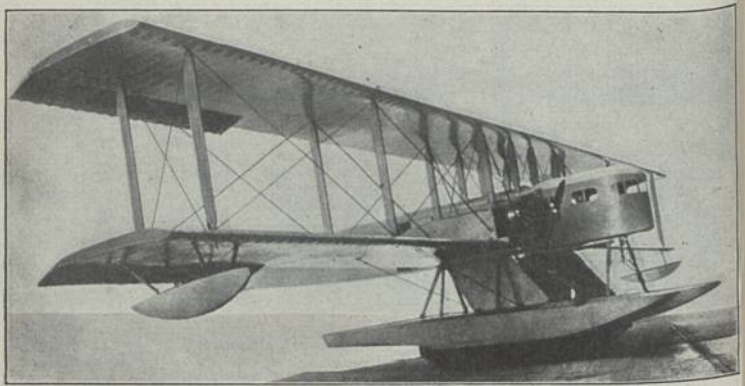


Farman A 2 b

H. et M. Farman, Billancourt, Seine

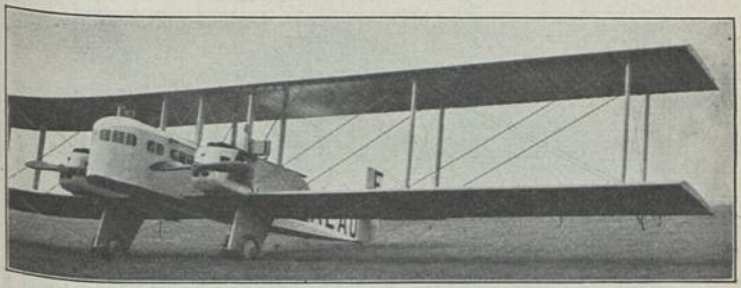


Farman F 60a „Goliath" (1923) Kbn 4; E: Farman
b = 26,50 m; l = 14,77 m; T = 161,0 m²; L = 2,90 t; N = 2,50 t; G = 5,40 t; V = 170 km/h; H = 5,1 km; St = 1,0 km/6′6″; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H, St.

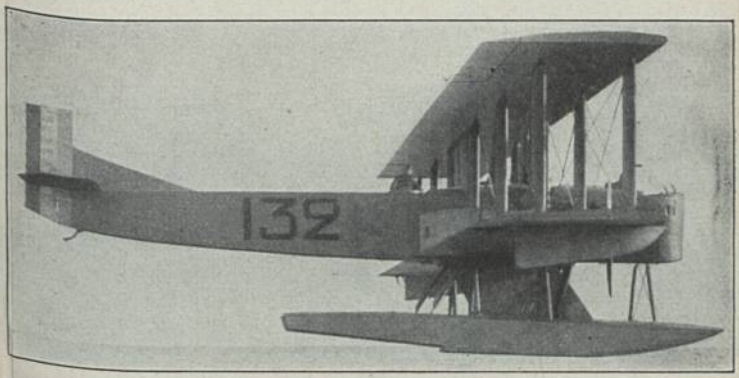


Farman F 60 b (1923) Vw 10; E: Farman
b = 28,00 m; l = 15,10 m; T = 161,0 m²; L = 3,65 t; N = 2,15 t; G = 5,80 t; V = 160 km/h; H = 4,4 km; St = 1,0 km/7′; M: 2 × Gnôme 420 PS = 840 PS-HP-CV; Bst.: H, St.

H. et M. Farman, Billancourt, Seine



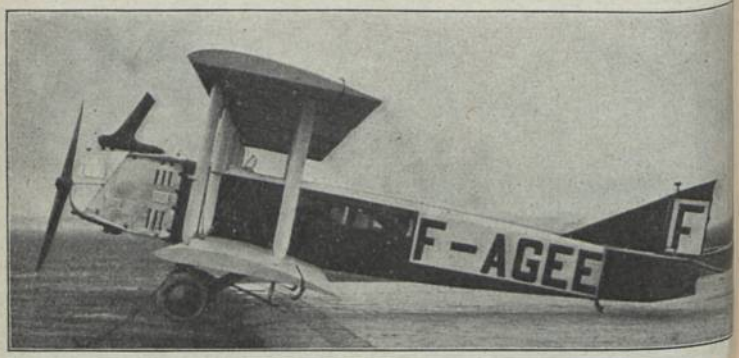
Farman F 60c (1923) V 16; E: Farman
b = 26,50 m; l = 14,77 m; T = 161,0 m²; L = 2,90 t; N = 2,50 t; G = 5,40 t; V = 160 km/h; M: 2 × Renault 300 PS-HP-CV = 600 PS-HP-CV; Bst.: H, St.



Farman F 60d „Goliath" (1925) Kwb.4; E: Farman
b = 26,50 m; l = 14,77 m; T = 161,0 m²; L = 3,65 t; N = 2,15 t; G = 5,80 t; V = 160 km/h; H = 4,0 km; St = 1,0 km/7′; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H, St.

H. et M. Farman, Billancourt, Seine

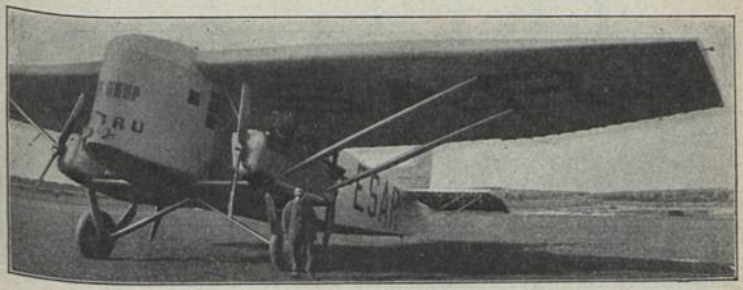
Farman F 4 S (1924) V: E: Farman
b = 25,55 m; l = 14,80 m; T = 139,0 m²; G = 6,10 t; M: 4 × Salmson 260 PS-HP-CV = 1040 PS-HP-CV; Bst.: H. St.



Farman F 70 (1924) V 5: E: Farman
b = 15,00 m; l = 10,00 m; T = 51,70 m²; L = 1,33 t; N = 0,80 t; G = 2,13 t; V = 181 km/h; H = 4,9 km; St = 1.0 km/5′; M: Renault 300 PS-HP-CV; Bst.: H. St.

H. et M. Farman, Billancourt, Seine

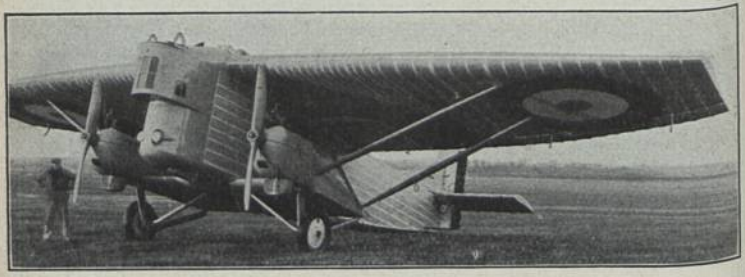
Farman F 90 (1924) V 7; E: Farman
b = 14,00 m; l = 9,30 m; T = 62,00 m²; L = 1,10 t; N = 1,25 t; G = 2,35 t; M: Salmson 300 PS-HP-CV; Bst.: H. St.



Farman F 3 X (1923) V 14; E: Farman
b = 19,00 m; l = 13,68 m; T = 81,00 m²; L = 3,33 t; N = 1,87 t; G = 5,20 t; V = 209 km/h; H = 4,2 km; St = 1,0 km/6'16"; M: 4 × Hispano 180 PS-HP-CV = 720 PS-HP-CV; Bst.: H. St.

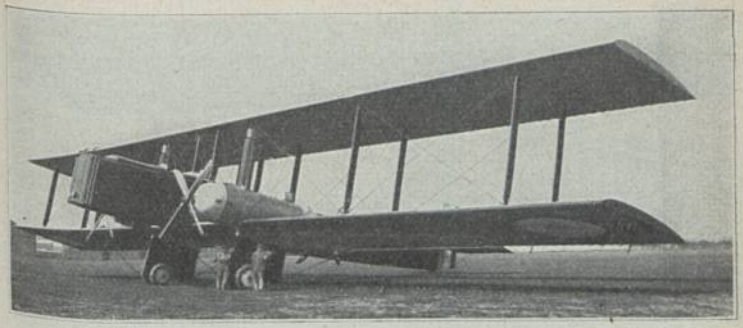
H. et M. Farman, Billancourt, Seine

Farman „Jabiru I" (1924) V 14; E: Farman
b = 19,00 m; l = 13,80 m; T = 81,00 m²; L = 2,50 t; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H, St.

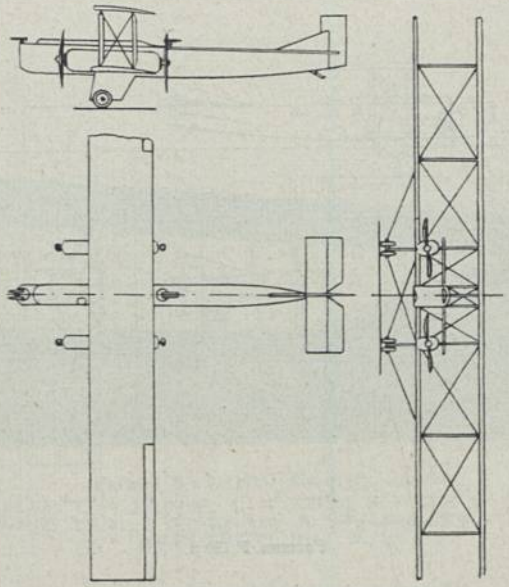


Farman F 123 (1926) Kbn 4; E: H. Farman
b = 19,00 m; l = 13,68 m; T = 90,00 m²; L = 3,20 t; N = 1,30 t; G = 4,50 t; V = 211 km/h; H = 5,6 km; St = 1,0 km/3'32"; M: 2 × Hispano 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St.

H. et M. Farman, Billancourt, Seine

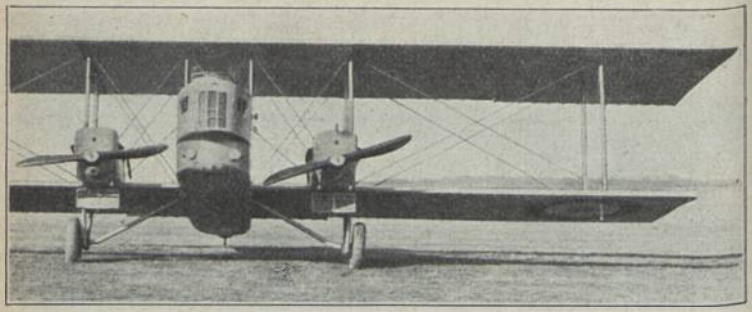


Farman F 140 „Supergoliath" (1925) Kbn 6; E: Farman
b = 35,00 m; l = 19,70 m; T = 266,0 m²; L = 7,15 t; N = 4,50 t; G = 11,60 t; V = 185 km/h; H = 6,5 km; St = 1,0 km/5'; M: 4 × Farman 500 PS-HP-CV = 2000 PS-HP-CV; Bst.: H, St.

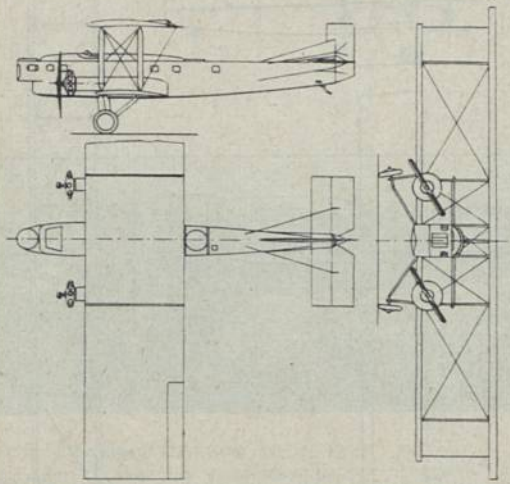


Farman F 140 „Supergoliath"

H. et M. Farman, Billancourt, Seine

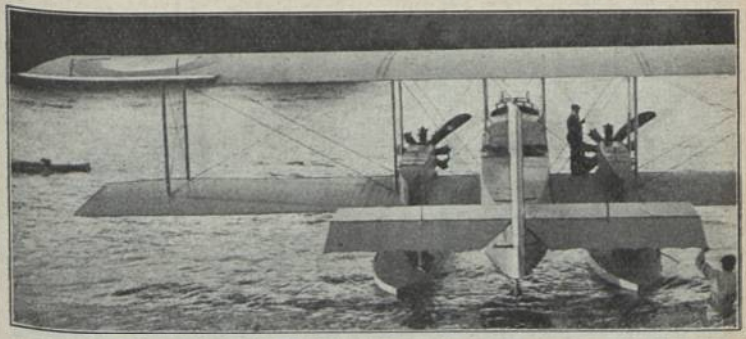


Farman F 150 a (1926) Kt 3; E: Farman
b = 20,30 m; l = 13,46 m; T = 131,6 m²; L = 2,97 t; N = 2,30 t; G = 5,27 t; V = 175 km/h; H = 4,4 km; St = 4,0 km/68′; M: Gnôme 2 × 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H. St.

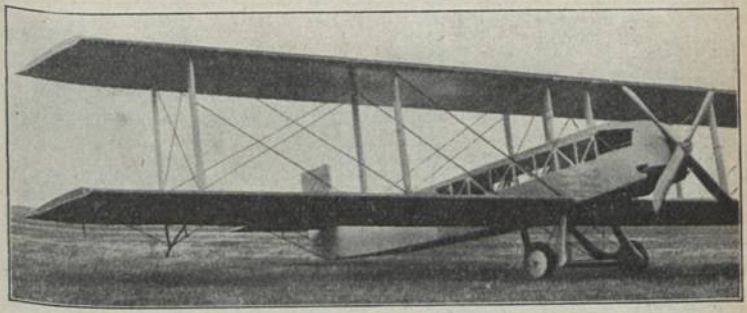


Farman F 150 a

H. et M. Farman, Billancourt, Seine

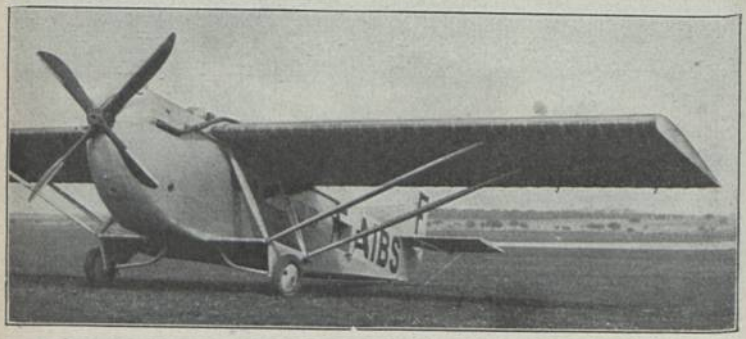


Farman F 150 b (1926) Ktw 3; E: Farman
b = 20,30 m; l = 13,46 m; T = 131,6 m²; L = 3,40 t; N = 1,90 t; G = 5,30 t; V = 175 km/h; H = 4,4 km; St: 3,0 km/37′; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H, St.

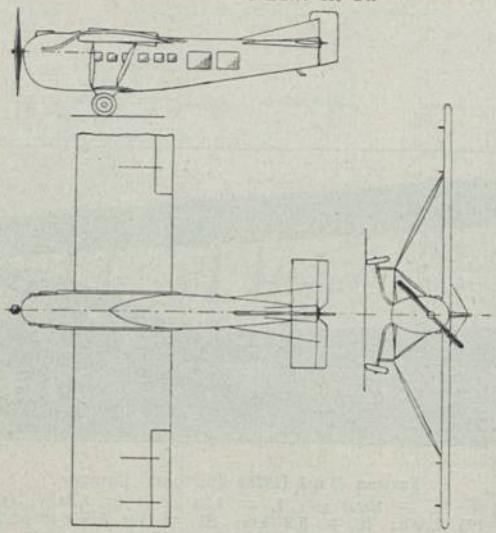


Farman B n 3 (1925) Kbn 3; E: Farman
b = 25,30 m; T = 150,0 m²; L = 3,23 t; N = 2,34 t; G = 5,57 t; V = 100—195 km/h; H = 5,2 km; St = 1,0 km/5′40″; M: Farman 600 PS-HP-CV; Bst.: H, St.

H. et M. Farman, Billancourt, Seine

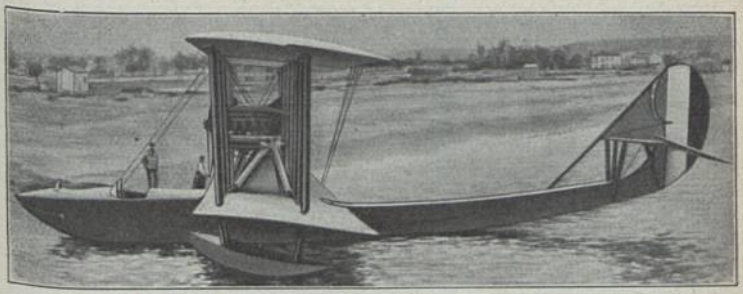


Farman F 170 (1926) V 9; E: Farman
b = 16,10 m; l = 11,75 m; T = 52,50 m²; L = 1,80 t; N = 1,40 t; G = 3,20 t; V = 220 km/h; H = 4,5 km; St = 1,0 km/6'; M: Farman 500 PS-HP-CV; Bst.: H. St.



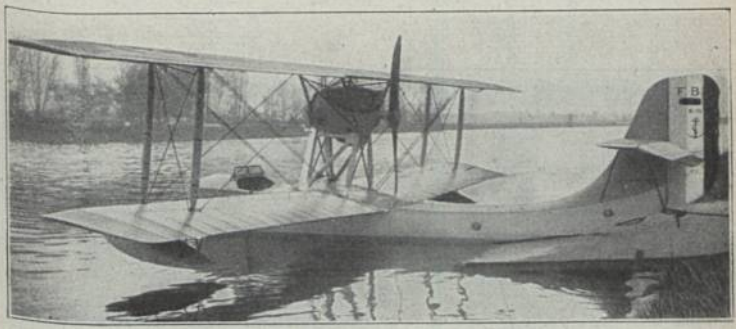
Farman F 170

H. et M. Farman, Billancourt, Seine



Farman G L (1923) Vs 6; E: H. Farman
b = 18,50 m; l = 12,40 m; T = 68,00 m²; L = 1,45 t; N = 1,00 t; G = 2,45 t; V = 145 km/h; St = 1,0 km/9′; M: Renault 500 PS
Bst.: H. St.

H. et M. Farman, Billancourt, Seine



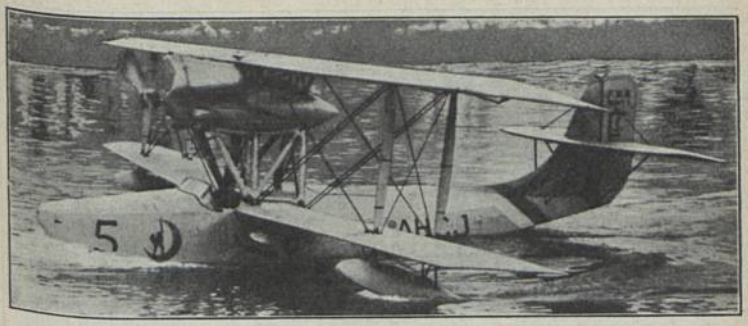
F. B. A. Schreck 17 H M T 2 (1923) Üs; E: L. Schreck
b = 12,87 m; l = 8,94 m; T = 36,50 m²; L = 0,98 t; N = 0,30 t; G = 1,28 t; V = 80—162 km/h; H = 4,5 km; St = 2,0 km/11′2″; M: Hispano 180 PS-HP-CV: Bst.: H. St.

F. B. A. Schreck, Argenteuil, Seine et Oise

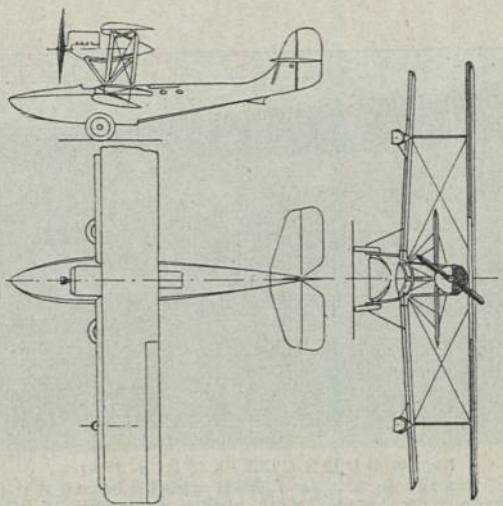
F. B. A. Schreck 19 H M B 2 (1924) Ksa 2; E: L. Schreck
b = 14,4 m; l = 9,45 m; T = 45,70 m²; L = 1,35 t; N = 0,57 t; G = 1,92 t; V = 86—175 km/h; H = 6,0 km; St = 2,0 km/10′25″; M: Hispano 350 PS-HP-CV; Bst.: H, St.

F. B. A. Schreck 21 (1926) Üs 2; E: L. Schreck
b = 15,40 m; l = 10,56 m; T = 53,50 m²; V = 96—190 km/h; H = 4,4 km; St = 1,0 km/3′30″; M: Gnôme 420 PS-HP-CV; Bst.: H, St.

F. B. A. Schreck, Argenteuil, Seine et Oise



F. B. A. Schreck 21 H M T 5 (1926) Vsl 5: E: L. Schreck
b = 15,40 m; l = 10,56 m; T 53,50 m²; L = 1,82 t; N = 1,02 t; G = 2,84 t; V = 96—190 km/h; H = 4,4 km; St = 1,0 km/3'30"; M: Lorraine 450 PS-HP-CV; Bst.: H. St.

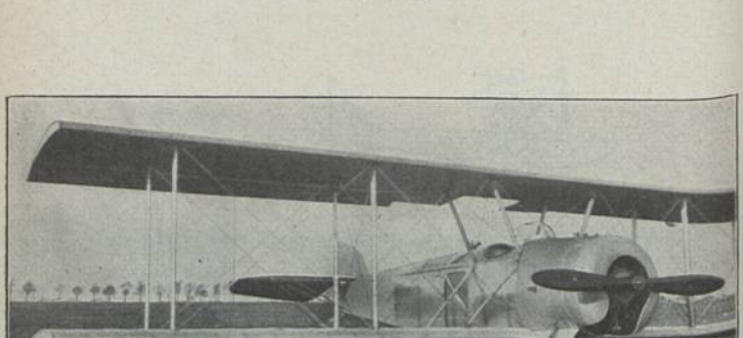


F. B. A. Schreck 21 H M T S

F. B. A. Schreck, Argenteuil, Seine et Oise

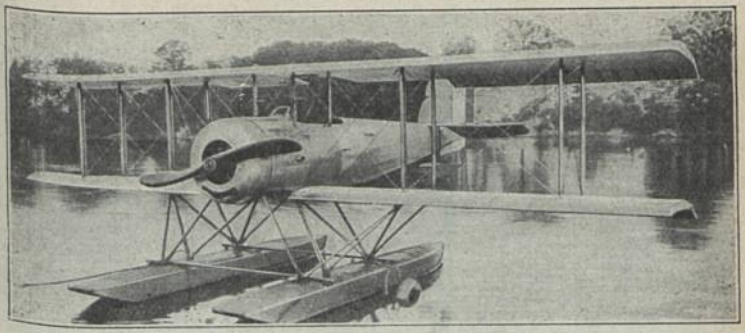
Gateu 23 (1925) Sp 1; E: A. Gateu
M: Salmson 25 PS-HP-CV; Bst.: H. St.

Gateu, Paris

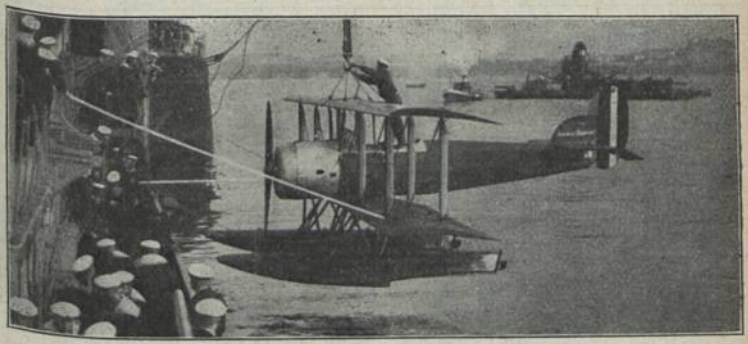


Hanriot H D 14 S (1926) Kk 2; E: R. Hanriot
b = 10,26 m; l = 7,25 m; T = 34,90 m²; L = 0,53 t; N = 0,25 t; G = 0,87 t;
V = 115 km/h; H = 4,0 km; M: Le Rhône 80 PS-HP-CV; Bst.: H. St.

R. Hanriot, Carrières sur Seine, Seine et Oise

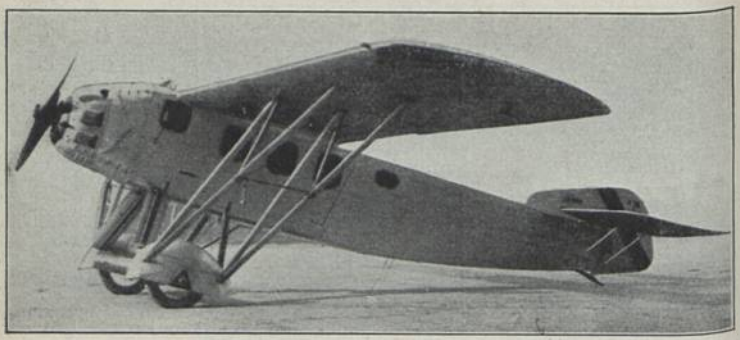


Hanriot H D 17a (1922) Üw 2; E: R. Hanriot
b = 10,40 m; l = 7,25 m; T = 34,50 m²; L = 0,82 t; N = 0,17 t; G = 0,99 t; V = 120 km; H = 4,0 km; M: Clerget 130 PS-HP-CV; Bst.: H, St.

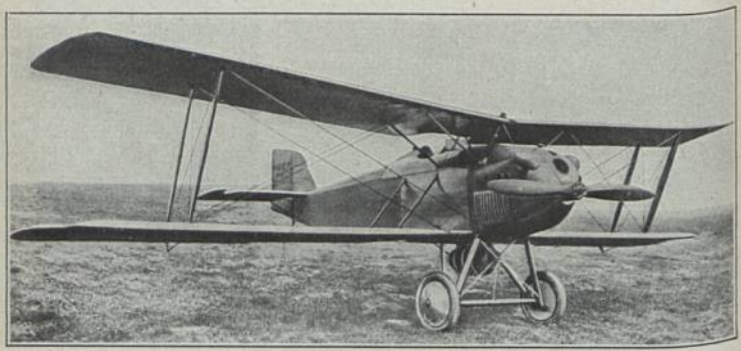


Hanriot H D 19 a (1922) Üw 2; E: R. Hanriot
b = 9,19 m; l = 7,20 m; T = 26,70 m²; L = 0,66 t; N = 0,29 t; G = 0,95 t; V = 170 km/h; H = 5,5 km; M: Clerget 130 PS-HP-CV; Bst.: H, St.

R. Hanriot, Carrières sur Seine, Seine et Oise

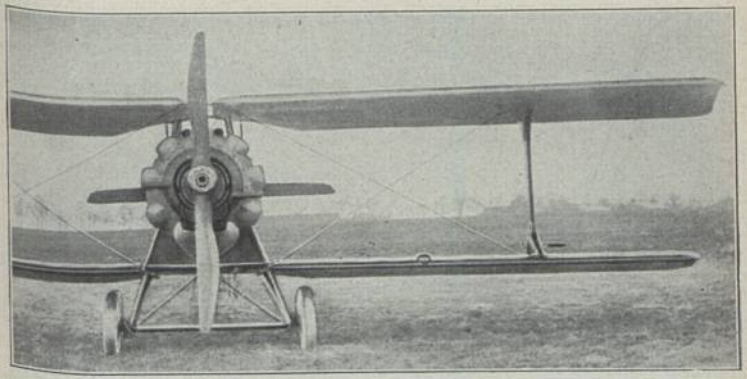


Hanriot H 25 T (1926) V 7; E: R. Hanriot
b = 17,00 m; l = 12,50 m; V = 51,00 m²; L = 1,70 t; N = 0,90 t; G = 2,60 t; V = 195 km; H = 4,0 km; M: Salmson 500 PS-HP-CV; Bst.: D, St.

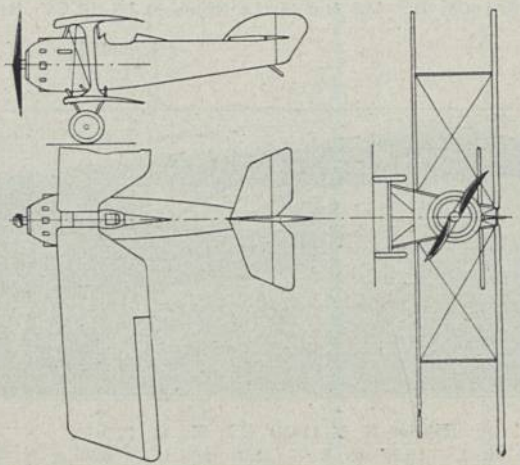


Hanriot H D 27 (1923) Kj 1; E: R. Hanriot
b = 7,50 m; l = 6,15 m; T = 20,00 m²; L = 0,52 t; N = 0,22 t; G = 0,74 t; V = 195 km/h; H = 7,0 km; M: Hispano 180 PS-HP-CV; Bst.: H, St.

R. Hanriot, Carrières sur Seine, Seine et Oise



Hanriot H D 31 (1924) Kj 1; E: R. Hanriot
b = 11,00 m; l = 7,58 m; T = 34,00 m²; G = 1,78 t; V = 267 km/h; H = 8,0 km; St = 5,0 km/16′7″; M: Salmson 550 PS-HP-CV; Bst.: D.



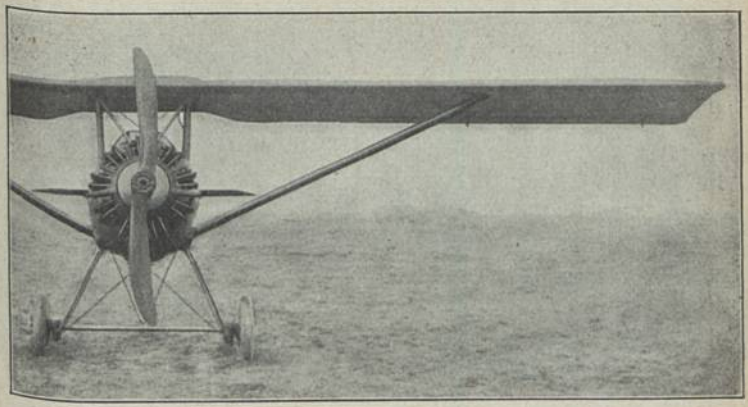
Hanriot H D 31

R. Hanriot, Carrières sur Seine, Seine et Oise

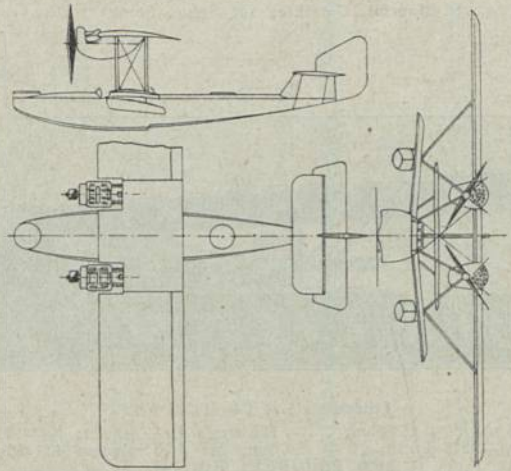
Hanriot H 32 (1924) Ü 2; E: R. Hanriot
b = 9,20 m; l = 7,25 m; T = 31,30 m²; L = 0,51 t; N = 0,15 t; G = 0,76 t; V = 55—120 km/h; H = 3,8 km; M: Le Rhône 80 PS-HP-CV; Bst.: H. St.

Hanriot H 34 (1924) Ü 2; E: R. Hanriot
b = 11,40 m; l = 6,96 m; T = 22,00 m²; L = 0,39 t; N = 0,25 t; G = 0,64 t; V = 135 km/h; H = 4,5 km; M: Le Rhône 80 PS-HP-CV; Bst.: H. St.

R. Hanriot, Carrières sur Seine, Seine et Oise

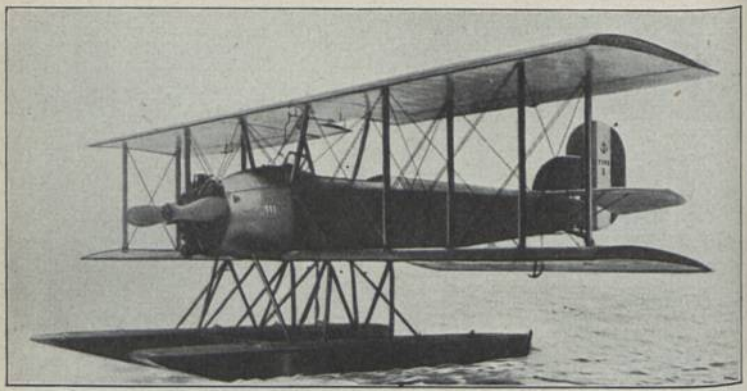


Hanriot H 36 (1926) Ü 2; E: R. Hanriot
b = 9,20 m; l = 7,25 m; T = 31,30 m²; L = 0,51 t; N = 0,14 t; G = 0,75 t; V = 145 km/h; H = 4,5 km; St = 2,0 km/17'; M: Salmson 120 PS-HP-CV; Bst.: H, St.



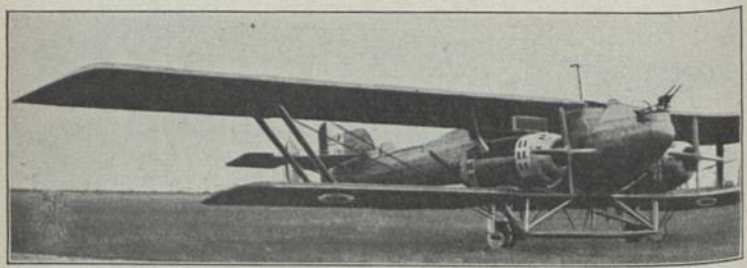
Hanriot H 38 (1926) Ksb 4; E: R. Hanriot
b = 14,00 m; l = 10,74 m; T = 50,00 m²; L = 1,56 t; N = 0,82 t; G = 2,38 t; V = 160 km/h; H = 4,6 km; M: 2 × Hispano 180 PS-HP-CV = 360 PS-HP-CV; Bst.: St, D, H.

R. Hanriot, Carrières sur Seine, Seine et Oise



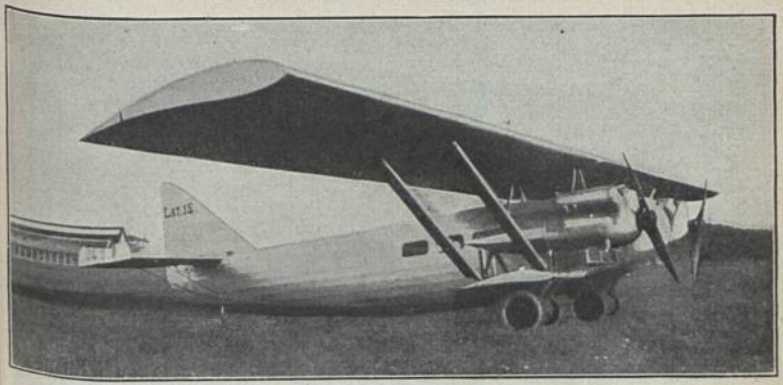
Hanriot H 41 (1926) Üw 2; E.: R. Hanriot
b = 10,26 m; l = 8,00 m; T = 34,29 m²; L = 0,72 t; N = 0,27 t; G = 0,99 t; V = 120 km/h; H = 3,5 km; M: Salmson 120 PS-HP-CV: Bst.: H. St.

R. Hanriot, Carrières sur Seine, Seine et Oise



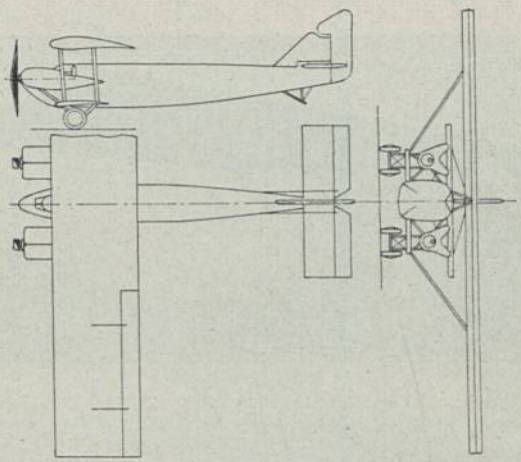
Latécoère L A T 6 (1922) Kbn 4
b = 27,70 m; l = 15,74 m; T = 124,0 m²; L = 4,99 t; N = 2,06 t; G = 7,05 t; V = 215 km/h; H = 6,0 km; M: 4 × Salmson 400 PS-HP-CV = 1600 PS-HP-CV: Bst.: H. St.

P. Latécoère, Paris



Latécoère L A T 15 (1924) V 5

b = 18,00 m; l = 11,85 m; T = 54,00 m²; L = 1,86 t; N = 1,67 t; G = 3,53 t; V = 175 km/h; H = 4,1 km; M: 2 × Lorraine 270 PS-HP-CV = 540 PS-HP-CV; Bst.: D, S, H, St.

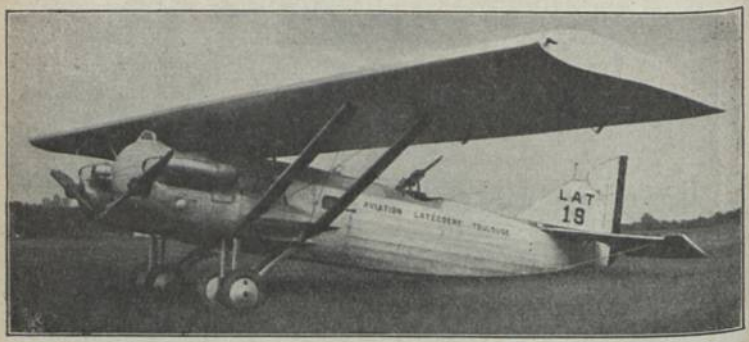


Latéocère L A T 15

P. Latécoère, Paris

Latécoère L A T 17 (1925) V 5

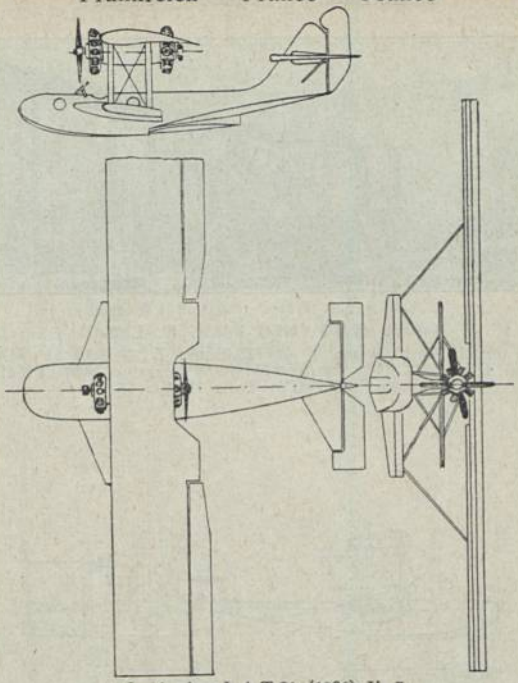
b = 14,60 m; l = 9,34 m; T = 37,60 m²; L = 1,46 t; N = 1,26 t; G = 2,72 t; V = 177 km/h; H = 3,7 km; M: Renault 350 PS-HP-CV; Bst.: D, St.



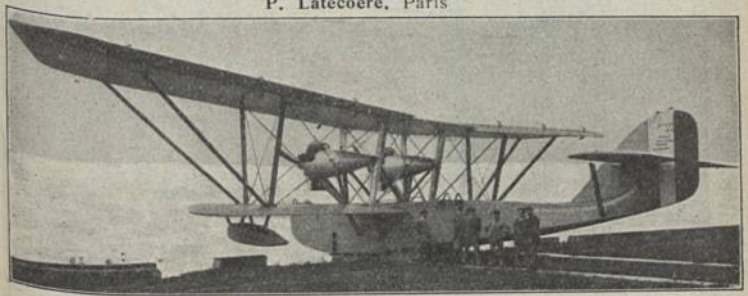
Latécoère L A T 19 (1925) Kb 4

b = 18,00 m; l = 11,85 m; T = 54,00 m²; L = 2,00 t; N = 1,31 t; G = 3,30 t; V = 178 km/h; H = 4,3 km; M: 2 × Lorraine 270 PS-HP-CV = 540 PS-HP-CV; Bst.: D, St.

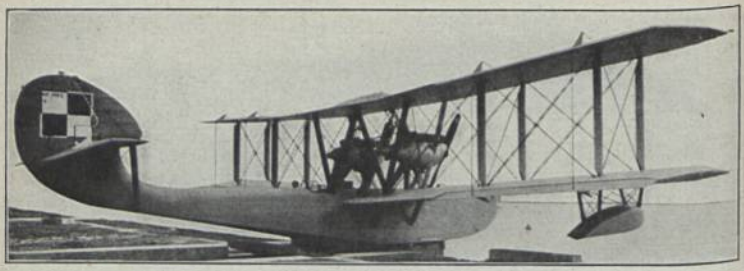
P. Latécoère, Paris



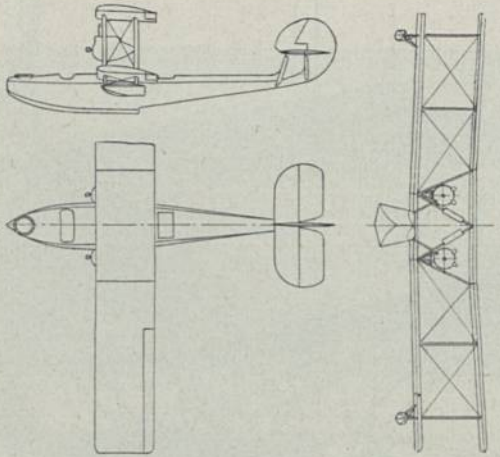
Latécoère L A T 21 (1926) Vs 7
b = 22,00 m; l = 12,25 m; T = 90,00 m²; L = 3,51 t; N = 2,06 t; G = 5,57 t; V = 176 km/h; H = 3,5 km; St = 2,0 km/26′; M: 2 × Gnôme 420 PS-HP-CV = 840 PS-HP-CV; Bst.: H, D, St.
P. Latécoère, Paris



Latham L 1 (1923) Ksb 4; E: Latham
b = 12,40 m; l = 10,92 m; T = 50,00 m²; L = 2,20 t; N = 0,50 t; G = 2,70 t; V = 260 km/h; H = 4,0 km; St = 2,0 km/21′; M: 2 × Lorraine 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St, D.
Latham Cie., Caudebec-en-Caux

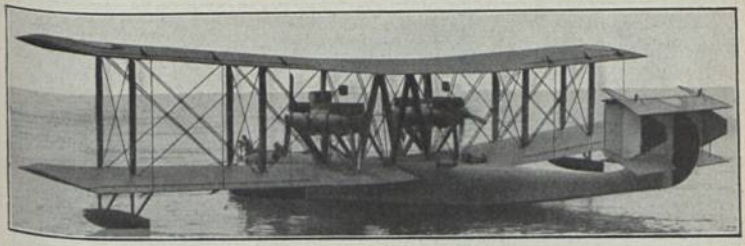


Latham H B 3 (1924) Ksb 4; E: Latham
b = 22,50 m; l = 15,60 m; T = 125,0 m²; L = 3,70 t; N = 1,70 t; G = 5,40 t; V = 160 km/h; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H, St, D.

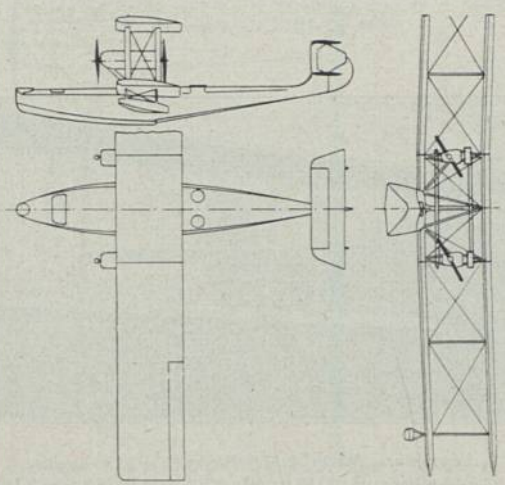


Latham H B 3

Latham Cie., Caudebec-en-Caux

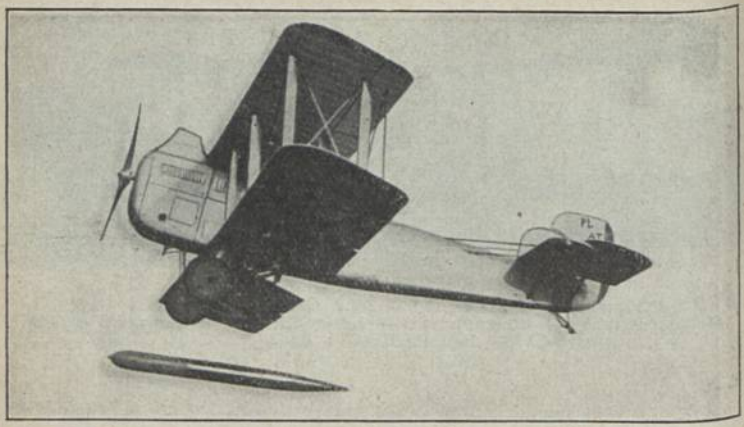


Latham H R 5 (1926) Ksb 4; E: J. Latham
b = 32,50 m; l = 21,00 m; T = 255,0 m²; L = 7,80 t; N = 3,10 t; G = 10,9 t; V = 160 km/h; St = 2,0 km/23′; M: 4 × Lorraine 400 PS-HP-CV = 1600 PS-HP-CV; Bst.: H, D, St.



Latham H R 5

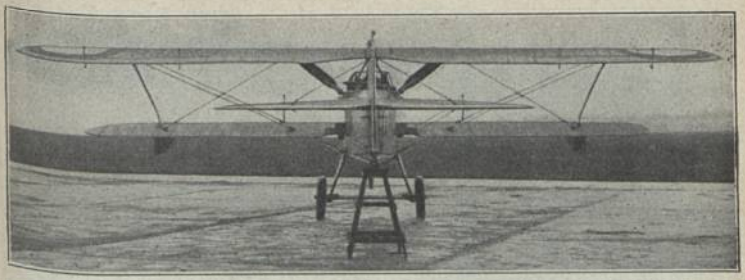
Latham Cie., Caudebec-en-Caux



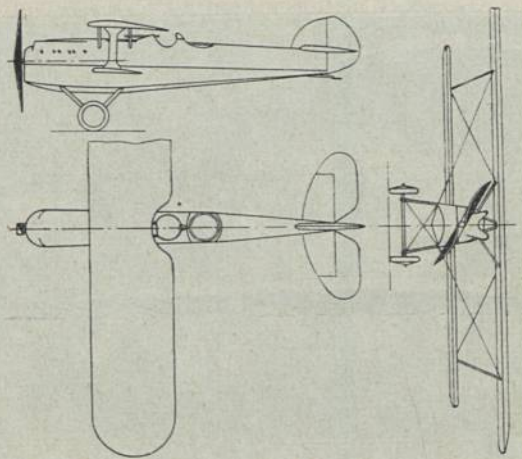
Levasseur 2 A T 2 (1926) Kt 2: E: P. Levasseur
b = 15,15 m; l = 11,00 m; T = 73,00 m²; L = 2,24 t; N = 1,13 t; G = 3,36 t; V = 75—174 km/h; H = 4,2 km; St = 3,0 km/39′; M: Renault 600 PS-HP-CV; Bst.: H. St.

Levasseur „Marin" (1923) Ka 3: E: P. Levasseur
b = 14,50 m; l = 9,30 m; T = 59,00 m²; L = 1,33 t; N = 0,77 t; G = 2,10 t; V = 180 km/h; H = 5,3 km; M: Lorraine 400 PS-HP-CV; Bst.: H. St.

P. Levasseur, Paris



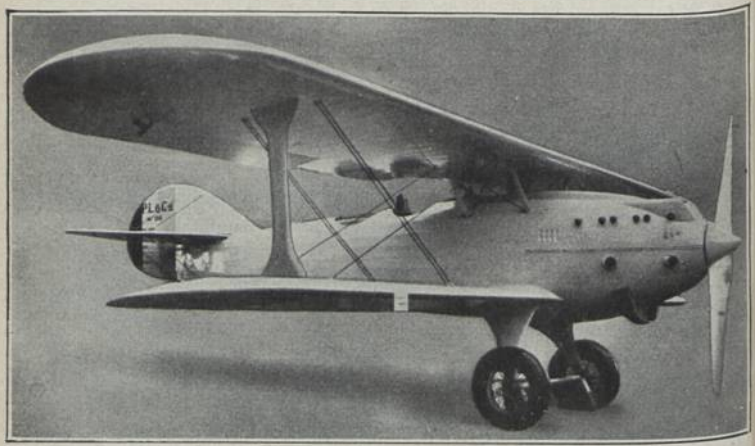
Levasseur P L 5 C 2 (1925) Ki 2: E: P. Levasseur
b = 12,36 m; l = 8,80 m; T = 37,00 m²; L = 1,35 t; N = 0.60 t; G = 1,80 t;
V = 215 km/h; St = 5,0 km/23′; M: Hispano 450 PS-HP-CV; Bst.: H. St.



Levasseur V A M B C 2 (1924) Ka 2: E: P. Levasseur
b = 12,40 m; l = 8,80 m; T = 37,00 m²; L = 1,15 t; N = 0,65 t; G = 1,80 t;
V = 215 km/h; St = 5,0 km/23′; M: Hispano 450 PS-HP-CV; Bst.: H. St.

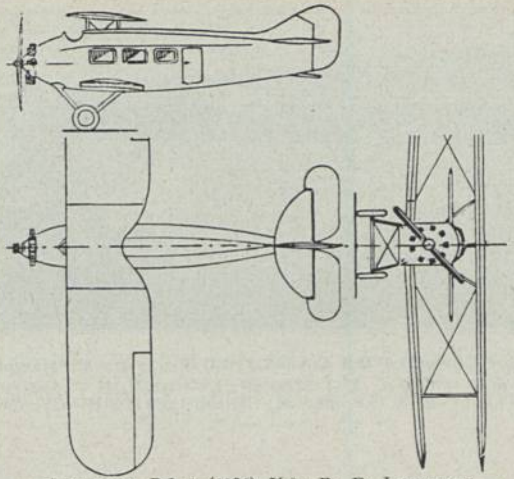
P. Levasseur, Paris

Levasseur (1925) Ka 2; E: P. Levasseur
b = 14,60 m; l = 9,70 m; T = 60,00 m²; L = 1,55 t; N = 0,85 t; G = 2,40 t; V = 185 km/h; H = 5,5 km; St = 3,0 km/20'; M: Lorraine 450 PS-HP-CV; Bst.: H, St.

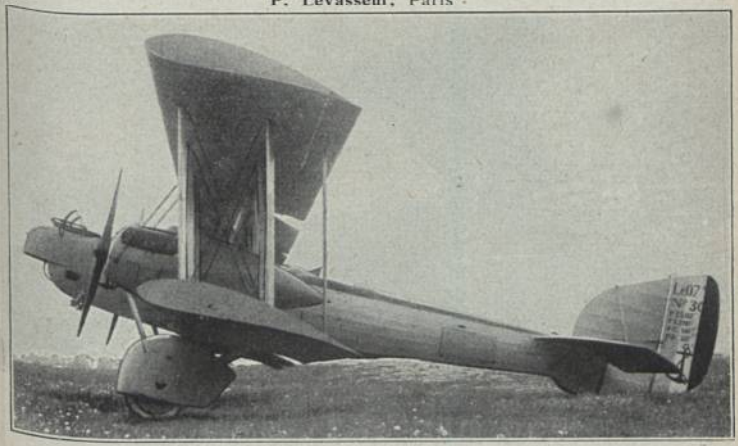


Levasseur P L 6 C 2 (1926) Kj 1; E: P. Levasseur
b= 12,20 m; l = 8,75 m; T = 40,00 m²; L = 1,20 t; N = 0,78 t; G = 1,98 t; V = 215 km/h; H = 7,5 km; M: Hispano 500 PS-HP-CV; Bst.: H, S, St.

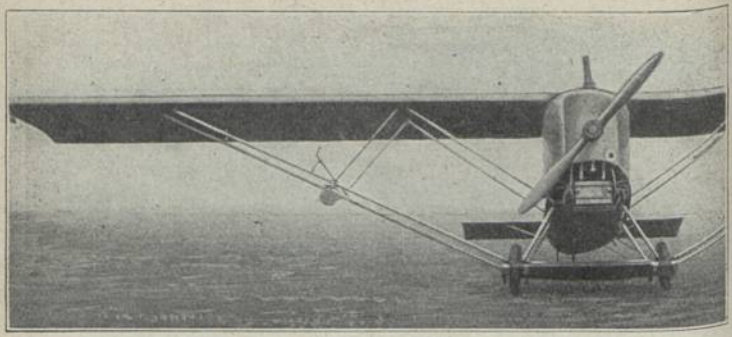
P. Levasseur, Paris



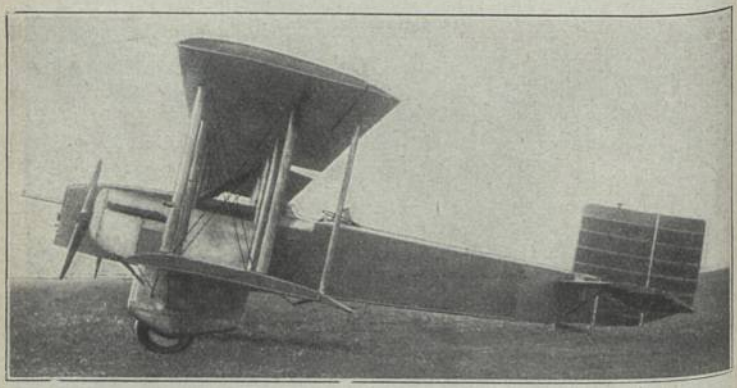
Levasseur P L 7 (1926) V 8; E: P. Levasseur
b = 14,60 m; l = 10,00 m; T = 60,00 m²; L = 1,40 t; N = 0,85 t; G = 2,25 t; V = 180 km/h; M: Gnôme 420 PS-HP-CV; Bst.: H, S, St.
P. Levasseur, Paris



Lioré-Olivier Lé O 7 bis (1921) Kbn 3; E: M. Margoulis
b = 18,30 m; l = 11,61 m; T = 68,35 m²; L = 1,68 t; N = 1,22 t; G = 2,90 t; V = 200 km/h; M: 2 × Hispano 300 PS-HP-CV = 600 PS-HP-CV; Bst.: D, S, St. **Lioré et Olivier**, Levallois, Perret



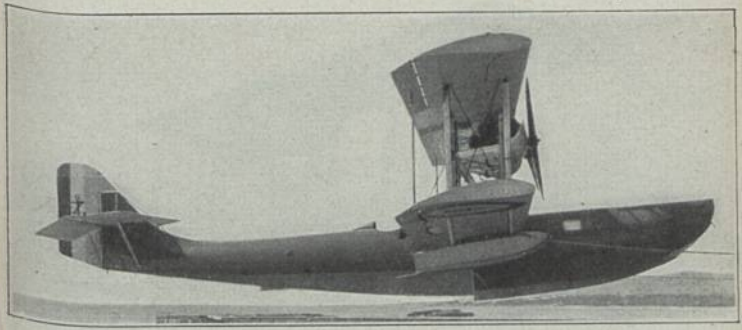
Lioré-Olivier Lé O 8 C A N 2 (1923) Kjn 2; E: M. Margoulis
b = 15,50 m; l = 8,70 m; T = 32,00 m²; L = 1,19 t; N = 0,63 t; G = 1,82 t; V = 215 km/h; H = 6,3 km; M: Renault 300 PS-HP-CV; Bst.: D, St.



Lioré-Olivier Lé O 12 (1924) Kbn 3; E: M. Margoulis
b = 22,20 m; l = 12,97 m; T = 103,0 m²; L = 2,80 t; N = 1,80 t; G = 4,60 t; V = 185 km/h; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: D, St, S.

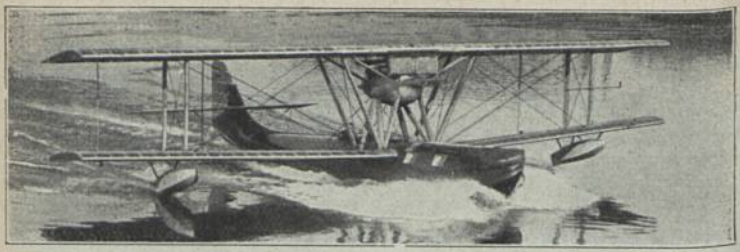
Lioré et Olivier. Levallois, Perret

Lioré-Olivier Lé O H 13a (1923) Vs 5; E: M. Margoulis
b = 16,00 m; l = 11,50 m; T = 58,00 m²; L = 1,60 t; N = 0,90 t; G = 2,50 t; V = 160 km/h; M: 2 × Hispano 150 PS-HP-CV = 300 PS-HP-CV; Bst.: D, St, H, S.

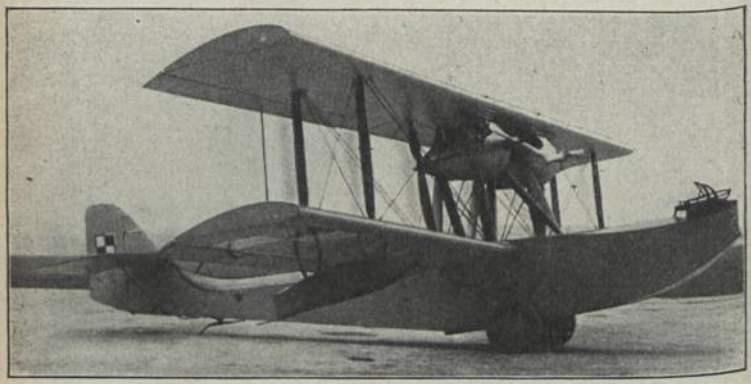


Lioré-Olivier Lé O H 13 bis (1925) Vs 5; E: M. Margoulis
b = 16,00 m; l = 12,70 m; T = 58,00 m²; L = 1,80 t; N = 0,95 t; G = 2,75 t; V = 160 km/h; St = 2,0 km/16′; M: 2 × Hispano 180 PS-HP-CV = 360 PS-HP-CV; Bst.: D, S, H, St.

Lioré et Olivier, Levallois, Perret

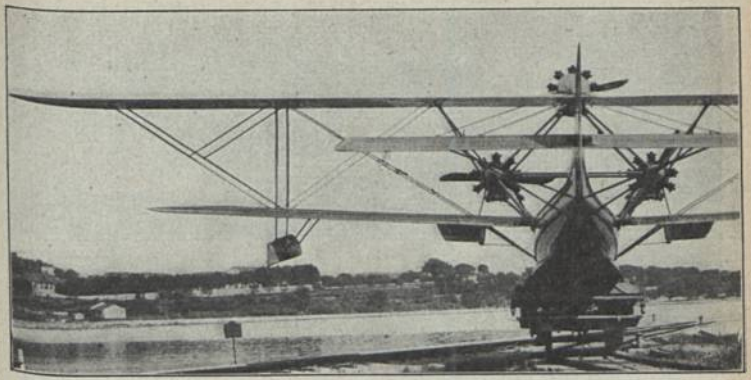


Lioré-Olivier Lé O H 134 (1926) Vs; E: M. Margoulis
b = 16,00 m; l = 12,50 m; T = 61,00 m²; L = 1,86 t; N = 0,89 t; G = 2,75 t; V = 180 km/h; M: Lorraine 450 PS-HP-CV; Bst.: D, H, S, St.



Lioré-Olivier Lé O H 135 (1926) Ksa 3; E: M. Margoulis
b = 16,00 m; l = 11,95 m; T = 58,00 m²; L = 1,70 t; N = 1,14 t; G = 2,84 t; V = 150 km/h; St = 1,0 km/7'; M: 2 × Hispano 150 PS-HP-CV = 300 PS-HP-CV; Bst.: B, St, S, D.

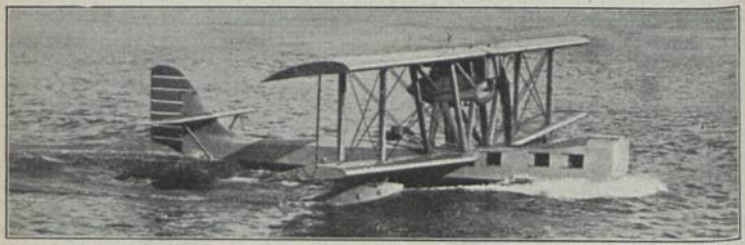
Lioré et Olivier, Levallois, Perret



Lioré-Olivier Le O H 150 (1926) Vs: E: M. Margoulis
b = 28,10 m; l = 16,95 m; T = 136,2 m²; L = 4,38 t; N = 2,61 t; G = 6,99 t; V = 146 km/h; M: 3 × Gnôme 420 PS-HP-CV = 1260 PS-HP-CV; Bst.: H. St.

Lioré-Olivier Lé O H 190 (1926) Vs 8; E: M. Margoulis
b = 16,00 m; l = 12,50 m; T = 64,00 m²; L = 1,75 t; N = 1,65 t; G = 3,20 t; V = 165 km/h; H = 3,0 km; M: Gnôme 420 PS-HP-CV; Bst.: H. St.

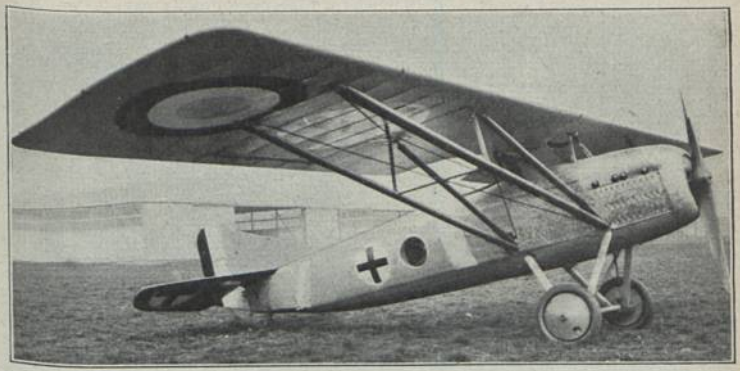
Lioré et Olivier. Levallois. Perret



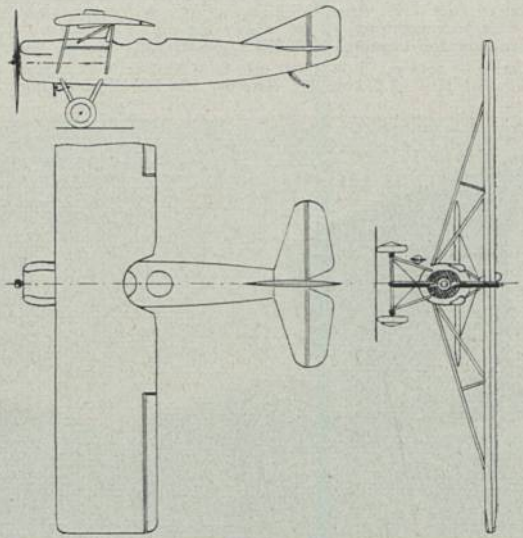
Lioré-Olivier Lé O H 191 (1926) Vs; E: M. Margoulis
b = 16,00 m; l = 12,50 m; T = 61,00 m²; L = 1,75 t; N = 1,08 t; G = 2,83 t; V = 180 km/h; M: Lorraine 450 PS-HP-CV; Bst.: H, St.

Lioré-Olivier Lé O H 194 (1926) Vs; E: M. Margoulis
b = 16,00 m; l = 12,50 m; T = 64,00 m²; L = 1,72 t; N = 1,43 t; G = 3,15 t; V = 165 km/h; H = 3,0 km; M: Gnôme 420 PS-HP-CV; Bst.: H, St.

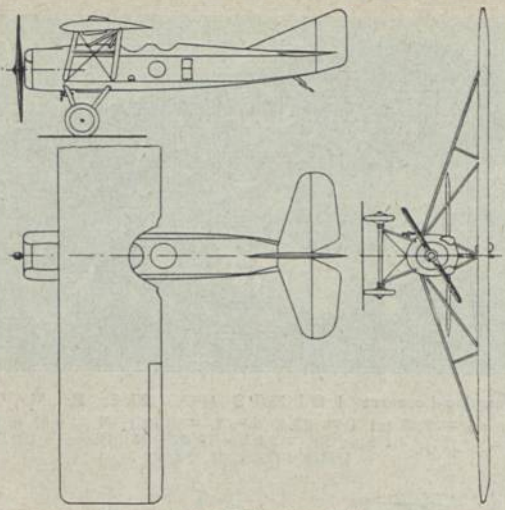
Lioré et Olivier, Levallois, Perret



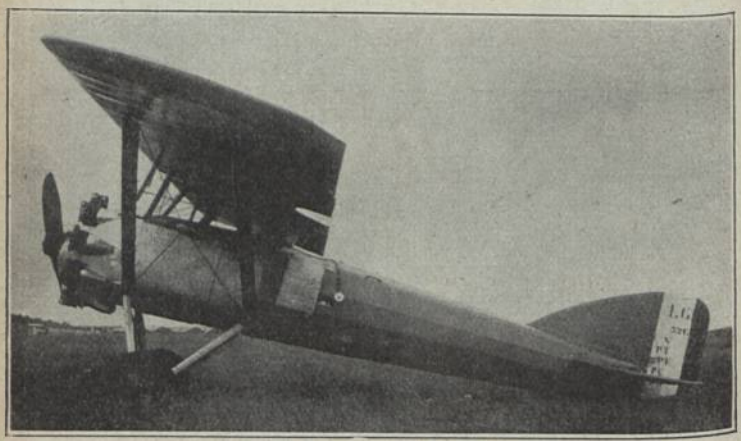
Loire-Gourdou-Leseurre L G L 23 T S (1926) Kk 3; E: M. Gourdou
b = 11,00 m; l = 7,15 m; T = 23,40 m²; L = 0,70 t; N = 0,37 t; G = 1,07 t; V = 181 km/h; H = 4,2 km; St = 3,0 km/19′46″; M: Hispano 180 PS-HP-CV; Bst.: D. S. H. St.



Loire-Gourdou-Leseurre L G L 23 T S
Loire-Gourdou-Leseurre, Paris

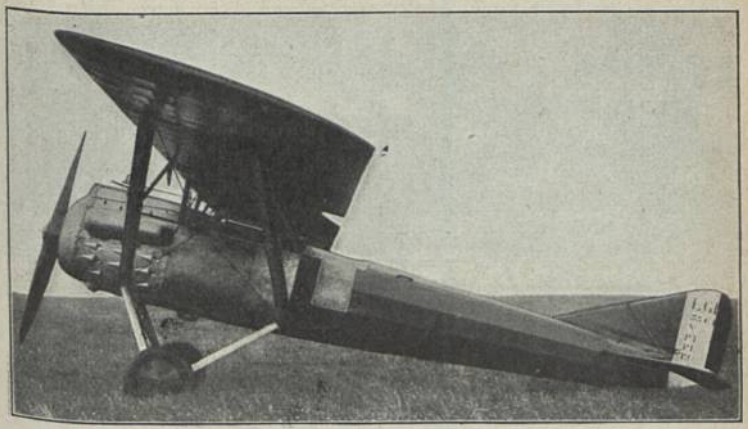


Loire-Gourdou-Leseurre G L E T 1 (1922) Ü 2; E: M. Gourdou
b = 9,40 m; l = 6,43 m; T = 18,80 m²; L = 0,57 t; N = 0,28 t; G = 0,85 t;
V = 245 km/h; H = 7,5 km; M: Hispano 180 PS-HP-CV; Bst.: D, H, St.

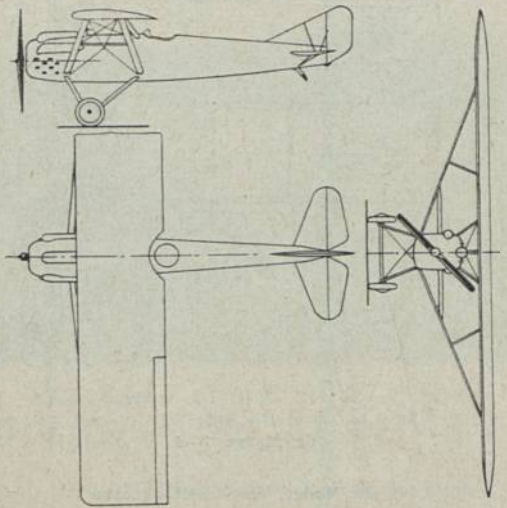


Loire-Gourdou-Leseurre L G L 32 C 1 (1926) Ki 1; E: M. Gourdou
b = 12,20 m; l = 7,55 m; T = 25,00 m²; L = 0,96 t; N = 0,41 t; G = 1,37 t;
V = 90—270 km/h; H = 9,7 km; St = 5,0 km/11'; M: Gnôme 420 PS-HP-CV; Bst.: D, H, S, St.

Loire-Gourdou-Leseurre, Paris

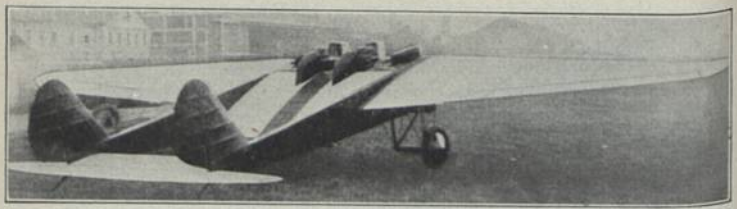


Loire-Gourdou-Leseurre L G L 33 C 1 (1926) Kj 1; E: M. Gourdou
b = 12,20 m; l = 8,03 m; T = 25,00 m²; L = 1,13 t; N = 0,41 t; G = 1,54 t; V = 90—260 km/h; H = 9,0 km; St= 5,0 km/13′; M: Lorraine 450 PS-HP-CV; Bst.: H, D, St, S.

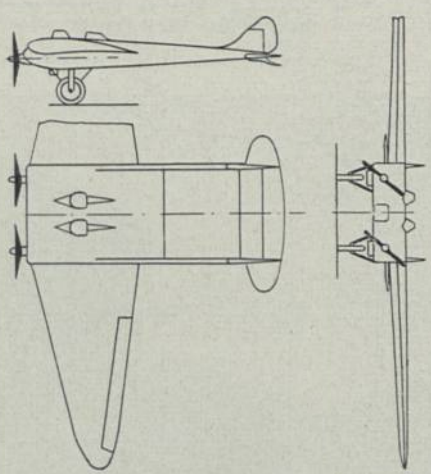


Loire-Gourdou-Leseurre L G L 33 C 1

Loire-Gourdou-Leseurre, Paris



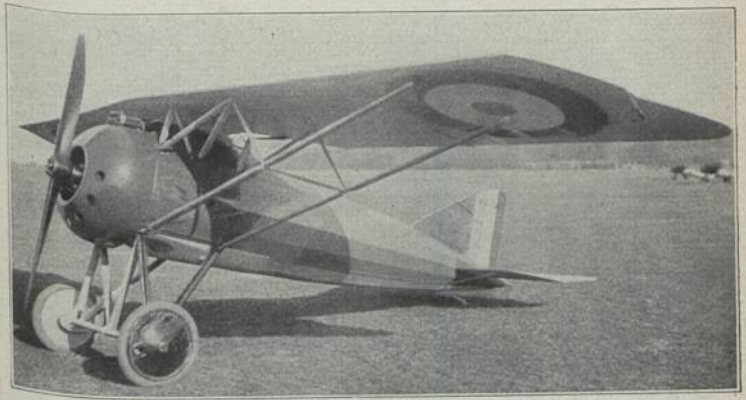
de Monge 7—4 (1924) Sp 2; E: L. de Monge
b = 10,70 m; l = 5,32 m; T = 23,30 t; L = 0,40 t; N = 0,25 t; G = 0,65 t;
V = 195 km/h; M: 2 × Anzani 35 PS-HP-CV = 70 PS-HP-CV; Bst.: H, St.



de Monge 7—4

L. de Monge, Issy-les-Moulineaux

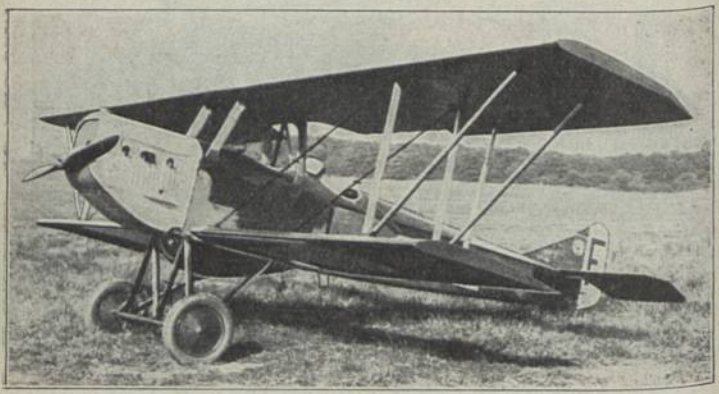
Morane-Saulnier A V (1923) V 4; E: R. Saulnier
b = 13,62 m; l = 9,53 m; T = 31,00 m²; L = 1,01 t; N = 0,49 t; G = 1,50 t;
V = 170 km/h; M: Hispano 150 PS-HP-CV; Bst.: H, St.



Morane-Saulnier A I (1923) Kj 1; E: R. Saulnier
b = 8,80 m; l = 5,80 m; T = 13,00 m²; L = 0,44 t; N = 0,25 t; G = 0,69 t;
V = 224 km/h; M: Le Rhône 180 PS-HP-CV; Bst.: H, St.

Aéroplanes **Morane-Saulnier**, Puteaux, Seine

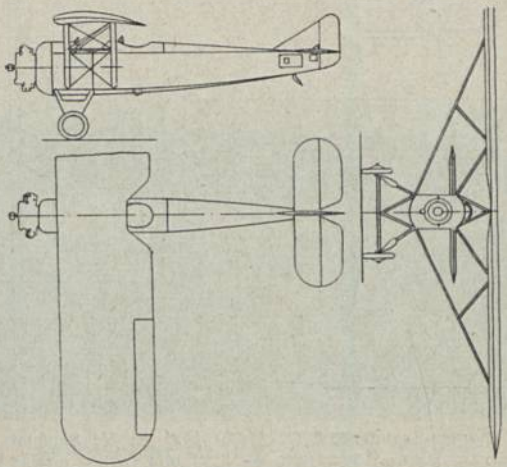
Morane-Saulnier A R 35 E P 2 (1924) Ü 2; E: R. Saulnier
b = 10,56 m; l = 6,76 m; T = 18,00 m²; L = 0,45 t; N = 0,17 t; G = 0,70 t; V = 131 km/h; H = 4,2 km; St = 1,0 km/5'48"; M: Gnôme 80 PS-HP-CV; Bst.: H. St.



Morane-Saulnier 43 E T 2 (1924) Ü 2; E: R. Saulnier
b = 10,88 m; l = 7,86 m; T = 28,50 m²; L = 0,80 t; N = 0,32 t; G = 1,12 t; V = 164 km/h; H = 5,5 km; St = 3,0 km/14'; M: Hispano 180 PS-HP-CV; Bst.: H. St, D. S.

Aéroplanes **Morane-Saulnier**, Puteaux, Seine

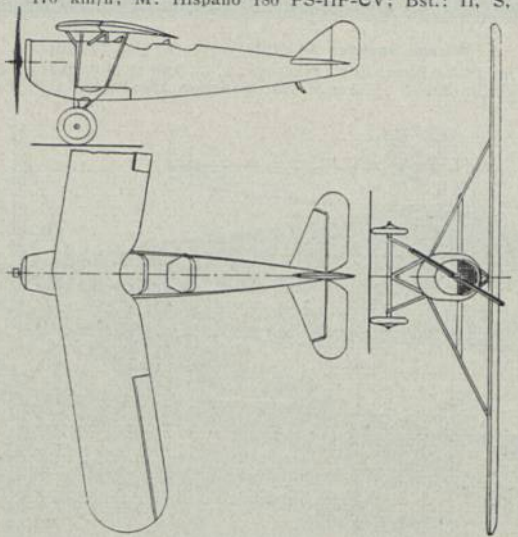
Morane-Saulnier 50 (1924) Ü 2: E: R. Saulnier
b = 11,70 m; l = 7,70 m; T = 24,00 m²; L = 0,60 t; N = 0,24 t; G = 0,84 t;
V = 168 km/h; St = 1,0 km/5'; M: Salmson 150 PS-HP-CV; Bst.: H. St.



Morane-Saulnier 50

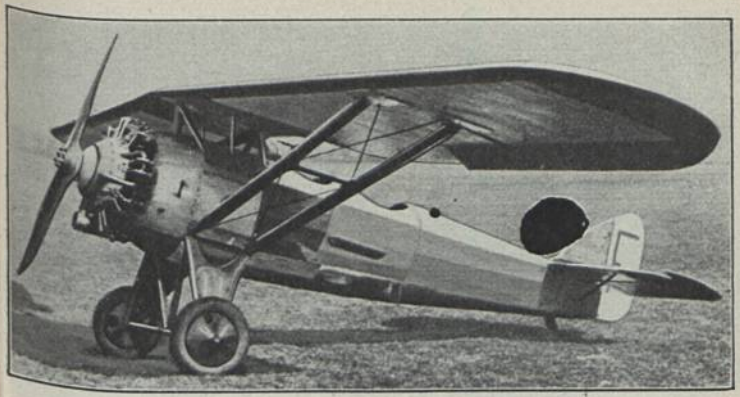
Aéroplanes **Morane-Saulnier**, Puteaux, Seine

Morane-Saulnier 51 (1924) Ü 2; E: R. Saulnier
b = 11,70 m; l = 7,70 m; T = 24,00 m²; L = 0,61 t; N = 0,35 t; G = 0,96 t; V = 170 km/h; M: Hispano 180 PS-HP-CV; Bst.: H, S, St.



Morane-Saulnier 53 E T 2 (1926) Ü 2; E: R. Saulnier
b = 10,70 m; l = 6,97 m; T = 19,70 m²; L = 0,74 t; N = 0,31 t; G = 1,05 t; V = 203 km/h; H = 6,3 km; St = 3,0 km/13′; M: Hispano 180 PS-HP-CV; Bst.: H, St.

Aéroplanes **Morane-Saulnier**, Puteaux, Seine



Morane-Saulnier 120 (1926) Ü 2; E: R. Saulnier
b = 10,70 m; l = 6,97 m; T = 19,70 m²; M: Salmson 230 PS-HP-CV; Bst.: H, St.

Morane-Saulnier 129 (1926) Ü 2; E: R. Saulnier
b = 10,70 m; l = 7,04 m; T = 19,70 m²; L = 0,74 t; N = 0,30 t; G = 1,04 t;
M: Hispano 180 PS-HP-CV; Bst.: H, St.

Aéroplanes **Morane-Saulnier**, Puteaux, Seine

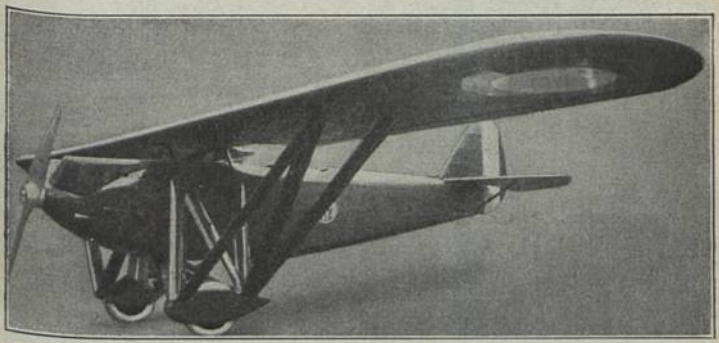
Morane-Saulnier 132 (1926) Ü 2; E: R. Saulnier
b = 10,70 m; l = 6,86 m; T = 19,70 m²; L = 0,60 t; N = 0,30 t; G = 0,90 t;
V = 172 km/h; H = 4,5 km; St = 2,0 km/13′18″; M: Salmson 120 PS-HP-CV;
Bst.: H. St.

Morane-Saulnier 136 E P 2 (1926) Ü 2; E: R. Saulnier
b = 10,60 m; l = 6,78 m; T = 18,00 m²; L = 0,56 t; N = 0,26 t; G = 0,82 t;
V = 150 km/h; H = 5,8 km; St = 4,0 km/31′; M: Salmson 120 PS-HP-CV;
Bst.: H. St.

Aéroplanes **Morane-Saulnier**, Puteaux, Seine

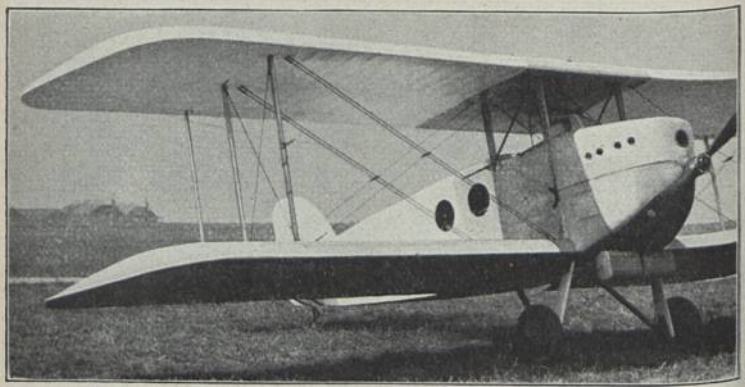
Morane-Saulnier 137 (1926) Ü 2; E: R. Saulnier
b = 10,60 m; l = 6,76 m; T = 18,00 m²; L = 0,57 t; N = 0,25 t; G = 0,82 t; V = 150 km/h; H 5,8 km; St = 4,0 km/31′; M: Salmson 120 PS-HP-CV; Bst.: H. St.

Aéroplanes **Morane-Saulnier**, Puteaux, Seine

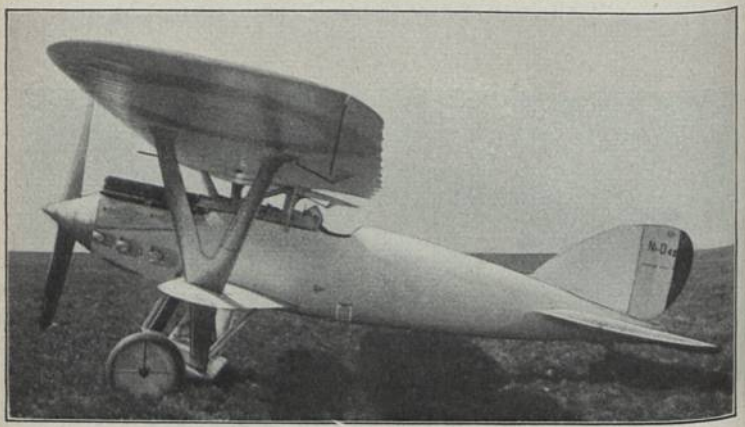


Mureaux 3 C 1 (1926) Kj 2; E: M. Brunet
b = 15,00 m; l = 8,45 m; T = 32,00 m²; L = 1,16 t; N = 0,83 t; G = 1,99 t; V = 102—245 km/h; H = 8,6 km; St = 2,0 km/5′5″; M: Hispano 500 PS-HP-CV; Bst.: D. St.

Ateliers des **Mureaux**, Les Mureaux, Seine et Oise

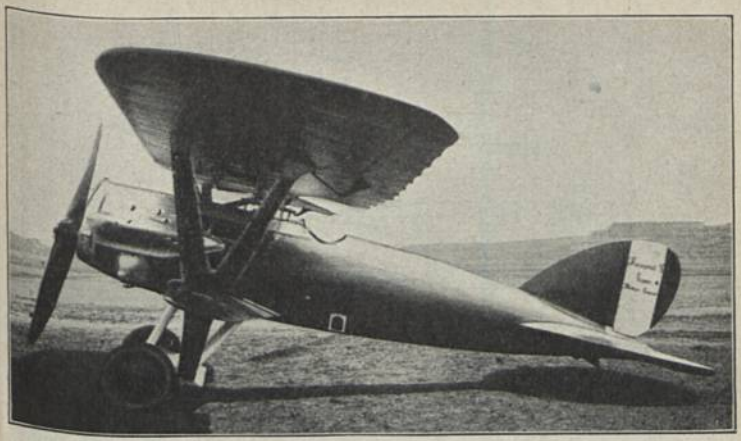


Nieuport Delage Ni D 38 (1924) V 3; E: Delage
b = 10,90 m; l = 8,11 m; T = 40,30 m²; L = 0,95 t; N = 0,30 t; G = 1,25 t; V = 160 km/h; H = 4,0 km; M: Hispano 150 PS-HP-CV; Bst.: H, S, St.

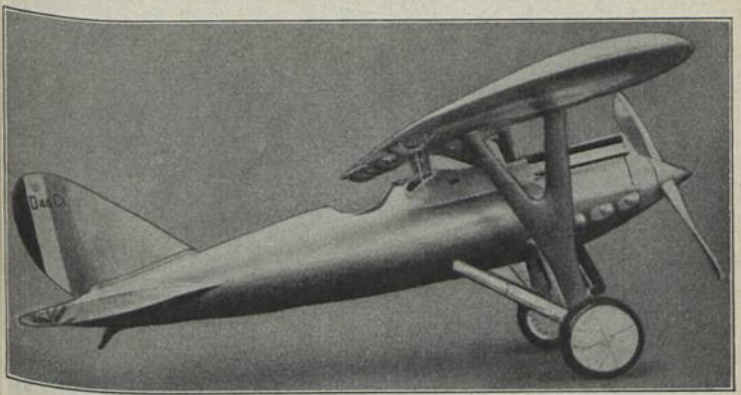


Nieuport Delage Ni D 42 C 1 (1925) Kj 1; E: Delage
b = 12,00 m; l = 7,50 m; T = 31,25 m²; L = 1,20 t; N = 0,60 t; G = 1,80 t; V = 266 km/h; H = 8,0 km; St = 7,6 km/34′24″; M: Hispano 500 PS-HP-CV; Bst.: H, D, St, S.

Nieuport-Delage, Issy-les-Moulineaux

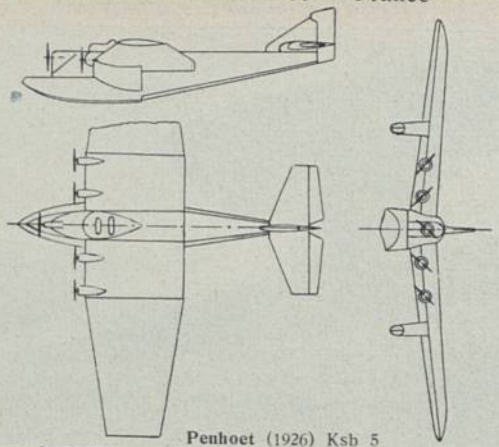


Nieuport Delage Ni D 44 C 1 (1926) Kj 1; E: Delage
b = 12,00 m; l = 7,20 m; T = 31,25 m²; L = 1,34 t; N = 0,45 t; G = 1,79 t; V = 252 km/h; H = 7,4 km; St = 6,4 km/24′18″; M: Hispano 500 PS-HP-CV; Bst.: D, H, St, S.

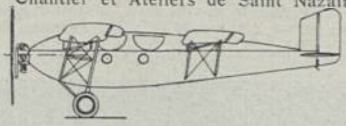


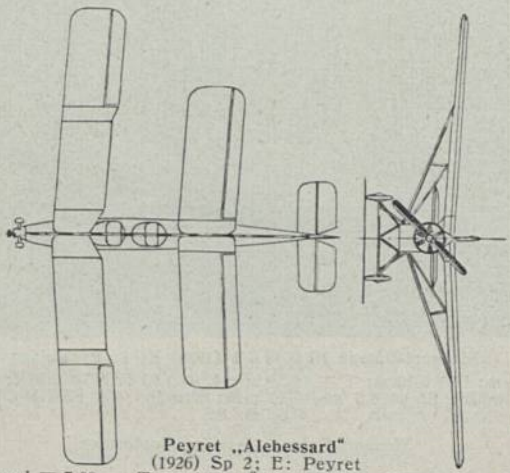
Nieuport-Delage Ni D 48 C 1 (1926) Kj 1; E: Delage
b = 10,00 m; l = 6,40 m; T = 19,38 m²; L = 1,03 t; N = 0,26 t; G = 1,29 t; V = 273 km/h; St = 6,5 km/40′16″; M: Hispano 400 PS-HP-CV; Bst.: H, S, D, St.

Nieuport-Delage, Issy-les-Moulineaux

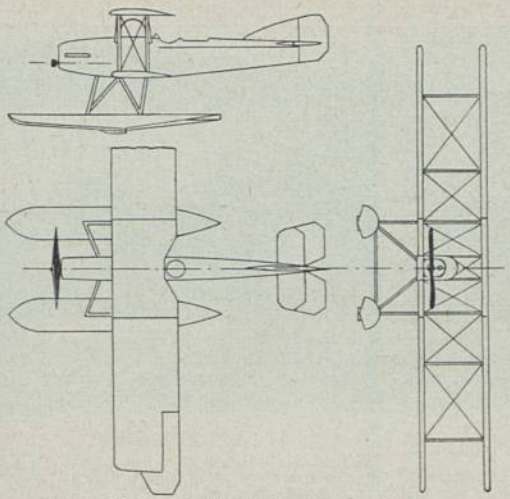


Penhoet (1926) Ksb 5
b = 40,00 m; l = 27,00 m; T = 270,00 m²; G = 16,00 t; V = 160 km/h; M: 5 × Gnôme 420 PS-HP-CV = 2100 PS-HP-CV; Bst.: H, S, D, St.
Chantier et Ateliers de Saint Nazaire **Penhoet**, Paris



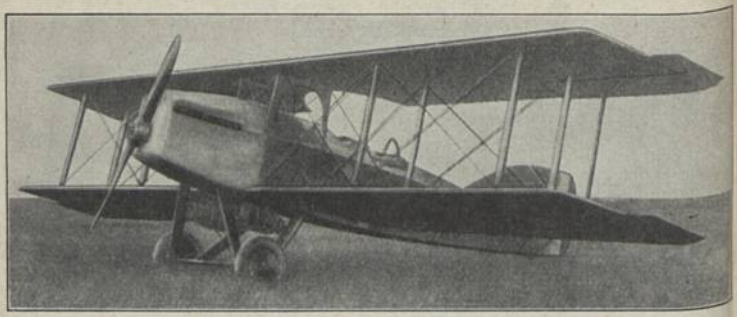


Peyret „Alebessard"
(1926) Sp 2; E: Peyret
b = 11,50 m; l = 7,00 m; T = 18,50 m²; L = 0,32 t; N = 0,23 t; G = 0,55 t; V = 65—125 km/h; H = 4,8 km; M: Anzani 70 PS-HP-CV; Bst.: H, St.
L. Peyret, Courtevoie

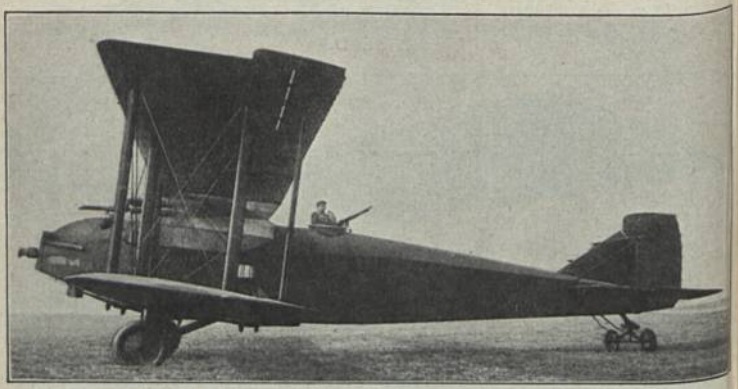


Potez XV H B 2 (1926) Kwa 2; E: H. Potez
b = 13,40 m; l = 10,32 m; T = 52,00 m²; L = 1,40 t; N = 0,70 t; G = 2,10 t; V = 175 km/h; H = 5,2 km; M: Lorraine 400 PS-HP-CV; Bst.: H, St, D.

Potez T VIII (1926) Sp 2; E: H. Potez
b = 8,00 m; l = 5,27 m; T = 20,00 m²; L = 0,31 t; N = 0,24 t; G = 0,55 t; V = 142 km/h; H = 4 0 km; St = 2,0 km/16′; M: Salmson 40 PS-HP-CV; Bst.: H, St. **H. Potez**, Méaulte, Somme

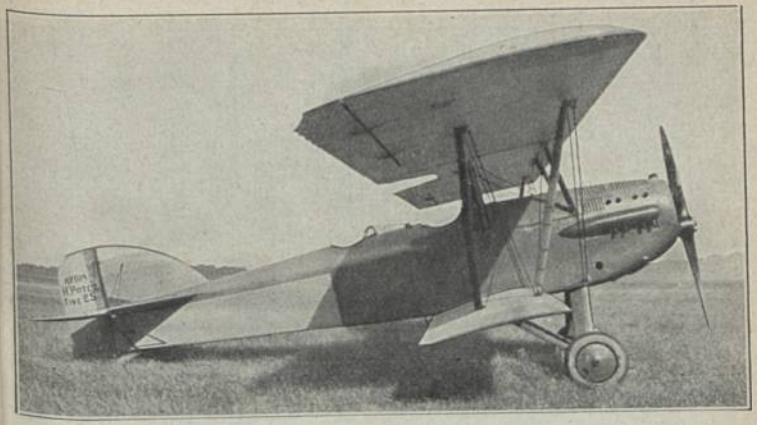


Potez XV (1923) Ka 2; E: H. Potez
b = 12,68 m; l = 8,70 m; T = 46,00 m²; L = 1,19 t; N = 0,62 t; G = 1,87 t; M: Lorraine 400 PS-HP-CV; Bst.: H, St, D.

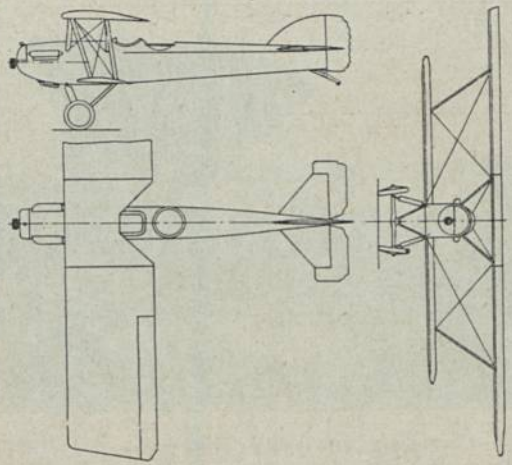


Potez XIX B N 2 (1924) Kbn 3; E: H. Potez
b = 21,31 m; l = 14,14 m; T = 112,0 m²; L = 3,10 t; N = 1,63 t; G = 4,73 t; V = 185 km/h; H = 6,0 km; St = 4,0 km/23′30″; M: 3 × Hispano 300 PS-HP-CV = 900 PS-HP-CV; Bst.: H, S, St.

H. Potez, Méaulte, Somme

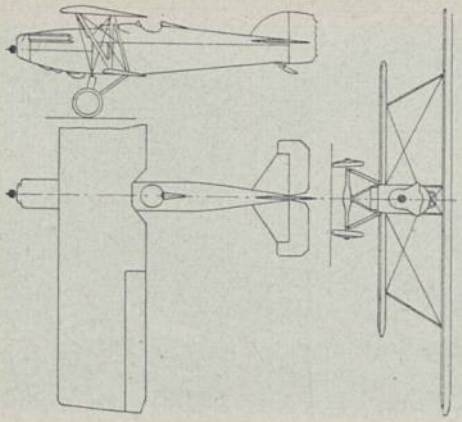


Potez XXV (1925) Ka 2; E: H. Potez
b = 14,00 m; l = 9,00 m; T = 46,70 m²; L = 1,21 t; N = 0,78 t; G = 1,99 t; V = 230 km/h; H = 7,4 km; St = 2,0 km/6'48"; M: Lorraine 450 PS-HP-CV; Bst.: H, St, S.

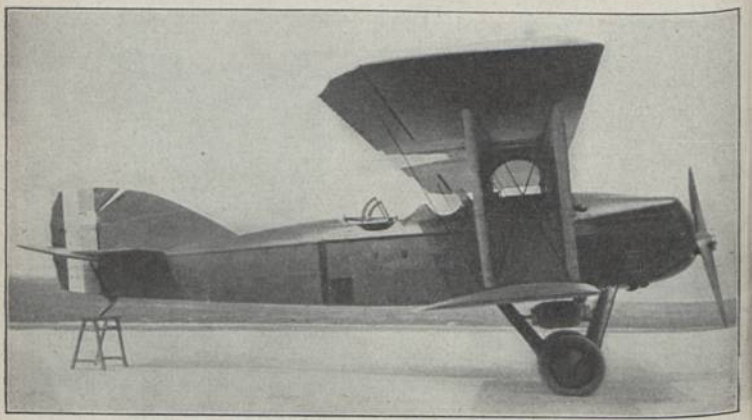


Potez XXV

H. Potez, Méaulte, Somme

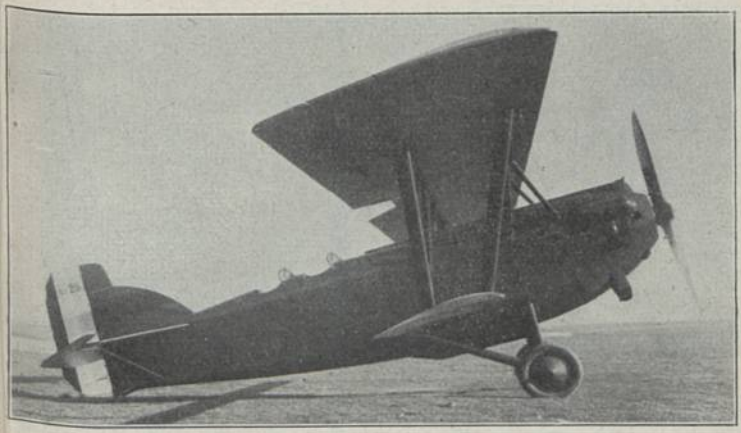


Potez XXVI (1925) Kj 1; E: H. Potez
b = 12,00 m; l = 8,00 m; T = 32,00 m²; L = 1,10 t; N = 0,45 t; G = 1,55 t;
M: Hispano 450 PS-HP-CV; Bst.: H, St, S.



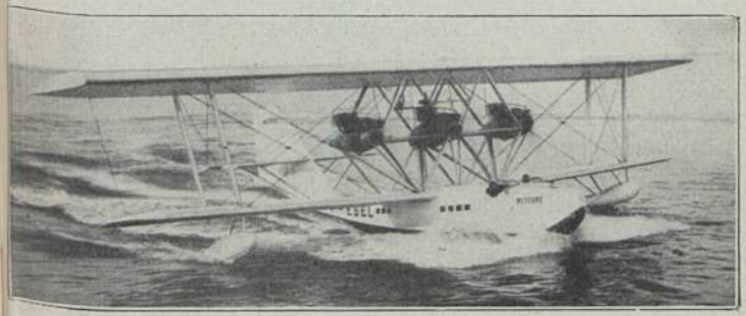
Potez XXVII (1925) Ka 2; E: H. Potez
b = 12,80 m; l = 8,70 m; T = 45,00 m²; L = 1,25 t; N = 0,65 t; G = 1,90 t;
V = 212 km/h; St = 3,0 km/12′20″; M: Lorraine 400 PS-HP-CV; Bst.: H. S. St.

H. Potez, Méaulte, Somme



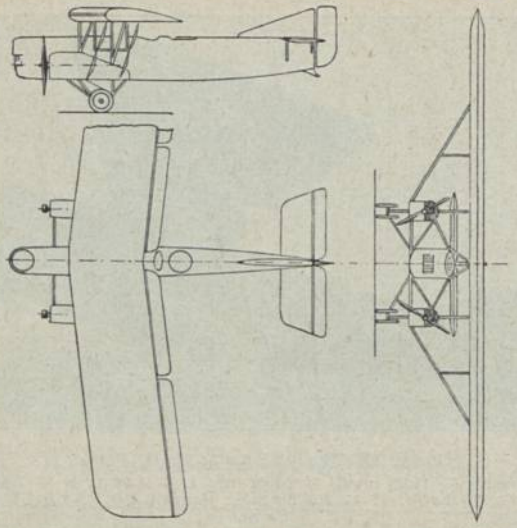
Potez XXVIII (1926) Ka 2; E: H. Potez
b = 16,20 m; l = 11,00 m; T = 63,00 m²; L = 1,90 t; N = 2,87 t; G = 4,77 t; V = 210 km/h; H = 2,5 km; M: Renault 550 PS-HP-CV; Bst.: H, S, St.

H. Potez, Méaulte, Somme



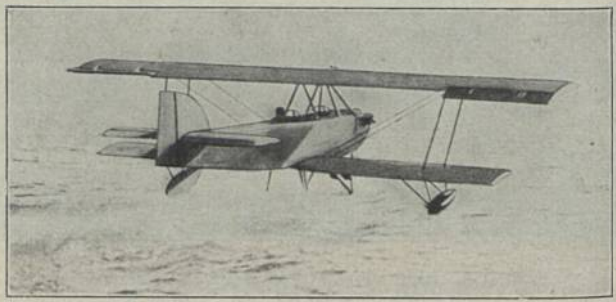
S. P. C. A. „Météore 63" (1926) Vs; E: L. Santoni
b = 21,20 m; l = 12,95 m; T = 103,0 m²; L = 2,60 t; N = 1,16 t; G = 4,58 t; V = 80—180 km/h; H = 4,5 km; M: 3 × Hispano 180 PS-HP-CV = 540 PS-HP-CV; Bst.: H, S, St.

S. P. C. A., Paris



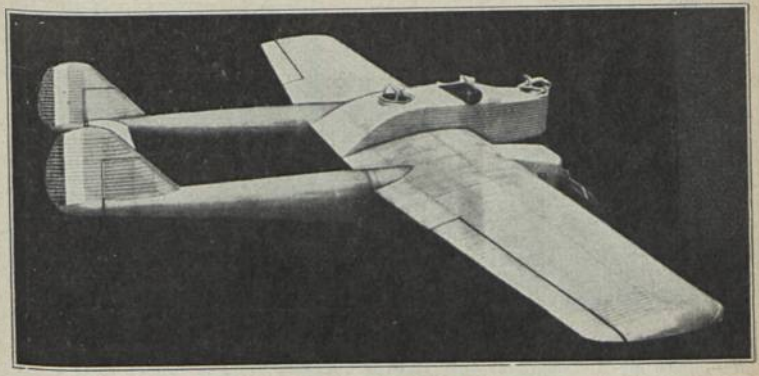
Provence C. P. A 1 (1926) Kb 4; E: A. de Boysson
b = 22,80 m; l = 13,35 m; t = 84,00 m²; L = 3,35 t; N = 1,25 t; G = 4,60 t; V = 90—105 km/h; H = 6,0 km; M: 2 × Hispano 500 PS-HP-CV = 1000 PS-HP-CV; Bst.: H, St.

Chantiers de Provence, La Courneuve, Seine

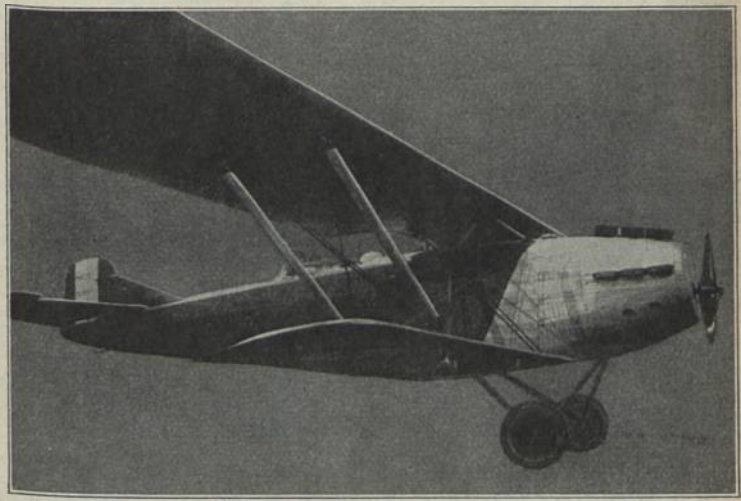


Romano R 3 (1925) Üw 2
b = 11,00 m; T = 30,00 m²; L = 0,73 t; N = 0,30 t; G = 1,03 t; V = 70—160 km/h; St = 2,0 km/14'; M: Hispano 140 PS-HP-CV; Bst.: H, St.

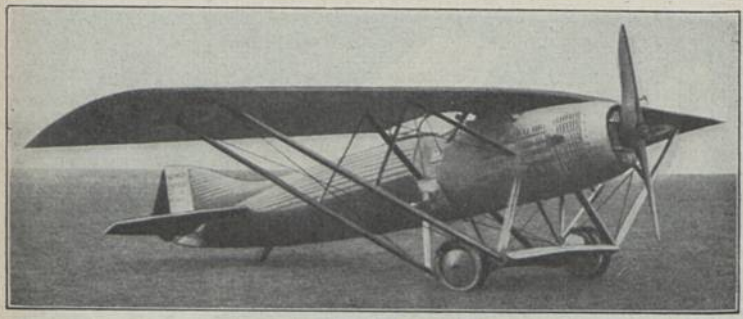
Chantiers Navals de la Croisette, Cannes, A. M.



Schneider 10 M (1924) Kb 4; E: Lepère
b = 18,50 m; l = 11,70 m; T = 57,00 m²; L = 2,65 t; N = 1,00 t; G = 3,65 t; V = 220 km/h; H = 7,0 km; St = 2,0 km/7′; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: A.

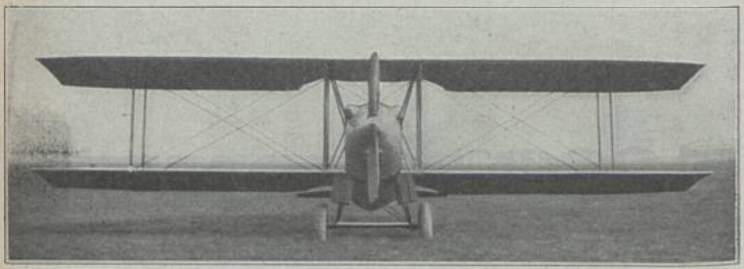


S. E. C. M. „Amiot" 120 B N 2 (1926) Kbn 3
b = 19,00 m; l = 14,00 m; T = 85,00 m²; L = 1,76 t; N = 1,64 t; G = 3,40 t; V = 80—200 km/h; H = 5,5 km; St = 5,0 km/45′; M: Farman 700 PS-HP-CV; Bst.: D. St.
S. E. C. M., Colombes, Seine



S. R. A. P.-Béchereau 2 C 2 (1926) Kj 2; E: M. Béchereau
b = 14,60 m; l = 10,00 m; T = 35,00 m²; L = 1,99 t; N = 0,37 t; G = 2,36 t; V = 100—229 km/h; H = 7,5 km; St = 5,0 km/20′; M: Salmson 500 PS-HP-CV; Bst.: H. St.

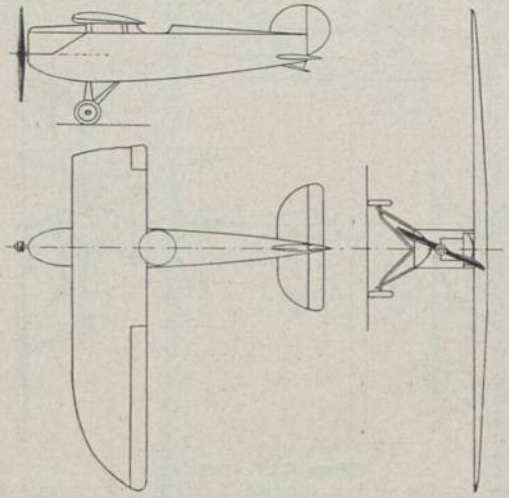
S. R. A. P., Béchereau, Paris



Tampier T 4 (1924) Ka 2; E: R. Tampier
b = 11,50 m; l = 8,87 m; T = 36,00 m²; G = 1,60 t; V = 197 km/h; H = 6,0 km; M: 1 × Hispano 300 PS-HP-CV; Bst.: H. St.

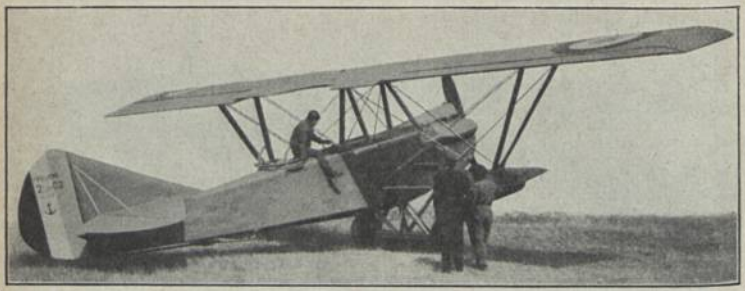
R. Tampier, Boulogne-sur-Seine

Albert T E 1 (1926) Sp 1; E: Albert
b = 8,80 m; l = 5,30 m; T = 10,00 m²; L = 0,25 t; N = 0,13 t; G = 0,38 t; V = 77—145 km/h; H = 5,0 km; St = 1,0 km/5′5″; M: Salmson 40 PS-HP-CV; Bst.: H. St.



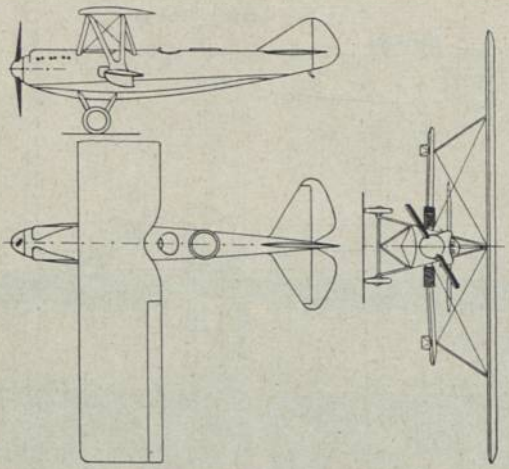
Albert E T 1

Tellier-Duhamel-Albert, Paris



Villiers 2-C 2 (1925) Kj 2

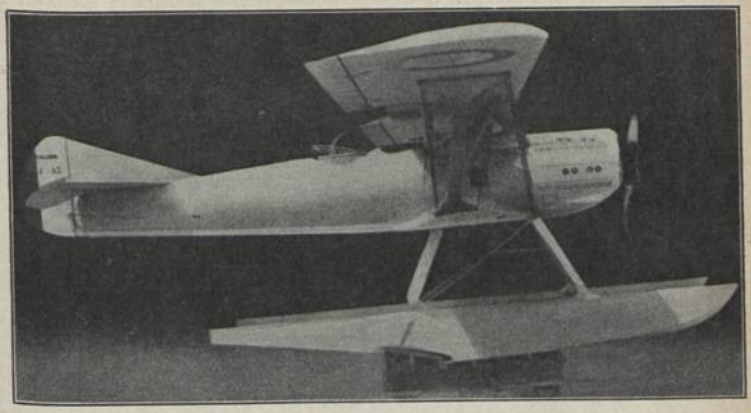
b = 13,00 m; l = 9,50 m; T = 40,00 m²; L = 1,55 t; N = 0,35 t; G = 1,90 t; V = 82—217 km/h; H = 8,0 km; St = 6,0 km/27′33″; M: Lorraine 450 PS-HP-CV; Bst.: H, St.



Villiers C 2 F (1926) Ka 2

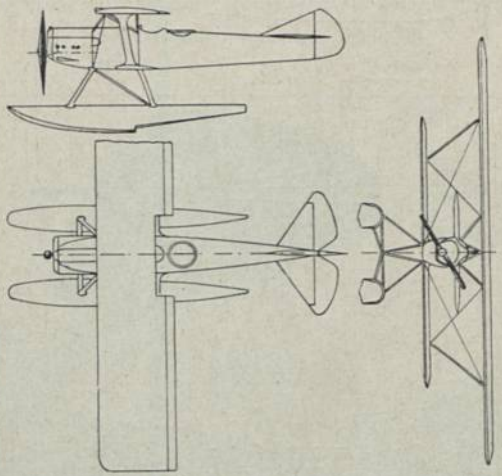
b = 13,00 m; l = 9,30 m; T = 40,00 m²; L = 1,25 t; N = 0,65 t; G = 1,90 t; V = 82—214 km/h; St = 6,0 km/28′38″; M: Hispano 500 PS-HP-CV; Bst.: H, St.

F. Villiers, Meudon



Villiers 4 H B - 2 G R (1926) Kwa 2

b = 14,00 m; l = 9,70 m; T = 42,00 m²; L = 1,95 t; N = 0,45 t; G = 2,30 t; V = 82—202 km/h; H = 6,5 km; St = 4,5 km/40'; M: Lorraine 450 PS-HP-CV; Bst.: H. St.

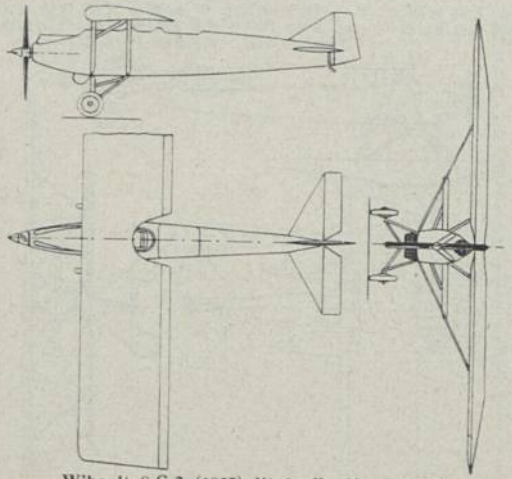


Villiers 10 (1926) Kwa 2

b = 14,00 m; l = 10,35 m; T = 45,00 m²; L = 1,40 t; N = 0,81 t; G = 2,21 t; V = 197 km/h; St = 2,0 km/15'; M: Lorraine 450 PS-HP-CV; Bst.: H. St.

F. Villiers, Meudon

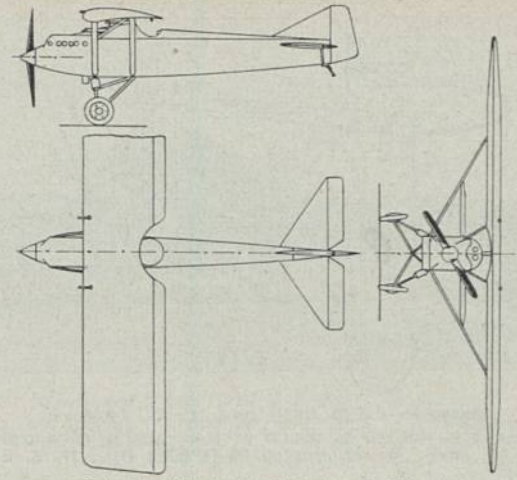
Wibault 7 C 1 (1924) Kj 1: E: M. Wibault
b = 11,00 m; l = 7,45 m; T = 22,00 m²; L = 0,97 t; N = 0,47 t; G = 1,44 t; V = 105—223 km/h; H = 8,5 km; St = 2,0 km/7'2"; M: Gnôme 420 PS-HP-CV; Bst.: D.



Wibault 8 C 2 (1925) Kj 2: E: M. Wibault
b = 12,70 m; l = 8,95 m; T = 31,00 m²; L = 1,21 t; N = 0,84 t; G = 2,05 t; V = 98—240 km/h; H = 7,0 km; St = 2,0 km/7'2"; M: Hispano 500 PS-HP-CV; Bst.: D.

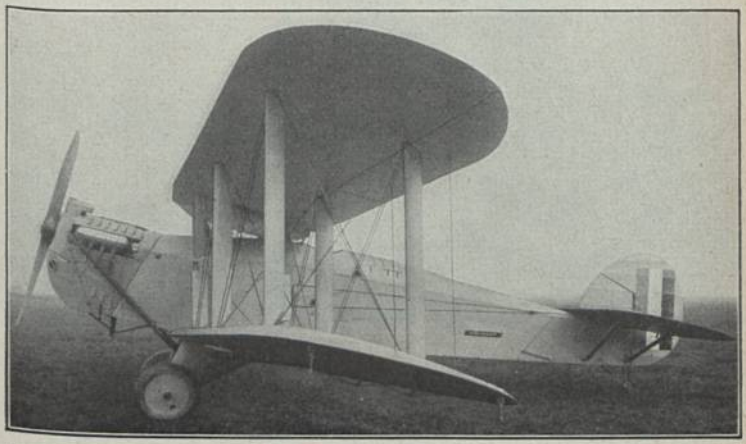
M. Wibault, Billancourt, Seine

Frankreich — France — France

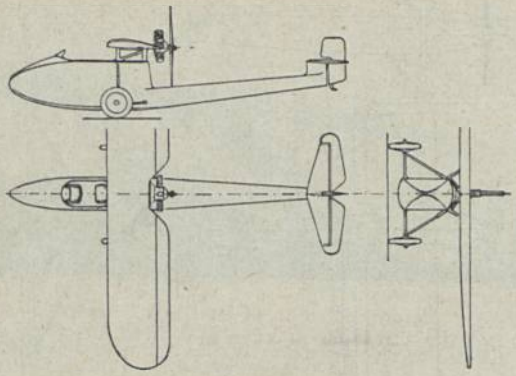


Wibault 9 C 1 (1925) Kj 1; E: M. Wibault
b = 11,00 m; l = 8,20 m; T = 22,00 m², L = 0,85 t; N = 0,53 t; G = 1,38 t; V = 230 km/h; H = 8,1 km; St = 2.0 km/4′; M: Hispano 500 PS-HP-CV; Bst.: D.
M. Wibault, Billancourt, Seine

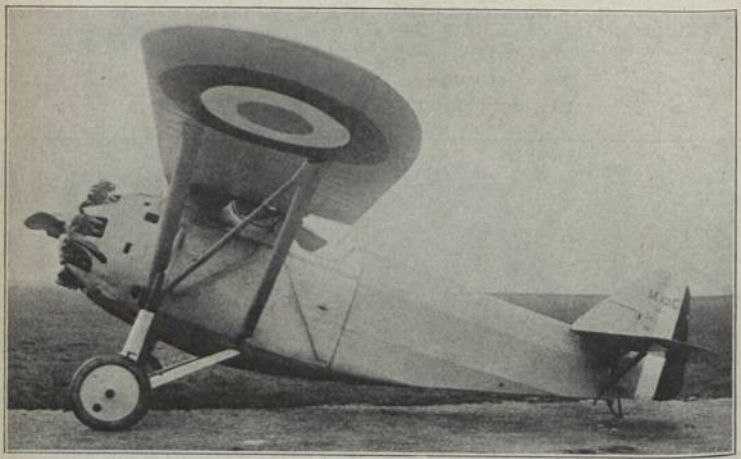
Griechenland — Greece — Grèce



Athen-Blackburn „Swift II" (1926) Kt 2; E: Bumpus
b = 14,75 m; l = 10,82 m; T = 67,00 m²; L = 1,61 t; N = 1,25 t; G = 2,86 t; V = 79—171 km/h; H = 4,6 km; M: Napier 450 PS-HP-CV; Bst. H. St. **Blackburn**, Athen

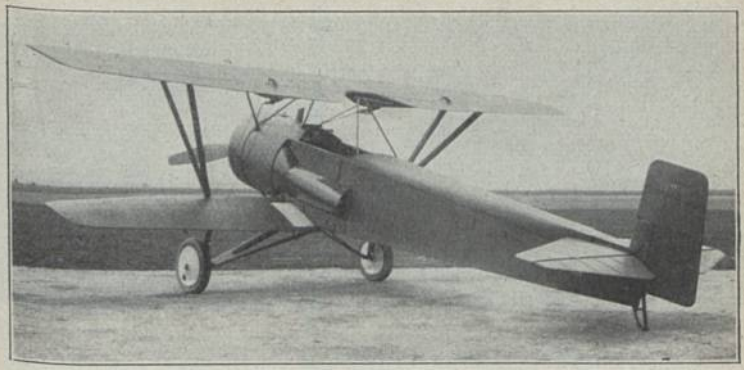


Koolhoven F K 30 (1927) Sp 2; E: F. Koolhoven
b = 8,50 m; l = 8,00 m; L = 0,27 t; N = 0,26 t; G = 0,53 t; V = 53—128 km/h; M: Siemens 60 PS-HP-CV; Bst.: H, S, St.



Koolhoven F K 31a (1925) Ka 2; E: F. Koolhoven
b = 12,00 m; l = 8,10 m; T = 27,00 m²; L = 1,03 t; N = 0,77 t; G = 1,80 t; V = 90—225 km/h; H = 7,2 km; St = 4,0 km/12'; M: Bristol 450 PS-HP-CV; Bst.: H, St.

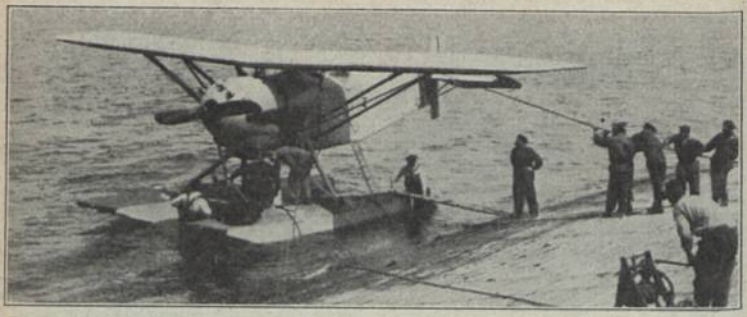
F. Koolhoven, Rijswijk



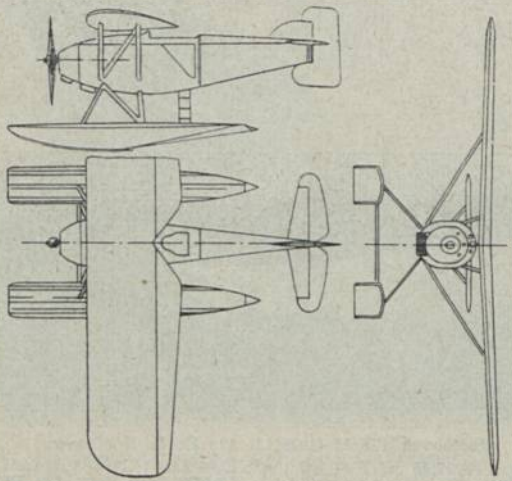
Koolhoven F K 32 (1925) Ü 2; E: F. Koolhoven
b = 8,00 m; l = 7,10 m; T = 20,00 m²; L = 0,61 t; N = 0,26 t; G = 0,87 t; V = 62—150 km/h; H = 4,3 km; St = 2,0 km/8′; M: Le Rhône 110 PS-HP-CV; Bst.: H, S, St.

Koolhoven F K 33 (1925) V 12; E: F. Koolhoven
b = 24,80 m; l = 17,45 m; T = 102,0 m²; L = 3,00 t; N = 1,66 t; G = 4,66 t; V = 73—180 km/h; M: 3 × Siddeley 240 PS-HP-CV = 720 PS-HP-CV; Bst.: H, S, St.

F. Koolhoven, Rijswijk

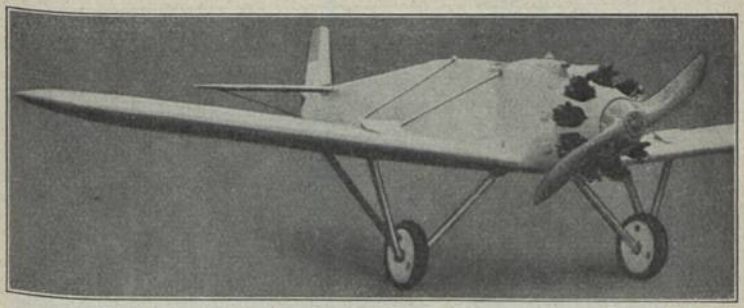


Koolhoven F K 34 (1926) Kaw 2; E: F. Koolhoven b = 13,00 m; l = 9,30 m; L = 1,70 t; N = 0,80 t; G = 2,50 t; V = 204 km/h; M: Hispano 450 PS-HP-CV; Bst.: H, St.

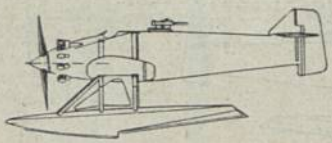


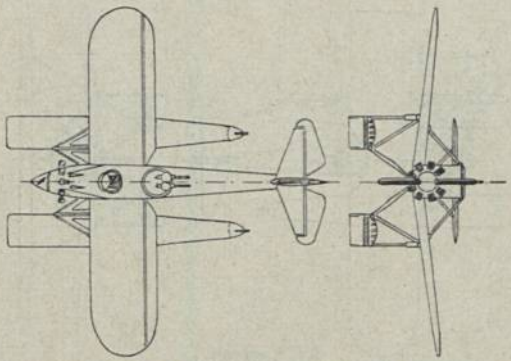
Koolhoven F K 34

F. Koolhoven, Rijswijk



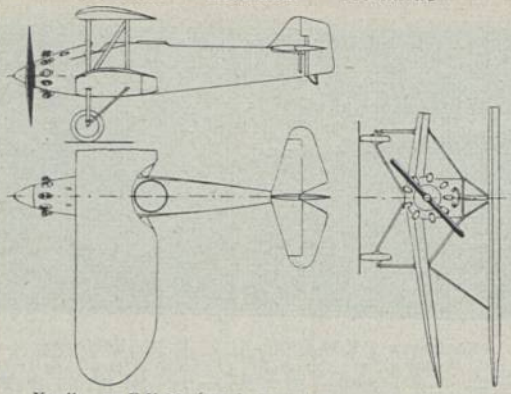
Koolhoven F K 35 (1926) Kj 2; E: F. Koolhoven
b = 11,50 m; l = 8,60 m; T = 24,00 m²; L = 0,90 t; N = 0,64 t; G = 1,54 t; V = 85—260 km/h; H = 7,8 km; St = 5,0 km/14'; M: Bristol 450 PS-HP-CV; Bst.: H, S, St.



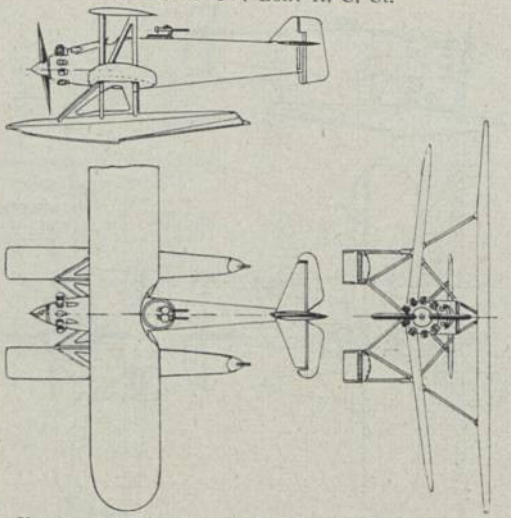


Koolhoven F K 35 w (1927) Kjw 2; E: F. Koolhoven
b = 10,50 m; l = 9,35 m; M: Bristol 450 PS-HP-CV; Bst.: H, S, St.

F. Koolhoven, Rijswijk



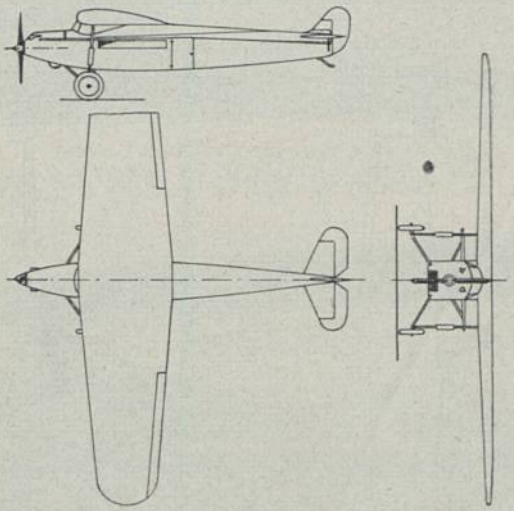
Koolhoven F K 36 (1927) Ka 2; E: F. Koolhoven
b = 11,50 m; l = 8,60 m; T = 24,00 m²; L = 0,90 t; N = 0,64 t; G = 1,54 t; V = 85—260 km/h; H = 7,8 km; St = 5,0 km/14′; M: Bristol 450 PS-HP-CV; Bst.: H, S, St.



Koolhoven F K 36 w (1927) Kaw 2; E: F. Koolhoven
b = 12,00 m; l = 9,35 m; M: Bristol 450 PS-HP-CV; Bst.: H, S, St.

F. Koolhoven, Rijswijk

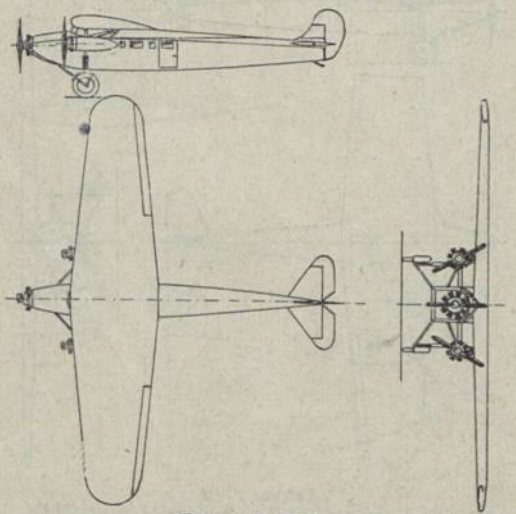
Fokker F VII b (1926) V 12; E: A. H. G. Fokker
b = 19,30 m; l = 14,60 m; T = 58,50 m²; L = 1,65 t; N = 1,65 t; G = 3,30 t; V = 90—175 km/h; H = 3,7 km; M: Bristol 450 PS-HP-CV; Bst.: H. S. St.



Fokker F VII
M: Napier 450 PS-HP-CV

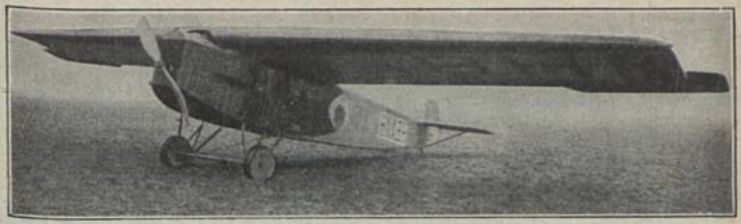
N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam

Fokker F VII 3 m (1926) V 10; E: A. H. G. Fokker
b = 19,31 m; l = 14,50 m; T = 58,50 m²; L = 2,30 t; N = 1,70 t; G = 4,00 t; V = 95—197 km/h; H = 4,3 km; St = 1,0 km/6'; M: 3 × Wright 200 PS-HP-CV = 600 PS-HP-CV; Bst.: H, S, St.



Fokker F VII 3 m

N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam



Fokker F III (1921) V 6; E: A. H. G. Fokker
b = 16,00 m; l = 10,30 m; T = 42,00 m²; L = 1,20 t; N = 0,70 t; G = 1,90 t;
V = 160 km/h; M: Siddeley 240 PS-HP-CV; Bst.: H, S, St.

Fokker F B III (1926) Ksa 3; E: A. H. G. Fokker
b = 18,00 m; l = 11,85 m; T = 56,00 m²; L = 2,27 t; N = 1,03 t; G = 3,30 t;
V = 175 km/h; H = 3,0 km; M: Napier 450 PS-HP-CV; Bst.: H, St, S, D.

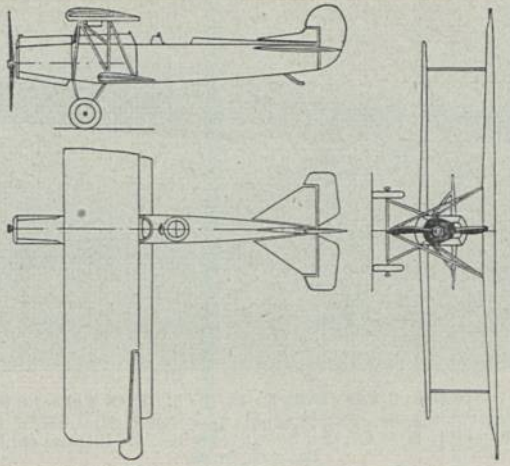
Fokker S IV (1924) U 2; E: A. H. G. Fokker
b = 11,20 m; l = 8,50 m; T = 27,70 m²; L = 0,80 t; N = 0,33 t; G = 1,13 t;
V = 70—170 km/h; H = 3,7 km; St = 1,0 km/8'; M: Bristol 120 PS-HP-CV;
Bst.: H, S, St.

N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam

Fokker C IV a (1924) Ka 2; E: A. H. G. Fokker
b = 12,90 m; l = 9,00 m; T = 39,00 m²; L = 1,45 t; N = 0,95 t; G = 2,40 t; V = 235 km/h; H = 6,5 km; St = 3,0 km/12'; M: Napier 450 PS-HP-CV; Bst.: H, S, St.

Fokker C V A (1925) Ka 2; E: A. H. G. Fokker
b = 13,33 m; l = 9,25 m; T = 40,70 m²; L = 1,43 t; N = 0,80 t; G = 2,23 t; V = 220 km/h; H = 6,2 km; St = 3,0 km/10'; M: Rolls Royce 360 PS-HP-CV; Bst.: H, St, S.

N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam



Fokker C V B (1925) Kj 2; E: A. H. G. Fokker
b = 12,03 m; l = 9,25 m; T = 36,50 m²; L = 1,38 t; N = 0,60 t; G = 1,98 t; V = 230 km/h; H = 6,6 km; St = 3,0 km/8′; M: Napier 450 PS-HP-CV; Bst.: H, S, St.

Fokker C V C (1925) Kb 2; E: A. H. G. Fokker
b = 14,62 m; l = 9,35 m; T = 46,62 m²; L = 1,48 t; N = 1,00 t; G = 2,48 t; V = 210 km/h; H = 5,8 km; St = 3,0 km/12′; M: Hispano 450 PS-HP-CV; Bst.: H, St, S.

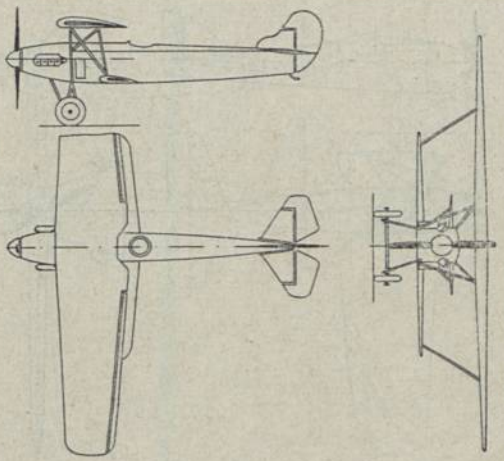
N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam

Fokker C V D (1925) Ka 2; E: A. H. G. Fokker
b = 12,50 m; l = 9,53 m; T = 28,80 m²; L = 1,29 t; N = 0,60 t; G = 1,89 t; V = 95—255 km/h; H = 6,7 km; St = 5,0 km/17′; M: Hispano 450 PS-HP-CV; Bst.: H, St, S.

Fokker C V E (1925) Kb 2; E: A. H. G. Fokker
b = 15,30 m; l = 9,46 m; T = 39,30 m²; L = 1,21 t; N = 1,00 t; G = 2,21 t; V = 90—214 km/h; H = 5,9 km; St = 5,0 km/38′; M: Bristol 450 PS-HP-CV; Bst.: H, S, St.

N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam

Fokker D XIII (1925) Kj 1; E: A. H. G. Fokker
b = 11,53 m; l = 7,30 m; T = 21,80 m²; L = 1,12 t; N = 0,43 t; G = 1,55 t; V = 265 km/h; H = 8,0 km; St = 5,0 km/12'; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

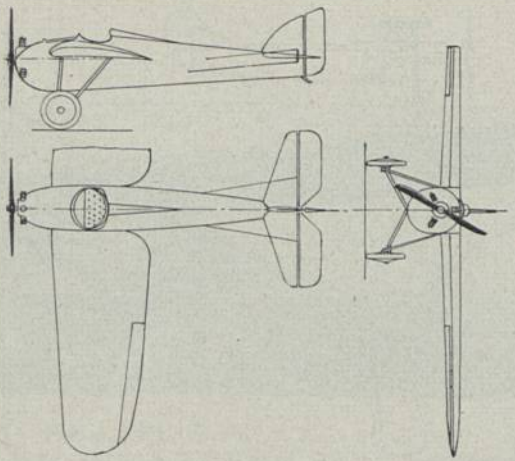


Fokker D XIII

N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam

Pander D (1924) Sp 1

b = 8,00 m; l = 4,95 m; T = 10,80 m², L = 0,19 t; N = 0,10 t; G = 0,29 t; V = 63—110 km/h; H = 3,1 km; St = 1,0 km/9′; M: Anzani 25 PS-HP-CV; Bst.: H, St.

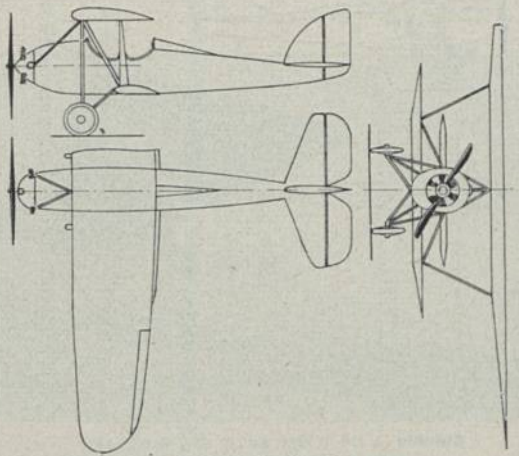


Pander D

Vliegtuigenfabriek **Pander**, Haag

Pander E C (1926) Ü *2*

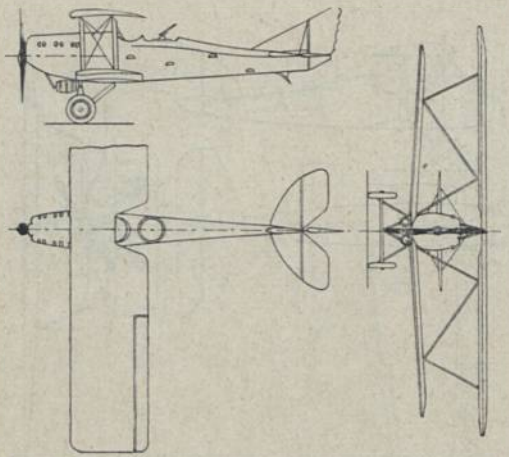
b = 10,00 m; l = 6,10 m; T = 17,70 m², L = 0,36 t; N = 0,24 t; G = 0,60 t; V = 70—140 km/h; H = 4,2 km; St = 1,0 km/6′; M: Walther 60 PS-HP-CV; Bst.: H, S, St.



Pander E C

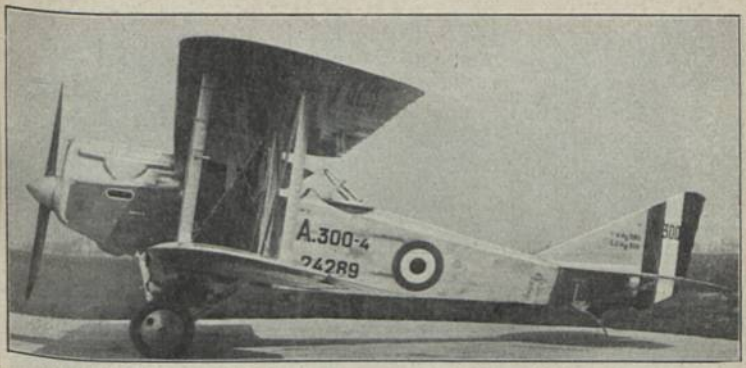
Vliegtuigenfabriek **Pander**, Haag

Ansaldo A 115 M (1926) Ka 2; E: Verduzzio
b = 12,18 m; l = 8,60 m; M: Lorraine 400 PS-HP-CV; Bst.: H, St.

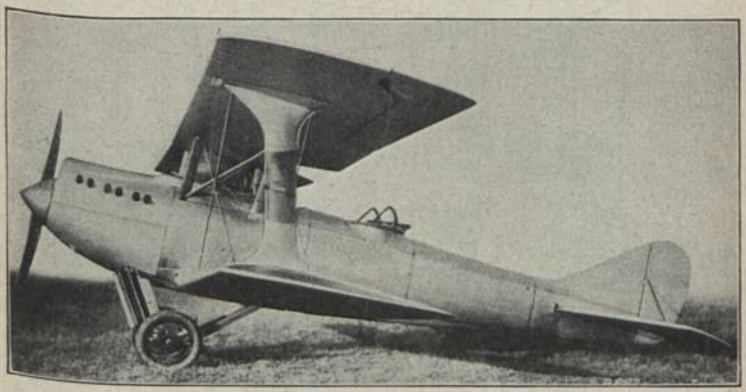


Ansaldo A 115 (1926) Ka 2; E: Verduzzio
b = 12,80 m; l = 8,60 m; T = 71,30 m²; L = 1,16 t; N = 0,71 t; G = 1,87 t;
V = 84—220 km/h; M: Lorraine 400 PS-HP-CV; Bst.: H, St.

Soc. An. Aeronautica **Ansaldo**, Torino

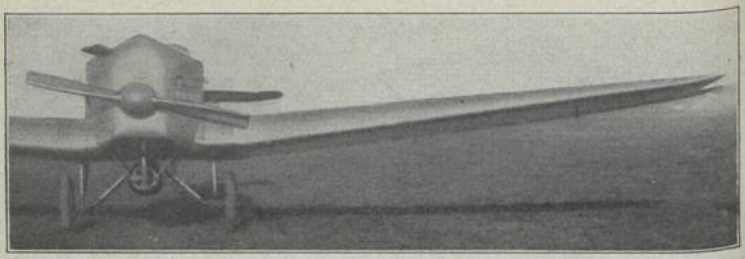


Ansaldo A 300-4 (1923) Ka 2; E: Verduzzio
b = 11,24 m; l = 8,75 m; T = 39,50 m²; L = 1,14 t; N = 0,50 t; G = 1,64 t;
V = 180 km/h; M: Isotta 250 PS-HP-CV; Bst.: H. St.

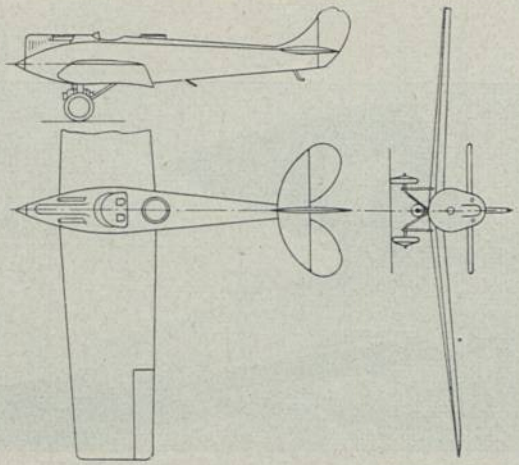


Ansaldo A 400 (1924) Ka 2; E: Verduzzio
M: Lorraine 400 PS-HP-CV; Bst.: D, S, St, H.

Soc. An. Aeronautica **Ansaldo**, Torino



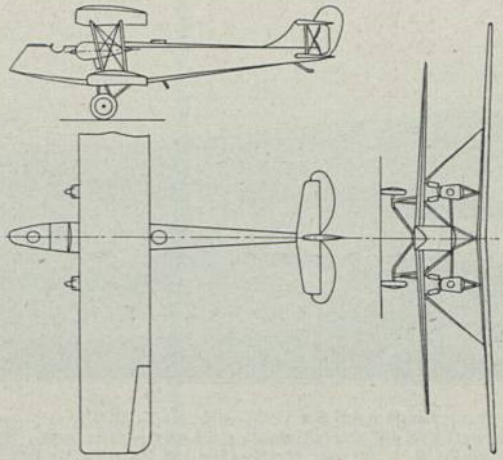
Breda A 2 (1924) Ka 2; E: E. Breda
b = 14,10 m; l = 9,00 m; T = 34,00 m²; L = 0,90 t; N = 0,50 t; G = 1,40 t; V = 90—215 km/h; H = 6,2 km; M: Isotta 250 PS-HP-CV; Bst.: D, S, St.



Breda A 2

Soc. Italiana **E. Breda**, Milano

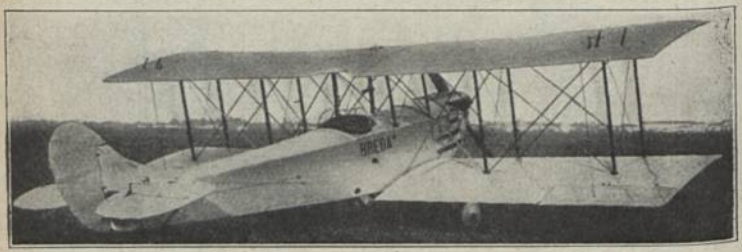
Breda A 3 b (1923) Kbn 3; E: E. Breda
b = 28,80 m; l = 17,00 m; T = 148,0 m²; V = 80—190 km/h; H = 5,0 km;
M: 2 × S. P. A. 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H. St. S.



Breda A 3

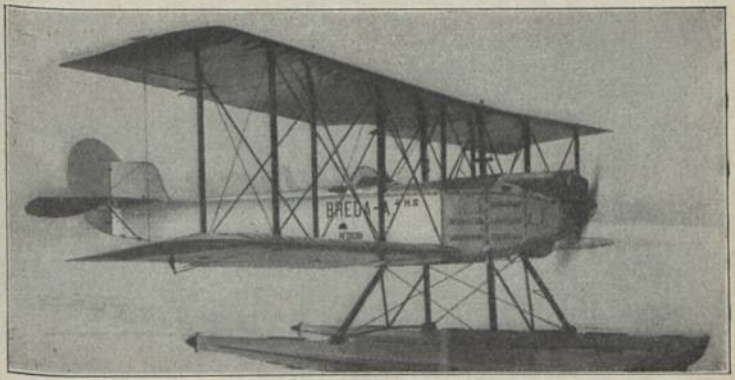
Soc. Italiana **E. Breda**, Milano

Breda A 4 (1924) Ü 2; E: E. Breda
b = 10,90 m; l = 8,20 m; T = 40,00 m²; L = 0,76 t; N = 0,10 t; G = 1,06 t;
V = 60—140 km/h; H = 3,5 km; M: Colomba 140 PS-HP-CV; Bst.: H, S, St.



Breda A 4 H S a (1926) Ü 2; E: E. Breda
b = 10,90 m; l = 8,20 m; T = 40,00 m²; L = 0,75 t; N = 0,30 t; G = 1,05 t;
V = 60—160 km/h; H = 5,0 km; M: Hispano 180 PS-HP-CV; Bst.: H, S, St.

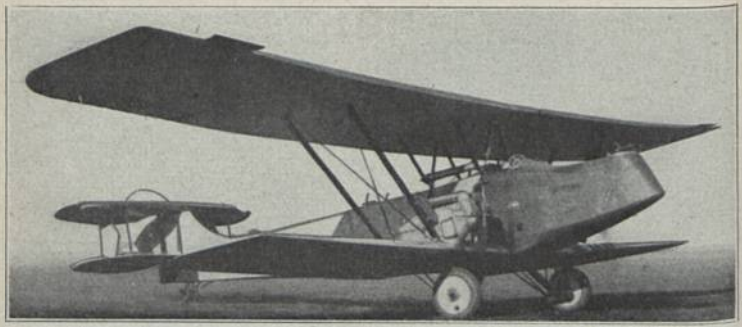
Soc. Italiana **E. Breda**, Milano



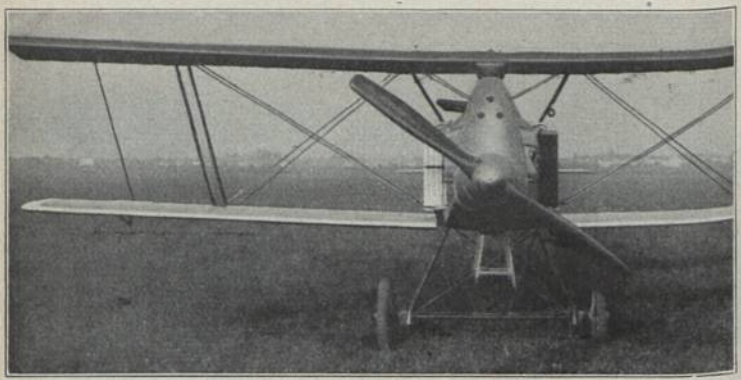
Breda A 4 H S (1926) Üw 2; E: E. Breda
b = 10,90 m; l = 8,20 m; T = 40,00 m², L = 0,96 t; N = 0,30 t; G = 1,26 t;
V = 65—140 km/h; H = 4,0 km; M: Hispano 180 PS-HP-CV; Bst.: H, S, St.

Breda A 7 (1926) Ka 2; E: E. Breda
b = 16,70 m; l = 10,00 m; T = 45,00 m², L = 1,35 t; N = 1,00 t; G = 2,35 t;
V = 85—235 km/h; H = 8,0 km; M: Isotta 500 PS-HP-CV; Bst.: H, S, D, St.

Soc. Italiana **E. Breda**, Milano

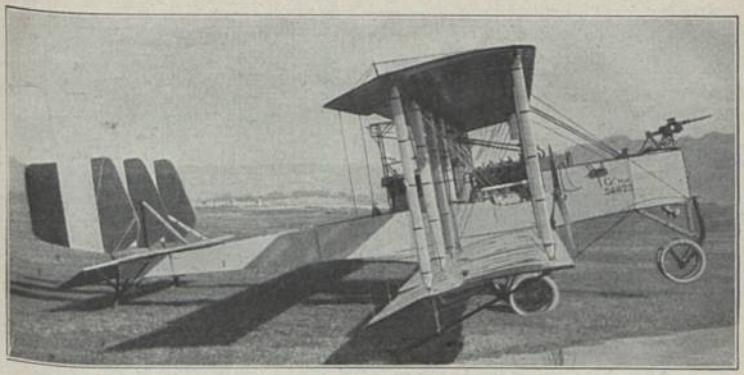


Breda A 8 (1925) Kbn 4; E: E. Breda
b = 23,00 m; l = 17,00 m; T = 148,00 m²; L = 3,50 t; N = 2,00 t; G = 5,50 t; V = 60—180 km/h; H = 4,0 km; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H, St. S.

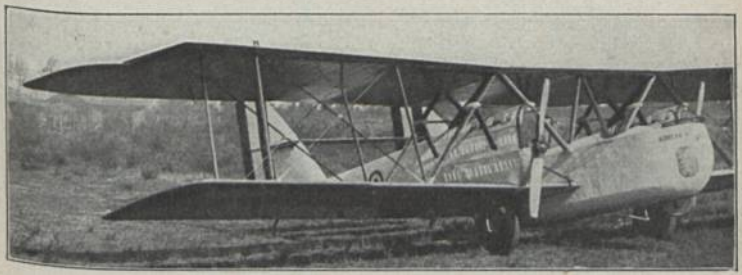


Breda A 10 (1926) Ü 2; E: E. Breda
b = 8,40 m; l = 8,18 m; T = 17,70 m²; L = 0,75 t; N = 0,30 t; G = 1,05 t; V = 80—225 km/h; H = 6,0 km; M: Isotta 260 PS-HP-CV; Bst.: H, S, St.

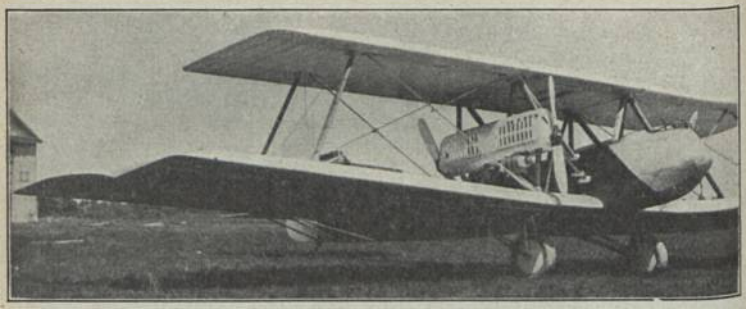
Soc. Italiana **E. Breda**, Milano



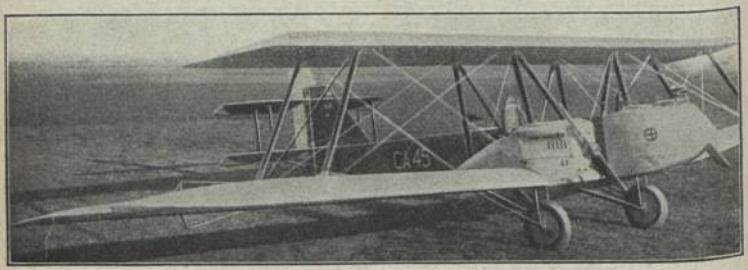
Caproni Ca 3 mod (1924) Kbn 4; E: G. Caproni
b = 22,00 m; l = 11,50 m; T = 94,00 m²; L = 2,40 t; N = 1,50 t; G = 3,90 t; V = 85—170 km/h; St = 2,0 km/15'; M: 3 × Isotta 170 PS-HP-CV = 510 PS-HP-CV; Bst.: H, St.



Caproni 600 (1923) Kln 4; E: G. Caproni
b = 20,72 m; l = 11,20 m; T = 100,0 m²; L = 2,30 t; N = 1,70 t; G = 4,00 t; M: 3 × S. P. A. 200 PS-HP-CV = 600 PS-HP-CV; Bst.: H, St



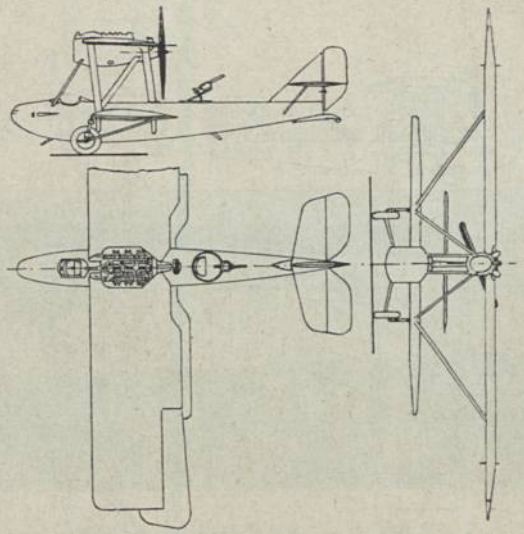
Caproni Ca 66 (1924) Kbn 4; E: G. Caproni
b = 25,00 m; l = 14,58 m; T = 143,0 m²; L = 3,30 t; N = 2,20 t; G = 5,50 t; M: 4 × S. P. A. 200 PS-HP-CV = 800 PS-HP-CV; Bst.: H. St.



Caproni Ca 67 (1926) Kb 4; E: G. Caproni
M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H. St.

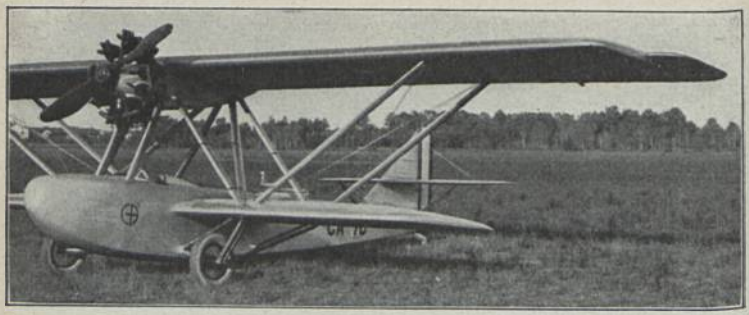
Aeroplani **Caproni**, Taliedo

Caproni Ca 70 L (1926) Kj 2: E: G. Caproni
b = 17,00 m; l = 8,54 m; T = 55,00 m²; L = 1,31 t; N = 0,82 t; G = 2,13 t; V = 90—200 km/h; St = 4,0 km/17′; M: Lorraine 400 PS-HP-CV; Bst.: H. St.

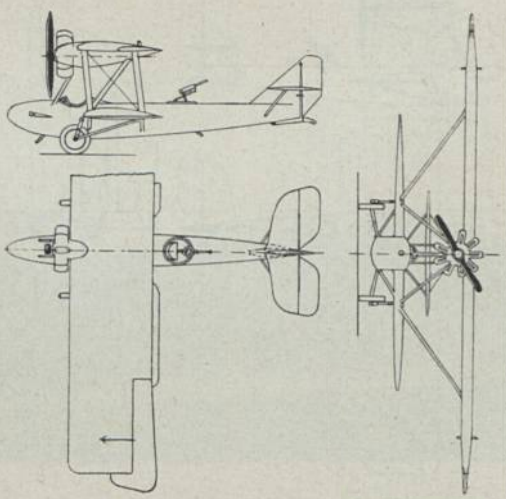


Caproni Ca 70 L

Aeroplani **Caproni**, Taliedo

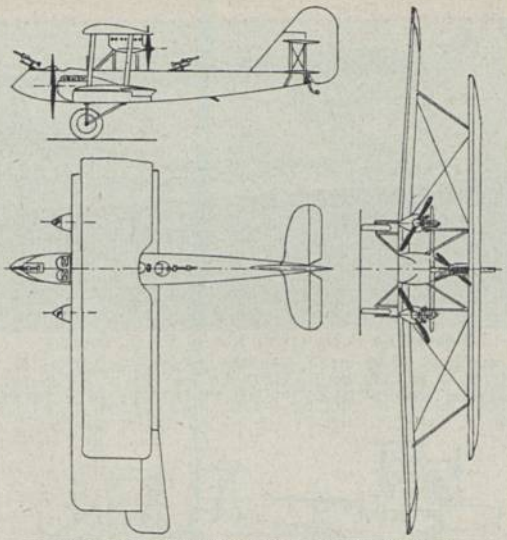


Caproni Ca 70 J (1926) Kj 2; E: G. Caproni
b = 17,00 m; l = 9,54 m; T = 55,00 m²; L = 1,31 t; N = 0,82 t; G = 2,13 t; V = 90—200 km/h; St = 4,0 km/14'; M: Bristol 450 PS-HP-CV; Bst.: H, St.

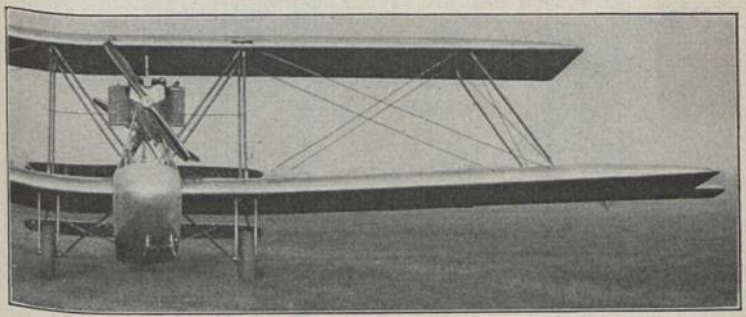


Caproni Ca 70 J

Aeroplani **Caproni**, Taliedo

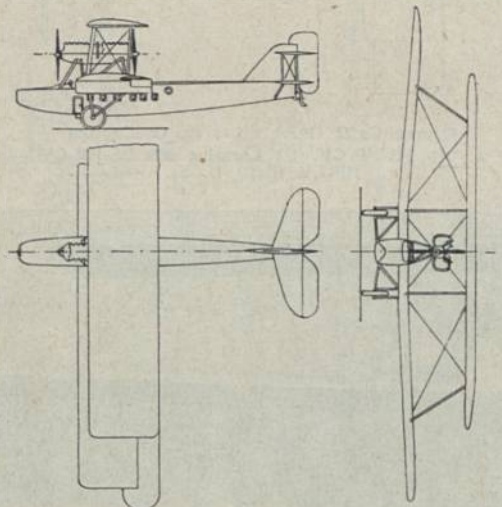


Caproni Ca 72 (1926) Kb 4; E: G. Caproni
M: 2 × S. P. A. 200 PS-HP-CV, 1 × Lorraine 400 PS-HP-CV = 1000 PS-HP-CV; Bst.: H, St.



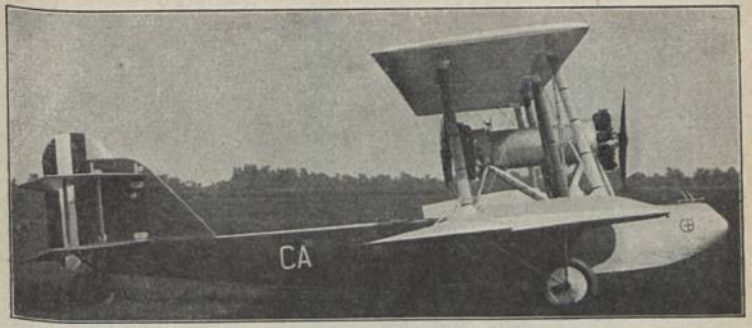
Caproni Ca 73a (1926) Kbn 4; E: G. Caproni
b = 25,00 m; l = 15,10 m; T = 143,0 m²; L = 3,20 t; N = 1,80 t; G = 5,00 t; V = 71—175 km/h; H = 5,0 km; St = 4,0 km/60′; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H, St.
Aeroplani **Caproni**, Taliedo

Caproni Ca 73 bis (1926) Kbn 4; E: G. Caproni
b = 25,00 m; l = 15,10 m; T = 143,0 m²; L = 3,20 t; N = 2,00 t; G = 5,20 t; V = 80—180 km/h; H = 5,0 km; St = 4,0 km/60'; M: 2 × Lorraine 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H. St.

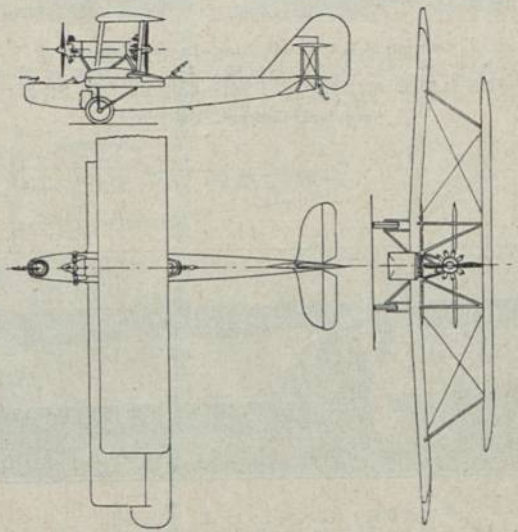


Caproni Ca 73 b (1926) V 12; E: G. Caproni
b = 25,00 m; l = 15,10 m; T = 143,0 m²; L = 3,30 t; N = 1,90 t; G = 5,20 t; V = 71—180 km/h; H = 5,0 km; St = 4,0 km/60'; M: 2 × Lorraine 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H. St.

Aeroplani **Caproni**, Taliedo

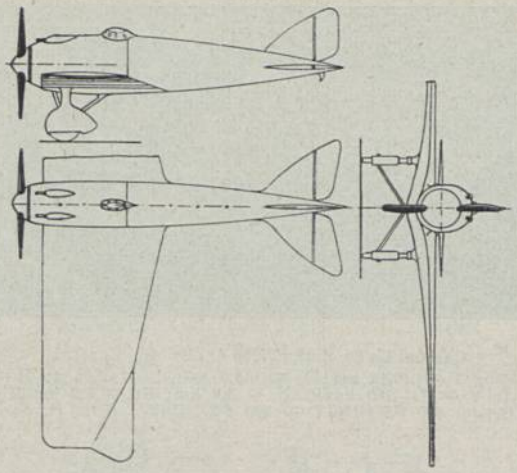


Caproni Ca 80 (1926) Kbn 4; E: G. Caproni
b = 25,00 m; l = 15,10 m; T = 143,0 m²; L = 2,90 t; N = 1,90 t; G = 4,80 t; V = 71—180 km/h; H = 5,0 km; St = 3,0 km/21′; M: 2 × Bristol 450 PS-HP-CV = 900 PS-HP-CV; Bst.: H, St



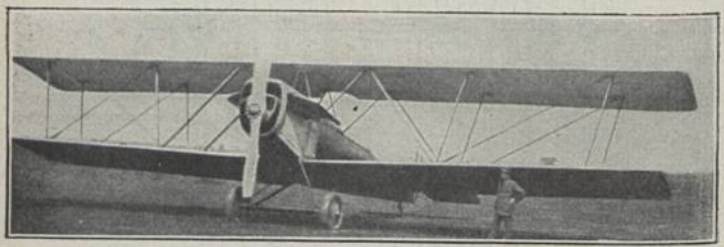
Caproni Ca 80

Aeroplani **Caproni**, Taliedo



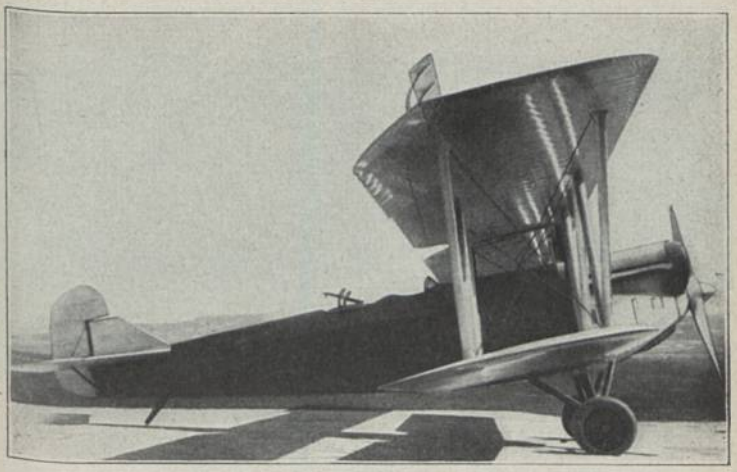
Caproni M C 1 (1924) Kj 1; E: G. Caproni
b = 13,25 m; l = 9,05 m; T = 58,50 m²; L = 0,85 t; N = 0,70 t; G = 1,55 t; M: Fiat 300 PS-HP-CV; Bst.: D, St, S.

Aeroplani **Caproni**, Taliedo

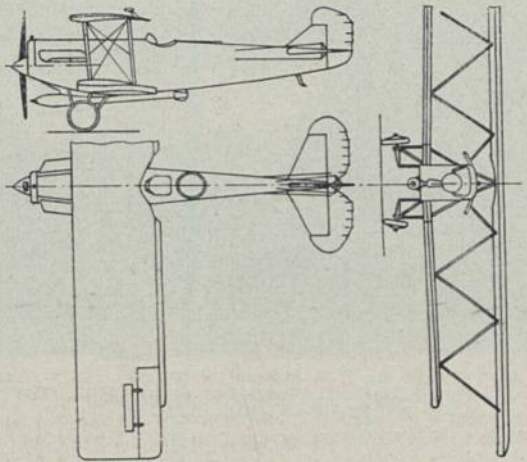


Fiat B R 1 (1922) Sp 1; E: Rosatelli
b = 15,50 m; l = 9,80 m; T = 72,00 m²; L = 2,25 t; N = 1,00 t; G = 3,25 t; V = 250 km/h; H = 5,0 km, St = 3,0 km/16′; M: Fiat 600 PS-HP-CV; Bst.: H, St.

F. I. A. T. Soc. Anonima, Torino

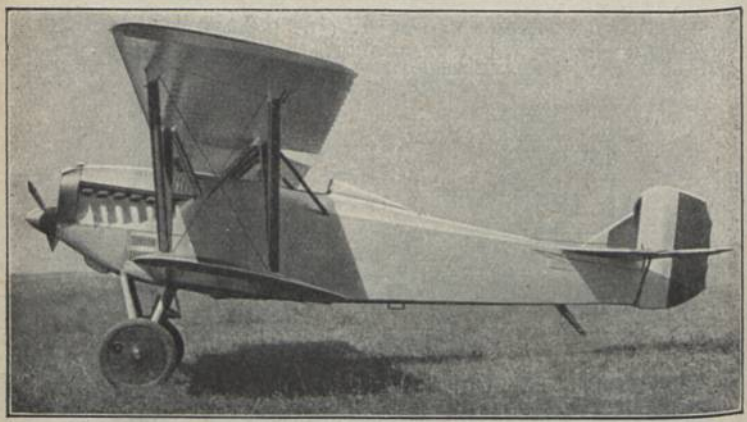


Fiat B R T (1925) Kt 2; E: Rosatelli
b = 17,30 m; l = 10,47 t; T = 77,00 m²; L = 2,40 t; N = 1,38 t; G = 3,78 t; V = 105—245 km/h; H = 5,0 km; St = 3,0 km/17′; M: Fiat 700 PS-HP-CV; Bst.: H. St.



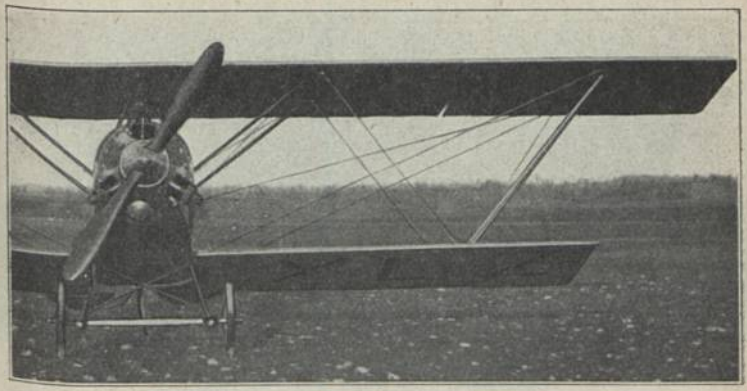
Fiat B R T
F. I. A. T. Soc. Anonima, Torino

Fiat C R 1 (1925) Kj 1; E: Rosatelli
b = 8,95 m; l = 6.16 m; T = 23,00 m²; L = 0,78 t; N = 0,33 t; G = 1,11 t; V = 95—270 km/h; H = 7,6 km; M: Hispano 300 PS-HP-CV; Bst.: H. St.

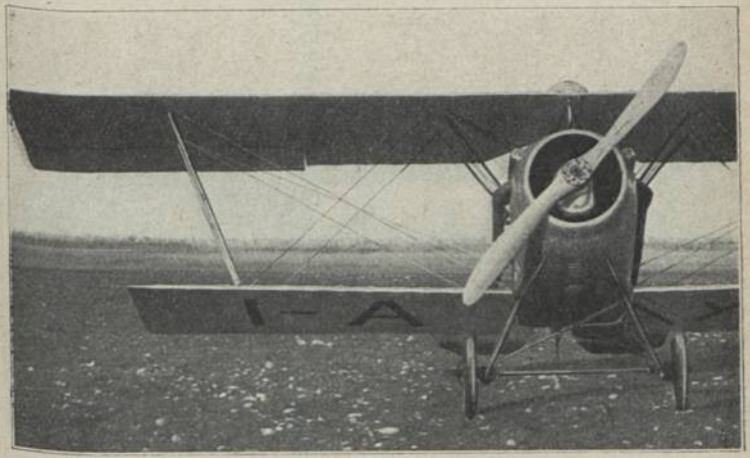


Fiat C R 20 (1926) Kj 1; E: Rosatelli
b = 9,80 m; l = 6,58 m; T = 25,50 m²; L = 0,90 t; N = 0,42 t; G = 1,22 t; V = 100—228 km/h; H = 9,0 km; St = 5,9 km/13′30″; M: Fiat 400 PS-HP-CV: Bst.: S. D. St.

F. I. A. T. Soc. Anonima, Torino



Gabardini G 7 (1924) Ü 2; E: Gabardini
b = 9,10 m; l = 6,42 m; T = 25,00 m²; L = 0,25 t; N = 0,20 t; G = 0,45 t;
M: Gabardini 60 PS-HP-CV; Bst.: D, S, St.

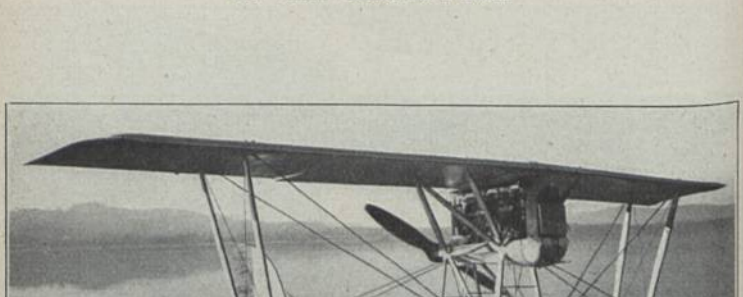


Gabardini G 8 (1925) Kj 1; E: Gabardini
b = 8,34 m; l = 5,55 m; T = 22,06 m²; L = 0,58 t; N = 0,20 t; G = 0,78 t;
St = 1,0 km/3'12"; M: Hispano 140 PS-HP-CV; Bst.: H, St, S.

Soc. Anon. **Gabardini**, Novara

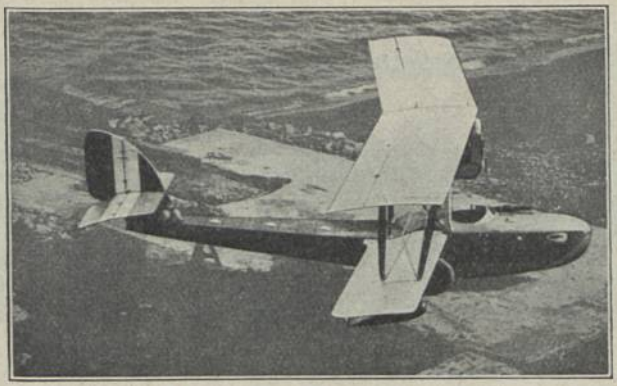
Gabardini G 9 bis (1925) Kj 1; E: Gabardini
b = 7,00 m; l = 6,00 m; T = 18,00 m²; M: Hispano 300 PS-HP-CV; Bst.: S. St.

Soc. Anon. **Gabardini**, Novara



Macchi M 7 ter a (1925) Ksj 1; E: G. Macchi
T = 23,50 m²; L = 0,78 t; N = 0,30 t; G = 1,08 t; V = 95—210 km/h; St = 1,0 km/9'; M: Lorraine 480 PS-HP-CV; Bst.: H. St.

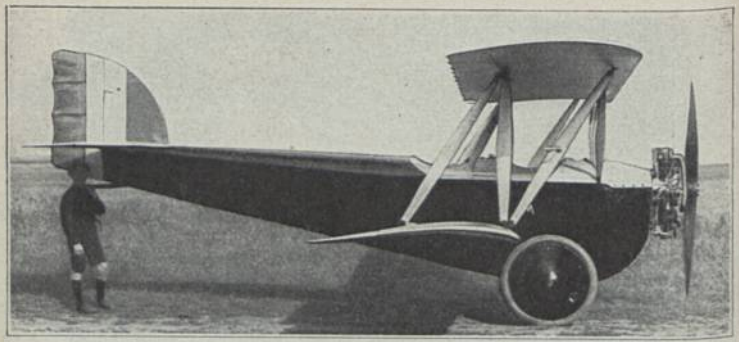
Aeronautica **Macchi**, Varese



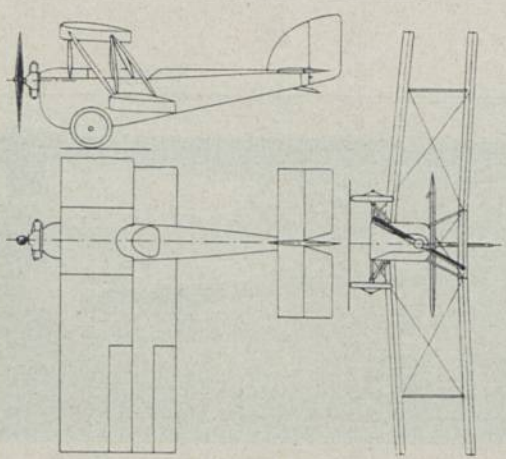
Macchi M 7 ter-b (1925) Ksj 1; E: G. Macchi
T = 23,50 m²; L = 0,78 t; N = 0,30 t; G = 1,08 t; V = 95—210 km/h;
St = 1,0 km/9′; M: Lorraine 480 PS-HP-CV; Bst.: H. St.

Macchi M 18 (1923) Ksa 2; E: G. Macchi
M: Isotta 250 PS-HP-CV; Bst.: H. St.

Aeronautica **Macchi**, Varese

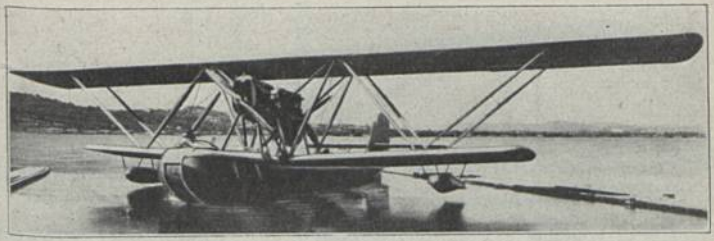


Macchi M 20 (1924) Ü 2: E. G. Macchi
b = 8,00 m; l = 5,65 m; T = 19,63 m²; L = 0,26 t; V = 115 km/h; M: Anzani 45 PS-HP-CV; Bst.: H. St.

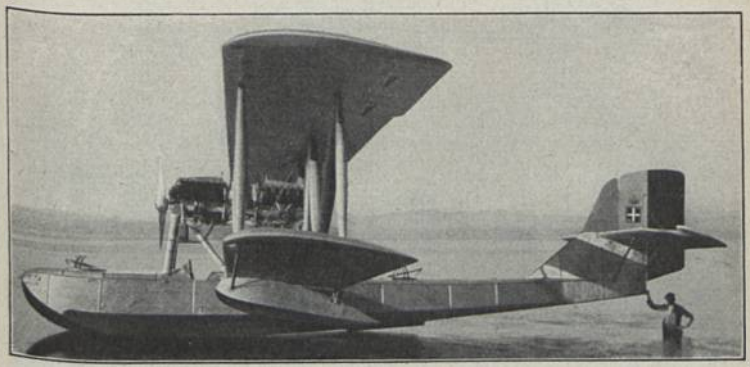


Macchi M 20

Aeronautica **Macchi**, Varese



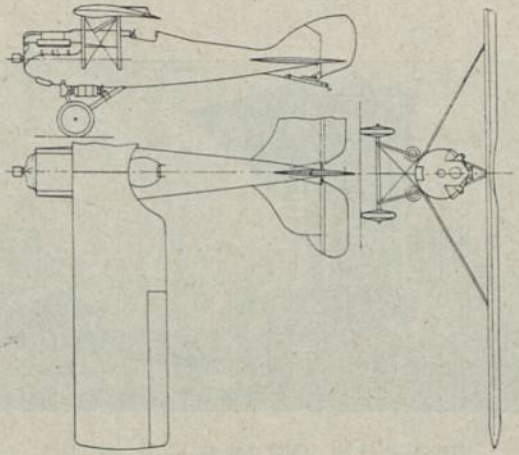
Macchi M 24 (1924) Ksb 3; E: G. Macchi
b = 22,00 m; l = 13,70 m; T = 90,00 m²; L = 2,97 t; N = 0,54 t; G = 4,51 t; V = 180 km/h; H = 3,5 km; M: 2 × Fiat 300 PS-HP-CV = 600 PS-HP-CV; Bst.: H. St.



Macchi M 24 bis (1926) Ksb 4; E: G. Macchi
b = 21,73 m; l = 14,03 m; T = 110,0 m²; L = 3,30 t; N = 1,70 t; G = 5,00 t; V = 90—160 km/h; M: 2 × Isotta 500 PS-HP-CV = 1000 PS-HP-CV; Bst.: H. St.

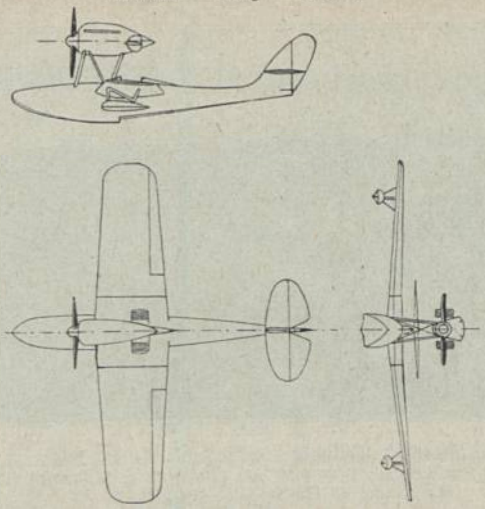
Aeronautica **Macchi**, Varese

Macchi M 26 (1924) Ksj 1; E: G. Macchi
b = 9,20 m; l = 8,15 m; T = 26,00 m²; L = 0,86 t; N = 0,33 t; G = 1,19 t; V = 80—244 km/h; H = 7,2 km; St = 4,0 km/12′16″; M: Hispano 300 PS-HP-CV; Bst.: H. St.

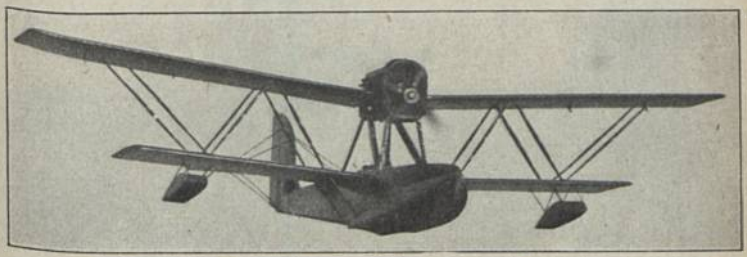


Macchi M 31 (1925) Kj 1; E: G. Macchi
l = 6,44 m; M = Hispano 300 PS-HP-CV; Bst.: H. St.

Aeronautica **Macchi**, Varese

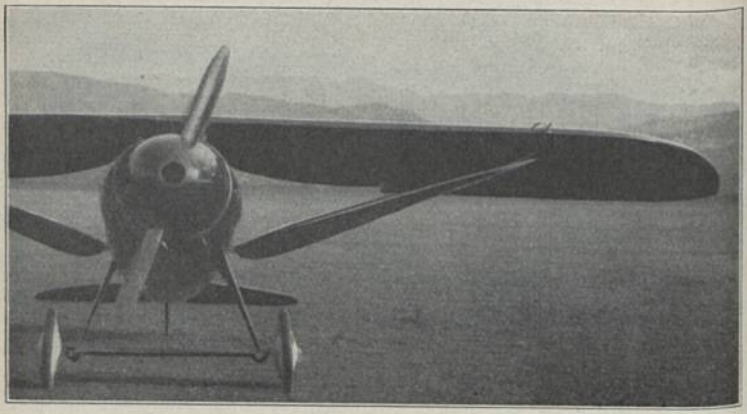


Macchi M 33 (1926) Sps 1; E: G. Macchi
V = 120—350 km/h; M: Curtiss 450 PS-HP-CV; Bst.: H, St.

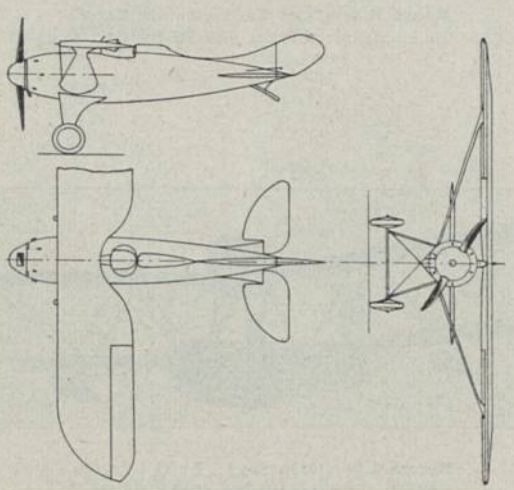


Macchi M 19 (1923) Sps 1; E: G. Macchi
M: Fiat 700 PS-HP-CV; Bst.: H, St.

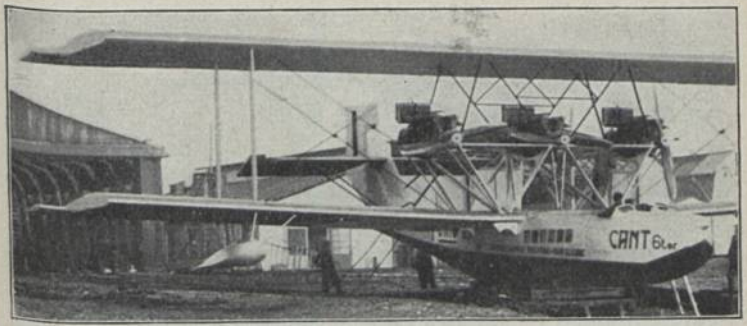
Aeronautica **Macchi**, Varese



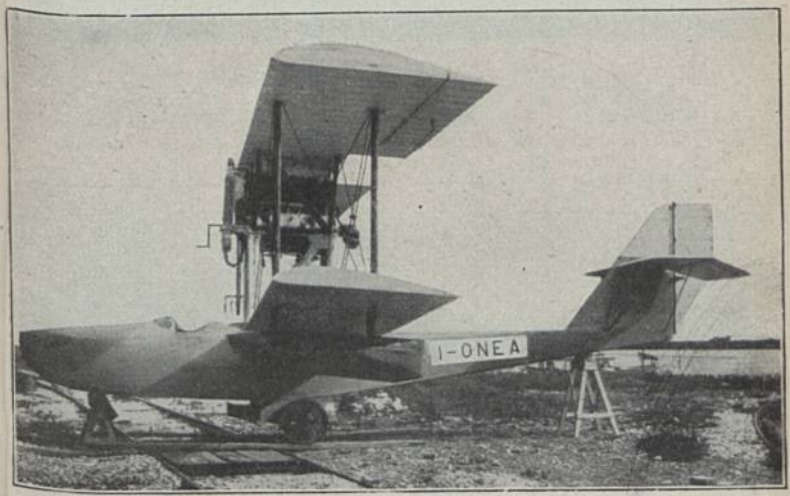
Magni F „Vittoria" (1925) Sp 1; E: P. Magni
b = 8,00 m; l = 5,52 m; T = 9,50 m²; L = 0,28 t; N = 0,13 t; G = 0,41 t;
M: Anzani 45 PS-HP-CV; Bst.: H. S, St. E.



Magni F „Vittoria"
Piero **Magni**, Meda

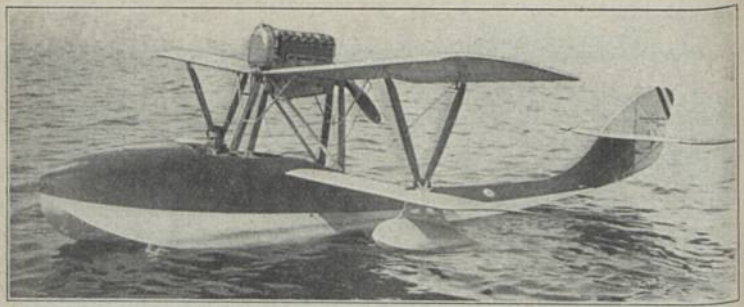


Monfalcone Cant 6ter (1925) V 13: E: Conflenti
b = 22,00 m; l = 14,94 m; T = 13,80 m²; L = 4,50 t; N = 2,50 t; G = 7,00 t; V = 192 km/h; M: 3 × Lorraine 400 PS-HP-CV = 1200 PS-HP-CV; Bst.: H, St.

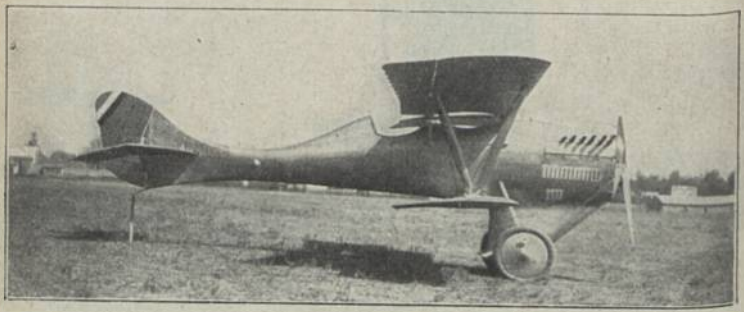


Monfalcone Cant 7 bis (1925) Üs 2: E: Conflenti
l = 11,80 m; l = 9,15 m; T = 38,42 m²; L = 1,10 t; N = 0,50 t; G = 1,50 t; V = 180 km/h; H = 5,0 km; St = 5,0 km/32'; M: Isotta 250 PS-HP-CV; Bst.: H, St.

Cantiere Navali Triestino, **Monfalcone**



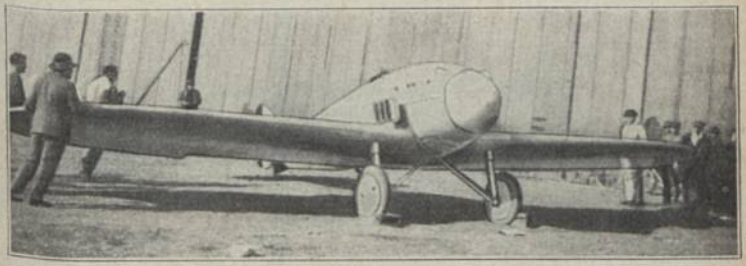
Ricci R 5 (1922) Üs 2; E: Ricci
b = 7,00 m; l = 8,10 m; T = 15,00 m²; L = 0,35 t; N = 0,15 t; G = 0,50 t;
V = 65—135 km/h; M: Combi 50 PS-HP-CV; Bst.: H. St.



Ricci R 7 (1924) Ü 2; E: Ricci
b = 6,50 m; l = 6,40 m; T = 15,00 m²; L = 0,30 t; N = 0,20 t; G = 0,50 t;
V = 65—140 km/h; M: Combi 50 PS-HP-CV; Bst.: H. St.

Cantiere **Montofano**, Napoli

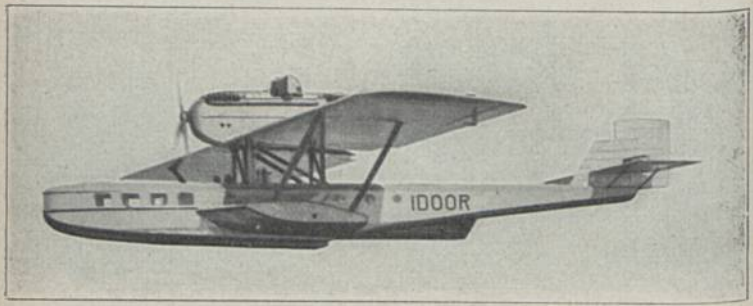
Piaggio-Pegna P 3 (1925) Kbn 4; E: Pegna
b = 24,00 m; l = 14,74 m; T = 134,0 m²; L = 3,97 t; N = 1,80 t; G = 5,57 t; V = 80—185 km/h; St = 3,0 km/25'; M: 4 × S. P. A. 200 PS-HP-CV = 800 PS-HP-CV; Bst.: H, St.



Piaggio (1924) Kj 1; E: Pegna
b = 10,40 m; l = 7,00 m; T = 20,00 m²; L = 0,65 t; N = 0,30 t; G = 0,98 t; V = 110—255 km/h; H = 5,0 km; St = 5,0 km/16'; M: Hispano 300 PS-HP-CV; Bst.: H, St.

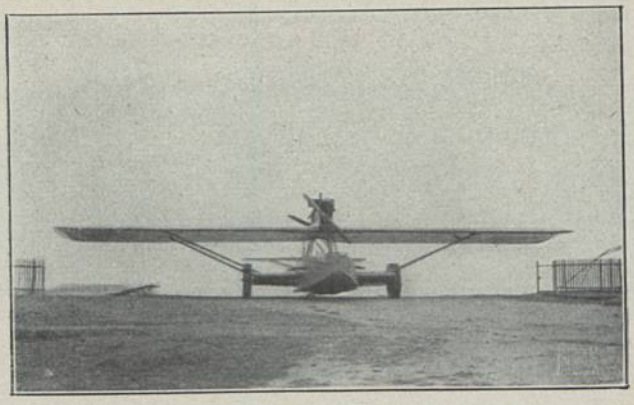
Piaggio Co., Soc. Anon. Genoa

Dornier Do C (1925) Ka 2; E: C. Dornier
b = 19,60 m; l = 12,65 m; T = 62,00 m²; M: Napier 450 PS-HP-CV; Bst.: D. S.

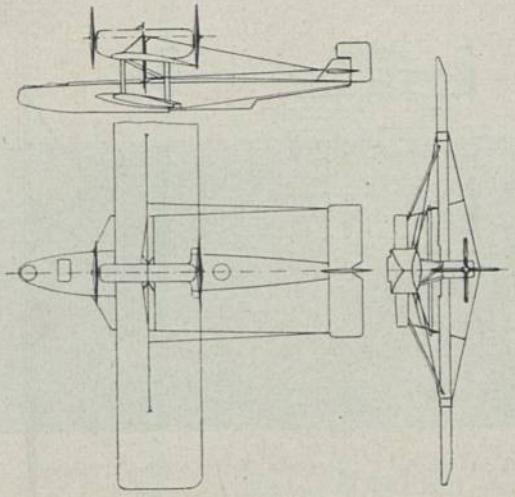


Dornier „Wal" (1925) Vs 19; E: C. Dornier
b = 22,50 m; l = 16,20 m; T = 96,00 m²; L = 2,85 t; N = 1,86 t; G = 4,71 t; V = 180 km/h; H = 4,5 km; M: 2 × Hispano 300 PS-HP-CV = 600 PS-HP-CV; Bst.: D. S.

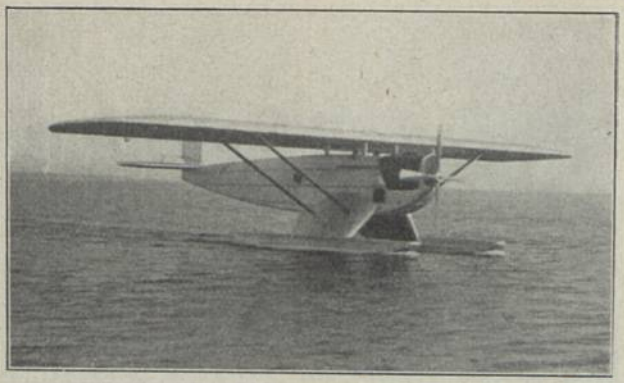
S. A. I. di Construzioni Meccaniche, Marina di Pisa



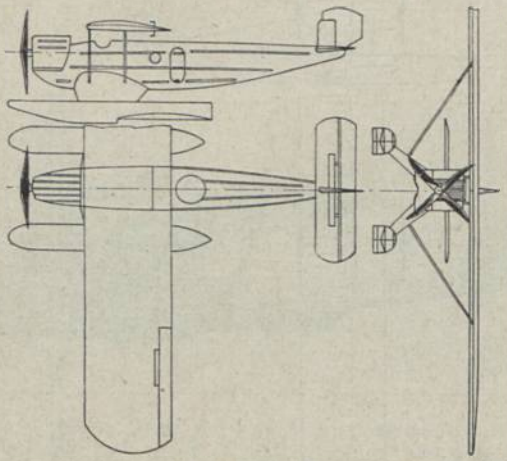
Dornier „Wal" (1922) Ksb 4; E: C. Dornier
b = 22,50 m; l = 16,20 m; T = 96,00 m²; L = 2,72 t; N = 1,38 t; G = 4,10 t; V = 185 km/h; H = 5,0 km; M: 2 × Rolls Royce 360 PS-HP-CV = 720 PS-HP-CV; Bst.: D. S.



Dornier „Wal"
S. A. I. di Construzioni Meccaniche, Marina di Pisa



Dornier Do D (1925) Knj 2; E: C. Dornier
b = 19,60 m; l = 12,72 m; T = 62,00 m²; L = 2,00 t; N = 1,05 t; G = 3,05 t; V = 181 km/h; St = 3,0 km/32'; M: Napier 450 PS-HP-CV; Bst.: D. S.



Dornier Do D

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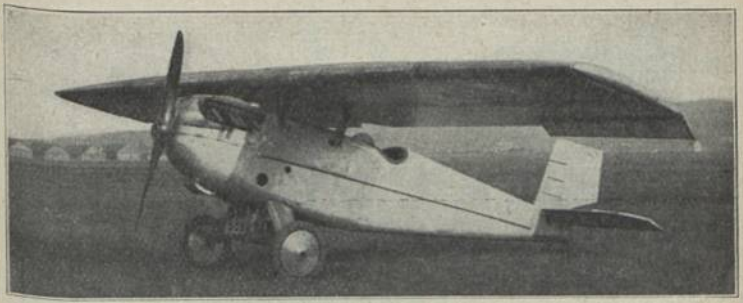
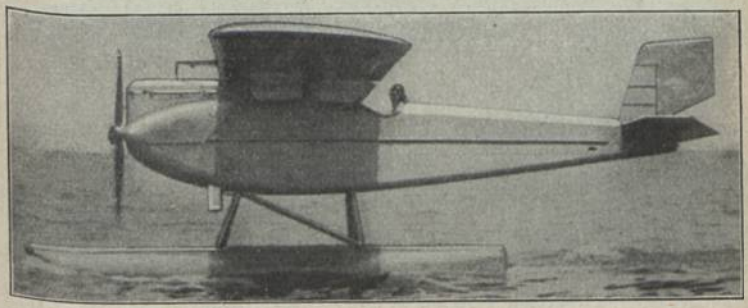
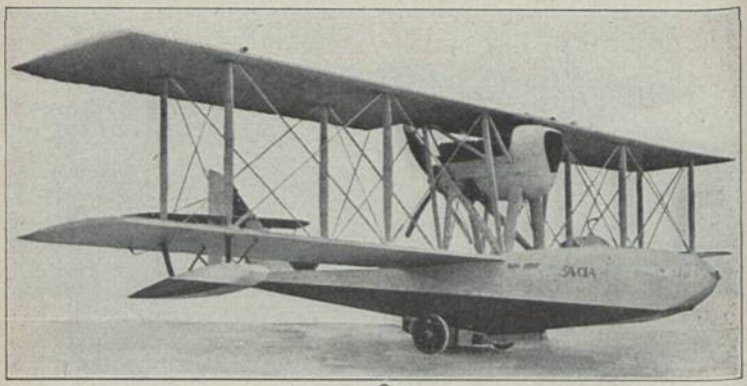


Dornier „Falke" (1922) Kj 1; E: C. Dornier
b = 10,00 m; l = 7,43 m; T = 20,00 m²; L = 0,90 t; N = 0,30 t; G = 1,20 t; V = 260 km/h; H = 7,0 km; M: Hispano 300 PS-HP-CV; Bst.: D. S.



Dornier „Seefalke" (1925) Kjw 1; E.: C. Dornier
b = 10,00 m; T = 20,00 m²; M: Hispano 300 PS-HP-CV; Bst.: D. S.

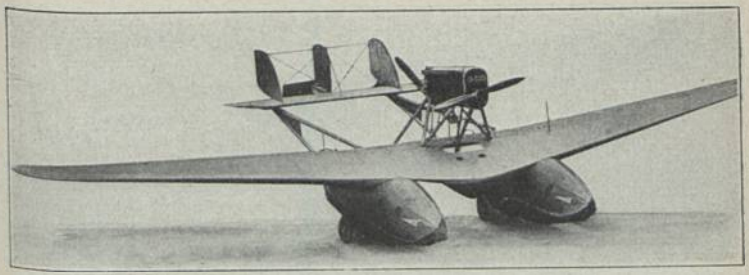
S. A. I. di Costruzioni Meccaniche, Marina di Pisa



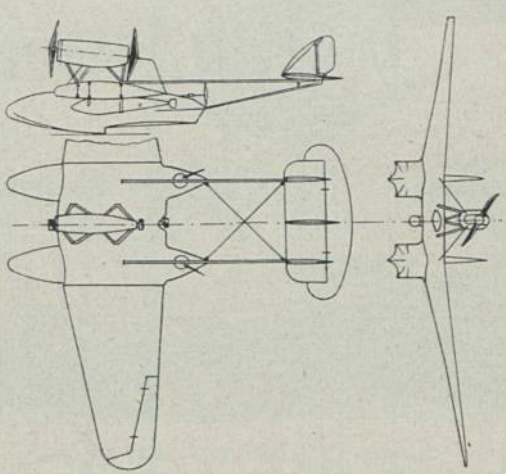
Savoia S 16 ter (1925) Ksa 2: E: Marchetti
b = 15,50 m; l = 13,50 m; T = 60,00 m²; L = 1,67 t; N = 0,90 t; G = 2,57 t; V = 90—190 km/h; St = 1,0 km/3′30″; M: Lorraine 400 PS-HP-CV; Bst.: H, St.

Savoia S 52 (1926) Kj 1: E: Marchetti
b = 10,17 m; l = 7,18 m; T = 24,00 m²; L = 0,80 t; N = 0,30 t; G = 1,10 t; V = 95—280 km/h; H = 5,0 km; St = 1,0 km/1′30″; M: Fiat 400 PS-HP-CV; Bst.: H, St.

Soc. Idrovolanti Alta Italia, Sesto Calende



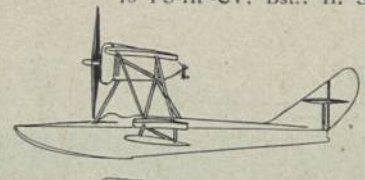
Savoia S 55 (1924) Kst 4; E: Marchetti
b = 24,00 m; l = 16,00 m; T = 93,00 m²; L = 2,77 t; N = 1,68 t; G = 4,45 t; V = 160 km/h; H = 3,0 km; M: 2 × Fiat 300 PS-HP-CV = 600 PS-HP-CV; Bst.: H, St.

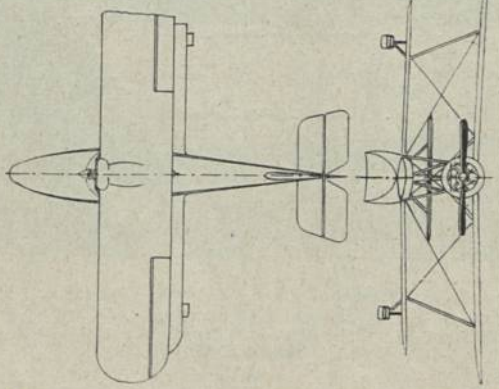


Savoia S 55

Soc. Idrovolanti Alta Italia, Sesto Calende

Savoia S 56 (1924) Üs 3: E: Marchetti
b = 10,50 m; l = 7,25 m; T = 26,00 m²; L = 0 50 t; N = 0,25 t; G = 0,75 t; V = 65—140 km/h; H = 3,5 km; St = 2,0 km/20′; M: Anzani 70 PS-HP-CV; Bst.: H. St.



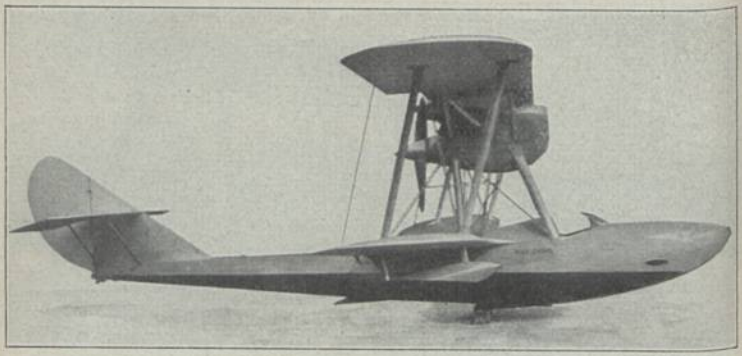


Savoia S 56
Soc. Idrovolanti Alta Italia, Sesto Calende

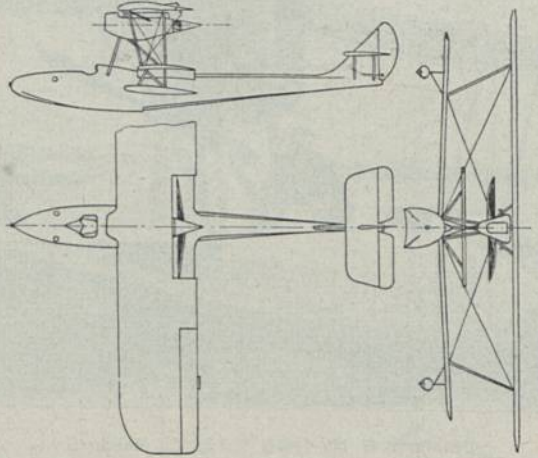
Savoia S 56 a (1926) Usl 3; E: Marchetti
b = 10,06 m; l = 8,10 m; T = 26,00 m²; L = 0,50 t; N = 0,25 t; G = 0,75 t; V = 60—130 km/h; H = 3,5 km; St = 2,0 km/25'; M: Anzani 70 PS-HP-CV; Bst.: H. St.

Savoia S 57 bis (1924) Ksj 2; E: Marchetti
b = 11,00 m; l = 8,90 m; T = 36,00 m²; L = 1,05 t; N = 0,55 t; G = 1,60 t; V = 95—235 km/h; St = 1,0 km/3'; M: Isotta 250 PS-HP-CV; Bst.: H. St.

Soc. Idrovolanti Alta Italia. Sesto Calende

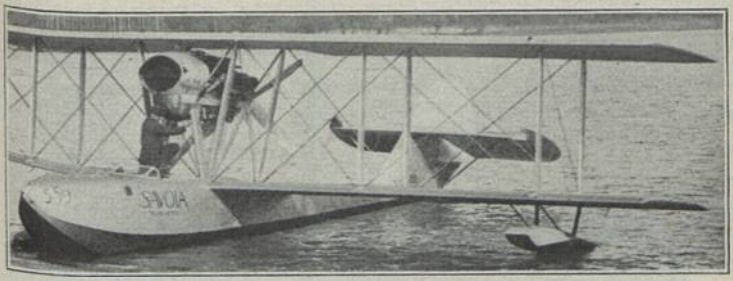


Savoia S 58 (1925) Ksj 1; E: Marchetti
T = 33,12 m²; L = 1,00 t; N = 0,33 t; G = 1,33 t; V = 80—250 PS-HP-CV; H = 7,5 km; St = 1,0 km/2'; M: Hispano 300 PS-HP-CV; Bst.: H, St.

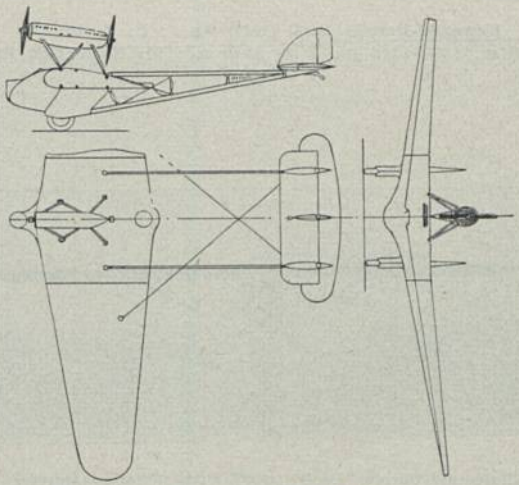


Savoia S 58

Soc. Idrovolanti Alta Italia, Sesto Calende

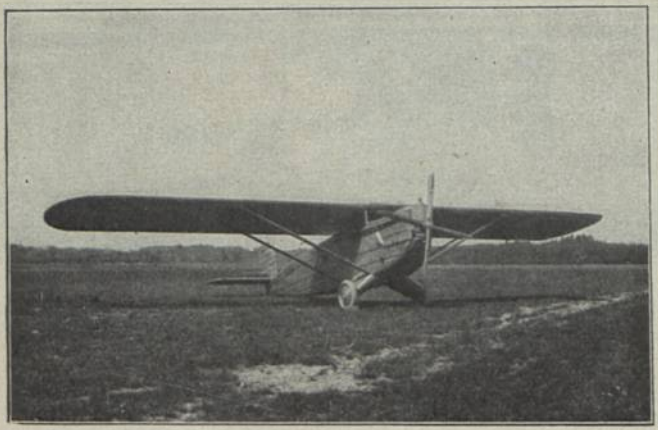


Savoia S 59 (1925) Vs 3; E: Marchetti
L = 1,74 t; N = 0,81 t; G = 2,55 t; M: Rolls Royce 360 PS-HP-CV; Bst.: H, St.



Savoia S 60 (1925) Kb 4; E: Marchetti
G = 2,60 t; V = 195 km/h; M: 2 × Lorraine 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H, St.

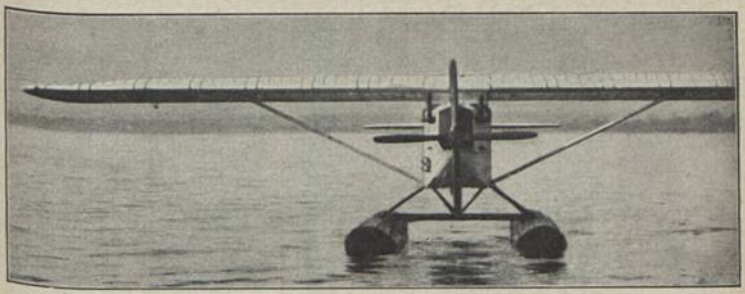
Soc. Idrovolanti Alta Italia, Sesto Calende



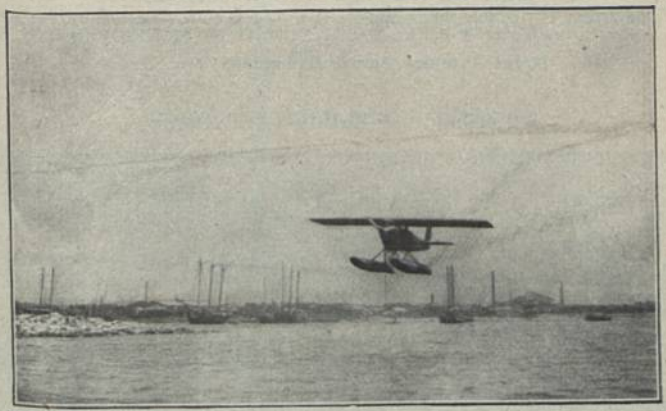
Kawasaki-Dornier Do C (1925) Ka 2: E: C. Dornier
b = 19,60 m; l = 12,65 m; T = 62,00 m²; M: Napier 450 PS-HP-CV: Bst.: D, S.

Kawasaki-Dornier Do D (1925) Kwj 2: E: C. Dornier
b = 19,60 m; l = 12,72 m; T = 62,00 m²; L = 2,00 t; N = 1,05 t; G = 3,05 t; V = 181 km/h; St = 3,0 km/32'; M: Napier 450 PS-HP-CV: Bst.: D, S.

Higashi Kawasaki-Machi, Tokio



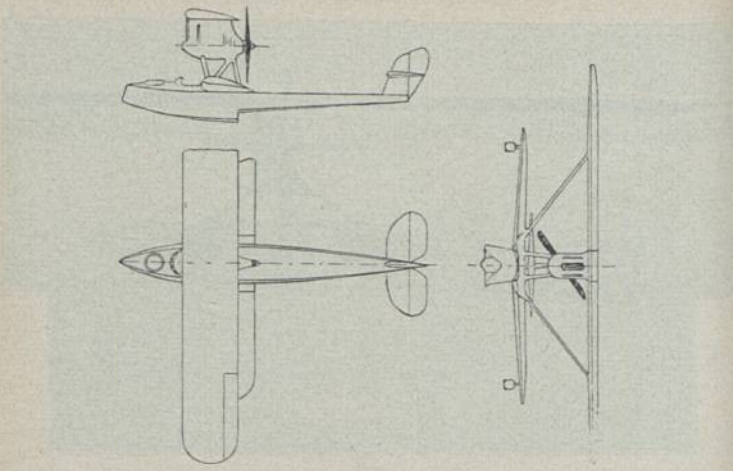
Kawasaki-Dornier Do T (W) (1926) Kkw 4; E: C. Dornier
b = 19,60 m; l = 12,43 m; T = 62,00 m²; L = 2,35 t; N = 1,00 t; G = 3,35 t; V = 185 km/h; M: B. M. W. 600 PS-HP-CV; Bst.: D, S.



Kawasaki-Dornier „Seelalke" (1926) Kiw 1; E: C. Dornier
b = 10,00 m; T = 20,00 m²; M: Hispano 300 PS-HP-CV; Bst.: D, S.

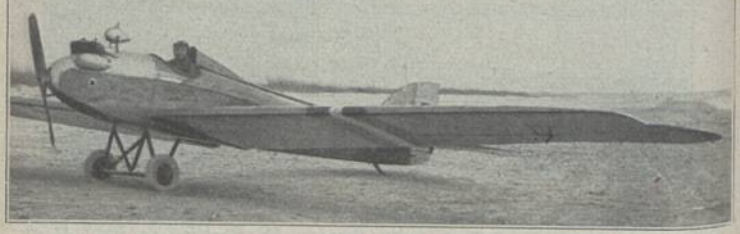
Higashi Kawasaki-Machi, Kobe

Jugoslavien — Jugoslavia — Jougoslavie



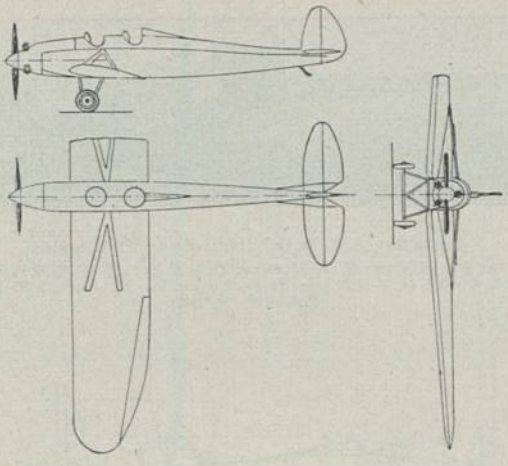
Ikarus I M (1926) Ksa 3; E: W. Dieckmann
b = 15,50 m; l = 9,50 m; T = 23,30 m²; L = 1,05 t; N = 0,75 t; G = 1,80 t; V = 80—180 km/h; St = 5,0 km/23'; M: B. M. W. 300 PS-HP-CV; Bst.: H, St.
Ikarus Tvornicâ Aero i Hydroplana, Novi Sad

Lettland — Latvia — Lettonie



Zuckurs C II (1925) Sp 1; E: H. Zuckurs
b = 13,20 m; l = 6,50 m; T = 14,00 m²; L = 0,20 t; N = 0,09 t; G = 0,26 t; M: Harley 9 PS-HP-CV; Bst.: H. St.
H. Zuckurs, Riga

Lettland — Latvia — Lettonie



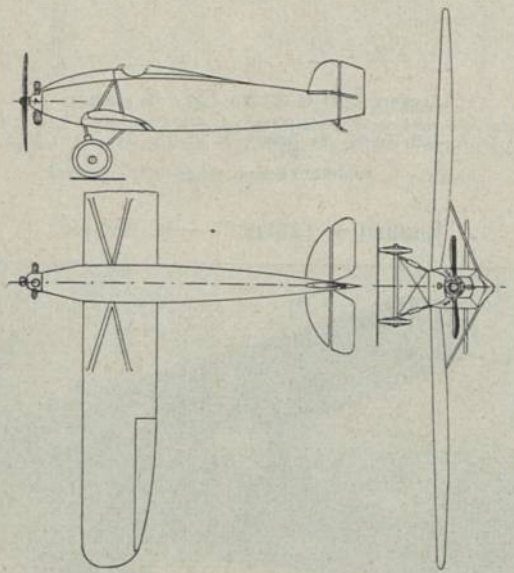
Zuckurs C III (1925) Sp 2; E: H. Zuckurs
b = 10,92 m; l = 6,94 m; T = 16,00 m²; L = 0,23 t; N = 0,19 t; G = 0,42 t;
V = 65—120 km/h; M: Anzani 35 PS-HP-CV; Bst.: H, St.

H. Zuckurs, Riga

Litauen — Lithuania — Lithuanie

A. F. G. Memel I (1925) Ka 2; E: F. Hentzen
b = 10,30 m; l = 6,15 m; V = 250 km/h; H = 8,0 km; M: Napier 450 PS-HP-CV; Bst.: H, St.
Allgemeine Fluggesellschaft, Memel

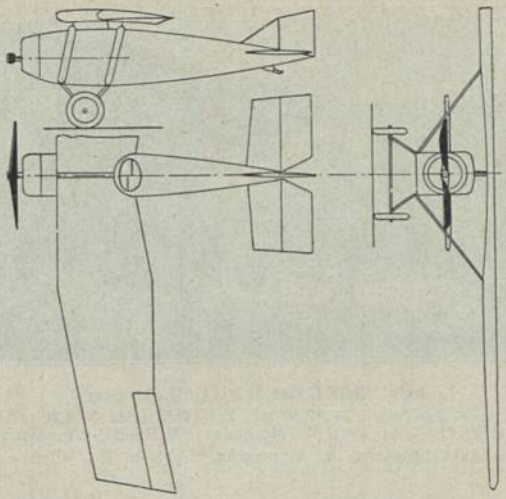
Gustaitis „A. N. B. O." (1925) Sp 1; E: Gustaitis
b = 10,00 m; l = 5,75 m; T = 11,40 m; L = 0,19 t; N = 0,10 t; G = 0,30 t; V = 50—143 km/h; H = 4,2 km; St = 1,0 km/6′; M: Anzani 35 PS-HP-CV; Bst.: H, S, St.



Gustaitis „A. N. B. O."

Gustaitis, Kaunas

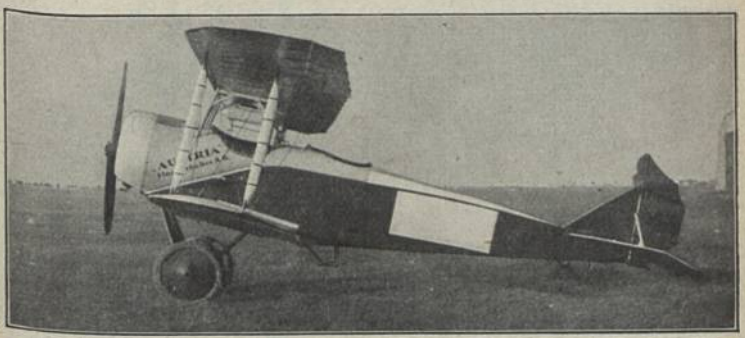
Mexiko — Mexico — Mexique



Quetzalkoatl 5-E 132 (1924) Ü 2; E: A. de Lascurain y Osio
b = 14,32 m; l = 6,79 m; T = 26,00 m²; L = 0,58 t; N = 0,22 t; G = 0,80 t;
V = 64—120 km/h; H = 5,0 km; M: Le Rhône 80 PS-HP-CV; Bst.: H, St.

National Aircraft Factory, Valbuena

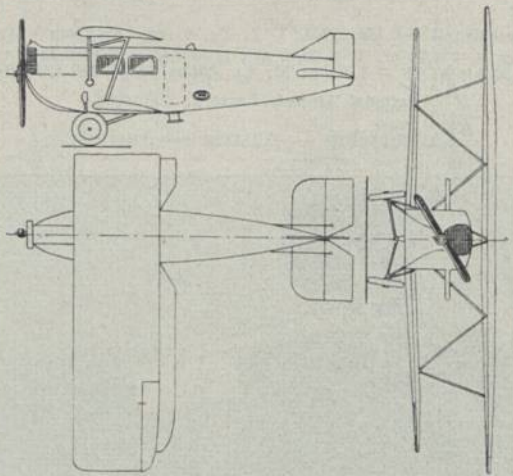
Oesterreich — Austria — Autriche



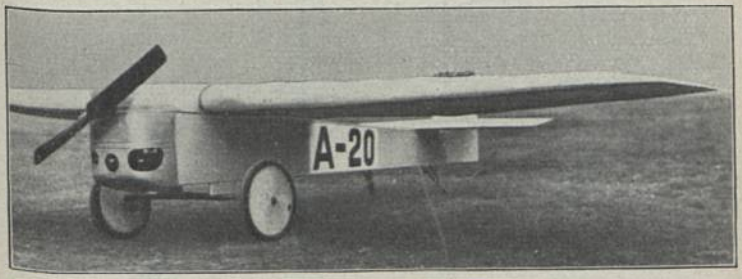
Austria A 1 (1924) Ü 2; E: L. Bauer
b = 9,00 m; l = 6,80 m; T = 21,00 m²; L = 0,35 t; N = 0,22 t; G = 0,57 t;
V = 58—138 km/h; M: Le Rhône 80 PS-HP-CV; Bst.: H, St.

Austria Flugverkehr A. G., Wien

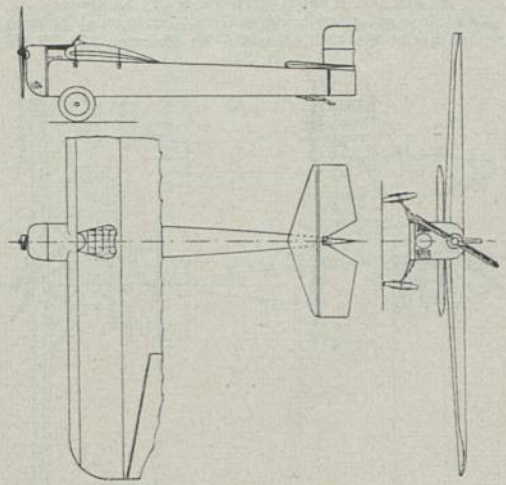
Avis BS-II (1924) Ü 2; E: J. v. Berg
b = 9,40 m; l = 7,67 m; T = 17,50 m², L = 0,55 t; N = 0,21 t; G = 0,76 t;
V = 145 km/h; H = 3,0 km; M: Mercedes 100 PS-HP-CV; Bst.: H, S, St.
Avis Flugzeug- u. Autowerke G. m. b. H., Wien



B. A. E. G. B II (1922) V; E: L. Bauer
b = 12,00 m; l = 8,20 m; T = 46,00 m²; L = 1,24 t; N = 0,78 t; G = 2,02 t;
V = 160 km/h; St = 2,0 km/25'; M: Maybach 260 PS-HP-CV; Bst.: H, St.
B. A. E. G.-Flugzeugbau, Wien

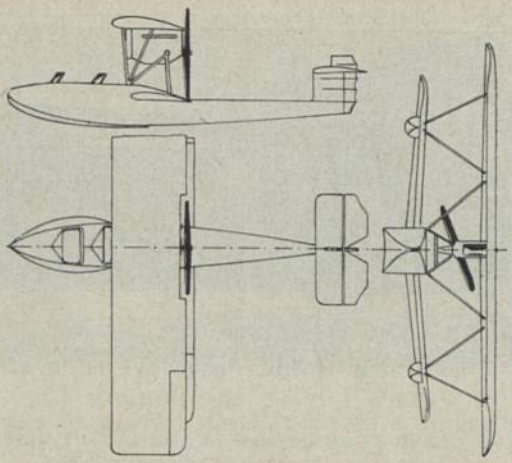


B. A. E. G. A 20 (1925) Sp 1; E: L. Bauer
b = 7,60 m; l = 5,50 m; T = 12,00 m²; L = 0,11 t; N = 0,10 t; G = 0,21 t;
V = 120 km/h; M: Douglas 18 PS-HP-CV; Bst.: H, St.



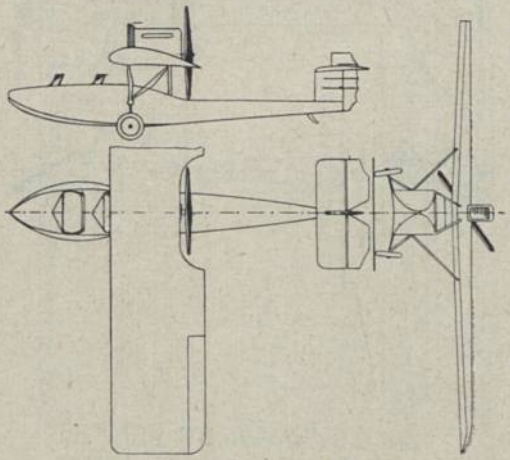
B. A. E. G. A 20

B. A. E. G.-Flugzeugbau, Wien



B. A. E. G. R neu (1921) Vs 4: E: L. Bauer

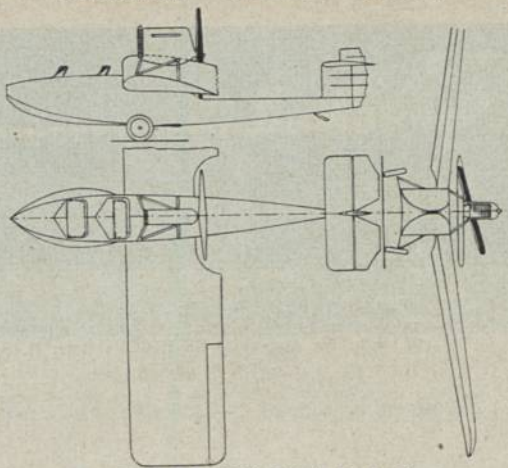
b = 12,00 m; l = 10,00 m; T = 40,00 m²; L = 0,91 t; N = 0,61 t; G = 1,52 t; V = 160 km/h; St = 1,0 km/4'; M: Daimler 230 PS-HP-CV; Bst.: H, St.



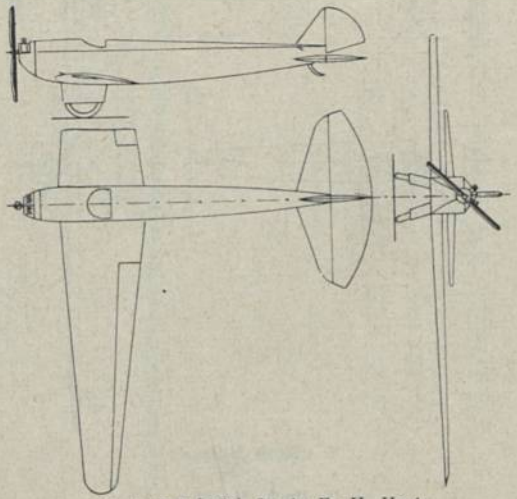
B. A. E. G. P (1921) Vs 4: E: L. Bauer

b = 14,00 m; l = 10,00 m; T = 37,00 m²; L = 0,91 t; N = 0,61 t; G = 1,52 t; V = 170 km/h; St = 1,0 km/4'; M: Daimler 230 PS-HP-CV; Bst.: H, St.

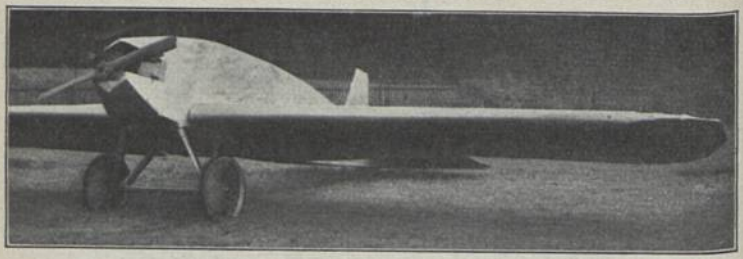
B. A. E. G.-Flugzeugbau, Wien



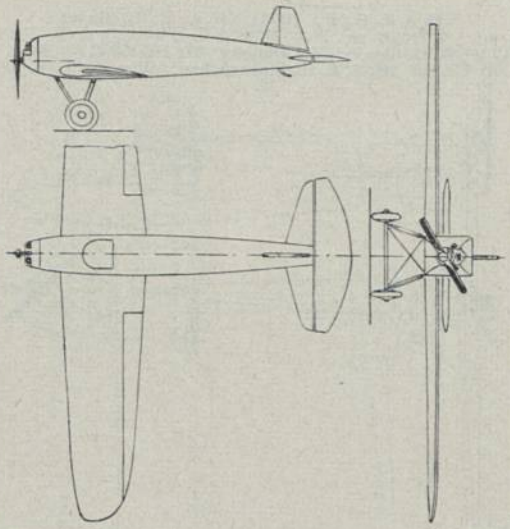
B. A. E. G. P I (1921) Vsl. 4; E: L. Bauer
b = 14,00 m; l = 10,00 m; T = 37,00 m²; L = 0,91 t; N = 0,61 t; G = 1,52 t; V = 170 km/h; M: Daimler 230 PS-HP-CV; Bst.: H. St.
B. A. E. G.-Flugzeugbau, Wien



Hoch H I (1925) Sp 1; E: H. Hoch
b = 10,20 m; l = 5,87 m; T = 10,13 m²; L = 0,14 t; N = 0,09 t; G = 0,23 t; V = 60—80 km/h; M: J. A. P. 14 PS-HP-CV; Bst.: H. St.
H. Hoch, Moedling

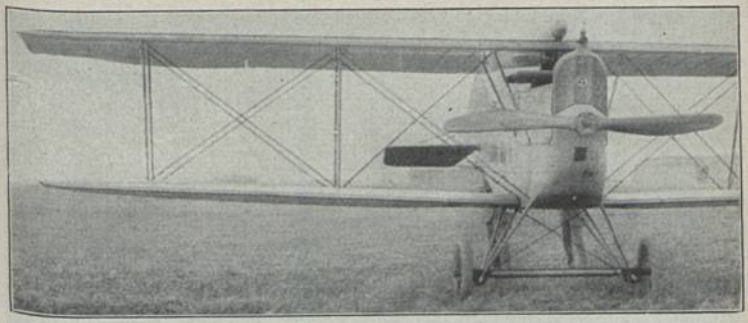


Hoch H II (1926) Sp 1; E: H. Hoch
b = 10,30 m; l = 6,15 m; T = 13,48 m²; L = 0,22 t; N = 0,11 t; G = 0,33 t; V = 58—110 km/h; M: Anzani 25 PS-HP-CV; Bst.: H, St.

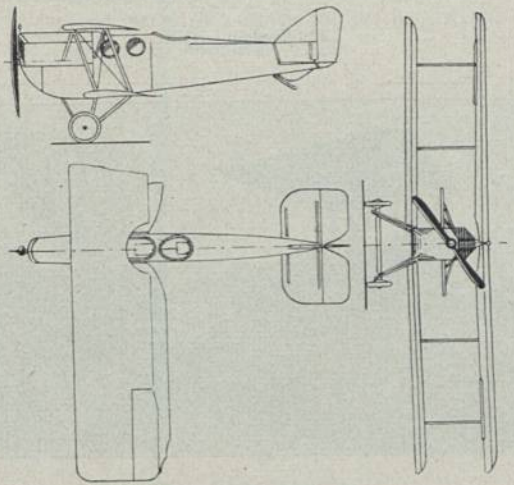


Hoch H II

H. Hoch, Moedling

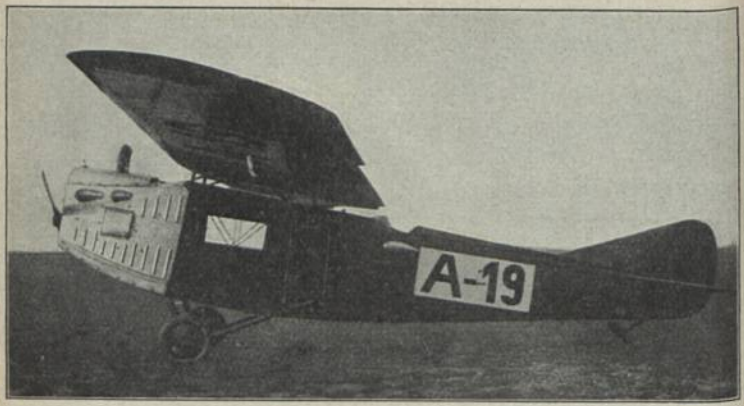


Lohner „Expreß I" (1921) V 4; E: L. Bauer
b = 11,20 m; l = 7,60 m; T = 40,00 m²; L = 0,94 t; N = 0,66 t; G = 1,56 t; V = 160 km/h; St = 1,0 km/6'; M: Daimler 230 PS-HP-CV; Bst.: H. St.



Lohner „Expreß I"

Lohnerwerke G. m. b. H., Wien

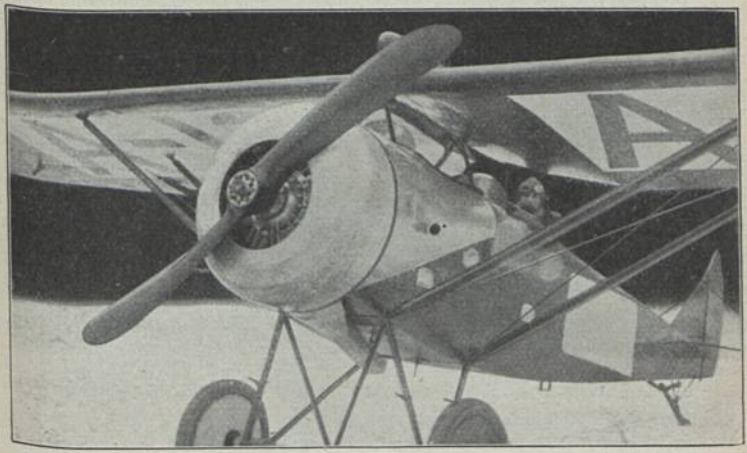


Hopfner H. V. 2 (1924) V 4; E: Th. Hopfner
b = 15,00 m; l = 10,50 m; L = 1,50 t; N = 0,70 t; G = 2,20 t; V = 140 km/h; H = 4,0 km; St = 1,0 km/7'; M: Hiero 200 PS-HP-CV; Bst.: H. S. St.

Th. Hopfner, Wien

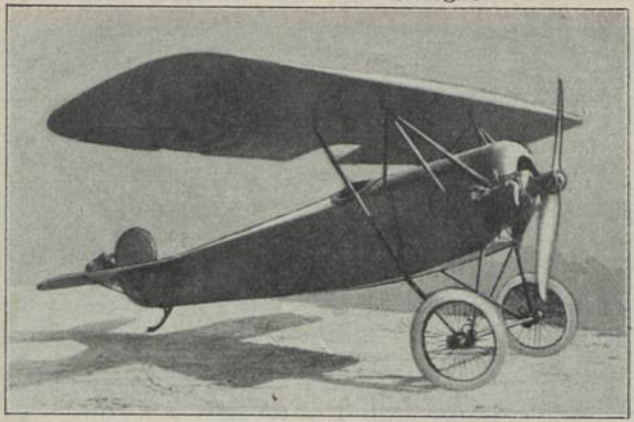
Magdlener A-23 (1926) Ü 2; E: L. Bauer
T = 22,00 m²; M: Mercedes 100 PS-HP-CV; Bst.: H. St.

F. Magdlener, Wien

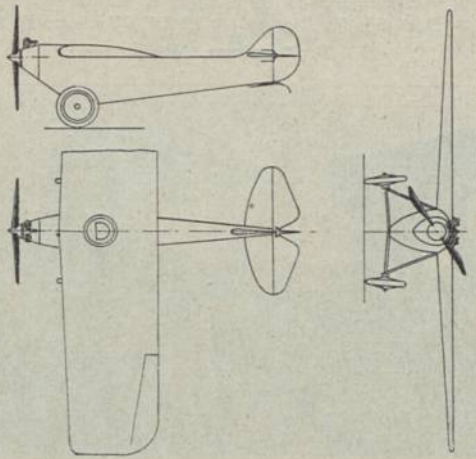


Magdlener A-12 (1925) Sp 2; E: L. Bauer
T = 17,00 m²; M: Clerget 130 PS-HP-CV; Bst.: H, St.
F. Magdlener, Wien

Steir A-17 (1924) Ü 2
b = 12,30 m; l = 8,40 m; L = 0,65 t; V = 95 km/h; St = 1,0 km/10′;
M: Hiero 100 PS-HP-CV; Bst.: H, St.
Steirischer Fliegerverein, Graz



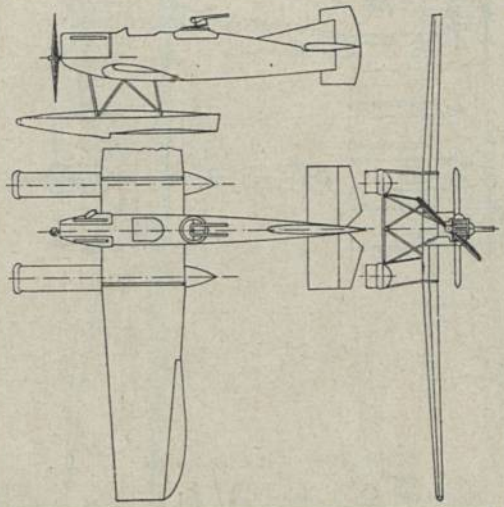
Gabriel P 5 (1921) Sp 1; E: W. Gabriel
b = 6,00 m; l = 5,00 m; T = 8,00 m²; L = 0,12 t; N = 0,09 t; G = 0,21 t;
V = 50—150 km/h; H = 3,8 km; M: Haacke 30 PS-HP-CV; Bst.: H, St.



Gabriel L 7 (1925) Sp 2; E: W. Gabriel
b = 7,00 m; l = 4,50 m; T = 10,00 m²; L = 1,13 t; N = 0,07 t; G = 0,20 t;
V = 35—145 km/h; M: Indian 24 PS-HP-CV; Bst.: H, St.

Gabriel Flugzeugwerke, Bromberg

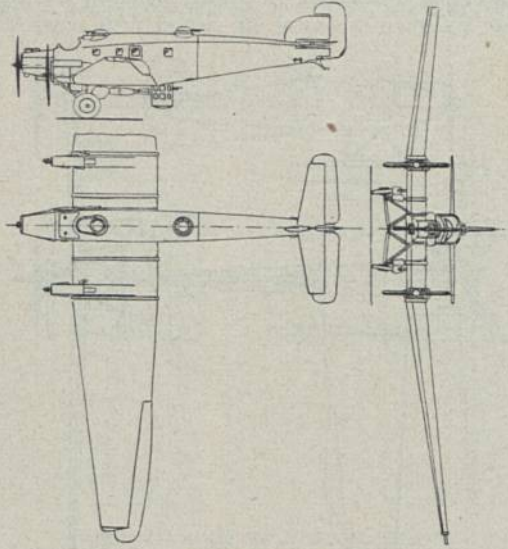
Junkers R 53 w (1926) Kaw 2; E: Junkers
b = 15,35 m; l = 9,26 m; T = 30,50 m²; L = 1,15 t; N = 0,55 t; G = 1,70 t;
V = 200 km/h; H = 5,5 km; M: Junkers 310 PS-HP-CV; Bst.: D.



Junkers R 53 w

A. B. Flygindustrie, Limhamn

Junkers R 42 L (1926) Kb 4; E: Junkers
b = 29,87 m; l = 15,10 m; T = 93,80 m²; L = 4,00 t; N = 2,20 t; G = 6,20 t; V = 190 km/h; H = 4,5 km; M: 3 × Junkers 310 PS-HP-CV = 930 PS-HP-CV; Bst.: D.

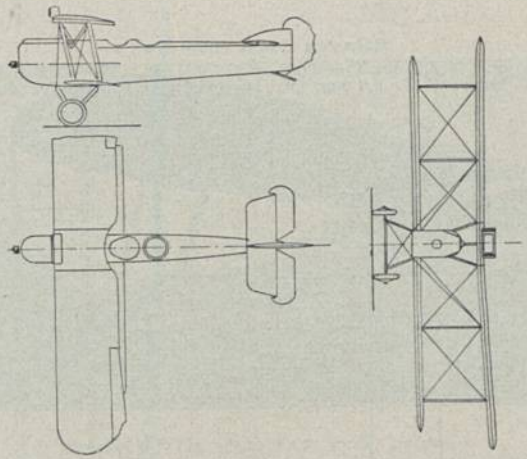


Junkers R 42 L

A. B. Flygindustrie, Limhamn

Junkers R 42 W (1926) Kbw 4; E: Junkers
b = 29,87 m; l = 15,50 m; T = 93,80 m²; L = 4,40 t; N = 1,80 t; G = 6,20 t; V = 180 km/h; H = 4,0 km; M: 3 × Junkers 310 PS-HP-CV = 930 PS-HP-CV; Bst.: D.

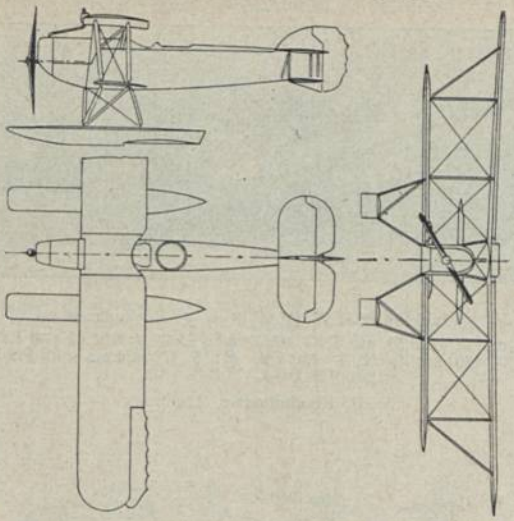
A. B. Flygindustrie, Limhamn



Mälmslatt S 21 L (1923) Ka 2
b = 15,10 m; l = 8,60 m; T = 40,00 m²; L = 1,23 t; N = 0,58 t; G = 1,81 t; V = 160 km/h; H = 5,4 km; M: Maybach 260 PS-HP-CV; Bst.: H, St.

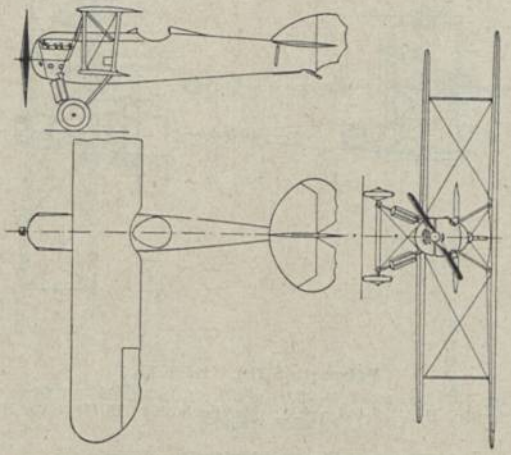
Haerens Flyvemaskinfabrik, Mälmslatt

Schweden — Sweden — Suède



Mälmslatt S 21 H (1926) Kwa 2

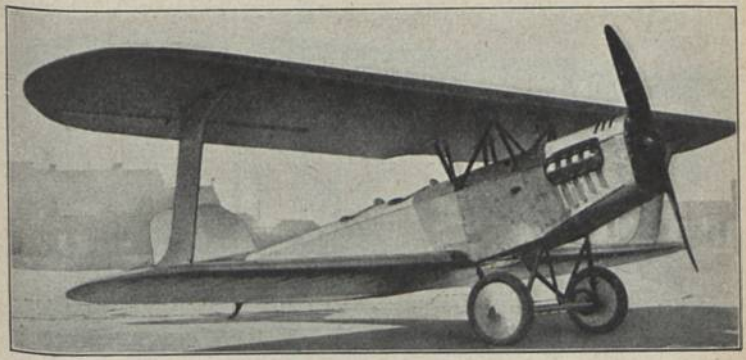
b = 15,10 m; l = 8,90 m; T = 40,00 m²; L = 1, 35 t; N = 0,58 t; G = 1,93 t; V = 160 km/h; H = 5,0 km; M: Maybach 260 PS-HP-CV; Bst.: H, St.



Mälmslatt J 24 B (1926) Ki 1

b = 9,80 m; l = 7,25 m; T = 24,00 m²; L = 0,88 t; N = 0,38 t; G = 1,26 t; V = 233 km/h; H = 7,3 km; M: Hispano 300 PS-HP-CV; Bst.: H, St.

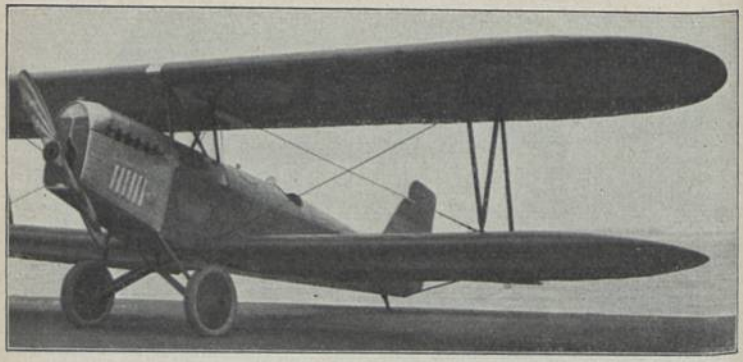
Haerens Flyvemaskinfabrik, Mälmslatt



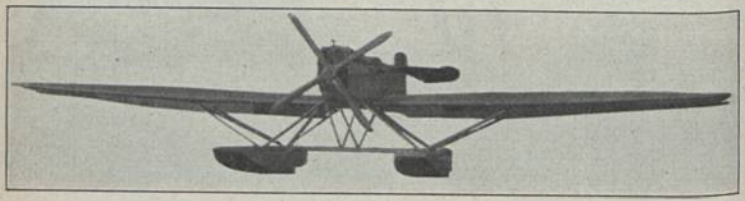
Heinkel H D 17 (1925) Ka 2; E: E. Heinkel
b = 12,40 m; l = 9,48 m; T = 38,00 m²; L = 1,35 t; N = 0,70 t; G = 2,05 t; V = 240 km/h; H = 6,0 km; St = 2,0 km/8'; M: Napier 450 PS-HP-CV; Bst.: H, St, S.

Heinkel H D 17a (1925) Ka 2; E: E. Heinkel
b = 12,40 m; l = 9,48 m; T = 38,00 m²; L = 1,35 t; N = 0,70 t; G = 2,05 t; V = 240 km/h; H = 6,0 km; St = 2,0 km/8'; M: Napier 450 PS-HP-CV; Bst.: H, S, St.

Svenska Aero A. B. Lidingön, Stockholm

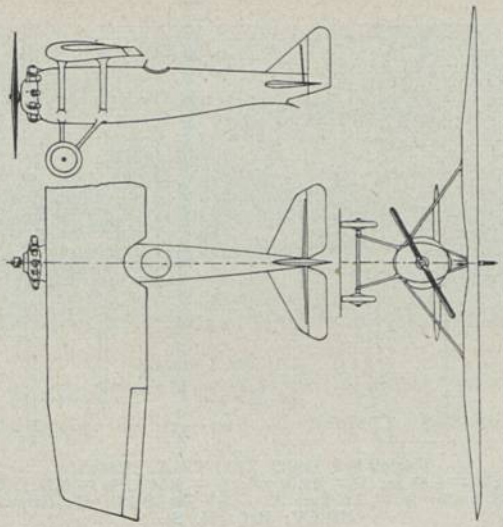


Heinkel H D 27 (1925) Pn 1; E: E. Heinkel
b = 13,60 m; l = 9,25 m; L = 1,35 t; N = 1,05 t; G = 2,40 t; V = 2,00 km/h; H = 6,0 km; St = 1,0 km/4′; M: Liberty 400 PS-HP-CV; Bst.: H, St.



Heinkel S II (1924) Kwa 2; E: E. Heinkel
b = 17,50 m; l = 12,65 m; T = 52,50 m²; L = 1,70 t; N = 0,75 t; G = 2,45 t; V = 185 km/h; H = 5,5 km; St = 2,0 km/10′; M: Rolls Royce 360 PS-HP-CV; Bst.: H, S, St.

Svenska Aero A. B. Lidingön, Stockholm



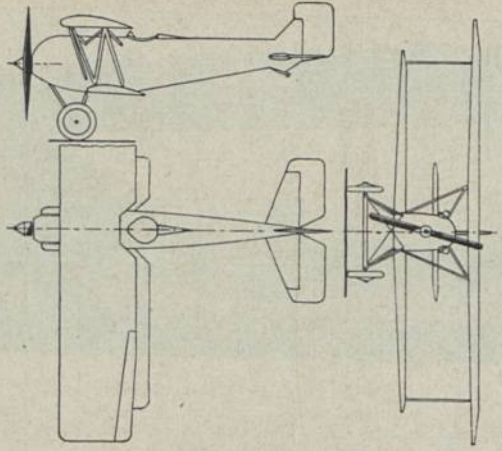
Comte A C 1 (1925) Kj 1; E: A. Comte
b = 12,00 m; l = 7,10 m; T = 24,00 m²; L = 0,87 t; N = 0,47 t; G = 1,34 t; V = 245 km/h; M: Gnôme 420 PS-HP-CV; Bst.: D.

A. Comte, Zürich

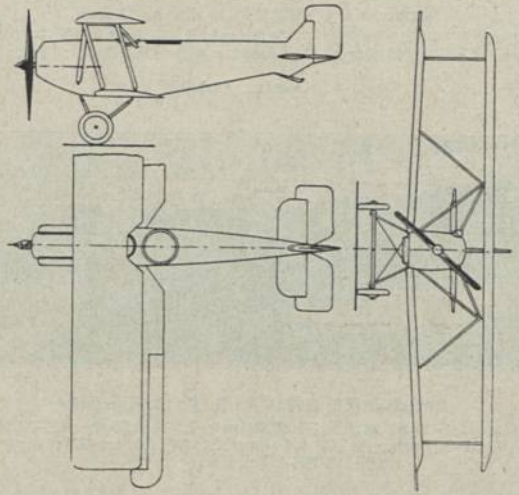
Haefeli D H 5 (1923) Ka 2; E: A. Haefeli
b = 11,50 m; l = 7,60 m; T = 30,00 m²; L = 0,75 t; N = 0,43 t; G = 1,18 t; V = 175 km/h; H = 6,4 km; St = 4,0 km/22'; M: Winterthur 200 PS-HP-CV; Bst.: H, St.

Staatl. Werkstätten, Thun

Schweiz — Switzerland — Suisse



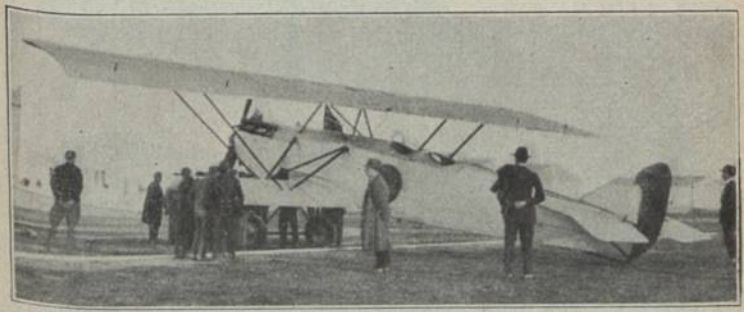
Haefeli M 7 (1926) Kj 1; E: A. Haefeli
b = 9,20 m; l = 6,55 m; T = 23,00 m²; L = 0,84 t; N = 0,37 t; G = 1,21 t; V = 90—235 km/h; H = 7,6 km; St = 6,0 km/28′20″; M: Hispano 300 PS-HP-CV; Bst.: H, St.



Haefeli M 8 (1926) Ka 2; E: A. Haefeli
b = 10,50 m; l = 7,40 m; T = 32,00 m²; L = 0,92 t; N = 0,50 t; G = 1,42 t; V = 94—217 km/h; H = 7,5 km; St = 6,0 km35′26″; M: Hispano 300 PS-HP-CV; Bst.: H, St.

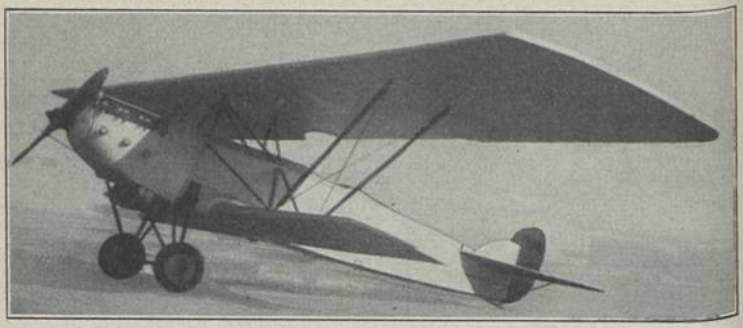
Staatl. Werkstätten, Thun

Hispano E 180 (1925) Ü 2
b = 12,90 m; l = 9,20 m; T = 40,30 m²; M: Hispano 180 PS-HP-CV; Bst.: H, St.
Construccion de Aeroplanes **„La Hispano"**, Guadalajara



Loring R I (1926) Ka 2; E: R. Barron
b = 14,00 m; l = 9,50 m; T = 52,00 m²; L = 1,52 t; N = 0,60 t; G = 2,12 t; V = 216 km/h; St = 1,0 km/5'; M: Lorraine 450 PS-HP-CV; Bst.: H, St, S.

Soc. Española de Trafico Aéreo **Loring**, Carabanchel Alto



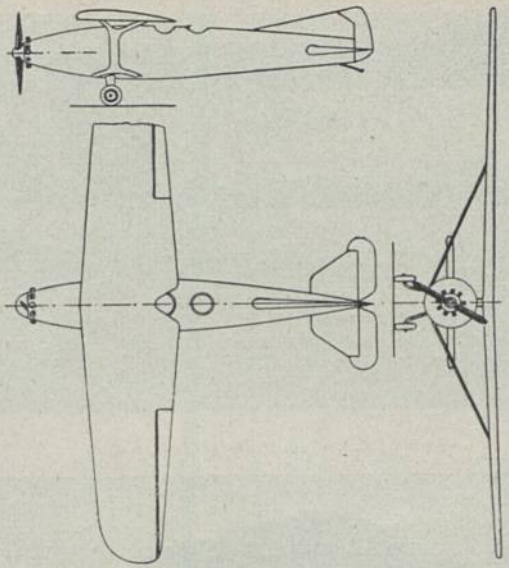
Loring R III (1926) Ka 2; E: R. Barron
b = 22,50 m; l = 17,25 m; T = 96,00 m²; L = 1,40 t; N = 1,02 t; G = 2,42 t; V = 83—203 km/h; St = 1,0 km/4′; M: Hispano 500 PS-HP-CV; Bst.: H, S, St.

Soc. Española de Trafico Aéreo **Loring**, Carabanchel Alto

A M E IV (1926) Ka 2; E: B. Vasallo
M: Fiat 450 PS-HP-CV; Bst.: H, S, St.

Aeronautica Militar Española, Cuatro Vientos

Spanien — Spain — Espagne



A M E VIII (1927) Ka 2; E: B. Vasallo
b = 19,00 m; l = 12,70 m; L = 1,07 t; N = 1,63 t; G = 2,70 t; V = 98—226 km/h; H = 9,0 km; M: Bristol 450 PS-HP-CV; Bst.: D.
Aeronautica Militar Española, Cuatro Vientos

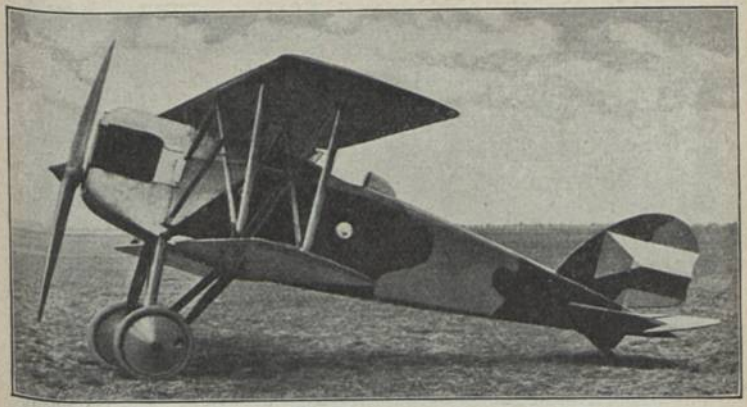
Tschechoslowakei — Czecho-Slovakia — Tchécoslovaquie

Aero 10 (1922) V 6; E: Husnik, Vlasak
b = 14,20 m; l = 10,20 m; T = 51,00 m²; L = 1,44 t; N = 0,76 t; G = 2,20 t; V = 160 km/h; H = 5,8 km; St = 5,0 km/65′; M: Maybach 260 PS-HP-CV; Bst.: H, St.
Aero továrna letadel, Vysocany

Aero A b 11 (1926) Ka 2; E: Husnik; Vlasak
b = 12,80 m; l = 8,10 m; T = 36,20 m²; L = 1,08 t; N = 0,51 t; G = 1,59 t; V = 215 km/h; H = 7,5 km; St = 5,0 km/21′; M: Breitfeld 270 PS-HP-CV; Bst.: H, St, S.

Aero A 12 (1923) Ka 2; E: Husnik, Vlasak
b = 12,80 m; l = 8,30 m; T = 36,80 m²; L = 1,04 t; N = 0,52 t; G = 1,56 t; V = 200 km/h; H = 7,0 km; St = 5,0 km/22′30″; M: Maybach 260 PS-HP-CV; Bst.: H, S, St.

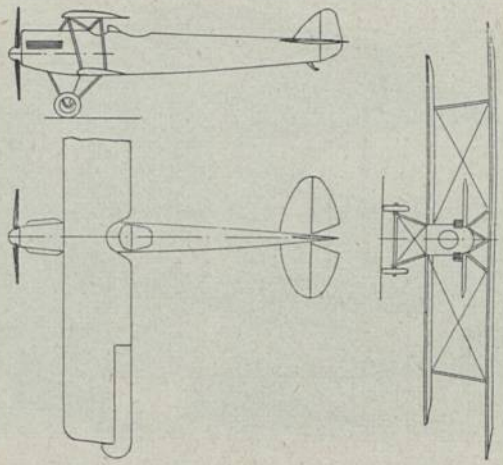
Aero továrna letadel, Vysocany



Aero A 18 (1922) Kj 1; E: Husnik, Vlasak
b = 7,60 m; l = 6,00 m; T = 16,00 m²; L = 0,61 t; N = 0,25 t; G = 0,86 t; V = 238 km/h; H = 9,0 km; St = 5,0 km/8′30″; M: B. M. W. 185 PS-HP-CV; Bst.: H, S, St.

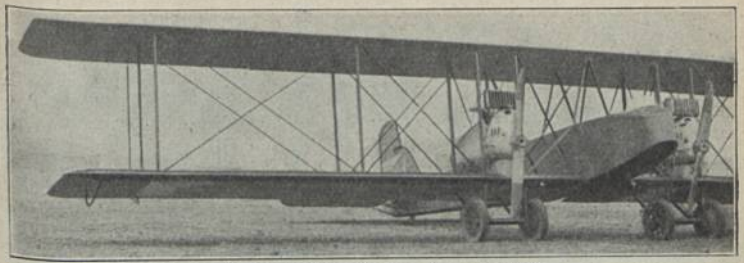
Aero A 18 b (1923) Sp 1; E: Husnik, Vlasak
b = 5,70 m; l = 6,00 m; T = 9,80 m²; L = 0.59 t; N = 0,20 t; G = 0,81 t; V = 250 km/h; M: B. M. W. 185 PS-HP-CV; Bst.: H, S, St.
Aero továrna letadel, Vysocany

Aero A 22 (1924) P 2; E: Husnik, Vlasak
b = 12,80 m; l = 8,30 m; T = 36,80 m²; L = 1,04 t; N = 0,37 t; G = 1,41 t; V = 200 km/h; H = 7,0 km; M: Maybach 260 PS-HP-CV; Bst.: H, S, St.



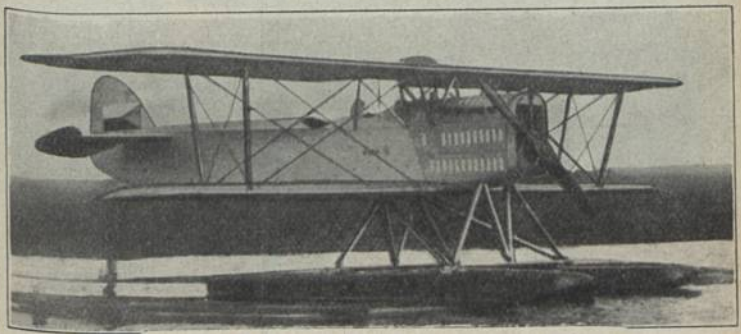
Aero 22

Aero továrna letadel, Vysocany



Aero A 24 (1925) Kb 3; E: Husnik, Vlasak
b = 22,20 m; l = 13,70 m; T = 106,0 m²; L = 2,88 t; N = 1,66 t; G = 4,54 t; V = 155 km/h; H = 3,6 km; M: 2 × Maybach 260 PS-HP-CV = 520 PS-HP-CV; Bst.: H, S, St.

Aero A 25 (1926) Ú 2; E: Husnik, Vlasak
b = 12,80 m; l = 8,10 m; T = 36,20 m²; L = 0,98 t; N = 0,29 t; G = 1,27 t; V = 160 km/h; H = 6,5 km; St = 1,0 km/4'; M: Breitfeld 195 PS-HP-CV; Bst.: H, S, St.

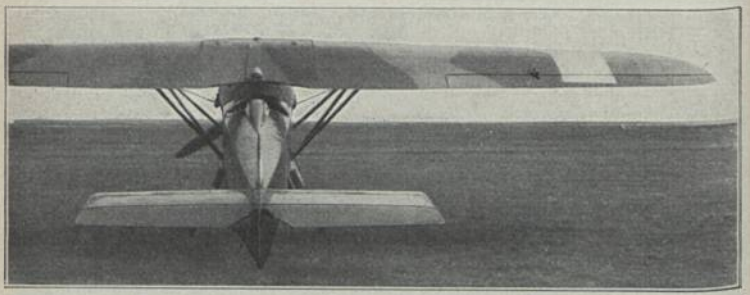


Aero A 29 (1926) Kwa 2; E: Husnik, Vlasak
b = 12,80 m; l = 8,80 m; T = 36,50 m²; L = 1,30 t; N = 0,38 t; G = 1,68 t; V = 190 km/h; H = 5,5 km; M: Breitfeld 270 PS-HP-CV; Bst.: S, St, H.

Aero továrna letadel, Vysocany

Aero A 30 (1926) Ka 2; E: Husnik, Vlasak
M: Lorraine 450 PS-HP-CV; Bst.: H, S, St.

Aero továrna letadel, Vysocany



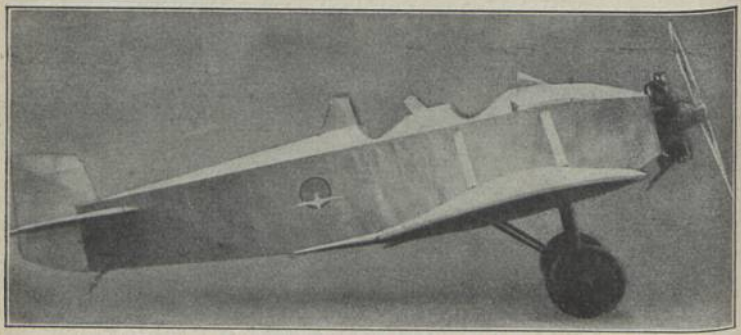
Avia B H 7 a (1923) Kj 1; E: Benes, Hajn
b = 10,40 m; l = 6,84 m; T = 18,15 m²; L = 0,85 t; N = 0,30 t; G = 1,15 t; V = 240 km/h; H = 5,0 km; M: Hispano 300 PS-HP-CV; Bst.: H, St.

Avia M. Bondy Co., Kbely

Avia B H 9 s (1923) Ü 2; E: Benes, Hajn
b = 9,72 m; l = 6,64 m; T = 13,60 m²; L = 0,34 t; N = 0,21 t; G = 0,55 t;
V = 157 km/h; H = 4,0 km; St = 2,0 km/12′; M: Walther 60 PS-HP-CV;
Bst.: H, St.

Avia B H 10 s (1923) Ü 1; E: Benes, Hajn
b = 8,80 m; l = 5,42 m; T = 9,80 m²; L = 0,28 t; N = 0,13 t; G = 0,41 t;
V = 160 km/h; H = 4,0 km; St = 2,0 km/10′; M: Walther 60 PS-HP-CV;
Bst.: H, St.

Avia M. Bondy Co., Kbely



Avia B H 11 C (1923) Sp 2; E: Benes, Hajn
b = 11,10 m; l = 6,54 m; T = 15,60 m²; L = 0,35 t; N = 0,26 t; G = 0,61 t; V = 150 km/h; H = 4,0 km; M: Walter 60 PS-HP-CV; Bst.: H. St.

Avia B H 12 (1924) Sp 2; E: Benes, Hajn
b = 9,77 m; l = 6,64 m; T = 13,60 m²; L = 0,31 t; N = 0,24 t; G = 0,55 t; V = 150 km/h; M: Walter 60 PS-HP-CV; Bst.: H. St.

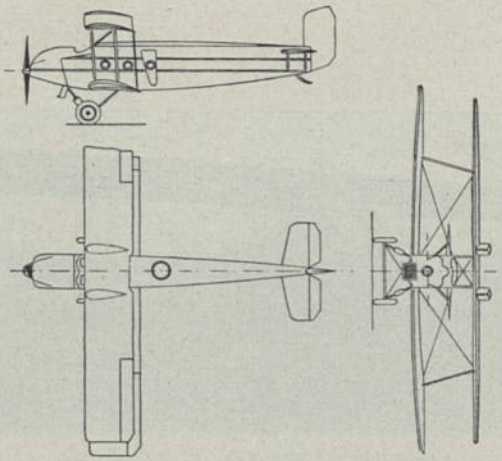
Avia M. Bondy Co., Kbely

Avia B H 19 (1924) Kj 1; E: Benes, Hajn
b = 10,80 m; l = 7,38 m; T = 18,30 m²; L= 0,79 t; N = 0,36 t; G = 1,15 t; V = 250 km/h; H = 8,0 km; M: Hispano 300 PS-HP-CV; Bst.: H, St.

Avia B H 21 s (1925) Kj 1; E: Benes, Hajn
b = 8,90 m; l = 6,87 m; T = 22,00 m²; L = 0,76 t; N = 0,32 t; G = 1,08 t; V = 90—246 km/h; H = 8,0 km; St = 5,0 km/13′; M: Hispano 300 PS-HP-CV; Bst.: H, St.

Avia M. Bondy Co., Kbely

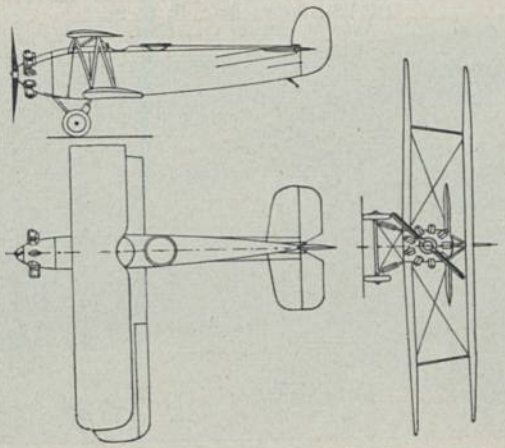
Avia B H 22 (1925) Ü 1; E: Benes, Hajn
b = 8,90 m; l = 6,60 m; T = 22,00 m²; L = 0,68 t; N = 0,18 t; G = 0,86 t; V = 85—216 km/h; H = 6,5 km; St = 5,0 km/20′; M: Hispano 180 PS-HP-CV; Bst.: H, St, S.



Avia B H 25 (1926) V 8; E: Benes, Hajn
b = 15,30 m; l = 12,21 m; t = 63,24 m²; L = 1,85 t; N = 1,00 t; G = 2,85 t; V = 65—195 km/h; H = 4,5 km; M: Lorraine 450 PS-HP-CV; Bst.: H, St, S.

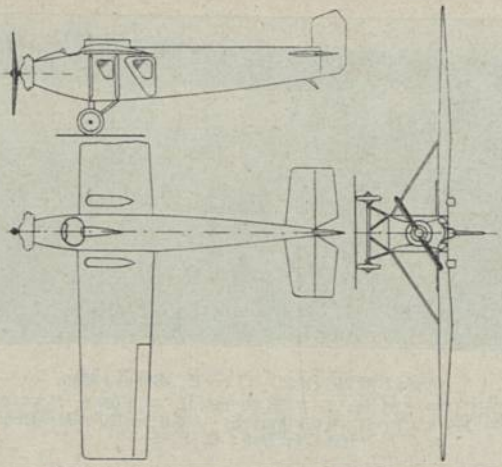
Avia M. Bondy Co., Kbely

Avia B H 26 (1926) Kj 2; E: Benes, Hajn
b = 10,80 m; l = 8,85 m; T = 31,00 m²; L = 1,05 t; N = 0,75 t; G = 1,80 t; V = 240 km/h; H = 6,5 km; St = 5,0 km/20'; M: Gnôme 420 PS-HP-CV; Bst.: H, S, St.



Avia B H 26

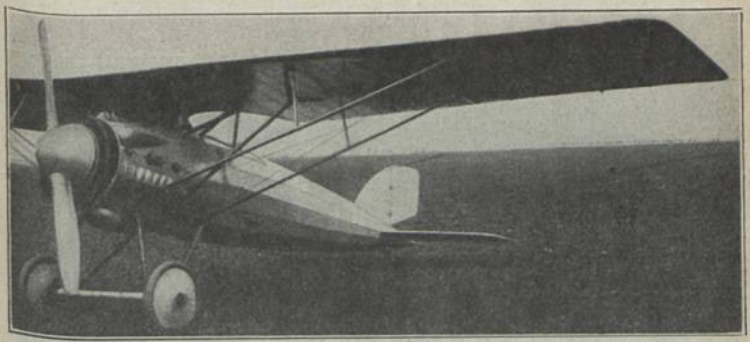
Avia M. Bondy Co., Kbely



Avia B H 27 (1927) V 4; E: Benes, Hajn
b = 12,80 m; l = 8,80 m, T = 21,40 m²; L = 0,55 t; N = 0,45 t; G = 1,00 t; V = 70—160 km/h; H = 4,2 km; St = 2,0 km/15′; M: Walter 110 PS-HP-CV; Bst.: H, S, St.
Avia M. Bondy Co., Kbely

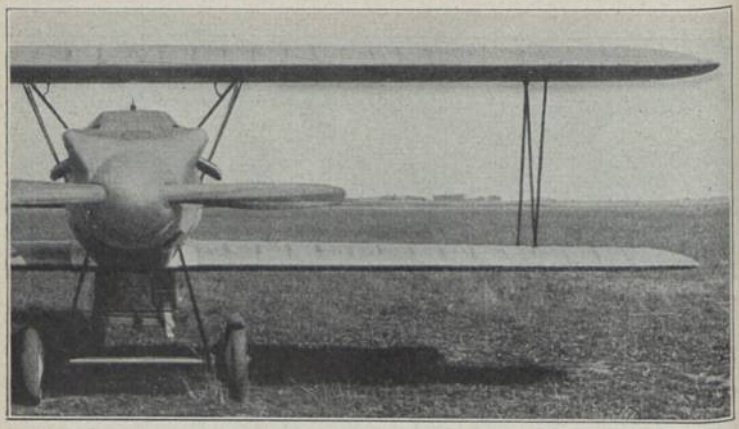
Letov S 7a (1924) Kj 1; E: A. Smolik
b = 10,00 m; l = 7,08 m; L = 0,70 t; N = 0,30 t; G = 1,00 t; V = 235 km/h; St = 5,0 km/13′30″; M: Hispano 300 PS-HP-CV; Bst.: H, S, St.
Letov, Cs. továrna na Létadla, Letnany

Letov S 8 (1924) Kj 1; E: A. Smolik
b = 11,40 m; l = 8,30 m; T = 15,10 m²; L = 1,03 t; N = 0,20 t; G = 1,23 t; V = 360 km/h; H = 7,0 km; M: Napier 450 PS-HP-CV; Bst.: D, S, St.



Letov S 12 (1924) Ü 2; E: A. Smolik
b = 9,40 m; l = 6,58 m; T = 17,50 m²; L = 0,67 t; N = 0,31 t; G = 0,98 t; V = 220 km/h; H = 6,0 km; St = 3,0 km/9′; M: Hispano 200 PS-HP-CV; Bst.: H, S, St.

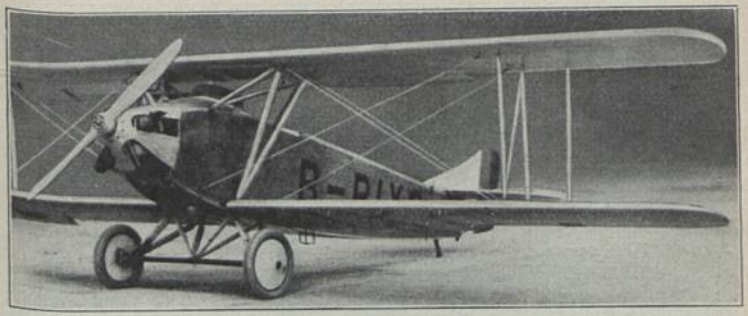
Letov, Cs. továrna na Létadla, Letnany



Letov S 13 (1924) Kj 1; E: A. Smolik
b = 8,40 m; l = 6,97 m; T = 21,20 m²; L = 0,79 t; N = 0,37 t; G = 1,16 t; V = 230 km/h; H = 7,0 km; St = 1,0 km/1'55"; M: Hispano 300 PS-HP-CV; Bst.: H, S, St.

Letov S 16 (1926) Ka 2; E: A. Smolik
b = 15,30 m; l = 10,22 m; L = 1,23 t; N = 1,05 t; G = 2,28 t; V = 80—230 km/h; H = 6,5 km; St = 5,0 km/31'; M: Hispano 450 PS-HP-CV; Bst.: St, S.

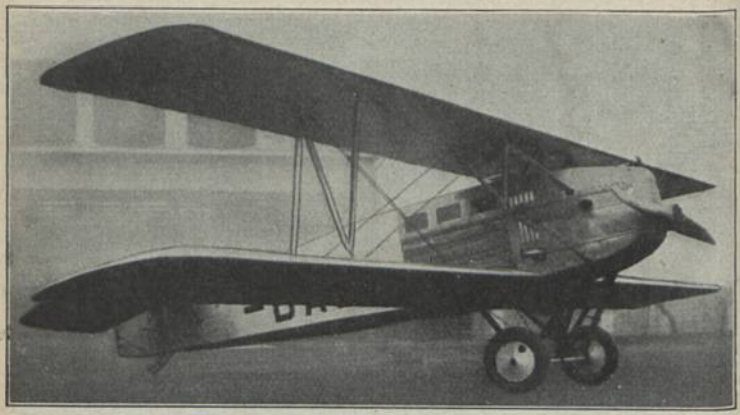
Letov, Cs. továrna na Létadla, Letnany



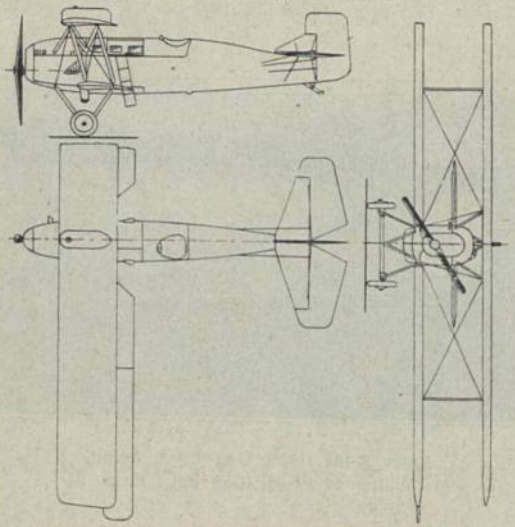
Letov S 18 (1925) Ü 2; E: A. Smolik
b = 10,00 m; l = 6,68 m; T = 19,00 m²; L = 0,35 t; N = 0,20 t; G = 0,55 t; V = 68—140 km/h; H = 3,5 km; St = 1,0 km/5′40″; M: Walter 60 PS-HP-CV; Bst.: H, St, S.

Letov S 18a (1925) Ü 2; E: A. Smolik
M: Walter 60 PS-HP-CV; Bst.: H, S, St.

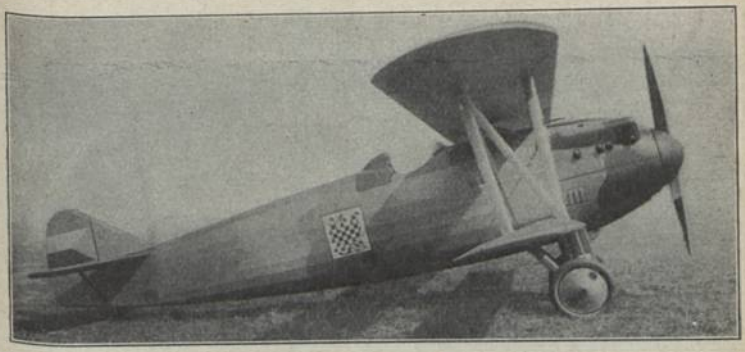
Letov, Cs. továrna na Létadla, Letnany



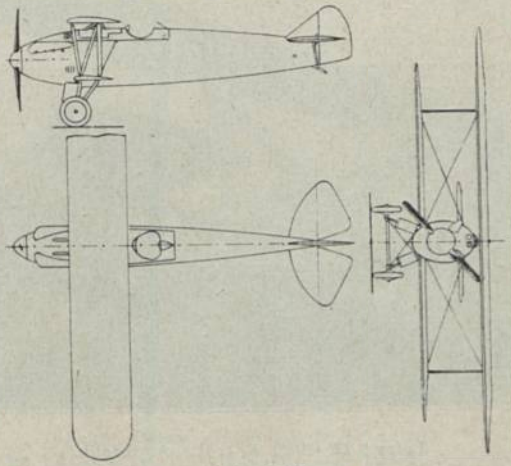
Letov S 19 (1925) V 5; E: A. Smolik
b = 14,10 m; l = 8,85 m; T = 45,00 m²; L = 1,30 t; N = 0,65 t; G = 2,00 t; V = 90—178 km/h; H = 4,9 km; St = 1,0 km/7′; M: Maybach 260 PS-HP-CV; Bst.: H. St. S.



Letov S 19
Letov, Cs továrna na Létadla, Letnany



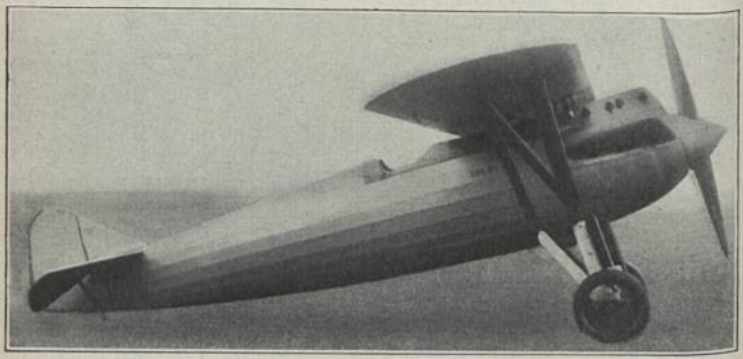
Letov S 20 (1925) Ki 1: E: A. Smolik
b = 9,70 m; l = 7,44 m; T = 20,00 m²; L = 0,70 t; N = 0,35 t; G = 1,04 t; V = 100—256 km/h; H = 7,2 km; M: Hispano 300 PS-HP-CV; Bst.: H, S, St.



Letov S 20

Letov, Cs. továrna na Létadla, Letnany

Letov S 21 (1926) Kj 1; E: A. Smolik
b = 10,10 m; l = 7,53 m; T = 19,86 m²; L = 0,64 t; N = 0,22 t; G = 0,86 t; V = 210 km/h; H = 4,6 km; M: Hispano 180 PS-HP-CV; Bst.: H. S. St.



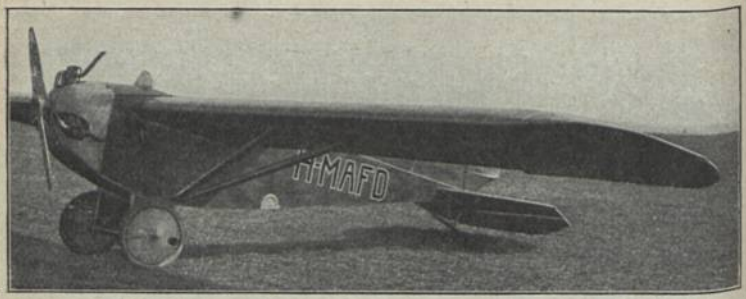
Letov S 22 (1926) Kj 1; E: A. Smolik
M: Hispano 450 PS-HP-CV; Bst.: H. S. St.

Letov, Cs. továrna na Létadla, Letnany

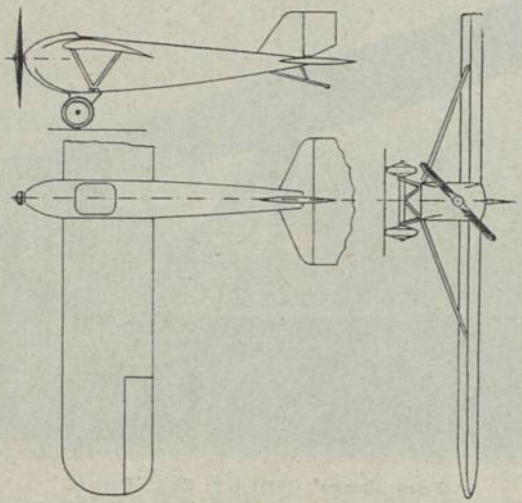
Feiro „Daru" (1925) V 4; E: L. Rotter
b = 14,20 m; l = 9,00 m; T = 26,00 m²; L = 0,82 t; N = 0,48 t; G = 1,30 t; V = 80—170 km/h; H = 4,0 km; St = 1,0 km/8'; M: Hispano 180 PS-HP-CV; Bst.: H, St.

Feiro „Dongo" (1925) Ü 2; E: L. Rotter
b = 11,50 m; l = 6,20 m; T = 15,00 m²; L = 0,44 t; N = 0,25 t; G = 0,69 t; V = 165 km/h; H = 4,0 km; M: Oberursel 110 PS-HP-CV; Bst.: H, St.

Feiro repülögépépito vállalat **Feigl és Rotter**, Budapest

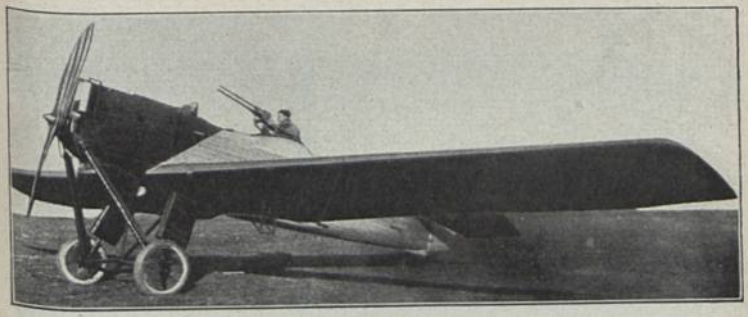


Lampich L. 2. (1925) Sp 1; E: A. Lampich
b = 10,60 m; l = 5,70 m; T = 14,00 m²; L = 0,14 t; N = 0,12 t; G = 0,26 t; V = 105 km/h; M: Thorotzkai 19 PS-HP-CV; Bst.: H, St.

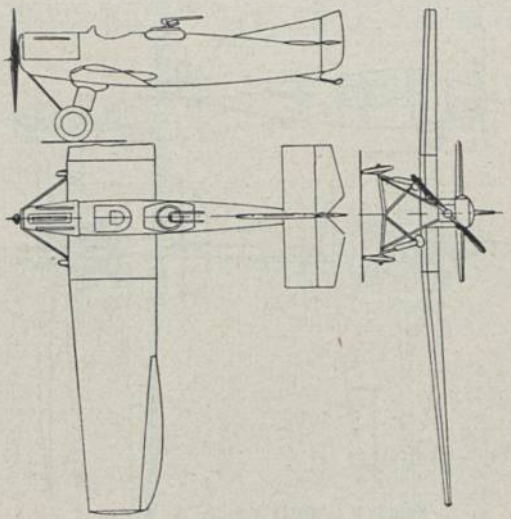


Lampich L. 2.

Müegyetani Sportrepülo Egyesület, Budapest



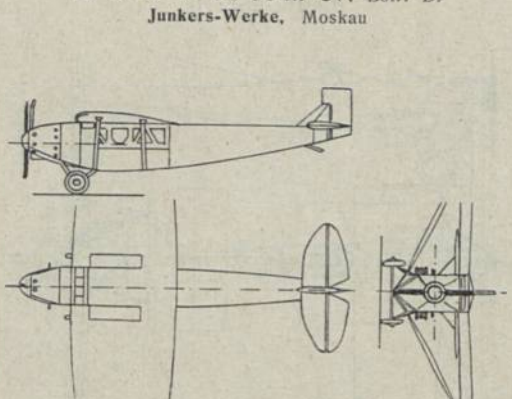
Junkers R 02 (1924) Ka 2; E: Junkers
b = 15,27 m; l = 8,03 m; T = 28,10 m²; L = 0,96 t; N = 0,54 t; G = 1,50 t; V = 200 km/h; H = 6,0 km; St = 3,0 km/14′; M: Hispano 300 PS-HP-CV; Bst.: D.



Junkers R 02

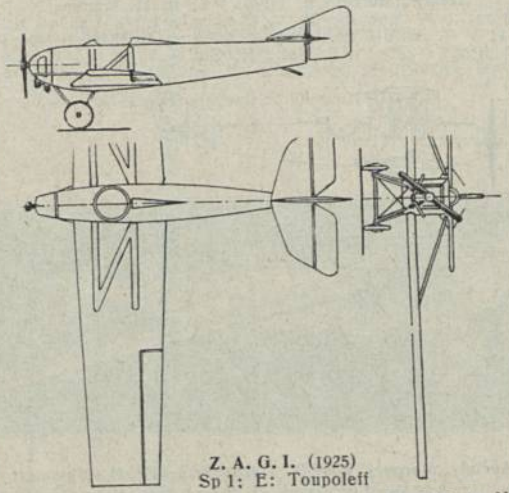
Junkers-Werke, Moskau

Junkers H 21 (1924) Ka 2; E: Junkers
M: B. M. W. 185 PS-HP-CV; Bst.: D.
Junkers-Werke, Moskau



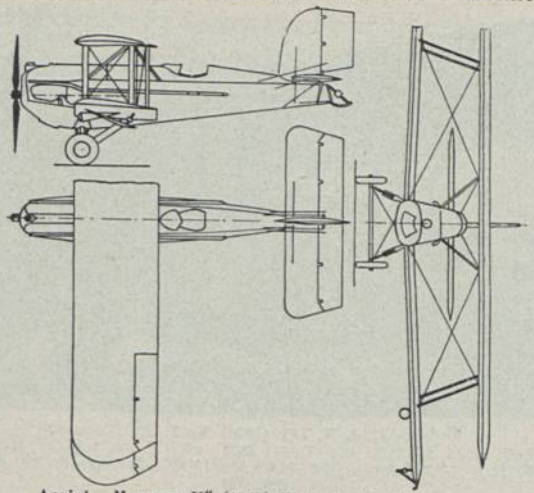
Kalinin K 1 (1925) V 5; E: K. Kalinin
b = 16,76 m; l = 10,72 m; T = 40,00 m²; G = 2,00 t; V = 60—160 km/h;
H = 3,0 km; St = 1,0 km/12'; M: Salmson 170 PS-HP-CV; Bst.: H, S, St.
K. Kalinin, Moskau

Z. A. G. J. A. N. T-3 (1926) Ka 2: E: Toupoleff
b = 13,00 m; l = 9,50 m; T = 38,00 m²; L = 1,39 t; N = 1,01 t; G = 2,40 t; V = 226 km/h; St = 4,0 km/17'18"; M: Napier 450 PS-HP-CV; Bst.: D.

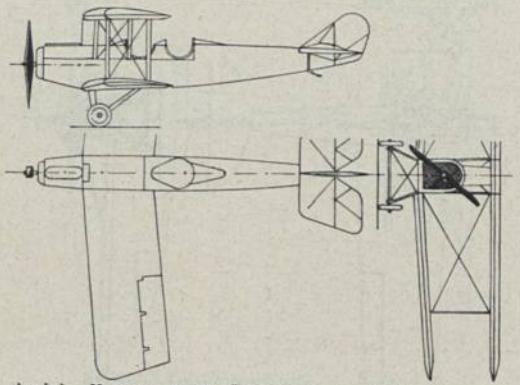


Z. A. G. I. (1925)
Sp 1; E: Toupoleff
b = 10,94 m; l = 5,86 m; T = 15,00 m²; L = 0,18 t; N = 0,08 t; G = 0,26 t; V = 53—100 km/h; H = 2,0 km; M: Blackburne 18 PS-HP-CV; Bst.: H, St. **Z. A. G. I.**, Moskau

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique



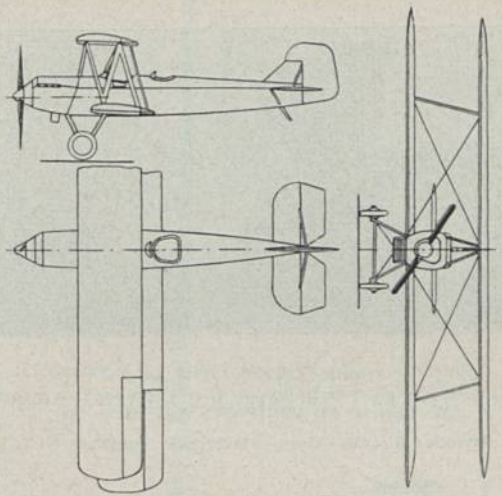
Aerial „Mercury II" (1925) P 1; E: H. Mummert
b = 14,40 m; l = 8,60 m; T = 43,40 m²; L = 1,58 t; N = 0,85 t; G = 2,43 t; V = 86—216 km/h; H = 4,5 km; M: Liberty 400 PS-HP-CV; Bst.: H, St.



Aerial „Mercury 6 W-3" (1926) Sp 2; E: H. Mummert
b = 10,10 m; l = 8,20 m; T = 33,90 m²; L = 0,71 t; N = 0,48 t; G = 1,19 t; V = 73—169 km/h; H = 4,6 km; M: Curtiss 160 PS-HP-CV; Bst.: H, S, St.

Aerial Service Corp., Hammondsport

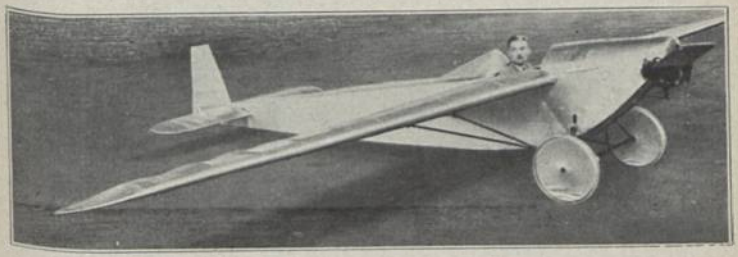
Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique



Alexander „Eaglerock II" (1926) Sp 2

b = 11,00 m; l = 7,40 m; T = 33,40 m²; L = 0,50 t; N = 0,38 t; G = 0,88 t; V = 61—140 km/h; H = 4,0 km; M: Curtiss 90 PS-HP-CV; Bst.: H, S, St.

Alexander Industrie, Denver, Col.



Allen A-4 (1924) Sp 1; E: E. T. Allen

b = 8,00 m; l = 5,50 m; L = 0,08 t; N = 0,07 t; G = 0,15 t; M: Harley 12 PS-HP-CV; Bst.: H, St.

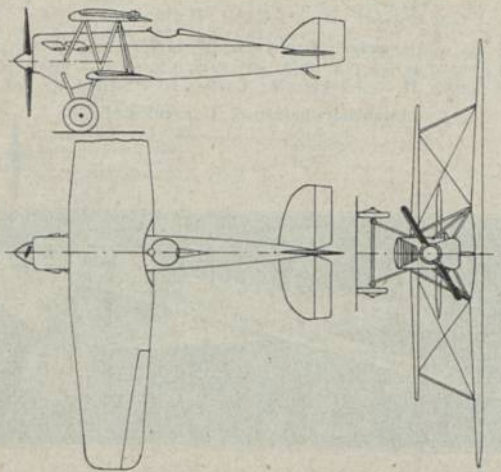
E. T. Allen, Washington, D. C.

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis d'Amérique

Atlantic X C O 8 (1924) Ka 2

b = 12,90 m; l = 9,20 m; T = 40,30 m²; L = 1,10 t; N = 0,60 t; G = 1,70 t; M: Liberty 400 PS-HP-CV; Bst.: H. S. St.

Atlantic Aircraft Corp. Hasbrouck Heights, N. Y.



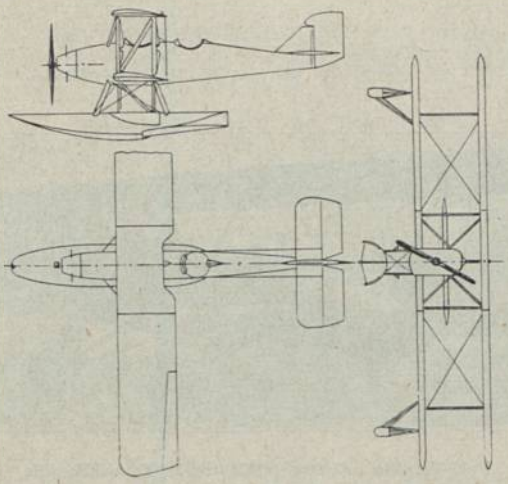
Boeing P W 9 (1924) Kj 1; E: C. L. Egtvedt

b = 9,90 m; l = 6,90 m; T = 23,50 m²; G = 1,36 t; V = 97—266 km/h; H = 7,1 km; M: Curtiss 400 PS-HP-CV; Bst.: H. S. St.

Boeing Airplane Co., Seattle, Wash.

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis d'Amérique

Boeing M B 1 (1926) Uw 2; E: C. L. Egtvedt
b = 11,20 m; L = 0,89 t; N = 0,31 t; G = 1,20 t; V = 167 km/h; M: Wright 200 PS-HP-CV; Bst.: H, S, St.



Boeing M B 1

Boeing Airplane Co., Seattle, Wash.

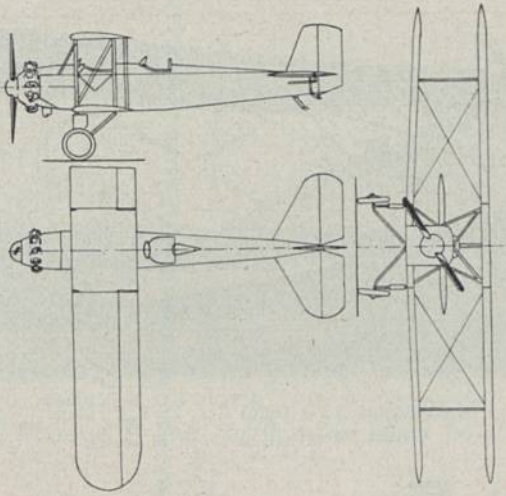
Boeing M 40 (1925) Pn 1; E: C. L. Egdvedt
b = 13,41 m; l = 10,06 m; H = 4,8 km; St = 1,5 km/8′; M: Curtiss 400 PS-HP-CV; Bst.: H, S, St.

Boeing Airplane Co., Seattle, Wash.

Buhl-Verville „Airster" (1926) Sp 2; E: V. Verville
T = 28,10 m²; G = 1,33 t; M: Wright 200 PS-HP-CV; Bst.: H, St, S.

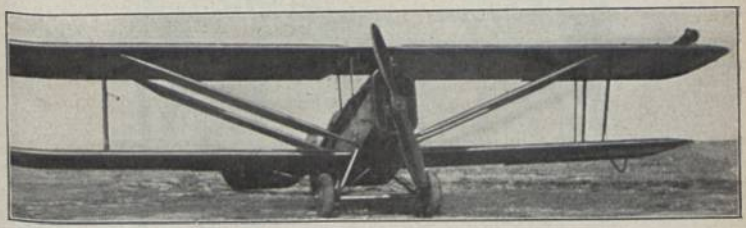
Buhl-Verville Aircraft Co., Detroit, Mich.

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique



Buhl-Verville C W-3 b (1926) Sp 2; E: V. Verville
b = 10,70 m; l = 7,60 m; T = 28,00 m²; L = 0,65 t; N = 0,40 t; G = 1,05 t;
V = 72—214 km/h; M: Wright 200 PS-HP-CV; Bst.: H, S, St.

Buhl-Verville Aircraft Co., Detroit, Mich.

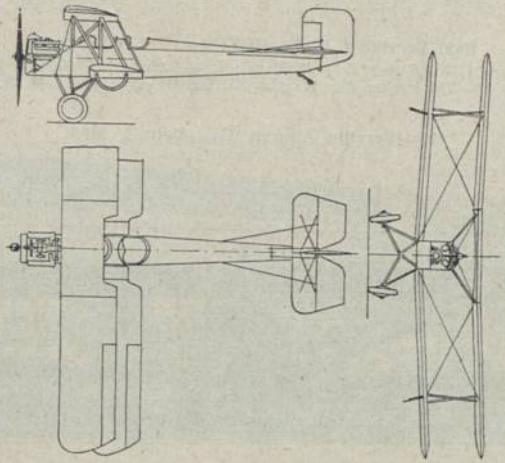


Columbia B M P (1925) Pn 1; E: G. Bellanca
M: Liberty 400 PS-HP-CV; Bst.: H, S, St.

Columbia Aircraft Corp., Farmingdale, L. I., N. Y.

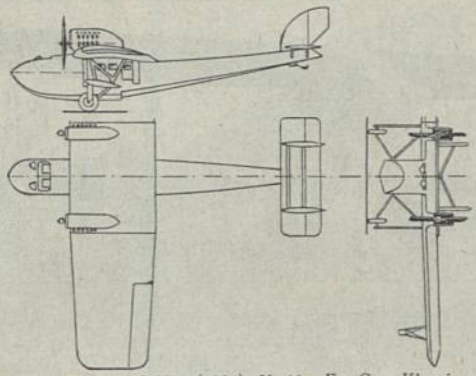
Vereinigte Staaten von Nordamerika —
United States of North America — Etats-Unis d'Amérique

Consolidated N Y-1 (1926) Ü 2; E: V. E. Clark
M: Wright 200 PS-HP-CV; Bst.: H. S. St.

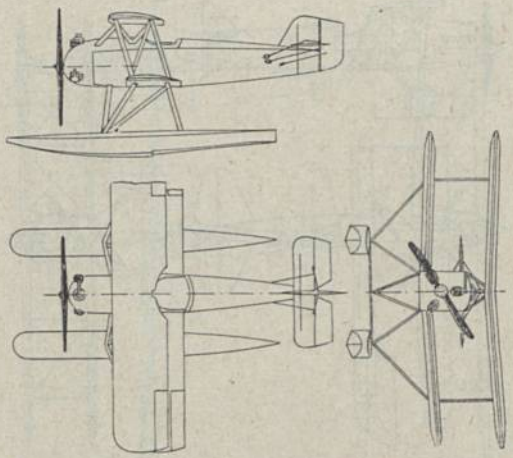


Consolidated P T 1 (1924) Ü 2; E: V. E. Clark
M: Wright 180 PS-HP-CV; Bst.: H. S. St

Consolidated Aircraft Corp. Buffalo, N. Y.



Cox-Klemin C K 1 (1924) Vs 11; E: Cox-Klemin
b = 17,65 m; l = 13,90 m; L = 2,46 t; N = 0,99 t; G = 3,45 t; V = 225 km/h; H = 4,0 km; M: 2 × Wright 250 PS-HP-CV = 500 PS-HP-CV; Bst.: H, St, S.

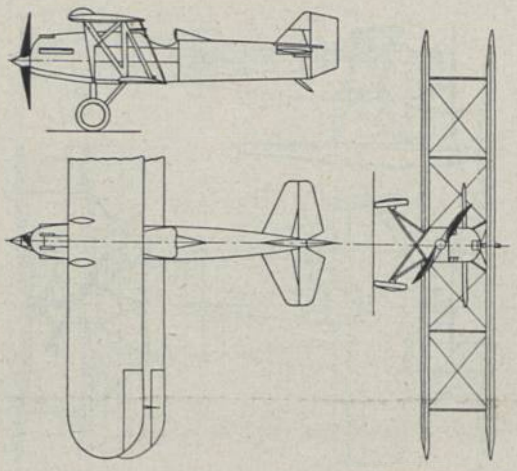


Cox-Klemin X S-1 (1924) Kwa 1; E: Cox-Klemin
b = 5,50 m; l = 5,50 m; L = 0,24 t; N = 0,13 t; G = 0,37 t; V = 180 km/h; H = 2,5 km; M: Wright 60 PS-HP-CV; Bst.: H, S, St.

Cox-Klemin Aircraft Co., College Point, Long Island, N. Y.

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique

Curtiss P W 8 (1924) Kj 1; E: G. H. Curtiss
b = 9,75 m; l = 7,01 m; L = 0,81 t; N = 0,35 t; G = 1,16 t; V = 280 km/h; H = 7,6 km; M: Curtiss 400 PS-HP-CV; Bst.: H. S. St.

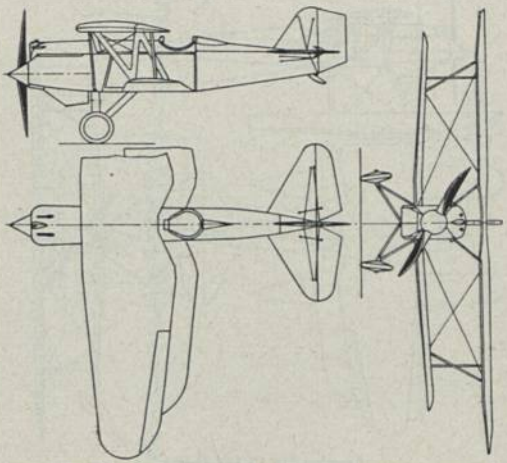


Curtiss P W 8

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique

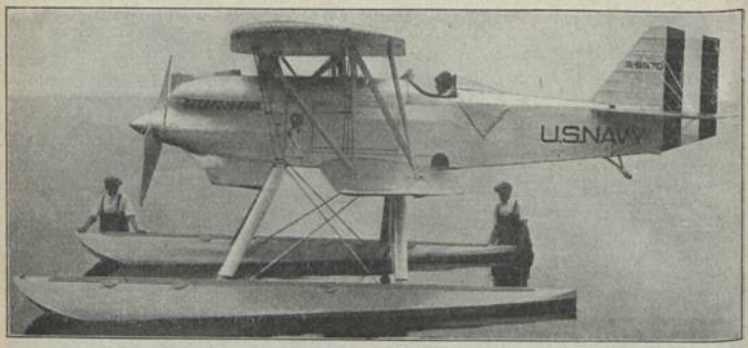
Curtiss P 1 „Hawk" (1925) Kj 1: E: G. H. Curtiss
b = 9,44 m; l = 6,70 m; L = 0,90 t; N = 0,36 t; G = 1,26 t; M: Curtiss 400 PS-HP-CV; Bst.: H. S. St.



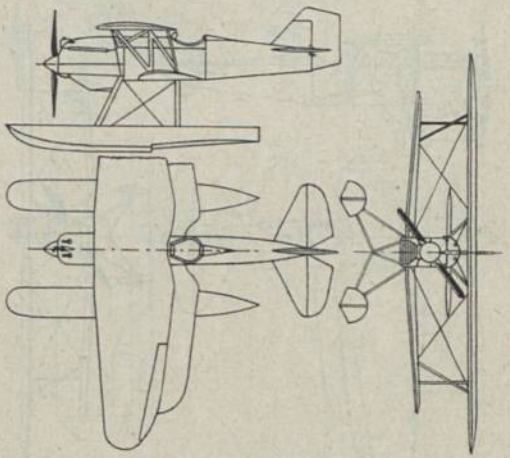
Curtiss P 1 „Hawk"

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis d'Amérique



Curtiss F 6 C 2 „Hawk" (1926) Kjw 1; E: G. H. Curtiss
b= 9,44 m; L = 1,08 t; N = 0,79 t; G = 1,87 t; M: Curtiss 400 PS-HP-CV; Bst.: H, St.

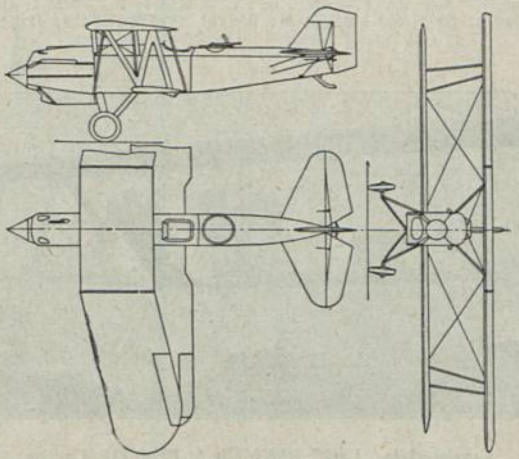


Curtiss F 6 C 2 „Hawk"

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

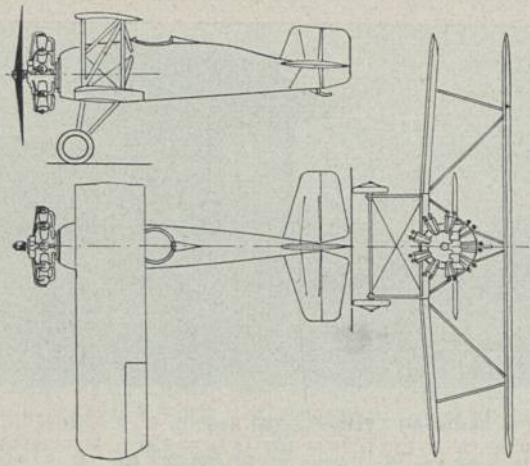
Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis d'Amérique

Curtiss 0-1 „Falcon" (1926) Ka 2; E: G. H. Curtiss
T = 33,00 m²; L = 1,13 t; N = 1,27 t; G = 2,40 t; V = 101—246 km/h; H = 6,2 km; M: Curtiss 400 PS-HP-CV; Bst.: H. S. St.



T B 26 S. 265 o.
Curtiss 0-1 „Falcon"
Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

Vereinigte Staaten von Nordamerika — United States of North America — Etats Unis d'Amérique

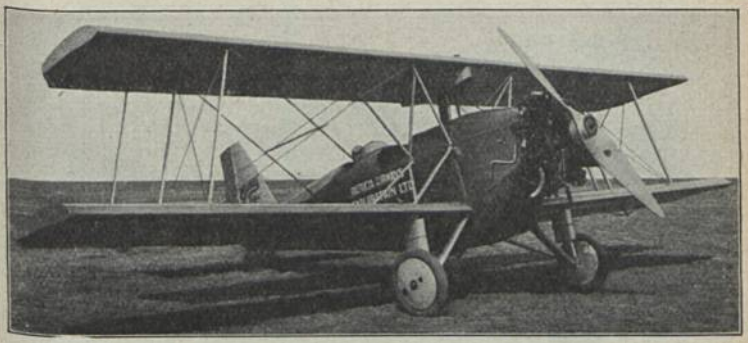


Curtiss F 4-C 1 (1925) Kj 1; E: W. Hall
b = 7,52 m; l = 5,58 m; T = 16,10 m²; L = 0,54 t; N = 0,23 t; G = 0,77 t; V = 201 km/h; St = 3,3 km/10′; M: Wright 200 PS-HP-CV; Bst.: H, S, St.

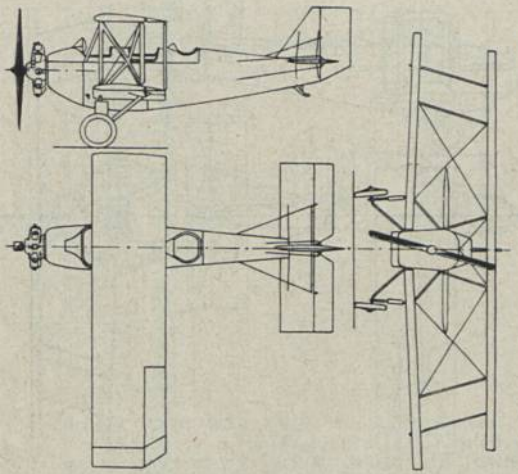
Curtiss J-4a „Lark" (1926) Üw 2; E: G. H. Curtiss
b = 9,14 m; N = 0,22 t; V = 80—185 km/h; H = 4,5 km; M: Wright 200 PS-HP-CV; Bst.: H, S, St.

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

Vereinigte Staaten von Nordamerika
United States of North America — Etats-Unis



Curtiss J-4c (1926) Sp 5; E: G. H. Curtiss
b = 9,14 m; l = 6,70 m; L = 0,68 t; N = 0,53 t; G = 1,21 t; V = 80—189 km/h; H = 4,3 km; St = 2,1 km/10'; M: Wright 200 PS-HP-CV; Bst.: H, S, St.



Curtiss J-4c „Lark"

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

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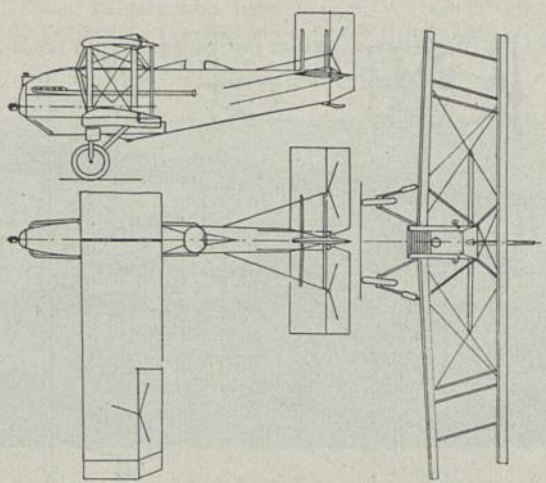
United States of North America — Etats-Unis

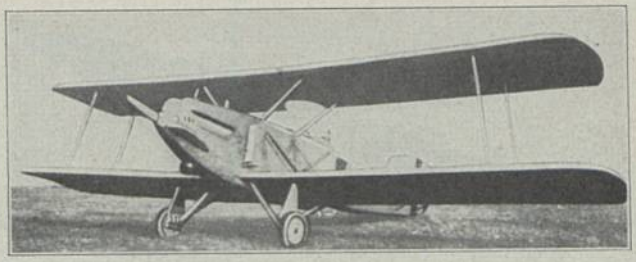
Curtiss „Carrier Pigeon" (1925) Pn 1; E: G. H. Curtiss
b = 12,70 m; l = 8,75 m; T = 46,70 m²; L = 1,38 t; N = 0,84 t; G = 2,22 t; V = 194 km/h; H = 5,1 km; M: Liberty 400 PS-HP-CV; Bst.: H, S, St.



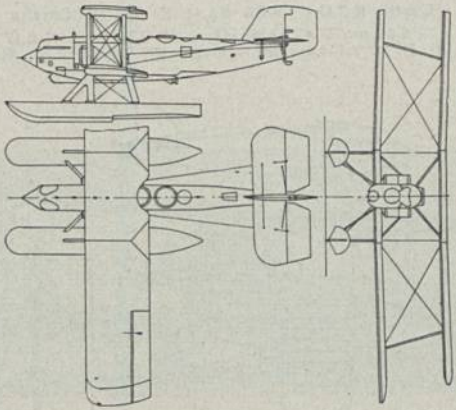
Curtiss „Carrier Pigeon"

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

Vereinigte Staaten von Nordamerika
United States of North America — Etats-Unis



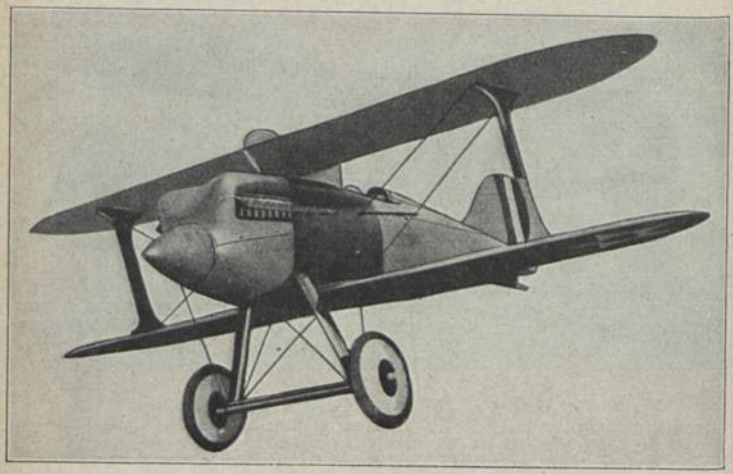
Curtiss C S 2-A (1925) Kt 2; E: G. H., Curtiss
b = 17,24 m; l = 11,70 m; T = 79,50 m²; L = 2,13 t; N = 1,46 t; G = 3,59 t; V = 170 km/h; H = 2,8 km; M: Wright 600 PS-HP-CV; Bst.: H, S, St.



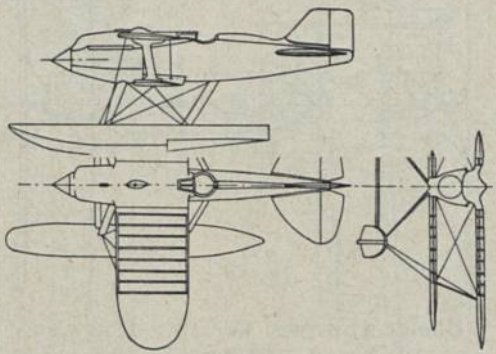
Curtiss C S 2-B (1925) Kwt 2; E: G. H. Curtiss
b = 17,24 m; l = 12,25 m; T = 79,50 m²; L = 2,46 t; N = 1,48 t; G = 3,94 t; V = 165 km/h; H = 2,2 km; M: Wright 600 PS-HP-CV; Bst.: H, S, St.

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

Vereinigte Staaten von Nordamerika
United States of North America — Etats-Unis



Curtiss R 2 C 1 (1923) Sp 1; E: G. H. Curtiss
b = 6,72 m; l = 6,01 m; T = 13,80 m²; L = 0,76 t; N = 0,17 t; G = 1,24 t; V = 314 km/h; H = 7,1 km; M: Curtiss 500 PS-HP-CV; Bst.: H, S, St.



Curtiss R 2 C 2 (1923) Spw 1; E: G. H. Curtiss
b = 6,72 m; l = 6,81 m; T = 13,20 m²; L = 0,92 t; N = 0,27 t; G = 0,93 t; V = 119—429 km/h; H = 9,8 km; M: Curtiss 500 PS-HP-CV; Bst.: H, S, St, D.

Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, New York

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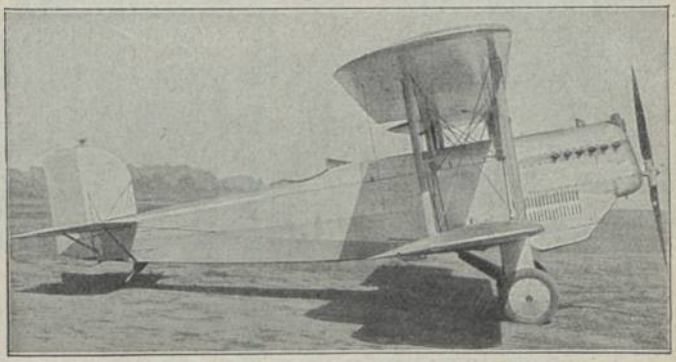
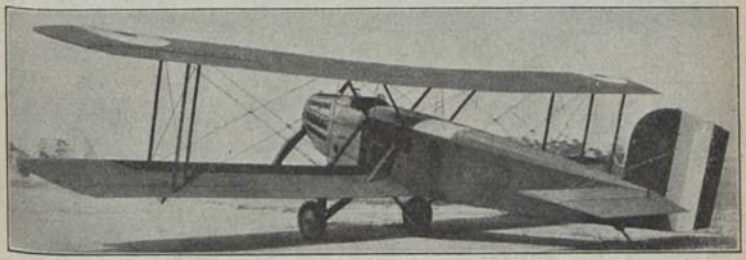


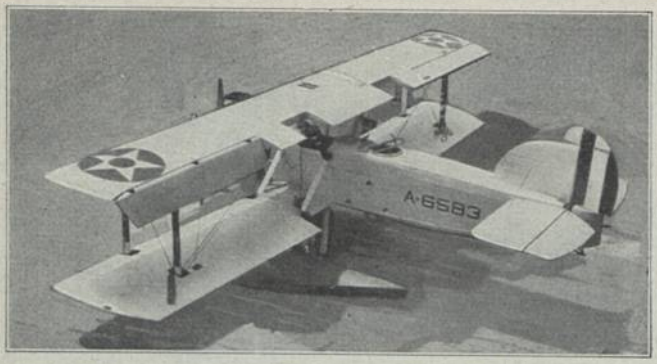
Douglas M 2 (1925) Pn 1; E: D. W. Douglas
b = 12,65 m; l = 8,53 m; T = 38,10 m²; L = 1,14 t; N = 0,45 t; G = 1,95 t; V = 83—230 km/h; H = 5,0 km; M: Liberty 400 PS-HP-CV; Bst.: H, S, St.



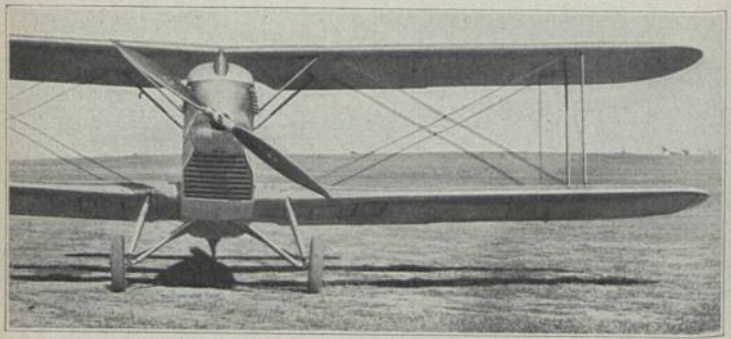
Douglas C 1 (1925) V 11; E: D. W. Douglas
b = 18,28 m; l = 10,97 m; L = 2,27 t; N = 1,08 t; G = 3,35 t; M: Liberty 400 PS-HP-CV; Bst.: H, S, St.

The **Douglas** Co., Santa Monica, Cal.

Vereinigte Staaten von Nordamerika
United States of North America — Etats-Unis



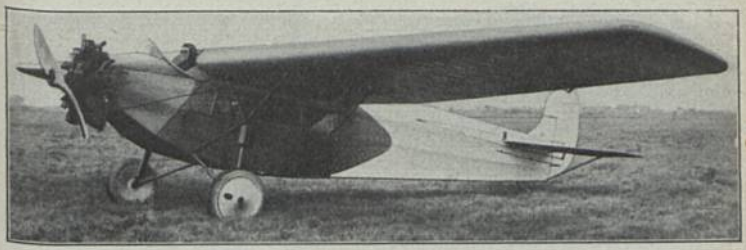
Douglas D T 2 (1924) Kwt 2; E: D. W. Douglas
b = 15,25 m; l = 11,50 m; T = 66,00 m²; V = 80—160 km/h; H = 2,0 km; St = 0,9 km/10′; M: Liberty 400 PS-HP-CV; Bst.: H. S. St.



Douglas X O-1 (1925) Ka 2; E: D. W. Douglas
M: Liberty 400 PS-HP-CV; Bst.: H. S. St.

The **Douglas** Co., Santa Monica, Cal.

Vereinigte Staaten von Nordamerika
United States of North America — Etats-Unis



Fokker „Universal" (1926) V 5; E: A. H. G. Fokker
b = 14,10 m; l = 9,95 m; N = 0,70 t; V = 65—190 km/h; H = 4,2 km;
M: Wright 200 PS-HP-CV; Bst.: H, S, St.

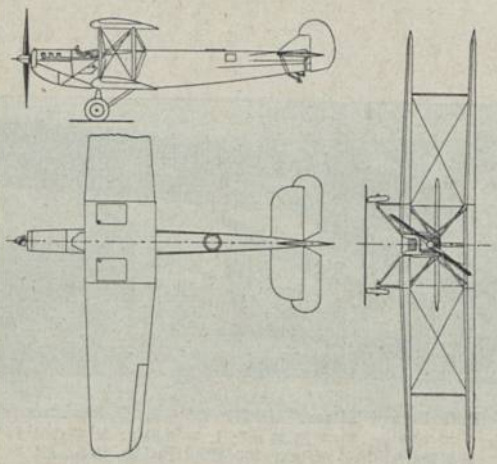
Fokker Aircraft Corp. of Amerika, New York City

Huff Daland „Pacer" (1927) V 6; E: G. Bellanca
b = 13,70 m; l = 7,53 m; T = 25,30 m²; L = 0,81 t; N = 0,61 t; G = 1,42 t;
V = 218 km/h; M: Wright 200 PS-HP-CV; Bst.: H, S, St.

Huff Daland Airplanes Inc., Bristol, Pa.

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Huff Daland „Pegasus" (1926) Kb 3; E: C. T. Porter
b = 20,27 m; l = 14,70 m; T = 106,8 m²; L = 2,41 t; N = 2,18 t; G = 4,60 t; V = 84—185 km/h; H = 4,8 km; M: Packard 800 PS-HP-CV; Bst.: H. S. St.

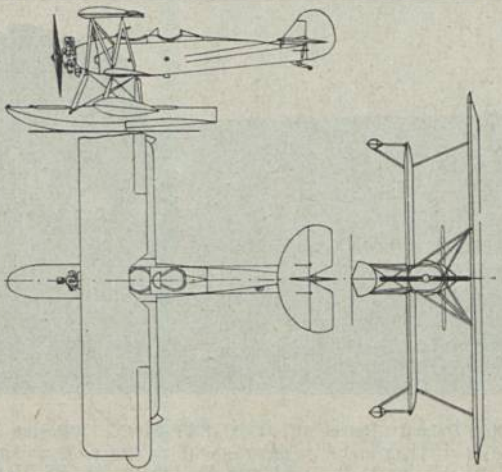


Huff Daland „Pegasus"

Huff Daland Airplanes Inc., Bristol, Pa.

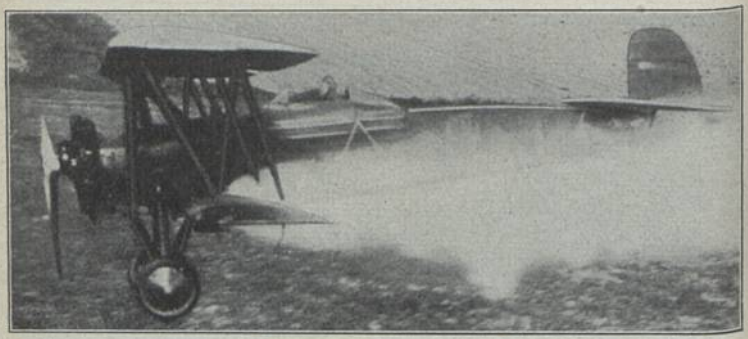
Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Huff Daland „Pelican I" (1926) Ü 2; E: C. T. Porter
b = 10,05 m; l = 8,53 m; M: Wright 200 PS-HP-CV; Bst.: H, S, St.



Huff-Daland „Pelican II" (1926) Üw 2; E: C. T. Porter
b = 10,05 m; l = 8,98 m; M: Wright 200 PS-HP-CV; Bst.: H, S, St

Huff Daland Airplanes Inc., Bristol, Pa.



Huff Daland „Duster" (1926) F 2; E: C. T. Porter
b = 10,10 m; l = 8,68 m; T = 27,30 m²; L = 0,71 t; N = 0,38 t; G = 1,09 t; V = 68—180 km/h; H = 5,7 km; M: Wright 200 PS-HP-CV; Bst.: H, St, S.

Huff Daland „Petrel 31" (1925) F 2; E: C. T. Porter
b = 15,25 m; l = 11,72 m; T = 62,50 m²; L = 1,42 t; N = 0,76 t; G = 2,38 t; V = 62—171 km/h; H = 4,2 km; M: Liberty 400 PS-HP-CV; Bst.: H, S, St.

Huff Daland Airplanes Inc., Bristol, Pa.

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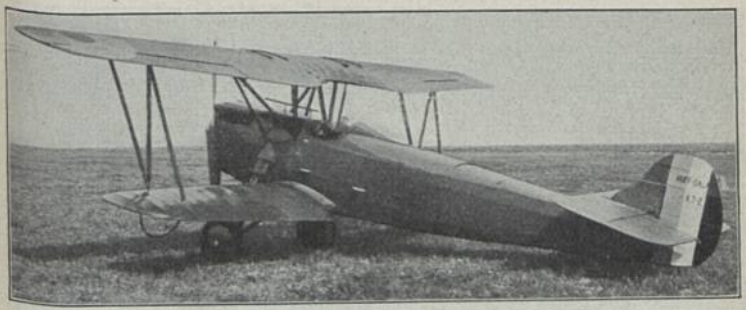
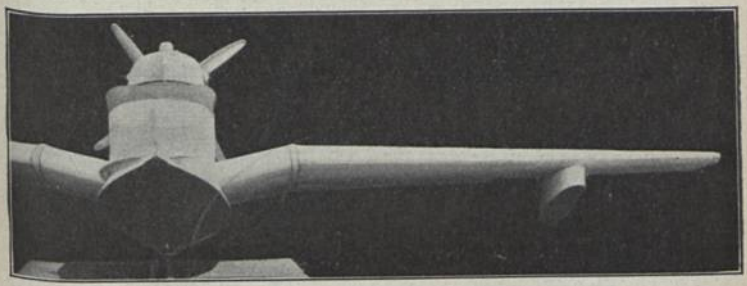


Huff-Daland A T 2a „Panther" (1926) Kj 1; E: C. T. Porter
b = 8,83 m; l = 7,31 m; M: Wright 180 PS-HP-CV; Bst.: H, S, St.

Huff Daland Airplanes Inc., Bristol, Pa.



Kirkham „Vanderbilt" (1925) Vs 4; E: C. B. Kirkham
b = 14,32 m; L = 1,67 t; V = 96—232 km/h; M: Napier 450 PS-HP-CV; Bst.: D.

Kirkham Prod. Corp., Garden City, N. Y.

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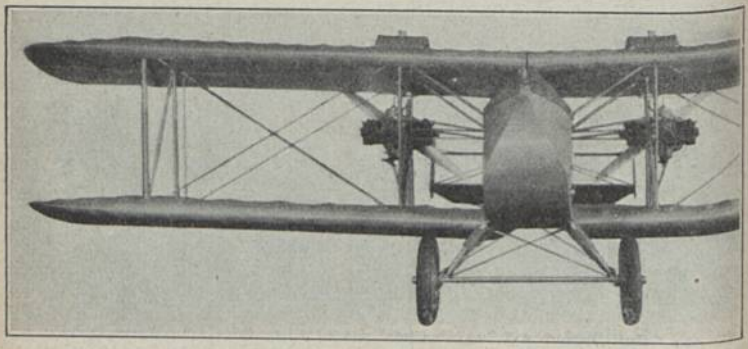
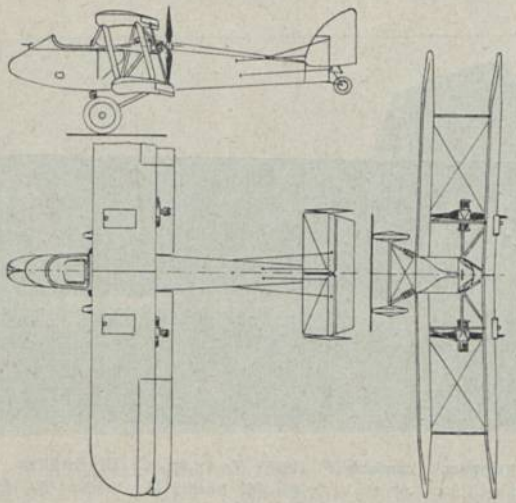


Johnson „Twin 60" (1927) Sp 2; E: Driggs
b = 8,50 m; l = 6,40 m; T = 17,80 m²; L = 0,39 t; N = 0,21 t; G = 0,60 t; V = 50—136 km/h; M: 2 × Bristol 36 PS-HP-CV; = 72 PS-HP-CV; Bst.: H, St, S.



Johnson „Twin 60"

Johnson Airplane and Supply Co., Dayton, Ohio.

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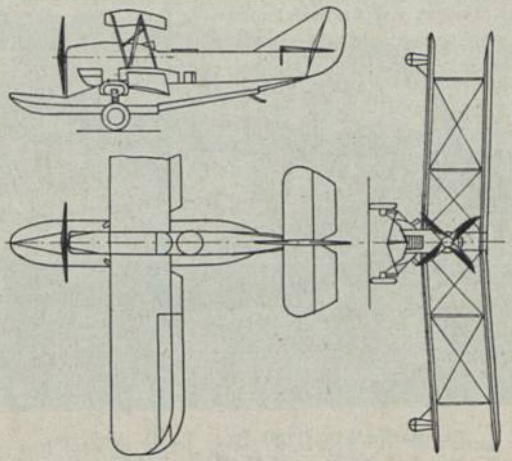
Loening M 34 (1925) Kwa 2; E: Loening
b = 13,71 m; l = 10,38 m; T = 46,45 m²; L = 1,54 t; N = 0,98 t; G = 2,52 t; V = 195 km/h; M: Liberty 400 PS-HP-CV; Bst.: H, S, St.



Loening M 34

Loening Aeronautical Engineering Corp., New York

Loening (1925) Pn 1; E: Loening
b = 12,90 m; l = 9,20 m; T = 40,30 m²; L = 1,10 t; N = 0,60 t; G = 1,70 t; M: Liberty 400 PS-HP-CV; Bst.: H. S. St.
Loening Aeronautical Engineering Corp., New York

Gl. Martin M 70 (1924) Pn 1; E: G. Madelung
b = 11,58 m; l = 8,49 m; T = 34,20 m²; L = 0,97 t; N = 0,50 t; G = 1,47 t; V = 73—180 km/h; H = 5,1 km; M: Wright 200 PS-HP-CV; Bst.: H. S. St.

Gl. L. **Martin** Co., Cleveland, Ohio

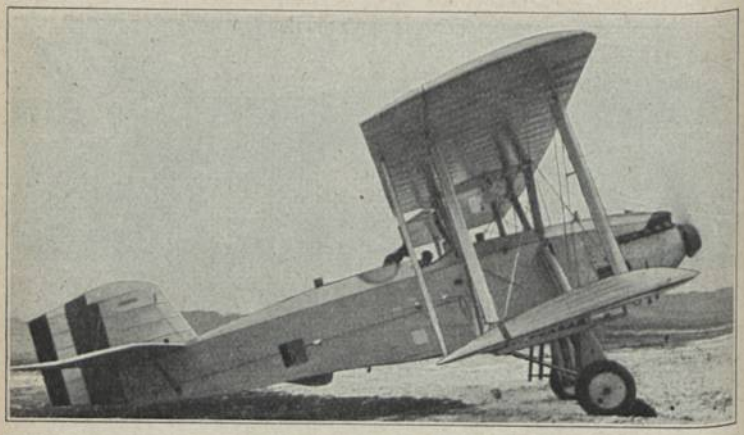
Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Gl. Martin MO-1-A (1923) Ka; E: G. Madelung
L = 1,50 t; M: Curtiss 400 PS-HP-CV; Bst.: D.

Gl. Martin M S-1 (1924) Kwa 1; E: G. Madelung
b = 5,50 m; l = 5,35 m; L = 0,29 t; N = 0,13 t; G = 0,42 t; M: Lawrance 60 PS-HP-CV; Bst.: S, D.

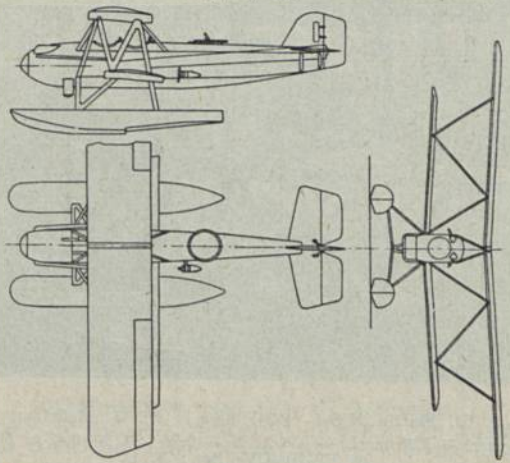
Gl. L. **Martin** Co., Cleveland, Ohio

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis



Gl. Martin S C-1 (1925) Kt 2

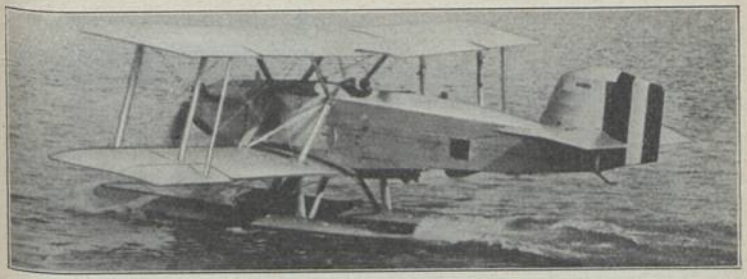
b = 17,10 m; l = 10,36 m; T = 79,00 m²; L = 2.58 t; N = 1,54 t; G = 4,12 t; V = 88—161 km/h; H = 2,1 km; M: Wright 550 PS-HP-CV; Bst.: H, S, St.



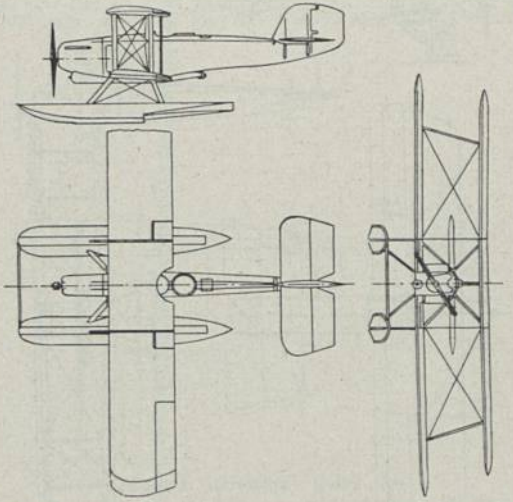
Gl. Martin M 20-1-B (1924) Kaw 2

b = 13,25 m; l = 10,10 m; T = 43,70 m²; L = 1,38 t; N = 0,73 t; G = 2,11 t; V = 177 km/h; H = 4.6 km; M: Curtiss 400 PS-HP-CV; Bst.: H, S, St.

Gl. L. Martin Co., Cleveland, Ohio



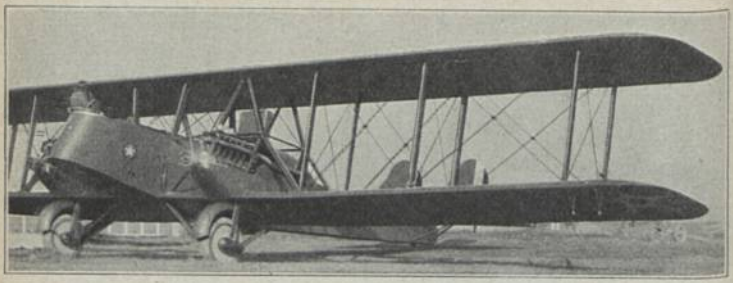
Gl. Martin S C-2 b (1926) Kwa 2
b = 17,06 m; M: Wright 600 PS-HP-CV; Bst.: H, St. S.



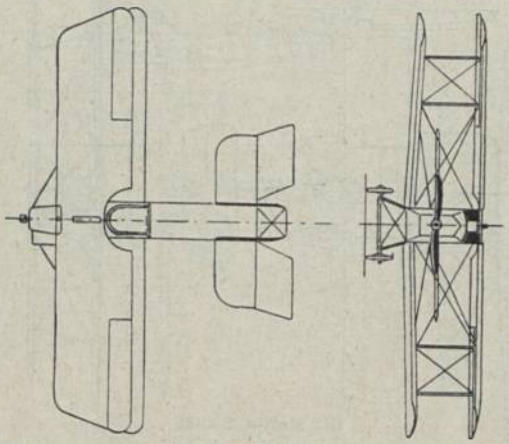
Gl. Martin S C-2b

Gl. L. Martin Co., Cleveland, Ohio

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis



Gl. Martin M B-2-N S B-1 (1926) Kbn 4
b = 27,42 m; l = 14,60 m; T = 142,0 m²; L = 3,56 t; N = 2,85 t; G = 6,41 t; V = 166 km/h; H = 4,1 km; M: 2 × Liberty 400 PS-HP-CV = 800 PS-HP-CV; Bst.: H, S, St.
Gl. L. **Martin** Co., Cleveland, Ohio



Pioneer (1925) Sp 1
b = 7,20 m; l = 4,35 m; L = 0,21 t; N = 0,15 t; G = 0,36 t; V = 46—75 km/h; M: Pioneer 40 PS-HP-CV; Bst.: H, St, S.
Pioneer Aircraft Corp., New York

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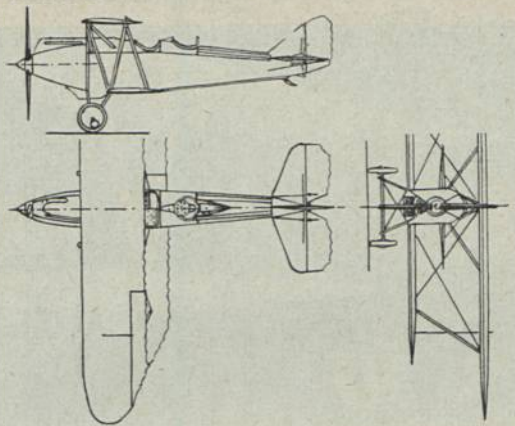
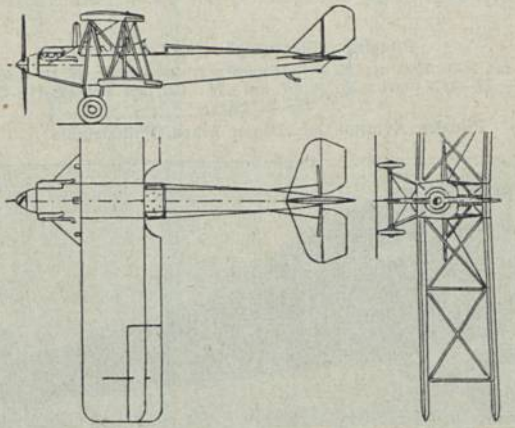


Pitcairn „Sesqui Wing" (1926) Sp 2

b = 9,80 m; l = 6,90 m; T = 20,00 m²; L = 0,62 t; N = 0,34 t; G = 0,96 t; V = 97—193 km/h; H = 4,6 km; M: Curtiss 90 PS-HP-CV; Bst.: H, St.



Pitcairn „Orowing" (1926) Sp 2

b = 11,00 m; l = 8,00 m; T = 31,40 m²; L = 0,62 t; N = 0,34 t; G = 0,96 t; V = 72—145 km/h; H = 3,2 km; M: Curtiss 90 PS-HP-CV; Bst.: H, S, St.

Pitcairn Aviation Inc., Boyn Athen, Philadelphia

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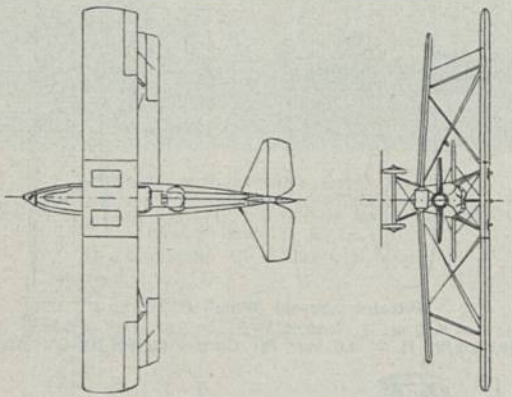


Pitcairn „Fleetwing" (1926) V 5

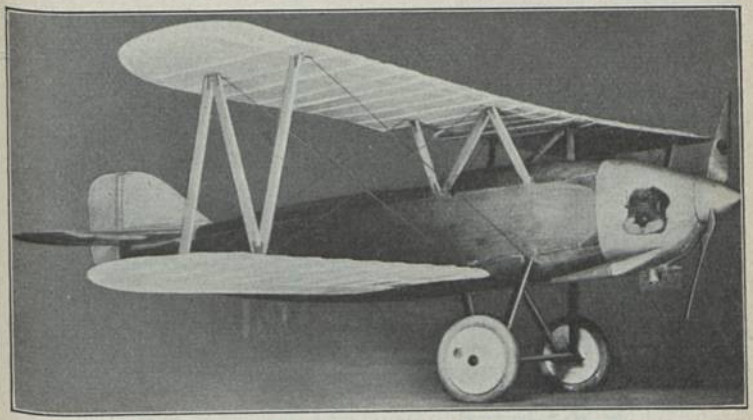
b = 11,58 m; l = 7,90 m; T = 32,50 m²; L = 0,81 t; N = 0,36 t; G = 1,17 t; V = 77—187 km/h; H = 3,7 km; M: Curtiss 160 PS-HP-CV; Bst.: H, S, St.

Pitcairn Aviation Inc., Boyn Athen, Philadelphia

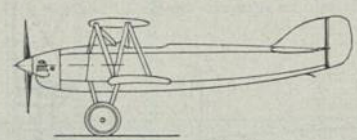
Ryan M-1a (1926) Sp 3

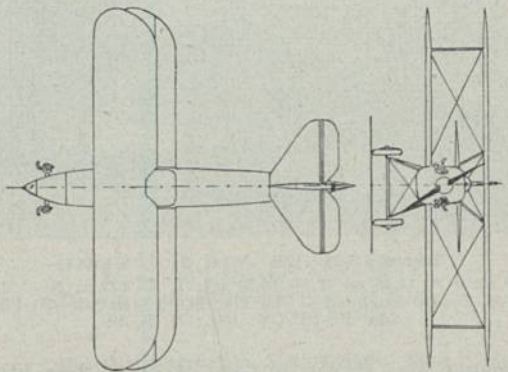
b = 11,00 m; L = 0,73 t; N = 0,27 t; G = 1,00 t; V = 73—228 km/h; H = 5,8 km; St = 2,7 km/10'; M: Wright 200 PS-HP-CV; Bst.: H, S, St.

Ryan Flying Co., San Diego, Cal.



Powell „Racer" (1926) Sp 1; E: C. H. Powell
b = 4,80 m; l = 4,26 m; T = 16,00 m²; L = 0,14 t; N = 0,07 t; G = 0,21 t;
V = 120 km/h; H = 3,2 km; M: Bristol 36 PS-HP-CV; Bst.: H, St.

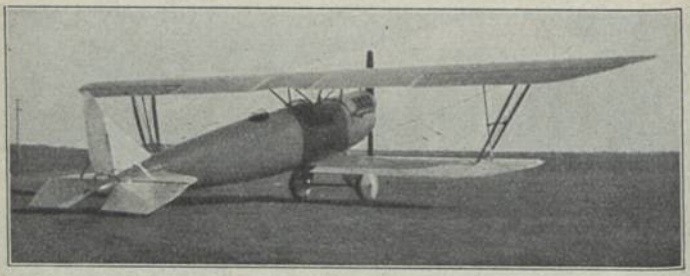




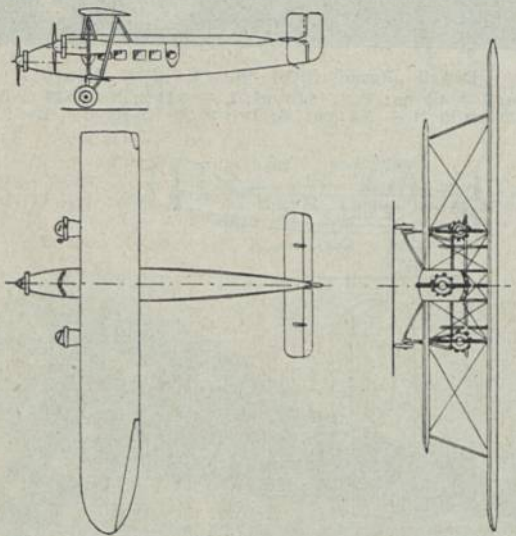
Powell „Racer"

C. H. **Powell**, Detroit, Mich.

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis



Sikorsky (1925) Ü 2; E: J. Sikorsky
b = 12,19 m; L = 0,70 t; N = 0,13 t; G = 0,83 t; H = 4,2 km; St = 2,0 km/7'; M: Curtiss 90 PS-HP-CV; Bst.: H, S, St.



Sikorsky S 35 (1926) V 14; E: J. Sikorsky
b = 23,20 m; l = 13,40 m; T = 80,50 m²; L = 3,27 t; N = 3,00 t; G = 6,27 t; V = 85—158 km/h; H = 4,6 km; M: 3 × Gnôme 420 PS-HP-CV = 1260 PS-HP-CV; Bst.: H, S, St.

Sikorsky Aero Engineering Corp., Westbury, Long Island

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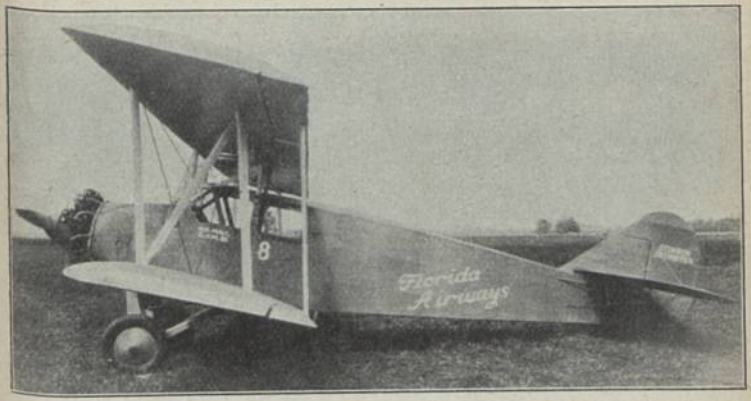
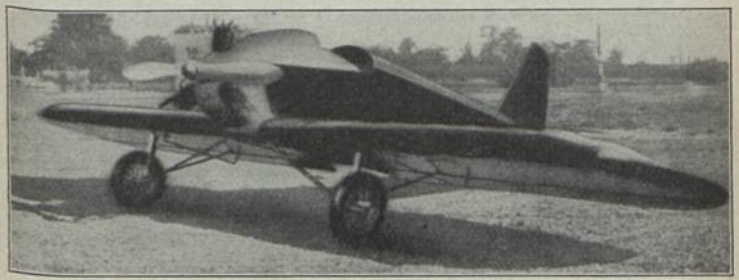


Stinson „Detroiter" (1926) V 4; E: Stinson
b = 10,30 m; l = 8,50 m; T = 31,00 m²; L = 0,77 t; N = 0,55 t; G = 1,32 t; V = 72—200 km/h; M: Wright 200 PS-HP-CV; Bst.: H, S, St.

Stinson Airplane Syndicate, Detroit, Mich.



Stout-Ford „Flyvver" (1926) Sp 1
M: Anzani 35 PS-HP-CV; Bst.: H, S, St.

Stout-Metal-Aeroplane Co., Detroit, Mich.

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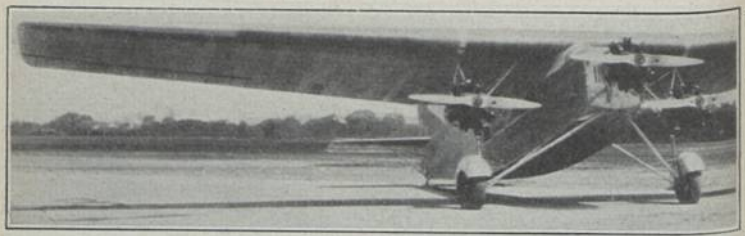
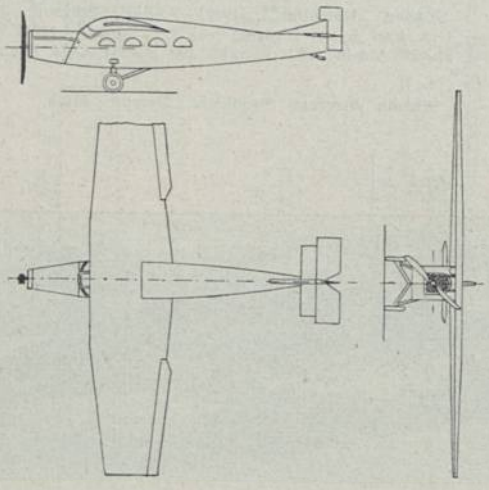


Stout „Transport" (1926) V; E: W. B. Stout
b = 21,40 m; G = 3,54 t; M: 3 × Wright 200 PS-HP-CV = 600 PS-HP-CV; Bst.: D.



Stout „Air Pullmann" (1924) V 8; E: W. B. Stout
b = 17,80 m; l = 13,90 m; T = 55,50 m²; L = 1,65 t; N = 1,07 t; G = 2,72 t; V = 86—187 km/h; M: Liberty 400 PS-HP-CV; Bst.: D.

Stout-Metal-Aeroplane Co., Detroit, Mich.

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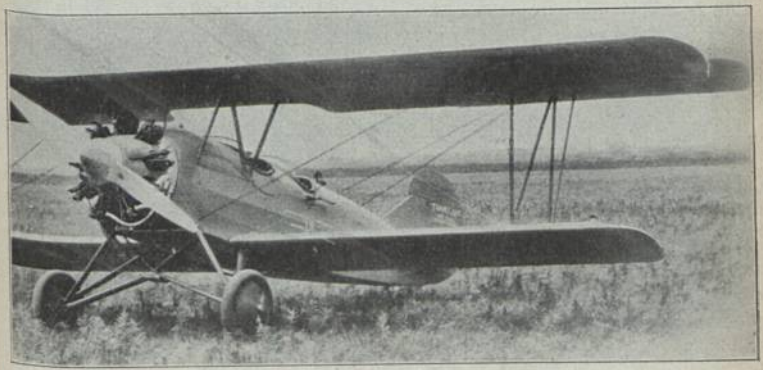
Temple (1925) Sp 2
M: Union 125 PS-HP-CV; Bst.: H, S, St.

Temple, San Francisco



Travelair P L (1926) Sp 2; E: L. Stearman
M: Wright 200 PS-HP-CV; Bst.: H, S, St.

Travelair Mfg. Co. Inc., Wichita, Kansas

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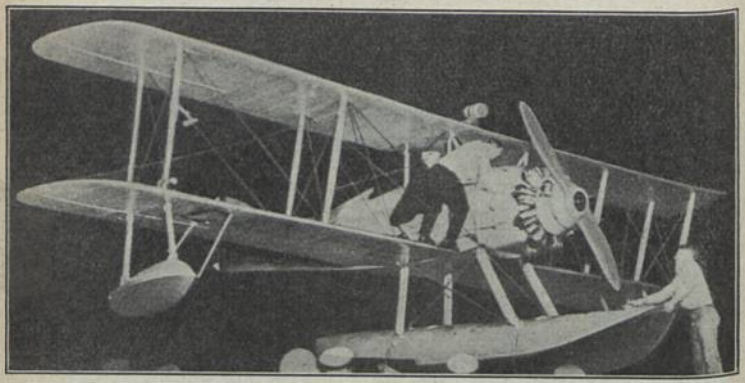
Vought U 0-1a (1925) Ka 2; E: Vought
b = 10,30 m; l = 7,40 m; T = 28,50 m²; L = 0,54 t; N = 0,52 t; G = 1,06 t; V = 65—197 km/h; H = 5,5 km; St = 2,6 km/10′; M: Wright 200 PS-HP-CV; Bst.: H, S, St.



Vought U 0-1b (1925 Ka 2; E: Vought
b = 10,78 m; l = 8,82 m; L = 28,50 m²; L = 0,64 t; N = 0,54 t; G = 1,18 t; V = 65—197 km/h; H = 5,5 km; St = 2,6 km/10′; M: Wright 200 PS-HP-CV = Bst.: H, S, St.

Chance Vought Corp., Long Island City, New York

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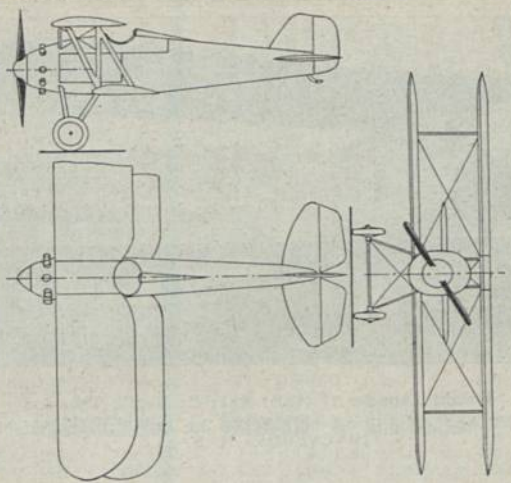
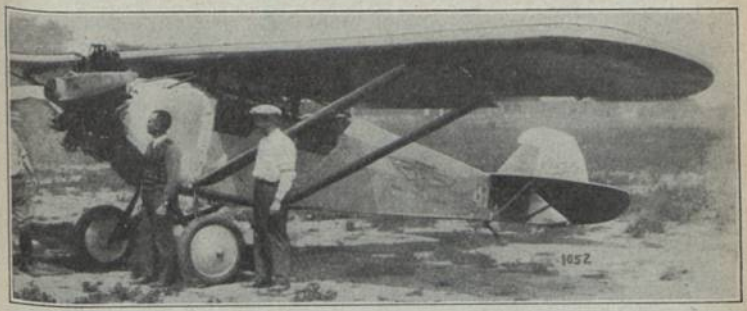


Vought U F-1 (1926) Kj 1; E: Vought
b = 9,14 m; l = 6,70 m; M: Pratt 425 PS-HP-CV; Bst.: H, S, St.
Chance Vought Corp., Long Island City, New York



Waterhouse „Cruzair" (1926) Sp 3
b = 11,00 m; l = 7,26 m; T = 22,30 m²; L = 0,70 t; N = 0,41 t; G = 1,11 t; V = 73—222 km/h; H = 5,5 km; St = 0,37 km/1′; M: Wright 200 PS-HP-CV; Bst.: H, S, St.
Waterhouse Aircraft Inc., Glendale, Cal.

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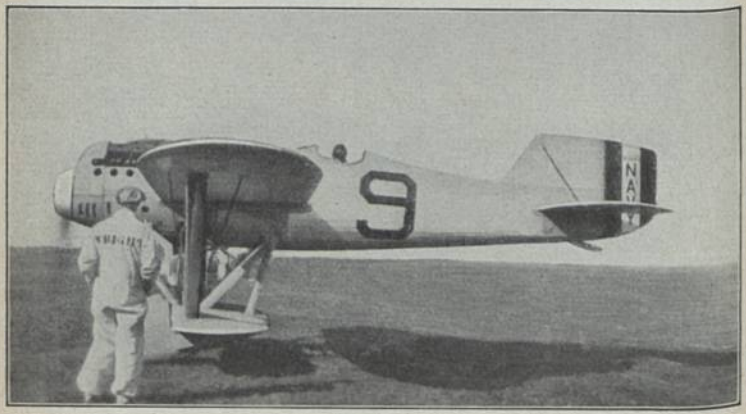
Wright „Apache 1" (1926) Kj 1; E: Booth, Thurston
V = 80—226 km/h; H = 6,5 km; St = 3,1 km/10'; M: Wright 350 PS-HP-CV; Bst.: H, S, St.



Wright N. M. (1923) Kj 1
V = 300 km/h; M: Wright 650 PS-HP-CV; Bst.: H, S, St.

Wright Aeronautical Corp. Paterson, N. Y.

2. Motorlose Flugzeuge — Gliders — Planeurs

Belgien — Belgium — Belgique / Deutschland — Germany — Allemagne

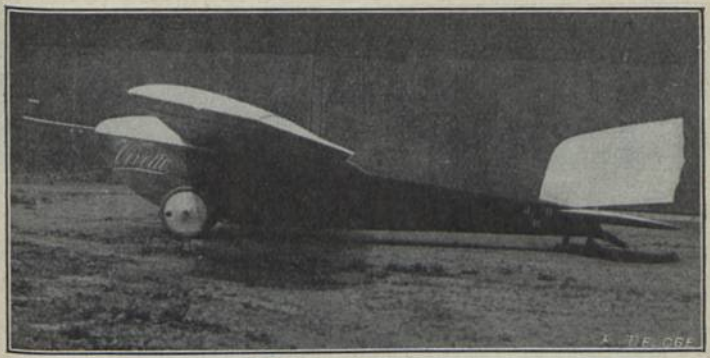
Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Zahl d. Deck. / Nr. of planes / Nr. des plans	Zahl d. Sitze / Nr. of places / Nr. d. places	Spannweite = b m / Span = b m / Envergure = b m	Flügeltiefe = t m / Thickness of wings = t ms / Epaiss. d. ailes = E. d. a. m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Länge = l m / Length = l m / Longueur = l m	Leergewicht = L kg / Weightempty = L kg / Poids à vide = L kg	Gesamtgewicht = G kg / Weight loaded = g kg / Poids total = g kg	Flächenbelastung G/T kg/m² / Wing loading = G/T kg/m² / Charge p. m² = G/T kg/m²
Belgien — Belgium — Belgique											
S. A. B. C. A., Haren	1925	Vivette	1	2	13,00		24,00		140,0		9,0
Deutschland — Germany — Allemagne											
Bahnbedarf A.G. Darmstadt	1923	Konsul	1	1	18,70	1,20	22,00	5,50	130,0	200,0	9,1
	1926	Hessen	1	1	11,00		13,20	4,22	100,0		
D. V. L. - Ortsgr. **Bamberg**	1926	Harth Pilotus	1	1	12,00		14,00	4,50			
Flugwiss. Gruppe T.H. **Braunschweig**	1926	Till Eulenspiegel	1	1	11,20		16,50	5,00			
Fluwiac**Coethen**	1924	Alter Dessauer	1	1	12,00		15,00	5,00			
	1926		1	1	12,00		16,50	5,00			
Akad. Fliegergr. T.H. **Darmstadt**	1923	Margarethe	1	2	15,00	1,65	25,00	6,60	180,0	320,0	12,1
Inter. - Gemsch. für Segelflug, **Dessau** Anhalt	1924	Anhalt	2	1	8,50	1,15	19,00	5,20	130,0	200,0	10,5
Espenlaub, Flugzeugbau, Cassel	1923	E 5	1	1	12,00	1,20	14,00	5,00	86,0	156,0	10,3
	1924	S	1	1	12,00		22,00	6,10	150,0	220,0	10,0
	1926	E 9	1	2	24,00		30,00	5,00			
	1926	E 10	1	1	17,00		17,00	6,00			
	1926	Landbu-Männchen	1	1	16,00		15,00	5,00			
Bootswerft **Fick & Menzel,** Hersching	1925	Vogel Roch I	1	1	13,00		14,00	5,50			
	1926	Vogel Roch II	1	1	13,00		14,00	5,50			
D. L. V. Gruppe **Goerlitz**	1926	Goerlitz I	1	2							

Erbauer / Constructor / Constructeur	Baujahr / Year of construction / L'an de construction	Baumuster / Type of construction / Type de construction	Zahl d. Deck. / Nr. of planes / Nr. des plans	Zahl d. Sitze / Nr. of places / Nr. d. places	Spannweite = b m / Span = b m / Envergure = b m	Flüg.-tiefe = t m / Thickness of wings • t ms / Epaiss. d. ailes • E. d. a. m	Tragfläche = T m² / Wing area = T m² / Surface portante = T m²	Länge = l m / Length = l m / Longueur = l m	Leergewicht = L kg / Weightempty = L kg / Poids à vide = L kg	Gesamtgewicht • G kg / Weight loaded = g kg / Poids total = g kg	Flächenbelastung G/T kg/m² / Wing loading = G/T kg/m² / Charge p. m² = G/T kg/m²
Deutschland — Germany — Allemagne											
Flugtechn. Verein, **Hamburg**	1926	Zugvogel	1	1	10,00						
M. Kegel, Cassel	1926		1	1	16,00		16,00	6,00			
J. Ksoll, Schön-Ellgut u. Akad. Flieger-Schule **Marcho-Silesia** Breslau	1926	E E 5	1	1	12,00		15,50	5,40			
	1926	E E 6	1	1	15,00		18,00	6,50			
	1926	Technik	1	1	12,00		15,50	5,40			
Leipziger Verein für Luftfahrt, **Leipzig**	1926	Michael	1	1	13,00	1,50	18,00	5,10	85,0	155,0	
A. Martens, Hannover u. Rhön-Möbelwerke Fulda	1924	Max	1	1	14,00		14,00	5,10			
	1924	Moritz	1	1	14,00		14,00	5,10			
	1924	Strolch	1	1	14,00		14,00	5,10			
	1925	Wwe. Bolte	1	1	15,00		15,00	5,80			
	1925	Deutschland	1	2	15,00		22,50	6,10			
	1925	Bayernland	1	2	15,00		22,50	6,10			
	1925	Pegasus	1	1	10,00		22,00	5,75			
Raab-Katzenstein, Flugzeugwerke A.-G., Cassel	1927	R. K. 7	2	1	8,50		15,00	6,15	125,0	200,0	13,5
Rhön-Rossitten-Gesellschaft, Frankfurt a. M.	1926	R Ia	1	1	10,00	1,60		5,50			
	1926	R II	1	1	10,00	1,70		5,50			
W. Seller, Liegnitz	1925	D 1 „Coethen"	1	2	15,00		21,30	6,15			
Flugtechn. Verein **Stuttgart**	1926	Roter Rand	1	1	14,00	1,80	24,50	6,70	85,0	155,0	
Westpr. V. f. L. **Marienburg**	1926	Westpreußen	1	1	14,00		15,00	6,00			

Erbauer	Baujahr	Baumuster	Zahl d. Deck.	Zahl d. Sitze	Spannweite = b m	Flügeltiefe = t m	Tragfläche = T m²	Länge = l m	Leergewicht = L kg	Gesamtgewicht = G kg	Flächenbelastung = G/T kg/m²
Constructor	Year of construction	Type of construction	Nr. of planes	Nr. of places	Span = b m	Thickness of wings = t m	Wing area = T m²	Length = l m	Weight empty = L kg	Weight loaded = G kg	Wing loading = G/T kg/m²
Constructeur	L'an de construction	Type de construction	Nr. des plans	Nr. d. places	Envergure = b m	Epaiss. d. ailes = E. d. a. m	Surface portante = T m²	Longeur = l m	Poids à vide = L kg	Poids total = G kg	Charge par = G/T kg/m²
Deutschland — Germany — Allemagne											
Ndrrh. V. f. L. Sekt. **Wuppertal** und Lippesche Werke, Detmold	1924	RoemrykeBerge	1	1	16,00		17,50	5,40			
	1925	Hangwand	1	1	10,60		16,00	5,00			
Frankreich — France — France											
Abrial, Paris, L. **Peyret**, Courtevoie	1925	A 2 „Vautour"	1	1	12,65		20,00	6,25	106,0	180,0	9,0
Italien — Italy — Italie											
L. **Teichfuß**, Bologna	1925	L. T. 1	1	1							
	1926	L. T. 2	1	1							
	1926	L. T. 3	1	1							
Oesterreich — Austria — Autriche											
Akad. Segelfliegergruppe T.H. **Graz**	1924	Vandale	1	1	15,50		17,00	5,60	120,0	190,0	11,2
	1924	Sturmvogel	1	1	15,00	1,10	17,00	5,50	110,0	180,0	10,6
	1925	Kautz	2	1	6,00		14,00	4,00			
	1925	Maulwurf II	1	1	10,00		14,00				
	1925	Pagat	2	1							
Schweiz — Switzerland — Suisse											
H. **Aecherli**, Fällanden und W. **Farner**, Küsnacht und H. Berg, Speicher	1925	HAFA 6	2	1	5,90		12,90	3,60	18,0	78,0	6,0
	1926	HAFA 7	2	1	6,60		12,80	3,60	19,5	84,5	6,5
	1924	Pfau I	1	1	8,00		10,00	4,60	50,0	120,0	12,0
	1924	Pfau II	2	1	8,00		15,00	4,60	50,0	120,0	8,0
W. **Jenny**, Zürich	1925	J W 1	1	1	14,00		15,00	6,00	130,0	208,0	14,5

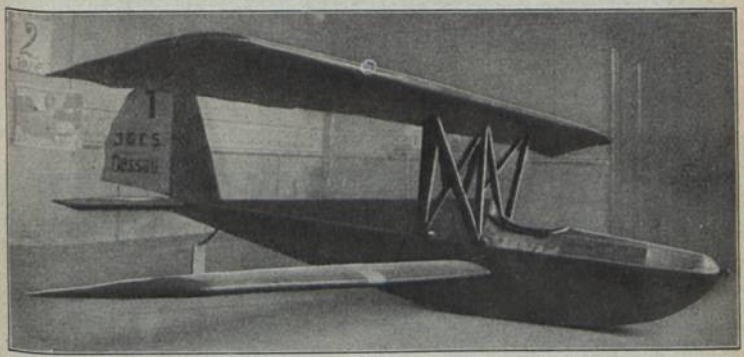
Erbauer	Baujahr	Baumuster	Zahl d. Deck.	Zahl d. Sitze	Spannweite = b m	Flügeltiefe = t m	Tragfläche = T m²	Länge = l m	Leergewicht = L kg	Gesamtgewicht = G kg	Flächenbelastung = G/T kg/m²
Constructor	Year of construction	Type of construction	Nr. of planes	Nr. of places	Span = b m	Thickness of wings = t ms	Wing area = T m²	Length = l m	Weightempty = L kg	Weight loaded = G kg	Wing loading = G/T kg/m²
Constructeur	L' an de construction	Type de construction	Nr. des plans	Nr. d. places	Envergure = b m	Epaiss d. ailes = E.d.a. m	Surface portante = T m²	Longueur = l m	Poids à vide = L kg	Poids total = G kg	Charge par = G/T kg/m²
Schweiz — Switzerland — Suisse											
Ostschw. V. f. L. Zürich	1924	S 8	2	1	9,10		19,50	5,60	67,0	137,0	7,0
H. **Schmid,** Zürich	1924	H S 8	1	1	9,00		12,40	5,00	28,0	100,0	8,1
A. **Soldenhoff,** Zürich	1926	S A 2	1	1	9,00		18,00	4,00	50,0	120,0	6,6
J. **Spalinger,** Schwamendingen	1925 1923	S 9 S 5	1 1	1 1	12,50 12,50		13,40 15,00	5,20 5,30	95,0 70,0	165,0 140,0	12,3 9,3
Fr. **Stengele** u. H. **Bär,** Küsnacht	1926	S B 1	2	1	8,00		19,00	5,00	85,0	165,0	8,7
H. L. **Studer** u. **Meyer,** Küsnacht	1926	S H L 1	1	1	12,00		17,60	6,20	80,0	150,0	8,6
Gleit- u. Segelflugverein **Thun**	1926	Thun	1	1	17,00		17,50	5,00	70,0	140,0	8,0
Union der Sowjet-Republiken — Union of the Soviet Republics of Russia — Union des Soviets											
Akad. Wosduschnawo Flota, Moskau	1924	A. W. F. 15	1	1	10,00	3,75	20,00	3,75	58,00	128,0	6,8
	1925	A. W. F. 14	1	1	15,25	1,50		6,63			
	1925	A. W. F. 13	1	1	13,00	1,70		6,50			
	1924	Artamonoff	1	1	13,00				80,00		8,0
	1925	K. P. I. R. 4	1	1	12,00		18,00	5,70			
	1925	Transkaukasier	1	1	15,50		21,50	6,20			
	1925	Rote Presnia	1	1	13,00		18,14	6,50			
	1925	Moskau	1	1	14,00		18,00	6,40			

Belgien — Belgium — Belgique



S. A. B. C. A. „Vivette" (1925); E: Poncelet
b = 13,00 m; T = 24,00 m²; L = 140,0 kg; G = 9 kg/m²; Bst.: H, St.
S. A. B. C. A., Haren

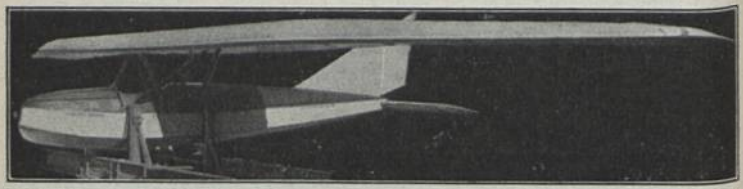
Deutschland — Germany — Allemagne



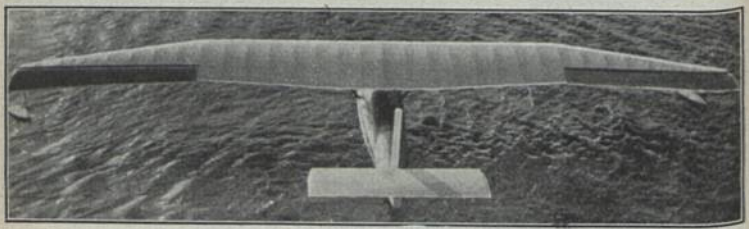
Dessau „Anhalt" (1924); E: W. Polter
b = 8,50 m; t = 1,15 t; T = 19,00 m²; l = 5,20 m; L = 130,0 kg; G = 200,0 km; G/T = 10,5; Bst.: H, St.
Inter.-Gemsch. f. Segelflug **Dessau**, Anhalt

Espenlaub E 9 (1926): E: G. Espenlaub
b = 24,00 m; T = 30,00 m²; l = 5,00 m; Bst.: H, St.

Espenlaub-Flugzeugbau, Cassel

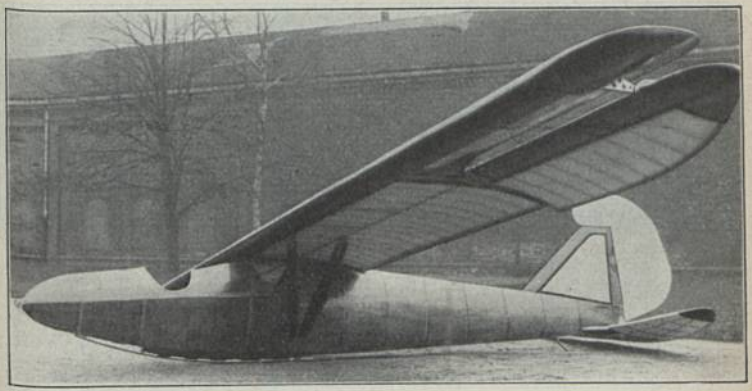


Fick „Vogel Roch I" (1925): E: R. Fick
b = 13,00 m; T = 14,00 m²; l = 5,50 m; Bst.: H, St.



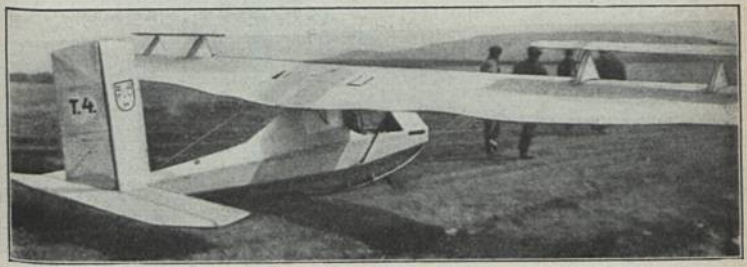
Fick „Vogel Roch II" (1926): E: R. Fick
b = 13,00 m; T = 14,00 m²; l = 5,50 m; Bst.: H, St.

Bootswerft **Fick u. Menzel**, Herrsching



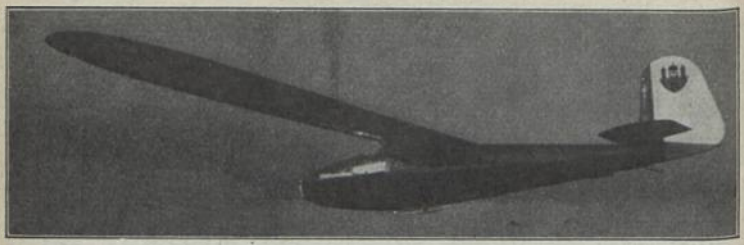
Goerlitz „Goerlitz I" (1926); E: W. Hübner
Bst.: H, St.

D. V. L.-Gruppe, **Goerlitz**



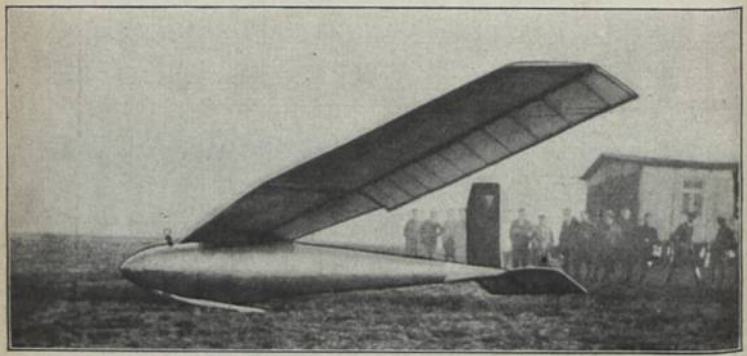
Hamburg „Zugvogel" (1926)
b = 10,00 m; Bst.: H, St.

Flugtechn. Verein, **Hamburg**



Marienburg „Westpreußen" (1926): E: Hofmann
b = 14,00 m; T = 15,00 m²; l = 6,00 m; Bst.: H. St.

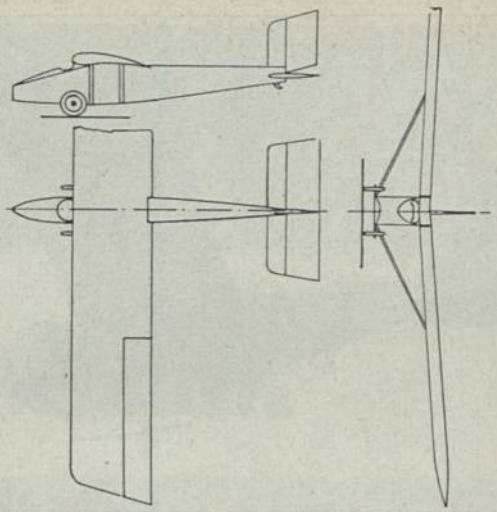
Westpr. V. f. L., **Marienburg**



Wuppertal „Roemryke Berge" (1924): E: E. Schatzky
b = 16,00 m; T = 17,50 m²; l = 5,40 m; Bst.: H. St.

Ndrrh. V. f. L. Sekt. **Wuppertal** u. Lippesche Werke, Detmold

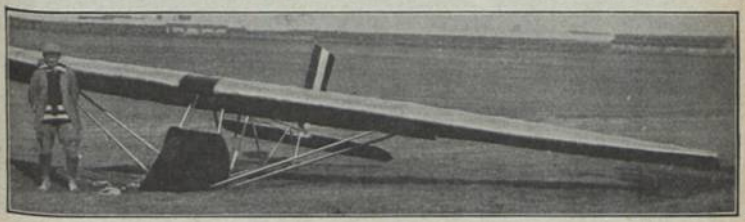
Frankreich — France — France



Abrial A 2 „Vautour" (1925); E: L. Peyret
b = 12,65 m; T = 20,00 m²; l = 6,25 m; L = 106,0 kg; G = 180,0 kg; G/T = 9,0 kg/m²; Bst.: H, St.

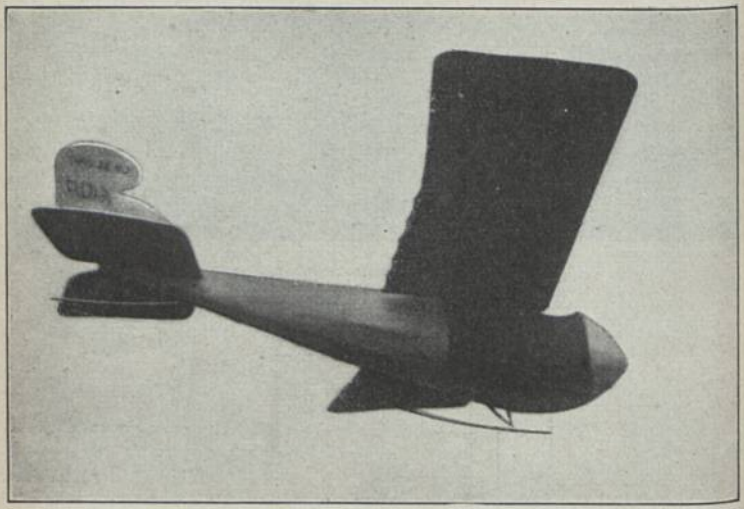
Abrial, Paris, L. Peyret, Courtevoie

Italien — Italy — Italie

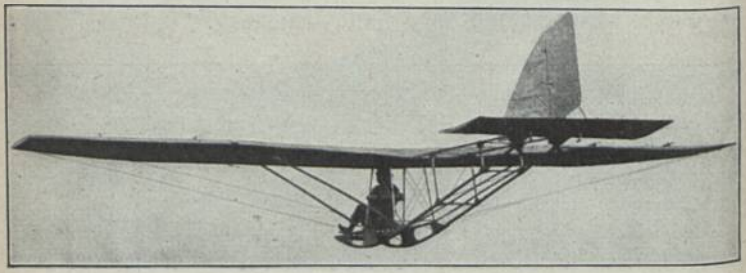


L. Teichfuss L. T. 2; E: L. Teichfuss
Bst.: H, St, S.

L. **Teichfuss**, Bologna

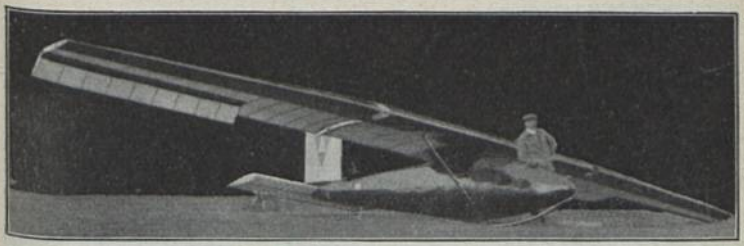


Teichfuss L. T. 1 (1925): E: L. Teichfuss
Bst.: H. St.

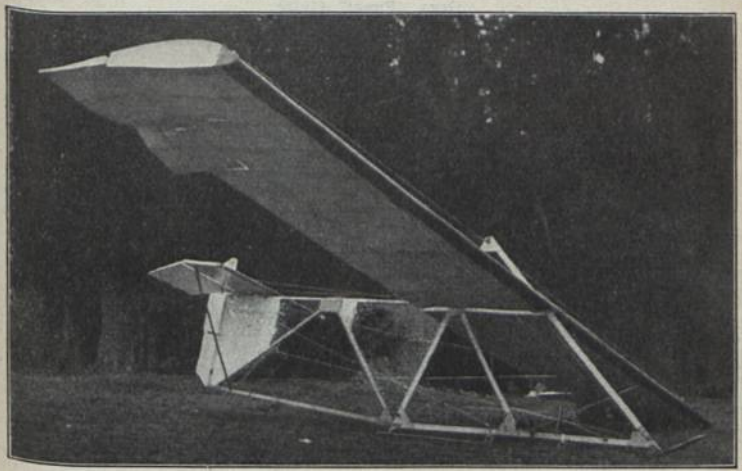


Teichfuss L. T. 3. (1926): E: L. Teichfuss
Bst.: H. St.

L. **Teichfuss**, Bologna

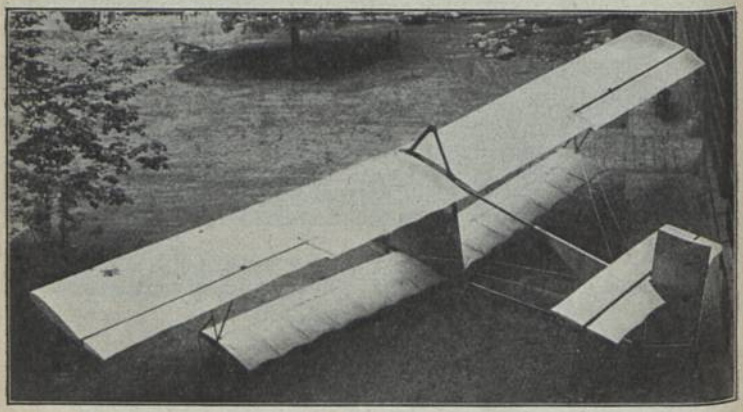


Graz „Sturmvogel" (1924); E: E. Spies, Flöde
b = 15,00 m; t = 1,10 m; T = 17,00 m²; l = 5,50 m; L = 110,0 kg; G = 180,0 kg; G/T = 10,6 kg/m²; Bst.: H, St.



Graz „Maulwurf II" (1925)
b = 10,00 m; T = 14,00 m²; Bst.: H, St.

Akad. Segelfliegergruppe T. H. Graz

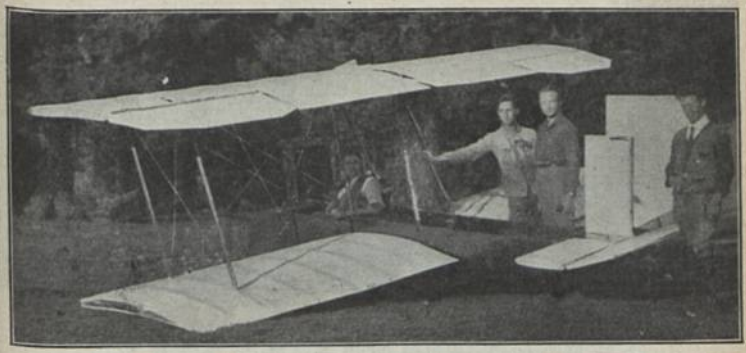


Graz „Pagat" (1925)
Bst.: H. St.

Graz „Vandale" (1924); E: K. u. F. Pernthaler
b = 15,50 m; T = 17,00 m²; l = 5,60 m; L = 120,0 kg; G = 190,0 kg; G/T = 11,2 kg/m²; Bst.: H. St.

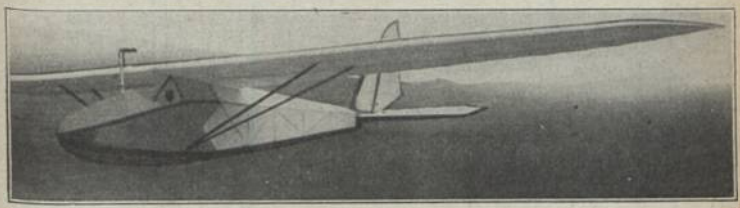
Akad. Segelfliegergruppe T. H. Graz

Oesterreich — Austria — Autriche



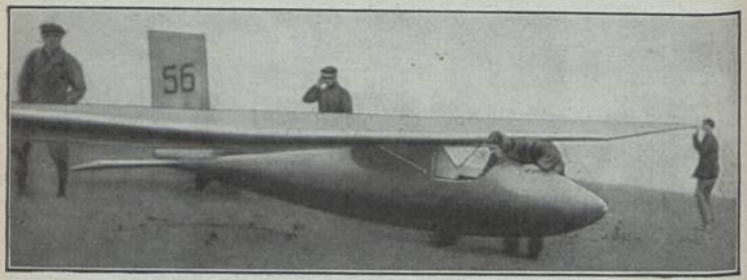
Graz „Kautz" (1925); E: Jaffmann, Harnig
b = 6,00 m; T = 14,00 m²; l = 4,00 m; Bst.: H, St.

Schweiz — Switzerland — Suisse

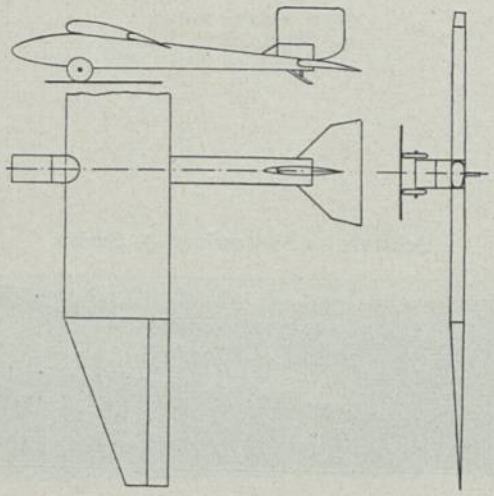


Spalinger S 9 (1925). E: J. Spalinger
b = 12,50 m; T = 13,40 m²; l = 5,20 m; L = 95,0 kg; G = 165,0 kg; G/T = 12,3 kg/m²; Bst.: H, St.

J. **Spalinger**, Schwamendingen

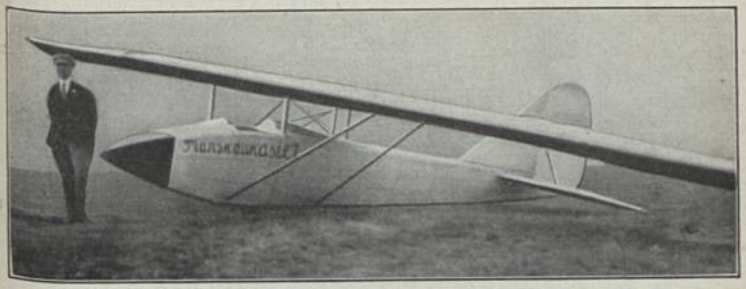


K. P. I. R. 4 (1925)
b = 12,00 m; T = 18,00 m²; l = 5,70 m; Bst.: H, St.

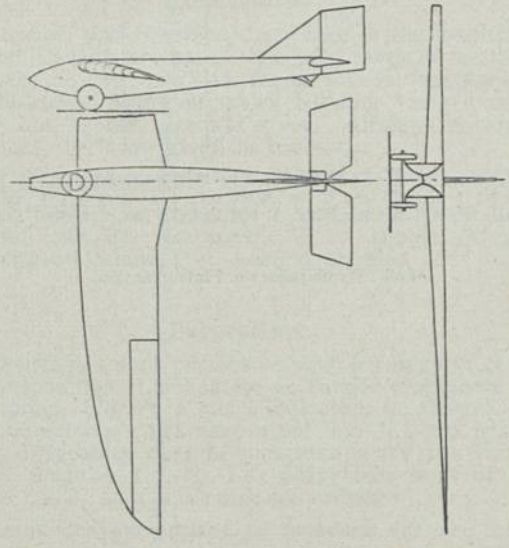


A. W. F. 13 (1925)
b = 13,00 m; t = 1,70 m; l = 6,50 m; Bst.: H, St.

Akad. Wosduschnawo Flota, Moskau

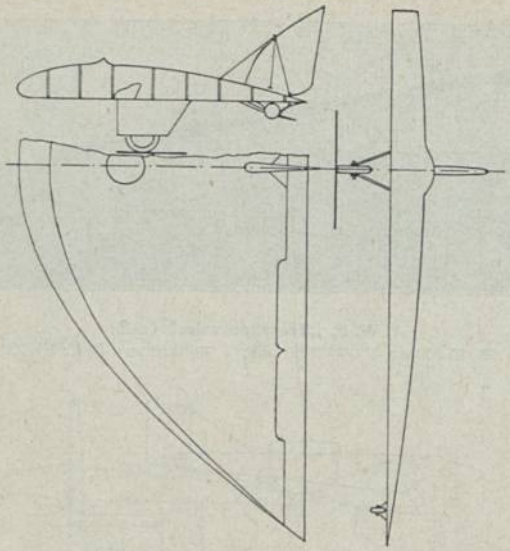


A. W. F. „Transkaukasier" (1925)
b = 15,50 m; T = 21,50 m²; l = 6,20 m; Bst.: H, St.



A. W. F. 14 (1925)
b = 15,25 m; t = 1,50 m; l = 6,63 m; Bst.: H, St.

Akad. Wosduschnawo Flota, Moskau



A. W. F. 15 (1924); E: Tscheranowsky
b = 10,00 m; t = 3,75 m; T = 20,00 m²; l = 3,75 m; L = 58,00 kg; G = 128,0 kg; G/T = 6,8 kg/m²; Bst.: H, St.

Akad. Wosduschnawo Flota, Moskau

3. Luftschiffe — Airships — Dirigeables.

Erklärungen.

Die Schiffe sind nach Erbauungsländern und Werften geordnet. Die Jahreszahl gibt das Baujahr an. Fehlende Jahreszahl bedeutet, daß das betr. Schiff noch nicht fertiggestellt ist. Noch nicht bis 1. 1. 27 im Bau begonnene Schiffe sind nicht aufgeführt. Nicht mehr am 1. 1. 27 verwendete Schiffe sind eingeklammert.

Betriebsbezeichnungen sind hinter den Werftbezeichnungen angegeben.

Es bedeuten: I = Rauminhalt, l = Länge, d = Durchmesser, N = Nutzlast (0°, 760 mm), V = Geschwindigkeit, M = Motoren, S = Starrschiffe, P = Prallschiffe.

Explanations.

The airships are classified according to the countries and works in which they are built. The year given is the building-year. Where no year is given, the airship in question has not yet been finished. Ships on which building had not commenced up to Jan. 1, 1927 are not given. Airships no longer in use on Jan. 1, 1927 are given in brackets.

Names of companies are given after those of the builders.

Explanations: I = Capacity, l = Length, d = diameter, N = Useful load (0°, 760 mms), V = speed, M = motors, S = rigid airships, P = unrigid airships.

Explications.

Les dirigeables sont classés suivant les pays et les chantiers de construction. L'indication de l'année représente l'année de construction. S'il n'y a pas d'indication de l'année, le dirigeable en question n'a pas encore été fini. Il n'y a pas d'indication des dirigeables dont la construction n'a pas encore été commencée jusqu'au 1. 1. 27. Les dirigeables hors de service en date du 1. 1. 27 sont mis entre paranthèses.

Les noms des entreprises se trouvent derrière ceux des chantiers.

Abréviations: I = volume, l = longueur, d = diamètre, N = poids utile (0°, 760 mm), V = vitesse, M = moteurs, S = dirigeables rigides, P = dirigeables non rigides.

Deutschland — Germany — Allemagne / England — Great Britain — Angleterre / Frankreich — France — France
Italien — Italy — Italie / Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Erbauer	Baujahr	Baumuster	Bauart	Inhalt = l m³	Länge = l m	Durchmesser = d m	Nutzlast = N 0° 760 mm t	Zahl der Motore	Motoren-muster	Stärke PS	Motor.-Gesamt-Stärke PS	Geschwindigk. km/h	Betriebsbezeichnung
Constructor	Year of construction	Type of construc-tion	Mode of construction	Capacity = l m³	Length = l m	Diameter = d m	Useful Load = N t	Nr. of Engin.	Type of motors	Horse power	Total HP	Speed = V km/h	Name of Company
Constructeur	L'an de construction	Type de construc-tion	Mode de construction	Capacité = l m³	Longueur = l m	Diamètre = d m	Poids utile = L t	No. des Mot.	Type des moteurs	Force motrice HP	Force totale des moteurs CV	Vitesse V km/h	Nom de l'entreprise

Deutschland — Germany — Allemagne

Luftschiffbau **Zeppelin** G. m. b. H., Friedrichshafen, Bodensee	1920	LZ 120	S	20000	120,8	18,70	10,00	4	Maybach	240	960	120	Bodensee, Esperia
	1924	LZ 126	S	70000	200,0	27,60	46,00	5	Maybach	400	2000	130	ZR 3, Los Angeles
		LZ 127	S	105000	235,0	30,00	15,00	5	Maybach	420	2100	135	

England — Great Britain — Angleterre

W. G. **Armstrong Whitworth** Ltd. Coventry-New-Castle-on-Tyne	1919	R 33	S	55000	196,0	24,30	29,00	5	Sunbeam	250	1250	96	R 33
Airship Guarantee Co. Ltd., Cardington, Bedf.	—	R 101	S	14200	212,0	39,70							
Air Ministry, Howden, Yorkshire	—	R 100	S	14200	222,0	36,60		7	Beardmore	600	4200	113	
Wm. **Beardmore** Co. Ltd., Dalmuir-Glasgow	1921	R 36	S	59500	205,0	24,00	25,00	5	Maybach Sunbeam	300	1500	89	R 36

Frankreich — France — France

Nieuport-Astra, Issy-les Moulineaux	1919	AT	P	10600	80,00	18,00	4,00	2	Renault	250	500	80	AT
Soc. **Zodiac**, Puteaux, Seine	1920	ZDUS	P	10000	80,00	15,20	4,20	2	Renault	250	500	80	ZDUS, RN-1
	1923	VZ 24	P	4000	58,13	11,80	1,75	2	Hispano	130	260	87	VZ 24
	1925	Ecole	P	1200	36,50	8,05	0,35	1	Anzani	80	80	72	Vedette école
	1925	Vedette	P	4000	58,30	11,80		2	Hispano	150	300	85	Vedette

Italien — Italy — Italie

Stabilimento Costruzioni Aeronautica, Roma	1922	X 1	P	1100	40,00	8,50		2	Anzani	35	70	74	X 1
	1922	X 2	P	42000	160,0	25,00		12	S. P. A.	200	2400	107	X 2
	1923	PM	P	5270	67,10	13,60	2,15	2	S. P. A.	190	380	94	PM
	1923	QS	P	4970	67,70	13,60	2,50	2	Colombo	120	240	85	QS
	1923	SCA	P	1520	39,50	8,00	0,65	2	Anzani	40	80	82	SCA
	1923	OS	P		67,90			2	Combi	60	120	83	OS
	1924	Mr	P	960	32,00	7,70	0,45	1	Anzani	40	40	65	Mr
	1923	N 1	P	19000	106,0	19,50	10,85	3	Maybach	240	720	100	N 1, Norge
	1925	N 2	P	7000	82,28	12,80	2,65	2	S. P. A.	200	400	90	N 2
	—	N 51 (N III)	P	51000			28,00	6		250	1500	120	

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

The Aircraft Develquement Corp., Detroit, M.	—	MC 2	S	6000				2	Wright	200	400		
Goodyear-Tyre and Rubber Corp., Akron, Ohio	1919	C	P	4000	59,00	12,70	1,80	2	Wright	150	300	97	C
	1919	E	P	2700	49,00	10,20	0,90	1	Thomas M.	150	150	90	E
	1919	F	P	2700	49,00	10,20	1,00	1	Union	120	120	87	F
	1920	A	P	2700	49,00	10,20	1,00	1	Curtiss	90	90	74	A
	1920	D	P	5300	60,60	12,70	2,00	2	Union	120	240	90	D
	1920	H	P	1000	29,00	8,60	0,40	1	Lawrence	50	50	73	H
	1922	X	P	5100	52,00	13,80	2,20	2	Aeromarine	125	250	97	X
	1922	AC	P	5250	52,00	14,60		2	Aeromarine	130	260	104	A b
	1923	RS 1	P	18820	83,70	21,00		4	Wright	300	1200	109	RS 1
	1924	TA	P	3600	47,70			1	Curtiss	70	70		TA
	1924	TC 1	P		56,00			1	Hispano	150	150	108	Tb 1
	1925	Pilgrim	P	1600	25,00	10,00		1	Wright	60	60		Pilgrim
	1925	TC 2	P		59,60	12,80		2	Wright	150	300		Tb 2
Naval Aircraft Factory, Philadelphia	1923	RN-1	P	10000	80,00	14,90	4,20	2	Liberty	300	600	85	RN-1

Uebersicht über die Verwendung der Baumuster bei den verschiedenen Staaten.

Noch nicht fertiggestellte, im Bau befindliche Schiffe sind eingeklammert.

Synopsis of the use of the various models in different countries.

Not yet finished airships, still in the course of building are given in brackets.

Tableau référant à l'emploi des types de construction dans les divers pays.

Les dirigeables pas encore achevés et qui se trouvent en voie d'exécution, sont mis entre paranthèses.

Deutschland — Germany — Allemagne:
(Zeppelin LZ 127)

England — England — Angleterre:
Armstrong Whitworth R 33
Beardmore R 36
(Airship Guarantee R 101)
(Air Ministry R 100)

Frankreich — France — France:
Nieuport-Astra AT 18, AT 19, AT 24
Zodiac VZ 24, Ecole

Italien — Italy — Italie:
St. C. A. N 2, Mr, OS, SCA, QS, PM, X 1, X 2, (N 51)
L 2 120 „Esperia"

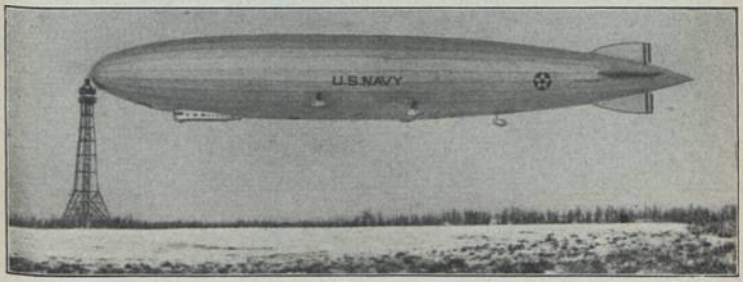
Japan — Japan — Japon:
Nieuport-Astra AT
St. C. A. N.

Spanien — Spain — Espagne:
St.. C. A. N.

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis:
Zeppelin LZ 126 — ZR 3
Goodyear C, E, F, A, D, H, X, AC, SR 1, TA, TC 1, TC 2
Pilgrim
N. A. F., RN 1
(Aircraft Developement MC 2)

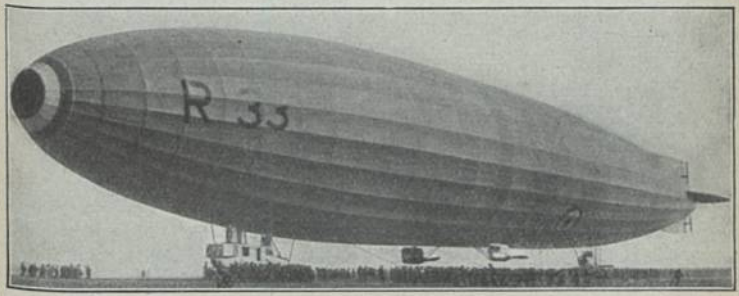
Luftschiffe — Airships — Dirigeables

Deutschland — Germany — Allemagne



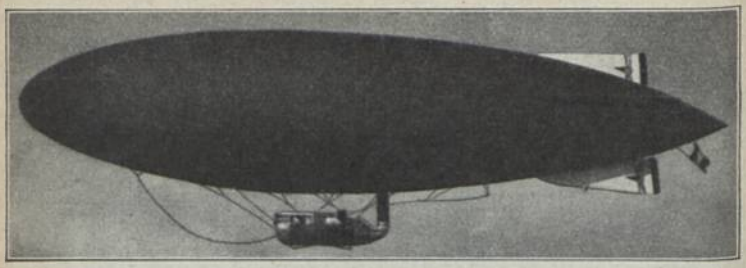
L Z 126 (1924) U. S. Navy **Z R 3** „Los Angeles"; S.
I = 70 000 m³; l = 200,0 m; d = 27,60 m; N = 46,00 t; V = 130 km/h;
M: 5 × Maybach 400 PS-HP-CV = 2000 PS-HP-CV

England — Great Britain — Angleterre

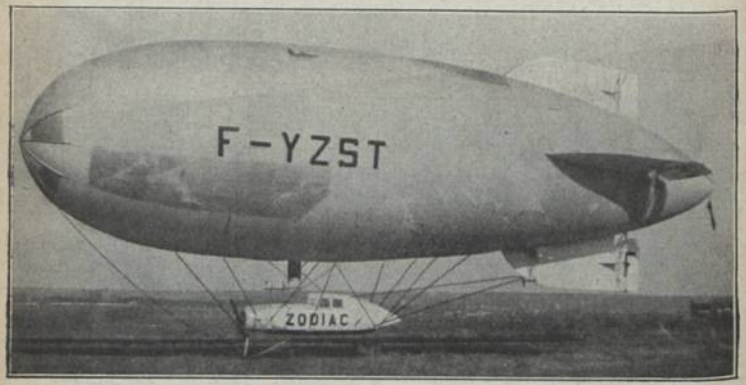


R 33 (1919) Marine R 33; S
I = 55 000 m³; l = 196,00 m; d = 24,30 m; N = 29,00 t; V = 96 km/h;
M: 5 × Sunbeam 250 PS-HP-CV = 1250 PS-HP-CV

W. G. **Armstrong Whitworth** Ltd., Coventry-New-Castle-on-Tyne

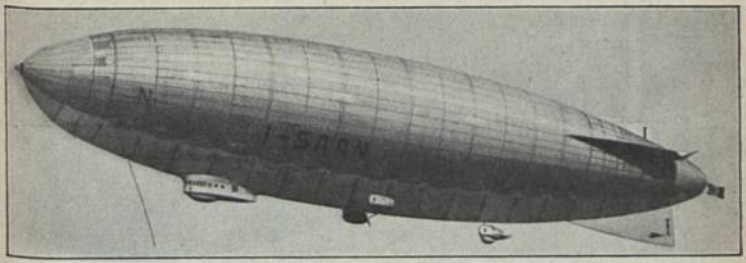


Zodiac V Z 24 (1923) Militär **V Z 24**; P
l = 4000 m³; l = 58,13 m; d = 11,80 m; N = 1,75 t; V = 87 km/h; M: 2 × Hispano 130 PS-HP-CV = 260 PS-HP-CV

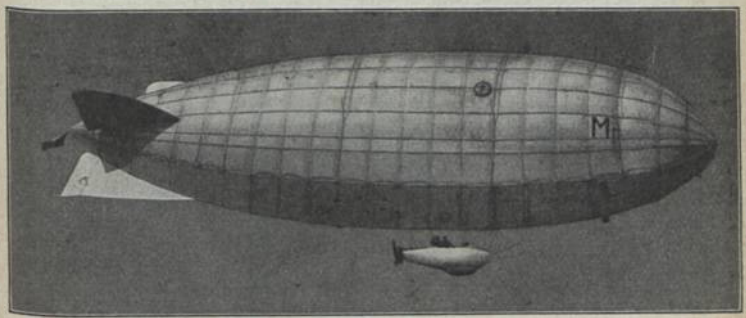


Zodiac „Ecole" (1925) Ü „Ecole"; P
l = 1200 m³; l = 36,50 m; d = 8,00 m; N = 0,35 t; V = 72 km/h; M: Anzani 80 PS-HP-CV

Soc. Zodiac, Puteaux, Seine.



N 1 (1923) „Norge"; P
I = 19 000 m³; l = 106,00 m; d = 19,50 m; N = 10,85 t; V = 100 km/h;
M: 3 × Maybach 240 PS-HP-CV = 720 PS-HP-CV



Mr (1924) Sport Mr; P
I = 960 m³; l = 32,00 m; d = 7,70 m; N = 0,45 t; V = 65 km/h; M:
Anzani 40 PS-HP-CV

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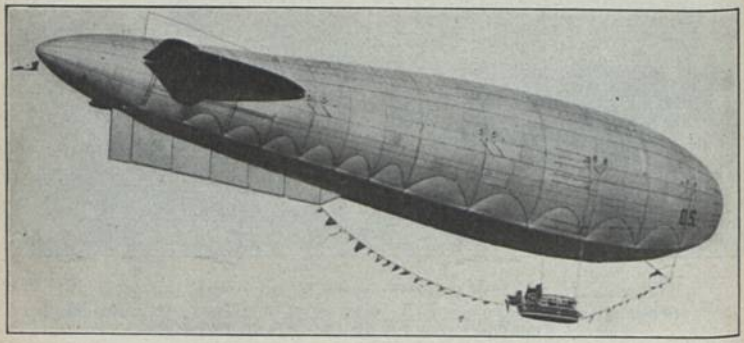
Italien — Italy — Italie



O S (1923) Militär O S; P
l = 67,90 m; V = 83 km/h; M: 2 × Combi 60 PS-HP-CV = 120 PS-HP-CV

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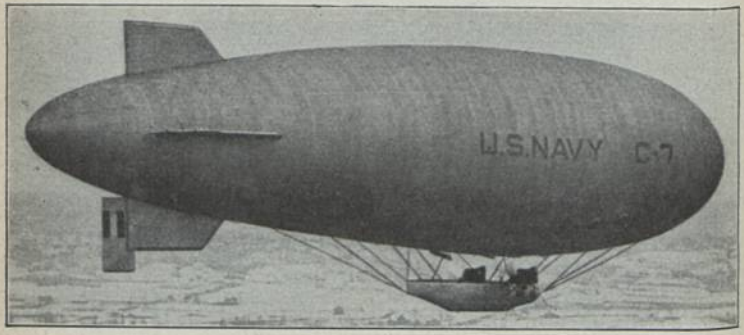
United States of North America — Etats-Unis



C (1922) Militär **C - 7**; P
l = 4000 m³; l = 59,00 m; d = 12,70 m; N = 1,80 t; V = 97 km/h;
M: 2 × Wright 150 PS-HP-CV = 300 PS-HP-CV

Goodyear Tyre and Rubber Co., Akron, Ohio

4. Luftfahrzeug-Motoren
Aero-Engines
Moteurs d'Aviation

Bemerkungen.

In der Spalte Zylinderanordnung bedeuten St = Stern-Standmotor; U = Umlaufmotor; R = Reihenmotor; F = Fächermotor; W = W-Motor; V = V-Motor; Gradzahlen geben die Winkel der Zylinderstellung an.

Remarks.

Under the heading „Arrangement of cylinders" the following abbreviations are used: St = Star-bease engine, U = rotation engine, R = series engine, F = fan engine, W = W engine, V = V engine, The degrees given are those of the angle of cylinder.

Observations.

Dans la colonne „Disposition des cylindres" les abréviations suivantes signifient: St = moteur à base étoile, U = moteur à cylindres rotatifs, R = moteur série, F = moteur éventail, W = moteur W, V = moteur V; les degrés indiqués sont ceux des angles de cylindres.

Dänemark — Denmark — Danemark / Deutschland — Germany — Allemagne

Erbauer / Constructor / Constructeur	Baumuster / Type of construction / Type de construction	Art der Kühlung W = Wasser L = Luft / System of cooling W = Water A = Air / Système du refroidissement E = Eau A = Air	Zylinderzahl / Number of cylinders / Nombre de cylindres	Zylinder-Anordnung / Arrangement of cylinders / Disposition des cylindres	Bohrung mm / Bore mm / Alésage mm	Hub mm / Stroke mm / Course mm	Hubvolumen l / Stroke volume l / Cylindrée totale l	Mittl. Drehzahl U/min. / Aver. spd. norm. r. p. m. U/min. / Nr. de tours en moyenne U/min.	Mittl. Leistung PS / Normal rated HP / Equival. puiss. moyenne CV	Höchstdrehzahl U/min. / Maxim. recomm. r. p. m. U/min. / Nr. maximum de tours U/min.	Höchstleistung PS / Maximum rated HP / Capacité maximum CV	Nennleistung PS / Nominal output HP / Puissance nominal HP	Gesamtgewicht kg / Total weight kg / Poids total kg	Einheitsgewicht kg/PS / Unit of weight kg/HP / Poids par kg/CV	Mittl. Betriebsstoffverbrauch g/PSh / Average fuel consumption g/HPh / Consommation moyenne de combust. g/CVh	Verdichtungsverhältnis / compression ratio / Compression volumétrique	Untersetzungsverhältnis / Gear ratio / Rapport de transmission
Orlogsvaerftet, Kobenhavn	O. V.	W	6	R	135	180		1400	160			270,0		242			

Dänemark — Denmark — Danemark

Orlogsvaerftet, Kobenhavn	O. V.	W	6	R	135	180		1400	160			270,0		242			

Deutschland — Germany — Allemagne

Argus-Motoren-Fabrik, Berlin-Reinickendorf		W	6	R	140	140		1350	145	1400	150	150	250,0	1,66	238		
B. M. W. Bayer Motorenwerke, München	*III A*	W	*6*	*R*	*150*	*180*	*19,1*	*1410*	*185*	*1550*	*260*	185	*285,0*	*1,54*	*210*	*1:6,5*	
	IV	W	6	R	160	190		1400	230	1550	300	220	285,0	1,29	223	1:6	
	VI	W	12	V	160	450		1300	490	1600	600	450	505,0	0,84	235	1:6	
Daimler-Benz A.-G., Stuttgart-Mannheim	Mercedes	W	6	R	105	140	7,30	1400	85			85	177,0	2,10	260	1:6,08	
	Mercedes D I	W	6	R	120	140	9,50	1250	95	1400	105	100	232,0	1,81	256	1:4,7	
	Mercedes	W	6	R	125	150	11,0	1400	100		120	120	240,0	2,00	265		
	Mercedes D III	W	6	R	140	160	14,7	1400	160	1450	165	160	280,0	1,74	254	1:4,7	
	Mercedes	W	8	R	140	160		1450				220	412.0	1,87			
	Mercedes	L	2	180°	75	100	0,88			100	19	19					
	Benz BZ 3 V	W	6	R	130	180		1400	150		150	150	250,0	1,66			
	Benz	W	6	R	140	190		1400	195	1500	250	185	275,0	1,49	227		
	Benz BZ 3 BV	W	8	90°V	135	135		1700	210	2000	275	195	310,0	1,48	227		
	Benz BZ 4	W	6	R	145	190	18,8	1400	225	1500	275	200	367,0	1,63	237		
	Benz BZ 5 B	W	12	60°V	135	150		1800	300	2000	400	300	430,0	1,43	237		
	Benz BZ 5 (1)	W	12	60°V	145	170		1500	320	1700	450	300	480,0	1,60	237		
		L	2	180°	70	70	0,53					25	30,0			1:6,6	1:3
G. **Deicke**, München		L	2	180°	120	140	3,16	1300	30	1320	34	30	67,0	1,95	300		
H. **Haacke**, Berlin-Johannisthal		L	3	St	112	140	4,70	1400	45		48	45	110,0	2,44			
Versuchsbau H. **Hirth**, G. m. b. H., Stuttgart-Feuerbach		W	2×2	St	46	75	0,49	4000	20			20	38,0	1,90	360		
		W	4×2	St	46	75	0,99	4000	40			40	68,0	1,70	360		
Ilo, N.D.M.W., Pinneberg		L	2	180°	56	66	0,20	2400		3000	5	5	15,0	3,00			
Junkers-Motorenbau G. m. b. H., Dessau, Anhalt	L 1 a	L	6	R	100	120	5,65	1650	75	2000	80	70	138,0	1,84	300	1:4,7	
	L 1 b	L	6	R													
	L 2	W	6	R	150	180	19,05	1380	195	1550	230	265	290,0		230	1:6,03	
	L 5	W	6	R	160	190		1380	280	1560	310	310	315,0		230	1:5,5	
	L 7	W	6	R	102	120			80	2000	100		120,0		260	1:6,0	
	L 55	W	12	60°V	160	190			560	1550	620		550,0		230	1:5,5	
	L 2 a	W	6	R	150	180	19,0		230	1550	265		285,0			1:6,0	
H. **Kühne**, Dresden		L	2	180°	84	96		1600	12	2800	24	12/24					
Stahlwerk **Mark**, Breslau	Baer	L	3	St	105	120	3,10	1380	36	1420	40	35	70,0	2,33	242	1:4,7	
	Baer	L	5	St	105	120	5,20			1400	61	60	104,0	1,89	265	1:4,7	
	Baer	L	9	St	105	120	9,30					110	149,0	1,35		1:4,7	
Maybach-Motorenbau G. m. b. H., Friedrichshafen, B.	C X	W	6	R	160	140		1200	180	1300	190	180	462,0	2,56	235		
	C X	W	6	R	160	190		1250	200	1650	252	210	414,0	1,97	235		
	HSL u	W	6	R				1400	240			240	365,0	1,52	200		
	Mb IV a	W	6	R	160	180		1400	245	1800	270	260	390,0	1,62	200		
	VL I	W	12	V	140	180	33,2	1400			420	400	950,0	2,35	190	1:5,8	
Siemens und Halske, Berlin-Siemensstadt	Superior	L	2	180°	78	78	0,75	1500	16	3500	20	16			280	1:5,0	
	Sh 4	L	5	St	100	120	4,73	1500	58	1600	60	58	104,0	1,79	272	1:4,7	

Deutschland — Germany — Allemagne / England — Great Britain — Angleterre

Erbauer	Baumuster	Art der Kühlung W = Wasser L = Luft	Zylinderzahl	Zylinder-Anordnung	Bohrung mm	Hub mm	Hubvolumen l	Mittl. Drehzahl U/min.	Mittl. Leistung PS	Höchstdrehzahl U/min.	Höchstleistung PS	Nennleistung PS	Gesamtgewicht kg	Einheitsgewicht kg/PS	Mittl. Betriebsstoffverbrauch g/PSh	Verdichtungsverhältnis	Untersetzungsverhältnis
Constructor	Type of construction	System of cooling W = Water A = Air	Number of cylinders	Arrangement of cylinders	Bore mm	Stroke mm	Stroke volume l	Aver. spd. norm. r. p. m. U/min.	Normal rated HP	Maxim. recomm. r. p. m. U/min.	Maximum rated HP	Nominal output HP	Total weight kg	Unit of weight kg/HP	Average fuel consumption g/HPh	compression ratio	Gear ratio
Constructeur	Type de construction	Système du refroidissement E = Eau A = Air	Nombre de cylindres	Disposition des cylindres	Alésage mm	Course mm	Cylindrée totale l	Nr. de tours en moyenne U/min.	Equival. puiss. moyenne CV	Nr. maximum de tours U/min.	Capacité maximum CV	Puissance nominal HP	Poids total kg	Poids par kg/CV	Consommation moyenne de combust. g/CVh	Compression volumétrique	Rapport de transmission

Deutschland — Germany — Allemagne

Siemens und Halske, Berlin-Siemensstadt	Sh 5	L	7	St	100	120	6,60	1500	55			77	124,0	1,61	270	1:4,7	
	Sh 6	L	9	St	100	120	8,50	1500	100			100	145,0	1,45	262	1:4,7	
	Sh 10	L	5	St	100	120	4,71	1500	60	1750	70	60	117,0	1,61	250	1:5,6	
	Sh 11	L	7	St	100	120	6,59	1500	84	1750	96	80	148,0	1,54	250	1:5,6	
	Sh 12	L	9	St	100	120	8,48	1500	108	1750	125	100	173,0	1,38	250	1:5,6	
	Sh 13	L	5	St	105	120	5,15	1500				70	112,5	1,62	250		
	Sh 14	L	7	St	105	120	7,21	1600				100	138,0	1,38	250**		

England — Great Britain — Angleterre

A. B. C. Motors Ltd., Walton-on-Thames	Scorpion I	L	2	180°	87,5	91,5	1,10	2000	20	3500	35	12/24	41,70	1,51		1:5,0	
	Scorpion II	L	2	180°	101	93	1,50	2500	37	2800	42	40	47,62	1,19			
	Wasp II	L	7	St	120	159	10,9	1650	160		176	160	156,0	0,89	333		
	Dragonfly I A	L	9	St	140	165	22,8	1650	320		360	360	291,0	0,91	278	1:4,7	
	400	*L*	*2*	*180°*	*68,5*	*54*	*0,40*	*2700*	*5*	*4500*	*7*		*18,00*	*2,57*	*230*	*1:4,5*	*3:1*
		L	*2*	*180°*	*102*	*78*		*2000*	*28*	*2700*	*40*		*48,00*	*4,04*			
A. D. C. Aircraft Co., London	Airdisco	L	8	V	105	130	9,00	1800	120	2000	140	120	205,0	1,60	302		U
	Cirrus	L	4	R	105	130	4,50	1800	60	2000	65	60	117,0	1,95	302		
	Nimbus	W	6	R	152	190		1450	305	1600	335	300	304,5	1,00	231	1:5,4	
Armstrong-Siddeley Motors Ltd., Coventry	Puma	W	6	R	145	190	22,7	1400	246	1500	255	240	239,9	0,96		1:4,9	—
	Tiger	W	12	V	160	180	11,3	1500	500			500	596,8	1,17			
	Jaguar	L	14	St	127	127	3,20	1500	300	1700	385	322	354,0	1,18	252	1:5,0	—
	Lynx	L	7	St	127	127		1500	150	1650	180	160	177,0	1,18	252	1:5,0	
	Ounce	L	2	180°	127	127		1600	45			45	77,0	1,43		1:5,0	—
	Panther		14					1500	300			300	263,0	0,87			
	Genet	L	5	St	100	100		1800	60	1900	75	60	77,10	1,28	264	1:5,2	
	Mongoose	L	5	St	127	140		1620	125	1750	150	125	154,0	1,03		1:5,0	
Wm. **Beardmore** Co. Ltd., Glasgow, Scotland		W	6	R	142	175		1440	180			180	223,8	1,24	205		
		W	6	R	142	175	16,6	1250	175	1450	186	160	223,8	1,27	218	1:4,7	—
		W	6	R	217,5	3048		1220	800				820,0	1,02	Diesel		
		W	6	R	217,5	3048	67,5	1220	800				820,0	1,02	Diesel		
	Cyclone	W	6	R				1350	950				975,0	1,03	263		
B. R.-Bently and Air Departement, Admirality, London	BR 2	L	9	U	140	180		1300	230	1350	234	200	186,5	0,70	268	1:5,2	—
Bristol Aeroplane Co. Ltd., Filton, Bristol	Jupiter VI	L	9	St	146	190	29,0	2000	480		600	450	330,0	0,70	240	1:6,3	
	Lucifer IV	L	3	St	146	159	7,98	1700	133	1870	140	125	147,0	1,15			
	Cherub III	L	2	180°	90	96,5	1,22	2900	33	3200	36	36	45,4	1,25	266		
Burney and Blackburne, Ltd. Bookham, Surrey	Tom-Tit	L	2	V	71	88	0,69	2400	16	3600	24	16	34,0	2,12	240		
	Thrush	L	3	St	81	97	1,49	2500	35	2750	39		60,0	1,06	310	1:6,0	
Clerget-Gwynnes Ltd., Hammersmith, London	Blin	L	2	180°	85	120	0,60	1300	12	1800	16,5	16	27,0	1,60			
	9 J	L	9	U	105	140		1300	100			100	93,0	0,93	343	1:5,1	
	9 B F	L	9	U	120	172		1250	146			145	162,0	1,11	353	1:5,0	
	2 B	L	11	U	120	190		1300	230			280	290,0	1,09	351	1:5,0	
Douglas, London		L	2	180°	68	82	0,59	3300	19			19	35,8	1,89		1:6,0	
Fairey Aviation Co. Ltd., Hayes, Middlesex	Felix	W	12	V	114,2	1524		2000	415	2300	482	400	308,0	0,64	271	1:6,0	—
The **Green** Engine Co. Ltd., London	G 4	W	4	R	105	120			30		35	35	80,0	2,29			

England — Great Britain — Angleterre / Frankreich — France — France

Erbauer / Constructor / Constructeur	Baumuster / Type of construction / Type de construction	Art der Kühlung W = Wasser L = Luft / System of cooling W = Water A = Air / Système du refroidissement E = Eau A = Air	Zylinderzahl / Number of cylinders / Nombre de cylindres	Zylinder-Anordnung / Arrangement of cylinders / Disposition des cylindres	Bohrung mm / Bore mm / Alésage mm	Hub mm / Stroke mm / Course mm	Hubvolumen l / Stroke volume l / Cylindrée totale l	Mittl. Drehzahl U/min. / Aver. spd. norm. r. p. m. U/min. / Nr. de tours en moyenne U/min.	Mittl. Leistung PS / Normal rated HP / Equival. puiss. moyenne CV	Höchstdrehzahl U/min. / Maxim. recomm. r. p. m. U/min. / Nr. maximum de tours U/min.	Höchstleistung PS / Maximum rated HP / Capacité maximum CV	Nennleistung PS / Nominal output HP / Puissance nominal HP	Gesamtgewicht kg / Total weight kg / Poids total kg	Einheitsgewicht kg/PS / Unit of weight kg/HP / Poids par kg/CV	Mittl. Betriebsstoffverbrauch g/PSh / Average fuel consumption g/HPh / Consommation moyenne de combust. g/CVh	Verdichtungsverhältnis / compression ratio / compression volumétrique	Untersetzungsverhältnis / Gear ratio / Rapport de transmission
England — Great Britain — Angleterre																	
D. **Napier** and Son Ltd. London	Lion	W	12	W	140	130	23,8	2000	480	2225	538	450	441,0	0,72	242	1:5,8	1,32:20,
	Cub	W	16	X	158,8	190,5	60,3	1790	1000	2000	1085	1000	**1000,0**	0,92	228	1:5,2	1,8:0,75
	Lion VIII	W	12	W				2350	535	2585	570						
Rolls Royce Ltd., London	Condor III	W	12	60°V	140	190	34,1	1900	670	2100	700	650	526,0	0,81	255	1:5,3	
	Eagle IX	W	12	60°V	114	164	19,8	1800	360	2000	398	360	440,0	1,10	243	1:5,4	U
	Falcon III	W	12	60°V	101	164	14,2	2000	264	2200	280	275	320,0	1,28	240	1:5,3	U
	Hawk	W	6	R	101	152		1500	91	1600	95	75	150,0	1,96	193	1:5,1	—
The **Sunbeam** Motor Car Co. Ltd., Wolverhampton	Dyak	W	6	R	120	130	8,82	1200	100	1400	116	100	180,0	1,46	235	1:1,57	
	Manitou	W	12	60°V	110	135	15,3	2000	300			300	382,0	1,05	235	1:1,63	2:1
	Matabele	W	12	60°V	122	160	22,4	2000	420			400	373,0	0,93	237	1:1,32	
	Sikh I	W	12	60°V	180	210	64,1	1400	850			800	728,0	0,91			
	Sikh II	W	6	R	130	213	31,6	1400	450			450	510,0	1,13	240	1:5,3	
	Maori	*W*	*12*	*60°V*	*100*	*135*	*12,7*	*2100*	*270*	*2200*	*284*	*250*	*415,9*	*1,23*	*220*		
	Arab	*W*	*8*	*90°V*	*120*	*130*	*11,8*	*1600*	*200*			*200*	*234,0*	*1,17*	*235*		
	Cossack	W	12	60°V	110	160	15,1	2000	350			350	544,0	1,55	243		
British **Vulpine** Engine Co. Ltd., London N.W.	Anzani	L	2	V	89	105	1,96	1500	25	1800	30	30	50,0	2,00		1:5,5	
		L	2	V	83	101,5	1,09	3000	33				51,0				
Wolseley Motors Ltd., Birmingham	Viper	W	8	90°V	120	130	11,7	2000	210	2100	220	210	222,0	0,98	362	1:5,3	
Frankreich — France — France																	
Anzani Moteurs d'Aviation, Courbevoie, Seine		L	3	St	89	105	1,95	1500	25	1800	30	25	50,0	1,86		1:5,5	
	3 A 2	L	3	St	105	120	3,00	1450			35	30	60,0	2,00	370		
	6 A 4	L	6	St	90	120	4.70	1250	40	1450	55	50	72,0	1,80	375		
		L	6	St	90	120		1270	49			50	78,0	1,59	290	—	
		L	6	St	105	125					75	60	92,0	1,53			
		L		St	105	145		1230	90			90	170,0	1,88	373		
	10 A 4	L	10	St	105	145	12,5	1200	95	1250	120	100	175,0	1,75	257		
	10 A 6	L	10	St	125	175		1500	200		220	200	250,0	1,25	370		
Soc. Anon. des Ateliers d'Aviation L. **Bréguet**, Paris	Bugatti	W	16	V	108	160		2200				450	500,0	1,25	250		
		W	32	V	108	160		2200				900	1100	1,30	260		
Caffort frères, Paris		W	1	180°	145	150		2000	500			600	600,0	1,20	270	1:5,3	
Clerget Blin et Cie., Levallois, Seine	2 A	L	2	180°	65	100	1,10	1600	15	2150	16	15	27,2	1,81	290		
	R 92	L	9	U	120	160		2500	134	1300	140	130	155,0	1,19	290	1:4,5	—
Soc. Anonyme **Darracq**-Coatalen, Suresnes, S.		W	2	180°	130	120	3,18	1200	22	1300	25	22	50,0	2,00			
	Talbot	W	12	St	122	160		2000				420	500,0	1,19	250		U
Soc. des Avions H. et M. **Farman**, Billancourt, Seine	12 WD	W	12	60°W	130	160		1750	400	2050	550	400	520,0	0,94	240	—	
	18 WD	W	12	40°W	130	180	43,4	1450	700	2100	820	700	780,0	0,97	230	1:6,0	
	12 WE	W	12	60°W	130	160	25,4	1800	450	2200	560	450	525,0	1,00	245	1:5,5	2:1
																	3:1
Soc. des Moteurs **Gnôme et Rhône**, Paris	ABC	L	2	180°	68,5	54	0,30	4000	10			10	18,2	1,81			
	Z 9	L	9	U	84	106		1450	60			60	68,0	1,13	330		
	C	L	7	U	105	140		1250	90	1300	92	80	128,0	1,60	330	1:4,5	
	1 b J	L	9	U	112	175		1300	131	1350	133	110	147,0	1,33	330	1:4,8	
	R	L	9	U	115	170		1360	170			180	166,0	0,91	330		
	Jupiter 9 Aa	L	9	St	146	190		1575	380				335,0			1:5,0	
	Jupiter 9 Ab	L	9	St	146	190		1700	420				335,0			1:5,3	
	Jupiter 9 Ac	L	9	St	146	190		1700	450	2000	480		340,0	0,71	246	1:6,5	

Frankreich — France — France

Erbauer / Constructor / Constructeur	Baumuster / Type of construction / Type de construction	Art der Kühlung W = Wasser L = Luft / System of cooling W = Water A = Air / Système du refroidissement E = Eau A = Air	Zylinderzahl / Number of cylinders / Nombre de cylindres	Zylinder-Anordnung / Arrangement of cylinders / Disposition des cylindres	Bohrung mm / Bore mm / Alésage mm	Hub mm / Stroke mm / Course mm	Hubvolumen l / Stroke volume l / Cylindrée totale l	Mittl. Drehzahl U/min. / Aver. spd. norm. r. p. m. U/min. / Nr. de tours en moyenne U/min.	Mittl. Leistung PS / Normal rated HP / Equival. puiss. moyenne CV	Höchstdrehzahl U/min. / Maxim. recomm. r. p. m. U/min. / Nr. maximum de tours U/min.	Höchstleistung PS / Maximum rated HP / Capacité maximum CV	Nennleistung PS / Nominal output HP / Puissance nominal HP	Gesamtgewicht kg / Total weight kg / Poids total kg	Einheitsgewicht kg/PS / Unit of weight kg/HP / Poids par kg/CV	Mittl. Betriebsstoffverbrauch g/PSh / Average fuel consumption g/HPh / Consommation moyenne de combust. g/CVh	Verdichtungsverhältnis / compression ratio / compression volumétrique	Untersetzungsverhältnis / Gear ratio / Rapport de transmission
Frankreich — France — France																	
La soc. **Hispano-Suiza,** Colombes, Seine et Oise	A	W	8	90°V	120	130	11,8	1450	150	1600	160	150	221,0	1,34	259	1:4,7	
	E	W	8	90°V	120	130	11,7	1750	185	1800	200	180	232,0	1,28	275	1:5,3	
	F	W	8	90°V	140	150	18,5	1800	300	2000	320	300	270,0	0,87	255	1:5,3	
	50	W	12	60°W	140	150	27,7	1725	450			450	376,0	0,84	250	1:5,3	
	51-12 H	W	12	60°V	140	150	27,7	1800	450	2000	600	450	400,0	0,66	286	1:5,3	
	52	W	12	60°V	120	140		1750	350	2000	400	350	305	0,86		1:5,3	
Soc. **Lorraine** des Anciens établissements de **Dietrich** et Cie., Argenteuil, Seine et Oise		W	24	W	200	126		1600	1000			1000	850,0	0,85	260	—	
		W	12	60°V	120	180	24,4	1800	450			450	380,0	0,84	260	1:5,3	
		W	12	60°V	120	170	23,0	1500	400	1700	410	400	410,0	1,00	265	1:5,2	
		W	12	V	126	200		1600	475			500	435,0	0,87	260		
		W	18	W	120	180	36,6	1700	600			600	570,0			1:5,5	
		W	12	W	130	180	28,6					460	270,0			1:6,0	
	42	L	14	St	135	150	30,0	1800	400				400,0	0,89			
	47	*L*	*7*	*St*	*135*	*150*	*15,0*	*1650*	*200*	*1800*	*220*		*260,0*	*1,18*			
	12 G. B.	*W*	*12*	*60°W*	*140*	*150*	*27,8*	*1800*	*750*		*500*		*380,0*		*290*	*1:5,3*	
	12 H. B.	W	12	60°V	140	150	27,8	1800	450		500		405,0		240	1:5,3	
Aviation **Michel,** Straßburg	A. M. 5	L	4	R	130	140		1500	110	1780	140	140	130,0	0,90			
	A. M. 7	L	6	R	128	180		1700	200	1850	220	220	230,0	1,04			
Soc. Anonyme des Anciens établissements **Panhard** et **Levassor,** Paris	V. 12 M.	W	12	60°V	165	170		1550	500			500	590,0	1,18	260	1:6,0	
		W	12	60°V	115	170		1800	350			350	464,0	1,32			U
		W	10	45°W	165	170		1650	650			650	640,0	0,99			
	V. K. 122	W	12	60°V	140	170		1500	450	1800	525		545,0	1,04		1:5,4	
Soc. Anonyme des Automobiles et cycles **Peugeôt,** Levallois-Perret, Seine	12 L	W	12	60°V	160	175		1600	600			600	700,0	1,16	260		
		W	8	V	100	180		1600	140			140					
	16 L	W	16	50°V	130	180			400	2100	700	400			260		
Soc. L. **Renault.** Billancourt, Seine		W	12	60°V	160	180		1700	100				665,0				
	12 J	W	12	50°V	125	150	22,0	1550	300	1600	325	300	380,0	1,23	285	1:5,0	
	12 K	W	12	60°V	134	180		1600	480	1650	520	450	456,0	0,91	275	1:5,3	
	12 M	W	12	60°V	160	180	30,45	1550	550	1600	575	550	650,0	1,18	285	1:5,3	
		W	12	60°V	160	180	43,4		580	1500	675	600	725,0	1,20	285		
		W	12	60°V	160	180		1700	700				610,0	0,87			
		W	18	W	120	180		1850	650	1900	700		560,0	0,80		1:6,0	
		W	12	60°V	175	225		1200	700				850,0	1,21	262		
		W	12	W	160	180		1700	700				625,0	0,89		1:5,3	
		W	12	W	120	180				2000	515	480	380,0			1:6,5	
		W	12	60°V	134	180	30,4	1800	550		565	550	460,0	0,81		1:5,6	
	ja-de	W	12	60°V	125	170	25,0	1800	450		470	450	350,0	0,77		1:5,6	
	ja-de	W	12	60°V	125	170	25,0	1800	450		500	450	380,0				
	II di	W	12	60°V	134	180	30,5	1550	420								
	II de	W	12	60°V	134	140	23,7										
Soc. des moteurs **Salmson,** Billancourt, Seine	AB 9	L	9	St	125	170	18,7	1550	200	1600	245	250	240,0	0,94	275	1:5,0	
	AC 9	L	9	St	100	130	9,18	1550	100	1750	120	120	140,0	1,17	275	1:5,0	
	AZ 9	W	9	St	140	170	33,3	1500	300	2100	350	300	330,0	1,10	260	1:5,0	1,5:1
	AD 3	L	3	St	70	86	0,99	1450	12		16	12	34,0	2,83	265	1:5,5	
	CM 9	L	9	St	125	170	18,7	1600	260		285	260	250,0	0,98	260		
	AD 6	L	6	St	70	86	1,93	1800	25			25	62,0	2,44			
	AD 9	L	9	St	70	86	2,97	2000	40			40	75,0	1,87			
	AC 7	L	7	St	100	130		1800	95				130,0	1,37			
	AB 18	W	18	St	125	170		1700	460				490,0	0,94			
	CM 18	W	18	St	125	170		1650	500				460,0	0,92			

Frankreich — France — France / Italien — Italy — Italie / Oesterreich — Austria — Autriche Schweiz — Switzerland — Suisse

Erbauer	Baumuster	Art der Kühlung W = Wasser L = Luft	Zylinderzahl	Zylinder-Anordnung	Bohrung mm	Hub mm	Hubvolumen l	Mittl. Drehzahl U/min.	Mittl. Leistung PS	Höchstdrezahl U/min.	Höchstleistung PS	Nennleistung PS	Gesamtgewicht kg	Einheitsgewicht kg/PS	Mittl. Betriebsstoffverbrauch g/PSh	Verdichtungsverhältnis	Untersetzungsverhältnis
Constructor	Type of construction	System of cooling W = Water A = Air	Nuber of cylinders	Arrangement of cylinders	Bore mm	Stroke mm	Stroke volume l	Aver. spd. morn. r. p. m. U/min.	Normal rated HP	maxim. recomm. r. p. m. U/min	Maximum rated HP	Nominal output HP	Total weight kg	Unit of weight kg/HP	Average fuel consumption g/HPh	compression ratio	Gear ratio
Constructeur	Type de construction	Système du refroidissement E = Eau A = Air	Nombre de cylindres	Disposition des cylindres	Alésage mm	Course mm	Cylindrée totale l	Nr. de tours en moyenne U/min.	Equival puiss. moyenne CV	Nr. maximum de tours U/min.	Capacité maximum CV	Puissance nominal HP	Poids total kg	Poids par kg/CV	Consommation moyenne de combust. g/CVh	compression volumétrique	Rapport de transmission

Frankreich — France — France

A. **Sergant,** Argenteuil		L	4	R	55	80	0,70	3200	16		17,5	16	45,0	2,81			U
Vaslin, G. Bellais, Choisy le Roi, Seine		L	4	180°	64	85	1,09	1800	15	1850	17	15	41,0	2,72	255	1:6,5	
		L	4	180°	70	85	1,31	2000	20	3000	30	30	43,6	1,45			
		W	6	R	70	86	2,00	2000	30	2500	40	30	66,0			1:6,5	
	V 6-B	W	6		75	86	2,28	2200	44				80,0	1,80		1:5,7	
	V 6-C	W	6		75	86	2,28	2600	52				77,0	1,48		1:5,5	

Italien — Italy — Italie

Ansaldo Soc. Anon., Torino	4 E 145	W	6	R	145	180		1650	290	1800	310	300	290,0	1,00	235		
	4 E 284	W	12	V	140	180		1650	520	1800	570	550	510,0	0,98	235		
Costruzioni Meccaniche Nazionali, Pontedera, C. **Combi**		*W*	*6*	*R*	*85*	*120*		*1500*	*50*			*50*					
Soc. Anon. **F. I. A. T.,** Torino	A 12	W	6	R	160	180		1600	310	1750	330	300	340,0	1,12	255	1:4,7	
	A 14	W	12	60°V	170	210	57,4	1650	700	1700	750	700	730,0	1,04	275	1:4,9	—
	A 18	W	9	St	130	150		1800	300	2000	320	300	285,0	0,99	240	1:5,5	
	A 20	W	12	60°V	115	150		2200	400	2400	420	400	302,0	0,75		1:5,5	
	A 22	W	12	60°V	135	160		1850	500	2000	525	500	403,0	0,81		1:5,3	
	A 25	W	12	60°V	170	200		1700	750	1800	800	750	750,0	1,00		1:4,8	
	A S 2	W	12		140	170	31,4			2500	882		421,1	0,47		1:6,0	
Gabardini, Soc. Incremento Aviazione, Cameri	G 3	L	3	St			3,22	2600	60			60	65,0	1,09			
La fabrica Automobili **Isotta Fraschini,** Milano	V 8	W	6	R	150	170		1800	290			290					
	V 9	W	6	R	150	180		1800	310			310	310,0	1,00			
	V 10	W	6	R	153	180		1800	340	1850	360	350	333,0	0,95	225		
	Asso	W	12	60°V	140	140	28,1	1850	475	1900	526		420,0	0,85	232		
Soc. Anon. **Piaggio** Co., Genova, Sestri Ponente		L	2	180°	112	85	1,60	1150	26	1650	30	26	55,0	2,11			
Aeroplani **Romeo,** Napoli	Jupiter	L	9	St	146	190		1575	380				335,0			1:5,0	
Soc. Piemontese Automobili **S. P. A.,** Torino		W	6	R	135	170		1600	210			205	256,0	1,25	245		
		W	6	R	135	170		1600	220			220	256,0	1,16	245		—
		W	6	R	135	170		1600	220			220	256,0	1,11	245		

Oesterreich — Austria — Autriche

Austro-Daimler-Motoren-Ges., Wiener-Neustadt		W	6	R	140	175		1400	225			225	315,0	1,40	265		
		W	6	R	180	180		1400	360			360	520,0	1,44	275		
Warchalowsky-Eissler Co., Wien	Hiero	W	6	R	160	150		1400	180		190	180	210,0	1,26	227		
		W	6	R	160	150		1400	270		280	280	230,0	0,82	227		
		W	6	R	155	200		1400	300		320	300	400,0	1,33	227		

Schweiz — Switzerland — Suisse

Soc. Suisse pour la construction des Locomotives, **Winterthur**		W	8	V	150	125		1520	200	1600	210	200	228,0	1,14			
		W	12	V	125	170		1700	420	1900	460	400	360,0	0,90		1:5,4	

Tschechoslowakei — Czecho-Slovakia — Tschécoslovaquie / Ungarn — Hungary — Hongrie
Union der Sowjet-Republiken — Union of the Soviet Republics of Russia — Union des Soviets
Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Erbauer	Baumuster	Art der Kühlung W = Wasser L = Luft	Zylinderzahl	Zylinder-Anordnung	Bohrung mm	Hub mm	Hubvolumen l	Mittl. Drehzahl U/min.	Mittl. Leistung PS	Höchstdrehzahl U/min	Höchstleistung PS	Nennleistung PS	Gesamtgewicht kg	Einheitsgewicht kg/PS	Mittl. Betriebsstoffverbrauch g/PSh	Verdichtungsverhältnis	Untersetzungsverhältnis
Constructor	Type of construction	System of cooling W = Water A = Air	Number of cylinders	Arrangement of cylinders	Bore mm	Stroke mm	Stroke volume l	Aver. spd. norm. r. p. m. U/min.	Normal rated HP	Maxim. recomm. r. p. m. U/min.	Maximum rated HP	Nominal output HP	Total weight kg	Unit of weight kg/HP	Average fuel consumption g/HPh	compression ratio	Gear ratio
Constructeur	Type de construction	Système du refroidissement E = Eau A = Air	Nobre de cylindres	Disposition des cylindres	Alésage mm	Course mm	Cylindrée totale l	Nr. de tours en moyenne U/min.	Equival. puiss. moyenne CV	Nr. maximum de tours U/min.	Capacité maximum CV	Puissance nominal HP	Poids total kg	Poids par kg/CV	Consommation moyenne de combust. g/CVh	compression volumétrique	Rapport de transmission

Tschechoslowakei — Czecho-Slovakia — Tschécoslovaquie

Breitfeld, Danek Co., Karlin	Blesk	W	6	R	120	140		1400	100			100	205,0	2,05	232		
	Perun I	W	6	R	150	180		1400	180			180	285,0	1,80	202		
	Perun II	W	6	R	160	190		1400	240			240	305,0	1,87	202		
	BD	W	12	60°V	160	190		1400	450			450	550,0	1,82	207		
Laurin-Klement, Mlada Bolesav	Lizenz Bristo „Jupiter" Lizenz Lorraine-Dietrich																
Skodovy Zadovy, Plzn	HS „H"	W W	8	90°V	140 150	150 180	2,30	1850 1400	308 220	1950	318	300 220	221,9	0,71	270		1:5,3
*J. **Walter** Co., Jinonice*		L W	*5*	*St*	*105* *160*	*120* *190*	*5,20*	*1400* *1400*	*60* *240*	*1750*	*75*	*60* *240*	*100,0*	*1,66*	*245*		*1:5,0*
		L	7	St	105	120		1400	85	1750	100	85	125,0	1,44	251		
		L	9	St	105	120		1400	110	1750	135	110	146,0	1,32	249		

Ungarn — Hungary — Hongrie

Graf **Thorotzkai**, Budapest		L	**2**	180°	65	100		2000	12						224		
		L	3	120°	70	100		2000	19						220		
Ung. **Blechmotoren** A.G., Budapest			6	R	90	140		1600	50	1760	75	75	150,0	1,86	224		

Union der Sowjet-Republiken — Union of the Soviet Republics of Russia — Union des Soviets

Sawod **Bolschewik**, Moskwa	Lizenz Hispano Suiza Lizenz Renault
Moskowa Sawod, Moskwa	Lizenz Le Rhône
Russo-Batigny Sawod Leningrad	Lizenz Renault

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Aeromarine Plane and Motor Co., Keyport, N. Y.	U-873	W	8	V	117	165	14,3	1800	260	2000	292	250	217,1	0,87	223		
	T-6	W	6	V	136	165		1650	200	1800	255	200	220,0	1,10		1:5,2	
	N A L	W	12	45°V	127	178		1800	450			450	415,0	0,92			
	L-6-D	W	6	R	108	165		1625	130			130	201,0	1,54		1:5,1	
Bradshaw, New York	500	L	*2*	180°	63	68		2800	10	3600	12		32,0	*2,66*	265		U
Continental Motors Corp., New York		L	9	St	115	140		1800	*220*								
The **Curtiss** Aeroplane and Motor Corp.. Buffalo, New York	K 6	W	6	R	114	152		1700	150			150	196,0	1,30		1:4,9	
	OXX6	W	8	90°V	108	127		1400	100			100	187,0	1,87		1:4,8	
	OX 5	W	8	90°V	102	127	8,20	1350	95	1400	100	90	175,0	1,75	286	1:5,0	
	K 12	W	12	60°V	114	152		2500	375		420	400	326,0	0,81		1:5,6	1:1,6
	C 12	W	12	60°V	114	152		2250	385	2420	405	400	261,0	0,65			1:1,6
	C 6 A	W	6	R	114	152	9,30	1750	160	2070	176	150	156,6	1,04			
	C D-12	W	12	60°V	114	152		1800	325			300	315,0	1,05		1:5,4	
	D-12	W	12	V	114	152	18,6	2000	415	2300	482	400	308,0	0,64	271	1:6,0	
	R 1454	L	9	St	143	159		1650	400			400	340,0	0,85		1:5,4	
	D-12 A	W	12	V	114	152		2250	440	2400	460	450	308,0	0,69		1:5,3	
	V 1400	W	12		120	158		2100	510				300,0			1,5,5	

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Erbauer	Baumuster	Art der Kühlung W = Wasser L = Luft	Zylinderzahl	Zylinder-Anordnung	Bohrung mm	Hub mm	Hubvolumen l	Mittl. Drehzahl U/min.	Mittl. Leistung PS	Höchstdrehzahl U/min.	Höchstleistung PS	Nennleistung PS	Gesamtgewicht kg	Einheitsgewicht kg/PS	Mittl. Betriebsstoffverbrauch g/PSh	Verdichtungsverhältnis	Untersetzungsverhältnis
Constructor	Type of construction	System of cooling W = Water L = Air	Number of cylinders	Arrangement of cylinders	Bore mm	Stroke mm	Stroke volume l	Aver. spd. norm. r. p. m. U/min.	Normal rated HP	Maxim. recomm. r. p. m. U/min.	Maximum rated HP	Nominal output HP	Total weight kg	Unit of weight kg/HP	Average fuel consumption g/HPh	compression ratio	Gear ratio
Constructeur	Type de construction	Système du refroidissement W = Eau L = Air	Nombre de cylindres	Disposition des cylindres	Alésage mm	Course mm	Cylindrée totale l	Nr. de tours en moyenne U/min.	Equival. puiss. moyenne CV	Nr. Maximum de la tours U/min.	Puissance maxim. CV	Puisssance nominale CV	Poids total kg	Poids par kg/CV	Consommation moyenne de combust. g/CVh	compression volumétrique	Rapport de transmission

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

The **Fairchild-Caminez** Engine Corp., New York City	447-B	L	4	St	143	114	2,9	1200	150			150	164,0	1,09		1:5,2	
The **Hall Scott** Motor Car Co. Inc., Berkely, California	A-7-A	W	4	R	133	178		1400	110			110	252,0	2,24	279	1:4,6	—
	A-5-A	W	6	R	133	178		1350	160			160	270,0	1,69	267	1:4,6	—
	12	W	12		128	179		1700	400			400				1:5,5	—
	L 6	W	6	R	127	178		1700	200			200	297,6	1,48	212	1:6,5	—
Irwin-Aircraft Co., Forest Park, Ill.	Meteor 72	L	4				1,1	2000	20						320		—
The **Liberty** Engineering Corp., New York	6	W		45°V	127	178		1600	380			380	395,0	1,04	251	1:5,0	
	E	W	12		127	178		1700		1850	240	230	258,0	1,11	250		
	12 A	*W*	*12*	*45°V*	*127*	*178*		*1700*	*400*	*1850*	*432*	*400*	*385,0*	*0,89*	*220*	*1:5,3*	
The **Packard** Motor Co., Detroit, Mich.	1-A-744	W	8	60°V	120	133		1800	208			200	236,0	1,18	241	1:5,0	—
	1-A-825	W	8		129	131		1800	230			200					
	1-A-1116	W	12	60°V	110	131		1600	270			250					
	1-A-1300	W	12	60°V				1800	400			400	365,1	0,91	248		
	1-A-1500	W	12	60°V	136,5	140		2000	500			500	327,0	0,65	341	1:5,5	
	1-A-2025	W	12	60°V	145	168		1750	580			600	533,0	0,88	226	1:5,0	
	1-A-2500	W	12	60°V	162	165		2000	800			800	510,0	0,63	341	1:5,5	2:1
		W	12	60°V				2500	600				320,6	0,53			
	1-A-1500 Direkt	W	12	60°V	136,5	140		2500	600				331,0			1:5,5	
	1-A-1500 Geared	W	12	60°V	136,5	140		2500	600				386,0			1:5,5	
	1-A-1500 Inverted	W	12	60°V	136,5	140		2500	600				340,0			1:5,5	
	1-A-2500 Direkt	W	12	60°V	161,5	165		2000	800				475,0			1:5,7	
	1-A-2500 Geared	W	12	60°V	161,5	165		2000	800				590,0			1:5,7	
Pratt and Whitney Aircraft Co., Hartford, Connecticut	Wasp	L	9	St	146	146	21,3	1900	400		425		295,0	0,74		1:5,2	
	Hornet	L	9	St													
Rausie-Steel products Engineering Co., Springfield, Ohio	E 6	W	6	R	127	152		1650	175			175	244.0	1,39	253	1:5,5	
	Flat	L	2	180°	75	75		2000	12	3000	20	20	25,0	1,29			
		L	5	St				1800	80	2000	95						
Rickenbacker MotorCo., Detroit		L	5	St	100	87	7,2		60		80	80	79,6	0,99		1:5,0	—
Sturtevant Co., New York	SA	W	8	90°V	102	140	9,0	2000	140			140	226,0	1,61	267		U
	SA-4½	W	8	90°V	102	140	11,4	2250	210			200	218,0	1,09	258		U
Tips and Smith, Houston, Texas	Super-Rhône	L	9	St	105	140		1400	120			120	154,0	1.20		1:5,2	
The **Union** Gas Engine Co., Oakland, Cal.	3-6	W	6	R	120	168		1375	120	1400	125	125	180,9	1,44	262	1:5,5	—
U. S. Air Service Engineering Division, Mc Cook Field	W 1 A	W	18	40°W	165	190		1400	1000	1700		1000					—
	W 1	W	18	40°V	139	165		1700	700			700	783,0	1,18			—
	Almen Barrel								350			350					
	Roberts 62	W	6	R	107	114		1600	100				113,2				

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis

Erbauer / Constructor / Constructeur	Baumuster / Type of construction / Type de construction	Art der Kühlung W = Wasser L = Luft / System of cooling W = Water L = Air / Système du refroidissement W = Eau L = Air	Zylinderzahl / Number of cylinders / Nombre de cylindres	Zylinder-Anordnung / Arrangement of cylinders / Disposition des cylindres	Bohrung mm / Bore mm / Alésage	Hub mm / Stroke mm / Course mm	Hubvolumen l / Stroke volume l / Cylindrée totale l	Mittl. Drehzahl U/min. / Aver. spd. norm. r. p. m. / Nr. de tours en moyenne U/min.	Mittl. Leistung PS / Normal rated HP / Equival. puiss. moyenne CV	Höchstdrehzahl U/min. / Maxim. recomm. r. p. m. / Nr. maximum de tours U/min.	Höchstleistung PS / Maximum rated HP / Puissance maxim. CV	Nennleistung PS / Nominal output HP / Puissance nominale CV	Gesamtgewicht kg / Total weight kg / Poids total kg	Einheitsgewicht kg/PS / Unit. of weight kg/HP / Poids par kg/CV	Mittl. Betriebsstoffverbrauch g/PSh / Average fuel consumption g/HPh / Consommation moyenne de combust. g/CVh	Verdichtungsverhältnis / compression ratio / compression volumétrique	Untersetzungsverhältnis / Gear ratio / Rapport de transmission
Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis																	
The **Wright** Aeronautical Engineering Corp. Paterson, New Jersey	J 3	L	9	St	114,2	140		1600	210	1950	230	200	218,0	0,98			1:5,1
	L 3	L	3	St	104	133		1800	60			60	64	1,06	256		1:5,0
	L 4	L	3	St	108	133	3,66	1800	60			60	79,4	1,32	250		1:5,0
	E 4	W	8	90°V	120	130		1800	200			200	179,0	0,89			
	T 3	W	12	60°V	146	158,5	31,9	1800	625	2200	780	650	522,2	0,73	249		1:6,5
	T 4	W	8	90°V	140	150		2100	400			400	223,8	0,55			
	H 2	W	8	90°V	140	150		1800	150			150	310,0	2,06			1:5,5
	D 1	W	6	R	179	207		1350	350	1400	400	400	600,0	1,48			
	F 2	W	12	90°V	140	159	31,8	1800	500		530	500	500,0	1,00			
	P 1	L	9	St	152,4	165		1800	435								1:5,3
	P 2	L	9	St	140	140		1900	345								1:5,3
	Morehouse	L	2	180°	95	92	1,31	2500	29				40,60		250		1:5,0
	J 4 A	L	9	St	114	139	12,7	1800	200				217,0		272		

5. Fallschirme — Parachutes — Parachutes.

Erbauer	Baumuster	Gesamtgewicht = G kg	G.-Schirmfläche = T m²	Entfaltungsdauer = E s	Sinkgeschwindigk. = S m/s	Abmessungen verpackt: Länge = l m	Breite = b m	Dicke = d m
Constructor	Type of construction	Total weight = G kgs	Total surf. of parachute = T m²	Opening time = E s	Rapidity of descent = S m/s	Measurements when packed: Lgth. = l m	width = b m	Thickness = d m
Constructeur	Type de construction	Poids total = G kgs	Surf. totale de parachute = T m²	Durée de déploiement = E s	Vitesse de descente = S m/s	Dimensions (emballé): Longueur = l m	Largeur = b m	Epaisseur = d m

Deutschland — Germany — Allemagne

Schroeder Co. G. m. b. H., Berlin	Heinecke	6,0	50,0	2,0	4,5	0,36	0,39	0,13

England — Great Britain — Angleterre

E. R. **Calthrop**, London W 2	Guardian Angel							
The **Yorkshire** Steel Co. Ltd., London	Holt A 41	10,5						

Frankreich — France — France

J. **Ors**, Issy-les Moulineaux	S	6,0	53,0	2,0	5,0	0,33	0,38	0,14
	D	6,0	53,0	2,0	5,0	0,60	0,35	0,10
	O	6,0	53,0	2,0	5,5	0,38	0,33	0,14
L. **Vinay**, Paris	A	6,0	53,0	2,0	5,0	0,40	0,35	0,15
	KO	6,0	53,0	2,0	5,0	0,40	0,35	0,15
	AD	6,0	53,0	2,0	5,0	0,60	0,35	0,10

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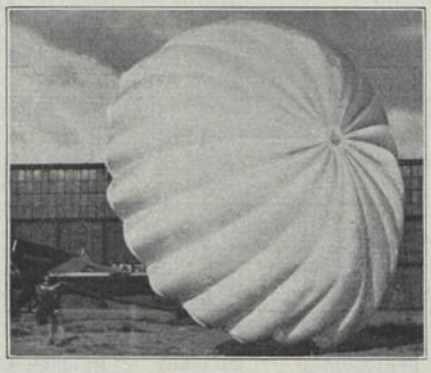
Irvin Air Chute Co., Inc. Buffalo N. Y.								
U. S. Armeg Air Service, Engineering Div., New York	Standart	8,1						

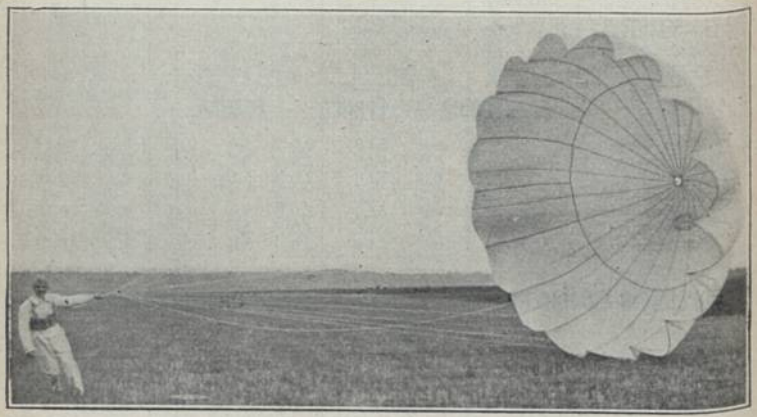
Fallschirme — Parachutes — Parachutes.

Deutschland — Germany — Allemagne



Heinecke; E: Heinecke
G=6,0 kg; T=50,0 m²; E=2,0 s; S=4,5 m/s; l=0,36 m; b=0,39 m; d=0,13 m.
Schroeder & Co., G. m. b. H., Berlin

Frankreich — France — France



Ors „Siège"; E: J. Ors
G = 6,0 kg; T = 53,0 m²; E = 2,0 s; S = 5,0 m/s; b = 0,60 m; l = 0,35 m; d = 0,10 m.

J. Ors, Paris

6. Luftfahrzeug-Firmen
Aeronautical Companies
Sociétés d'aviation

Erklärungen: Aufgeführt sind nur Firmen, Körperschaften usw., die Luftfahrzeuge bauen bezw. in Betrieb halten.

Es bedeuten: B = Bau von motorlosen oder Motorflugzeugen. L-B = Bau von Luftschiffen. Sch = Bau von Fallschirmen. V = Verkehr (regelmäßig, gelegentlich, Rundflug usw.) mit Flugzeugen. L-V = Verkehr (regelmäßig, gelegentlich, Rundflug usw.) mit Luftschiffen. F = Forschung. K = Kunstflug. lb = Lichtbildherstellung. Vertr. = Vertrieb. R = Reklame. NR = Nachtreklame. S = Schule. P = Flughäfen.

Außer den aufgeführten Häfen bestehen fast durchweg zahlreiche kleinere Landeplätze.

Note: Only firms, corporations etc. are given which build or run air craft.

Abbreviations: B = Construction of gliders or motor-aeroplanes. L-B = Construction of airships. Sch = Construction of parachutes. V = Traffic (regular, occasional, round flights etc.) with aeroplanes. L-V = Traffic (regular-occasional, round flights etc.) with airships. F = Exploration. K = Artistic aviation. lb = Photography. Vertr. = Management. R = Advertising. NR = Advertising by night. S = School. P = Aeronautic stations.

In addition to the stations mentioned, there are everywhere smaller landing places.

Explications: Sont seulement indiquées les sociétés, corporations, etc., construisant des aéroplanes et dirigeables ou bien s'en servant.

Abréviations: B = Construction d'avions sans ou à moteur. L-B = Construction de dirigeables. Sch = Construction de parachutes. V = Service (régulier, occasionnel, vol circulaire, etc.) avec des avions. L-V = Service (régulier, occasionnel, vol circulaire, etc.) avec des dirigeables. F = Exploration. K = Vol artistique. Ib = Photographie. Vertr. = Vente. R = Réclame. NR = Réclame de nuit. S = Ecole. P = Ports aéronautiques.

Outre les ports indiqués, il y a presque partout de nombreuses stations petites.

Albanien — Albania — Albanie:
Adria Aero Lloyd, Scutari (V).

Argentinien — Argentina — République Argentine:
Aero Lloyd Co., Cordoba (V).

Curtiss Aeroplane Export Corp., Buenos Aires (S, Vertr.).

Co. Argentina Aeroplanos Udet, Buenos Aires (S, Vertr.).

Co. Rioplatense de Aviacion, Buenos Aires (V, B), Boulevard Adolphe Max 32.

Soc. Anglo Argentino de Aviacion, Buenos Aires (V, S).

P: El Palomar, Monte Casares, Rosario, Salta, Mendoza, San Fernando.

Belgien — Belgium — Belgique:

Compagnie Aérienne Belge. C. A. B. (Ib), Bruxelles.

Ecole aéronautique Gosselies, Charleroi (S).

Entreprises Générales d'Aéronautiques, Gosselies (B, S).

S. A. B. C A. Soc. Anon. Belge de Constructions Aéronautiques, Haren (B, S).

S. A. B. E. N. A. Soc. Anon. Belge d'Exploitation de la Navigation Aérienne, Bruxelles, Boulevard Adolphe Max 32 (V).

S. N. E. T. A. Soc. Nationale pour l'étude des Transports Aériens, Brüssel, 13. rue Brédérode (V).

Soc. Colombophile de Transports Aériens, Bruxelles (V).

Gosselies Ecole d'aviation, Charleroi (S).

M. J. Stampe u. M. Vertongen, Deurne-Sud (B).

Zeebrügge Aéronautique, Zeebrugge (B).

P: Anvers, Bruxelles-Haeren-Evère, Ostende, Malchemps, Spa-Gosselies-Charleroi, Schaffen.

Bolivien — Bolivia — Bolivie:

Lloyd Aero Boliviano, Cochabamba (V).

Soc. Boliviana de Transportes Aeros, Cochabamba (V).

P: Cochabamba, El Palomar, La Paz, Santa Cruz.

Brasilien — Brazil — Brésil:

Escola Chavez, Rio de Janeiro (S).

Escola Curtiss, Orten Hover, Rio de Janeiro (S).

Escola da forca publica, Sao Paulo (S).

Lage Irmaos Co., Rio de Janeiro (S, B).

P: Ilha do Governador, Santos, Sao Paulo, Eio de Janeiro.

Bulgarien — Bulgaria — Bulgarie:

P: Sofia.

Chile — Chili — Chili.

P: Lo Espeja, Santiago, El Bocque, Valparaiso, Quinteros.

China — China — Chine:

Foochow Dock Engineering Works, Futschau (B).

Columbien — Columbia — Colombie:

Soc. Colombo-Alemana de Transportes Aeros. S. C. A. D. A. T. A. Baranquilla (V).

P: Baranquilla, Neiva, Vartagena.

Costa Rica — Costa Rica — Costa Rica:

P: San José, Port Limon.

Cuba — Cuba — Cuba:

P: Cuba, Havanna.

Dänemark — Denmark — Danemark:

Dansk Aero Industrie A. B. København (B).
Dansk Luftfartsselskab A. S. København, 5 Vesterbrogade (V).
Dansk Lufttransport A. S., København, 1 Nygade (V).
Rohrbach Metal Aeroplan Co., København (B).
P: Aalborg, Aarhus, Avedöre, Esbjerg, Frederikshavn, Kastrup, København, Lundtoff, Odense, Ringstedt.

Deutschland — Germany — Allemagne:

Aachener Segel-Flugzeugbau G. m. b. H., Aachen, Königstraße 29 (B).
Aero-Sport, G. m. b. H., Warnemünde (B, S).
Albatros-Werke, G. m. b. H., Berlin-Johannisthal (B, S).
Albert u. Co., Barmen (S, Vertr.).
Arado Handelsgesellschaft, Warnemünde (S, B).
Fliegerschule Auffahrt, G. m. b. H., Münster, Westf., Salzstraße 9 (S).
Bahnbedarf, A.-G., Darmstadt, Blumenthalstr. 24 (B).
Bayerische Flugzeug-Werke A. G., Augsburg (B).
Bayerische Sportflug G. m. b. H., München-Schleißheim (S).
Bäumer Aero G. m. b. H., Hamburg-Fuhlsbüttel (Vertr., S, B).
Bodensee-Luftverkehrs-Ges., Konstanz (V).
O. Bornemann, Berlin-Staaken (S).
Bremer Luft-Verkehrs-Ges., Bremen (V).
Caspar-Werke, A.-G., Travemünde-Privall (B).
Danziger Aero Lloyd, Danzig (V).
Danziger Luftpost, G. m. b. H., Danzig (V).
Deutsche Lufthansa A. G., Berlin W 66, Mauerstr.
Deutsche Seewarte, Hamburg (F).
Deutsche Luftschiffahrts A.-G., Delag, Friedrichshafen, Bodensee (V).
Deutsch-Russische Luftverkehrs-A. G., Deruluft, Berlin, Sommerstraße 4a (V).
Deutsche Versuchsanstalt für Luftfahrt, Berlin-Adlershof (F).
Elektrizitätswerk E. Dieck, Königsberg, Hinter-Tragheim 52 (Vertr., S).
Dornier-Metallbauten G. m. b. H., Friedrichshafen a. B. (B).
Espenlaub-Flugzeugbau, Grunau, Riesengebirge (B, S).
Fabeck und Gaa, Hannover (S).
Focke-Wulf-Flugzeugbau A.-G., Bremen, Flugplatz (B, S).
Aug. Fohr, Freiburg/Br. (S, Vertr.).

Waggonfabrik Fuchs, Heidelberg (B).
E. Gebrecht, Werden-Ruhr (B).
Universitätslaboratorium für angewandte Physik, Halle, Saale, Universität, Paradeplatz 7 (F).
Hannoversche Waggonfabrik A.-G., Hawa, Hannover-Linden (B).
Ernst Heinkel, Flugzeugwerke, G. m. b. H., Warnemünde (B).
A. Homfeld, Bremen, Meißnerstr. 9 (Vertr.).
Junkers-Flugzeugwerk, A.-G., Dessau, Anhalt, Kaiserplatz 21 (B, V, lb).
H. Leh, Koburg (S, Vertr.).
O. Kannenberg, Danzig-Langfuhr (S).
Leichtflugzeugbau Klemm, Sindelfingen (B).
Konsortium Luftbild G. m. b. H.-Stereographik G. m. b. H., München, Sendlingertorplatz 1 (lb).
Luftfahrt G. m. b. H., Berlin W 35, Blumeshof 17.
Luftfahrzeug-Gesellschaft, Berlin W 62, Kleiststraße 8 (L-B, B).
Luftverkehrsgesellschaft Ruhrgebiet A.-G., Essen/Ruhr (V).
Magdeburger Luftreederei G. m. b. H., Magdeburg, Gr. Krackauer Anger (V, S).
Messerschmitt-Flugzeugbau, G. m. b. H., Bamberg, Langestr. 41 (B).
Meteorologisches Observatorium, Krietern, Breslau (F).
Gebr. Müller, Griesheim b. Darmstadt (B).
Pommern Luftverkehr G. m. b. H., Stettin (V).
Preuß. Aeronautisches Observatorium, Lindenberg, Beeskow (F).
Raab Katzenstein Flugzeugwerk G. m. b. H., Kassel-Bettenhausen (S).
Rohrbach-Metallflugzeugbau G. m. b. H., Berlin SW 62, Friedrichstraße 203 (B).
Sächsische Luftverkehrs-A.-G., Dresden (V).
Schroeder G. m. b. H., Berlin C 19, Jerusalemer Str. 3 (Sch).
Seeflug G. m. b. H., Warnemünde (S).
Sparkolben G. m. b. H., Berlin SW 48, Friedrichstr. 250 (Vertr.).
Staatl. Biologisches Institut, Helgoland (F).
Süd-West-Deutsche Luftverkehrs A.-G., Frankfurt/M., Rebstock (V).
Verkehrsfliegerschule Staaken b. Spandau (S).
Weimarer Flugzeugbau, Weimar-Webicht (B).
Westfalen-Werk G. m. b. H., Münster/Westf. (V, Vertr., S).

Luftvertreter Württemberg A. G. Stuttgart (V, B).
Luftschiffbau Zeppelin, G. m. b. H., Friedrichshafen, Bodensee (L-B).
P: Allenstein, Augsburg, Barmen, Braunschweig, Bremen, Breslau, Cassel, Cöln, Dessau, Dorsten, Dresden, Elbing Erfurt, Frankfurt/Main, Frankfurt/Oder, Friedrichshafen, Gelsenkirchen, Gotha, Gumbinnen, Hamburg, Hannover, Hof, Insterburg, Johannisthal, Königsberg, Konstanz, Leipzig, Lindau, Lyck, Lüchtingen, Magdeburg, München, Münster/Westf., Nürnberg-Fürth, Osnabrück, Paderborn, Staacken, Stettin, Stralsund, Tempelhof, Travemünde, Warnemünde, Weimar.

Ecuador — Ecuador — République de l'Equateur:
P: Guayaquil.

England — England — Angleterre:
Aerofilms Ltd., Hendon, NW 9 (lb).
A. D. C. Aircraft., Ltd., London W. C. 2 89, Kingsway (Vertr., B).
The Airship Guarantee Co., London (L-V).
The Air Survey Co. Ltd., London 3, Copthall Buildings, Copthall Avenue E. C. 2.
Aircraft Operating Co. Ltd., London W. C. 2, 8 New Square, Lincolns Inn.
A. N. E. C., Air Navigation and Engineering Co., Ltd., Addlestone, Surrey (B).
Alliance Aeroplane Co. Ltd., London W 3, Hanger Hill Estate (B).
Armstrong Whitworth-Aircraft Ltd., Coventry, Parkside (B, L-B).
Austin Motors Ltd., Northfield, Birmingham (B).
Avro Ltd., A. V. Roe Co. Ltd., Manchester, Newton Heath (B, S).
Wm. Beardmore Co. Ltd., Dalmuir, Glasgow (L-B, B).
Berkshire Aviation Tours, Wantage, East Hanney (V).
The Blackburn Aeroplane and Motor Co., Ltd., Olympia, Leeds (B, S).
Boulton and Paul Ltd., Norwich (B).
The Bristol Aeroplane Co. Ltd., Filton, Bristol (B).
The Central Aircraft Co. Ltd., C. A. C., Kilburn N. W. 179, High Road (B, V).
Daimler Hire Ltd., London S. W. 28, Pall Mall (V).
English Electric Co., E. E. C., London W. C. 2, Queens House, Kingsway.
The Fairey Aviation Co. Ltd., Hayes, Middlesex (B).

Gloucestershire Aircraft Co. Ltd., Cheltenham, Sunningend (B, S).
Gosport Aircraft Co., Ltd., Gosport, Hants (B).
Handasyde Aircraft Co. Ltd., London SW 11a, Regent Street (B).
Handley Page Ltd., Cricklewood (B).
Handley Page Transport Ltd., Cricklewood, Claremont Road (V).
The de Havilland Aircraft Co. Ltd., Stag Lane Edgware, Middlesex (B, V, S).
The H. G. Hawker Engineering Co. Ltd., Kingston-on-Thames, Canbury Park Road (B).
Imperial Airship Scheme, London (L-V).
Imperial Airways Ltd., London-Croydon (V).
Instone Air Line Ltd., Surrey, Croydon, Aerodrome (V).
Manchester Aviation Co., Manchester, 41 John Dalton Street (V).
Midland Aviation Co., Castle Bromwich (V).
Nieuport and General Aircraft Co., Ltd., London W. 1, 38.Conduit Street (B).
Northern Air-Lines, Belfast, 17 Donegal Street (V).
The North Sea Aerial and General Transport Ltd., Olympia, Leeds (V).
G. Parnall Co. Ltd., Coliseum Works, Park Row, Bristol (B).
R. A. E. London (B, L-B).
F. Sage Co. Ltd., 58 Grays Inn Road, London (B).
S. E. Saunders Ltd., East Cowes, Isle of Wight (B).
Savage Sky-Writing Co., Hendon, Aerodrome (R).
Short-Bros Ltd., London S.W. 1, 29—30 Charing,Cross (L-B, B).
The Supermarine Aviation Works Ltd., Southampton (B).
Surrey Flying Services, Croydon, Aerodrome (V).
Vickers Ltd., London S.W. 1, Vickers House, Broadway (L-B, B, S).
The Westland Aircraft Works Ltd., Yeovil Somerset (B).
P: Alderrove, Andover, Bedford, Biggin Hill, Bircham Newton, Brooklands Brough, Calshot, Castle Bromwich, Cattewater, Cranwell, Cricklewood, Croydon, Dalmuir, Digby, Donibristle, Duxford, Eastchurch, Edgware, Farnborough, Felixtowe, Filton, Gosport, Grain, Halton, Hamble, Hawkinge, Hendon, Henlow, Kenley, Lee-on-Solent, Leuchars, Leysdown, Littlestone, Lympne, Manchester, Manston, Marden, Martlesham, Netheravon, Northfield, Northolt, Old Sarum, Orfordness, Penshurst,

Pulham, Renfrew, Shotwick, Smoogroo, Southampton, Spittlegate, Stag Lane, Upavon, Waddon, Wittering, Woolston, Worthy Down, Yeovil.

Englische Besitzungen: Australien — English Dominions: Australia — Colonies anglaises: Australie:

Australian Aerial Mail Services Ltd., Sydney N. S. W. (V).
Australian Aircraft and Engineering Co. Ltd., Sydney, 247 George Street (B).
Larkin Aircraft Supply Co., Melbourne (Vertr.).
Queensland and Northern Territory Aerial Services Ltd., Charleville, Queensland (V).
R. A. A. F. Experimental Station, Randwick, Sydney (B).
Western Australien Airways Ltd., Geraldton, Western Australia (V).
P: Sydney, Brisbane, Melbourne, Adelaide, Charleville, Cloncurry, Derby, Geraldton.

Bermuda — Bermuda Islands — Bermudes:

The Bermuda and West Atlantic Aviation Ltd., Co. London W. 1, 166 Piccadilly.
P: Bermuda.

Canada — Canada — Canada:

Aerial Service Co., Regina, Sask (V).
Brock and Weymouth of Canada Ltd., 823—120 St. James Street, Montreal, P. Q. (V).
Canadian Vickers Ltd., Montreal, Que (B).
O. H. Clearwater, 212 Saskatchewan Crescent, Saskatoon Sask (V).
J. V. Elliot, 123 King Street West, Hamilton, Ont. Toronto. Ont. (V).
Ericson Aircraft Ltd., E. Toronto, Ont., 120 King Street (V).
Fairchild Aerial Surveys Co. of Canda Ltd., Quebec, Grand' Mère (lb).
Laurentide Air Service Ltd., Grand' Mère, Quebec (B).
K. R. Kerr, 54 Orchard View Blod, Toronto, Ont. (V).
Mc Call-Hanrahan Aero Service, Calgary, Alberta, 515 Grain Exchange Building (V).
Mc Clelland Aircraft Ltd. Saskatoon, Sask, 104 Cobbold Block (V).
Niagara Air Services, Toronto, Ont., 618 Dominion Bank (V).
Ontario Provincial Air Service, Forestry Branch, Parliament Buildings, Toronto, Ont. (V).

Pacific Airways Ltd., 43 Canada Life Building, Vancouver B. C. (V).
Plante Aerial Service, W. Montreal, 161 Craig Street.
W. A. Straith, 76 Lanbard Street, Winnipeg, Man. (V).
Vancouver Island Aerial Transport Co., Comox B. C. (V).
Winnipeg Airco Ltd., Winnipeg, Man., 408 Confederation Life Building (V).
P: Vancouver, Winnipeg, Camp Borden, Dartmouth.

Guayana — Guiana — Guyane:
Real Daylight Balata Co., Georgetown (V).
P: Georgetown.

Indien — India — Les Indes:
P: Karachi, Calcutta, Bombay, Kathiawar, Lahore, Srinagar, Allahabad.

Irland — Ireland — Irlande:
P: Dublin.

Neufundland — Newfoundland — Terre Neuve:
Aerial Survey Co. Ltd., St. Johns, 166 Duckworth Street (V).
P: St. Johns, Botwodd, Hawkes Bay, St. Anthony, Battle Harbour, Cartwright, Rigolet.

Neuseeland — New Zealand — Nouvelle Zélande:
New Zealand Aero Transport Co., Washdyke, Timaru (V).
P: Sockburn, Timaru, Christchurch.

Süd-Afrika — South Africa — Afrique méridionale:
South African Airways Co. Ltd., Johannesburg (V).
P: Kapstadt.

Estland — Esthonia — Esthonie:
„Aeronaut" A. S. Reval, Kinga-Tän 1 (V).
P: Reval.

Finnland — Finland — Finlande:
Aero O. Y., Helsinki, Kruunvuorenkatu 5 (V).
Finska Lufttraffik A. B., Helsinki, 13 Skillnaden (V).
Suom. Flyvemaskinfabrik, Sveaborg (B).
P: Bjorkö, Rexholm, Perkjärvi, Salmi, Sortavalla, Utti, Villmanstrand, Alandinseln, Abo.

Frankreich — France — France:
Air Union, Paris, 9 rue Auber (V).
Aviméta, 29 Allées du Midi, Courbevoie, Seine (B).
Audenis-Vialle, Lyon (B, S).
Soc. Gen. des Constructions Industrielles et mécaniques, Borel-S. C. I. M. Puteaux, Seine, 64 Quai National (B)

Co. Générale des Constructions aéronautiques, Paris (B).
Avions Albert, 32 rue Michel-Angel, Paris (B).
Bellanger frères Paris I, 35 rue de la révolte (B).
Bernard Soc. industrielle des Metaux et du Bois, La Courneuve, Seine, 2 rue Villot (B).
Marcel Besson Cie., Boulogne-sur-Seine, rue St. Denis 5 (B).
Constr. Aéron. Blanchard, Les Côteaux, St. Cloud (B).
Blériot Aéronautique, Suresnes, Senie, 3 Quai du Général Galliéni (B).
L. Bréguet, Soc. Anon. d. Ateliers d'aviation, Paris, 115 Rue de la Pompe (B).
René Caudron, Issy-les-Moulineaux, Seine, 52 rue Guynemer.
Aéronautique Militaire, Chalais-Meudon (L-B).
Chantiers Aéro-Maritimes de la Seine, C.A. M.S., Paris, 16 rue d'Aguesseau
Chantiers Navales de la Croisette, Cannes A.M. (B).
L. Clément, 128 rue de Silly, Boulogne-sur-Seine (B).
Co. Aérienne Française, Suresnes, 18 rue de Nanterre (V, lb).
Co. l'Aéronavale, Paris, 46 rue de Villiers (V).
Co. Franco-Bilbaine d'aviation, Bayonne, 3 rue Jacques Laffitte (V).
Co. Franco-Roumaine de Navigation Aérienne, Paris, 22 rue des pyramides (V).
Co. Générale d'entreprises Aéronautiques, Paris, 182 Boulevard Haussmann (V).
Co. internationale de Navigation Aérienne, C. I. D. N. A., Paris, 22 rue des Pyramides (V).
Co. des messageries aériennes S.A., Paris, 2 rue Galilée (V).
Co. des transaériens de tourisme et de messagerie, Paris, 72 rue la Boétie (V).
G. Cormier, Paris, 237 rue St. Martin (Sch).
E. Descamps, 12 rue de Bellevue (B), Sèvres, Seine et Oise.
Constr. Aéronautiques E. Dewoitine, Chatillon, Seine, 12. Bd. Félix Faure (B).
Etablissements Henri Dits-Moineau, 49 rue de la Tombe Issoire, Paris (B).
Hydravions Donnet, Neuilly-sur-Seine 57, rue de Villiers (B).
Soc. An. de Travaux Dyle et Bacalan, Paris, 2 rue Blanche (B).

M. Ernoul, Aérotransports, Toulouse (B, V).
H. et M. Farman, Billancourt, Seine, 167 rue de Silly (B, S).
Lignes Farman, Paris, 4 rue Edouard.
France Aviation, Boulogne-sur-Seine, 118 rue de Silly (B).
F. B. A., L. Schreck, Argenteuil, Seine et Oise, Quai de la Seine.
R. Hanriot, Carrières-sur-Seine, S. et O. 2 Route de Bezons (B, S).
P. Latécoère, Paris, 79 rue Marceau (B, V).
Latham Cie., Soc. Ind. de Caudebec, Caudebec en Caux, Seine Inf. (B).
Soc. d'Aviation Letord, Meudon, 16 rue Paira (B).
P. Levasseur, Paris, 17—21 Place Félix Faure (B).
J. Levy, Paris, 160 rue Cardinet (B).
Ateliers et Chantiers de la Loire Gourdou-Leseurre, Paris, 4 rue de Téhéran (B).
Lioré et Olivier, Levallois-Perret, 16 rue de Villiers (B).
E. de Marçay, Neuilly-sur-Seine, 5 Av. du Roule (B).
L. de Monge, Issy les Moulineaux, 2 rue Camille Desmoulins prol. (B).
Aéroplanes Morane-Saulnier, Puteaux, 3 rue Volta (B, S).
Ateliers des Mureaux, Les Mureaux S. et O. (B).
Nieuport-Dela'ge, Issy-les-Moulineaux, Seine, 46 Boulevard Gallieni (B).
J. Ors, Issy-les-Moulineaux, 9 rue Kléber (Sch).
L. Peyret, Courtevoie (B).
Pecheron, Neuilly, 102 avenue du Roule (B).
Chantier et Ateliers de St. Nazaire Penhöet, Paris, 6 bis rue Auber (B).
Chantiers de Provence-Aviation, La Courneuve, Seine, 67 rue de la Convention (B).
H. Potez, Méaulte, Somme (B).
Soc. des moteurs Salm'son, Billancourt, Seine, 102 rue du Point-du-Jours (B).
Etablissements Schneider, Paris, 42 rue d'Anjou (B).
Soc. Provençale de constructions aéronautiques, Paris VIII, 3 rue Montalivet (B).
Soc. d'emboutissage et de constructions mécaniques (S. E. C. M.) Colombes, Seine, 171 Boulevard du Havre (B).
Soc. Générale de transports aériens, Billancourt, 167 rue de Silly (V).

Soc. Anon. pour la réalisation d'avions prototypes, S. R. A. P.-Bécherau, Paris, 85 Avenue de la Muette (B).
Romano, Chantiers Navals de la Croisette, Cannes, A. M.
R. Tampier, Boulogne-sur-Seine, 1 rue de Bellevue (B).
Tellier-Duhamel-Albert, Paris, 32 rue Michel Ange (B).
F. Villiers, Meudon, 42 rue d'Arthelon (B).
Etablissements L. Vinay-Blanquier, 67 Boulevard Bessières, Paris (Sch).
Etablissement Vinot Deguingan, Nanterre, 59 Av. G. Clemenceau (B).
M. Wibault, Billancourt, 94 Av. des Moulineaux (B).
Soc. Zodiac, Puteaux, 15 Av. du Havre (L-B).
P.: Abbeville, Algier, Agadir, Agen, Ajaccio, Amberieu, Antibes, Angers, Azemmour, Angoulême, Arbaoua, Avord, Bayonne, Beauvais, Berck sur Mer, Biarritz, Bordeaux, Bordj, Le Bourget, Bizerte, Bône, Bougie, Carcassone, Casablanca, Cazaux, Chalons-sur-Saône, Chatillon-sur-Seine, Chaux, Chissey, Compiègne, Constantine, Dakar, Dijon, Entzheim, Fez, Gabes, Habsheim, Le Havre, Hyers, Kairouan, Lyon, Macon, Marseille, Montélimar, Moulins, Nancy, Nantes, Nizza, Nîmes, Oran, Orléansville, Orléans, Saint-Quentin, Saint-Raphael, Saint-Rambert-d'Albon, Sousse, Sfax, Touggourt, Toulouse, Tours, Thonon, Tunis, Valenciennes, Villeneuve-Orly.

Griechenland — Greece — Grèce:
Blackburn, Athen (B).
„Ikaros", Athen (V).
P.: Athen, Goudi, Lamia, Jannina, Saloniki, Drama, Suda.

Guatemala — Guatemala — Guatémala:
Janneau (V).

Holland — Holland — Hollande:
Koninklijke Luchtvaart Maatschappij voor Nederland en Kolonien, Haag, 13 Heerengracht (V, lb).
N. V. Nationale Vliegtuigindustrie, Haag, Prinzessegracht 21 (B).
N. V. Nederlandsche Vliegtuigenfabriek, Amsterdam, Papaverweg (B).
H. Pander, Vliegtuigenfabriek, Haag.
P.: Deventer, Ede, Groningen, Hengelo, Heumen, Maal drift, Roosendaal, Schellingwoude, Schiphol, Soesterberg, Vlissingen, Waalhaven, Wissekerke.

Italien — Italy — Italie:
A. E. R. Orbossano, Via Governolo Torino (B).
Soc. An. Aero Espresso, Roma, 25 Piazza Mignanelli (V).

Aeronautica Ansaldo, Soc. Anon., Torino 17, Corso Francia 366 (B).
Cantiere Aeronautico Breda, Sesto San Giovanni-Milan (B, S).
Cantieri Navali Triestino, Monfalcone (B).
A. Chiribiri, Torino, Via Montenegro (S).
Co. Nazionale Aernonautica, Roma 45 Via Aurora (S).
Co. di Navigazione aerea, Roma, 23 Via Sistina (V).
Navigazione Aerea Italiana, Taliedo (V, lb).
S. A. I. di Costruzioni Meccaniche Marina di Pisa (B).
Soc. Anon. F. I. A. T., Fabrica Italiana Automobil Torino, Torino, Corso Dante 30 (B).
Soc. An. Gabardini Cameri, Novara (S).
Aeronautica Macchi, Varese (B).
Piero Magni, Meda, Milano (B).
Offizine E. Cantieri Montefano, Naples (B).
Offizine Ferroviarie Meridionalie, Naples (B).
Piaggio Co., Sestri Ponente (B).
Soc. Idrovolanti Alta Italia, S. I. A. I., Sesto Calende (B).
Soc. Aeronautica Italiana, Roma (B).
Soc. Aeronautica Meccanica „Airone, Bergamo, Ponte S. Pietro (B, S).
Soc. Anon. Meccanica Lombarda, S. A. M. L., Monga 4 Via Broggi (B).
Soc. An. di Navigazione Aerea, Genova, Via Antonio Meucci (V).
Soc. per lo sviluppo dell' aviazione in Italia Campronі, Vizzola Ticino (B).
Soc. Italiana sviluppo Aviazione, Triest, Portorose (V, S).
Soc. Italiana Brevetti Antoni, Firenze, Piazza dell' Olio (B, V, S).
Soc. Italiana Servici Aerei, S. I. L. A., Roma, Via Torino 98 (V).
Soc. in Accomandita la Transalpina, Roma, 26 via XX Settembre (V).
Soc. An. Transadriatica, Ancona (V).
Soc. Anon. Cooperativa Transporti Aerei S. A. C. T. A., Genova, Via XX Settembre (V).
Soc. Anon. Rilievi Aerofotogrammetrici, S. A. R. A., Roma, Via Germanico 109 (L).
Soc. Anon. Cooperativa P. Soro, Roma, Via Vicena 30 (V).
Soc. Aviazione Commerciale Italiana, S. A. C. I., Torino, Via Vigentina 44 (V).

Soc. Leonardo da Vinci, Milano (L-B).
Stabilimento di Costruzioni Aeronautiche, Roma (L-B).
P.: Albegna, Albenga, Alessandria, Alture di Pola, Ancona, S. Antioco, Arcade, Augusta, Aviano, Bologna, Borore, Boscomantico, Bozen, Brindisi, Cagliari, Campalto, Campiglia, Campoformido, Capua, Capodichmo, Catania, Centocelle, Ciampino, Civitavecchia, La Comina, Cuneo, Desenzano, Firenze, Foggia, Foligno, Furbara, Garda, Gardolo, Ghedi, Görz, Granili, Grottaglie, Jesi, Livorno, Lonate Pozzulo, Loreto, Malpensa, Mirafiori, Nettuno, S. Nicolo del Lido, Orbetello, Padua, Parma, Pescaria, Piacenza, San Giusto, Pola, Pompei, Pontedera, Ravenna, San Sesto, Sarzana, Schirana, Sesto Calende, Syrakus, Spezia, Tarent, Terni, Terranova, Torretta, Varano, Venaria reale, Venedig, Vigna di Valle, Zara, Zaule.

Japan — Japan — Japon:
Aichi Tokei Denki Kabushiki Kaisha, 15 Chitose-Funakatacho, Nagoya (B).
Fukunaga, Kaketsuka, Shidzuoka (B).
Itoh, Tsudanuma, Chiba (B).
Japan, Tokio (V).
Japan, Ootamachi, Gunma (B).
Kawasaki-Werft, Higashi-Kawasakicho, Hyozo, Kobe (B).
Kawanishi-Flugzeugwerke, Chiko-Umetatechi, Nishiku-Osaka (B).
Nippon Koku Kabushiki Kaisha, 114 Kawasankicho Hyego, Kobe (B).
Nippon Kokuyujo Kenkyujo, Oohama, Sakai, Osaka (V).
Nakajima, Oostamachi, Gunma (B).
Mitsubishi, Nainenki Kaisha, Nagoya (B).
Nippon Sharyo Seizo Co., Atsuta-Machi, Nagoya (B).
Oguri, 2 Nakasarugakucho, Kandaku, Tokio (B).
Shirato, Samukawa, Chiba (S).
Tozai-Teiki-Kokuwai, Tachikawa, Tokio (V).
P: Namamugi, Suchi, Kidzugawa, Kabetsuka, Ojima, Nagoya.

Jugoslavien — Jugoslavia — Jougoslavie:
„Icarus", Novi Sad.
P: Belgrad, Mostar, Neusatz, Serajewo, Uesküb, Agram.

Lettland — Latvia — Lettonie:
Lettländische Luftverkehrs A.-G., Riga, Rainisboulevard 33 (V).
G. Sakowsky, Riga, Schulenstraße (Vertr.).
P: Riga, Dünaburg.

Litauen — Lithuania — Lithuanie:
Allgemeine Flug-Gesellschaft m. b. H. „Memel", Memel (B).
P: Kowno, Memel.

Mexiko — Mexico — Mexique:
Aerial Navigation Co., Mexiko (V).
Cia. Mexicana de transportes Aereos, Mexico City (V).
Co. Mexicana de Navegacion Aera S. A. Mexico (V).
Cia. Mexicana de transportes Aereos, Mexico City (V).
National Aircraft Factory, Valbuena (B).
Enrique Schoendube, Mexico City (S).
P: Valbuena, San Benito.

Norwegen — Norway — Norwège:
P: Horten, Kristianssand, Bergen, Kjeller, Vaernes, Ovrevand.

Oesterreich — Austria — Autriche:
„Avis" Flugzeug- u. Auto-Werke G. m. b. H., Wien I, Freyung 3
Austria Flugverkehrs-A.-G., Wien, Mariahilferstr. 109 (B, V, S).
Baeg Flugzeugbau, Wien (B).
Th. Hopfner, Wien (B).
Lohnerwerke G. m. b. H., Wien (B).
Oesterreichische Luftverkehrs-A.-G., Wien, Karlsplatz 7 (V).
Zentral Aviatik u. Automobil-G. m. b. H., Wien (B), Reißnerstr. 27—29.
P: Aspern, Graz, Jedlesee, Klagenfurt, Linz, Salzburg.

Peru — Peru — Pérou:
Cia. Nacional Aeronautica, Lima, Bellavista Aerodrome (V, S).
Curtiss Aeroplane Export Corp., Lima (Vertr.).
Co. Peruana de Aviacion Pinillos, Lima, Bellavista Aerodrome (V).
The Faucelt Aerial Transport Service, Lima, Bellavista Aerodrome (V).
P: Lima, Arequipa, Callao, Bellavista, Parcoy.

Polen — Poland — Pologne:
Aero Lloyd, Warzawa (V).
Deblin-Militärwerft, Deblin (B).
Francusco-Polski Zaclady Lotnice, Warzawa (B).
Gabriel-Flugzeugwerke, Bromberg (B).
Fabrika Lotnicza, Biala (B).
Plague Laszkiewicz, Lublin (B).
Podlaska Wydwornia, Samolotow, Biala-Poslaska (B).

Samolot-Poznan (B).
Soc. d'établissements polonaise d'automobile et d'aviation, Warzawa (B).
P: Warzawa, Lemberg.

Portugal — Portugal — Portugal:
P: Alverca do Ribatejo, Cintra, Ponte do Sôr, Monte Velho.

Rumänien — Roumania — Roumanie:
Astra, Arad, Transsilvania.
P: Bukarest, Galatz, Jassy, Tecuciu, Clug, Kischineff, Arad.

San Salvador — San Salvador — San Salvador:
P: San Salvador.

Schweden — Sweden — Suède:
A. B. Flygindustri, Limhamn (B).
P: Aengelholm, Barkarby, Falkenberg, Gashaga, Gothenburg, Hägersnäs, Halmstad, Helsingberg, Hessleholm,
P: Lausanne, Dübendorf, Genf, Luzern, Lugano, Rorschach, Bern, Basel.
Aero Transport A.B., Stockholm (V).
Nordiska Flygrederie, Stockholm (V).
Nordiska Phoenix A.B., Gothenburg (B).
Orebro Flyg A.B., Orebro.
Svenska Aeroaktiebolaget, Lidigön, Stockholm (B).
Thulin Aeroplane A.B., Landskrona, Lymnigbyhed (B).
Häfen: Aengelholm, Barkarby, Falkenberg, Gashaga, Gothenburg, Hägersnäs, Halmstad, Helsingberg, Hessleholm, Jarfälla, Karlskrona, Kristianstad, Laholm, Ladugards, Landskrona, Lindarängen, Ljungbyhed, Luervajaure, Malmö, Malmstätt, Oerebro, Porjus, Stockholm, Varberg.

Schweiz — Switzerland — Suisse:
Ad Astra Aero Co., Zürich-Dübendorf (V).
Aero Metal A. G., Altenrhein (B).
Aviatik beider Basel, Basel-Birsfelden (V).
Basler Luftverkehrs A. G. „Balair", Basel, Aeschonvorstadt 50 (V).
A. Comte, Zürich, Rämistr. 7 (B, S, lb, V).
Ecole Aéro, Lausanne (S).
Gren S. A., Genf (V).
H. Kunkler, St. Gallen (S).
Ouchy Aviation S.A., Lausanne (S).
S.A. T'r'ansalpina, Lausanne, 15 rue du Midi (V).
Staatliche Werkstätten Thun (B).
Waggonfabrik Schlieren (B).
Häfen: Lausanne, Dübendorf, Genf, Luzern, Lugano, Rorschach, Bern, Basel

Siam — Siam — Siam:
P: Singora, Ubon, Chiengmai, Dannuang-Bangkok.

Spanien — Spain — Espagne:
Aeronautica Militai Española, Quarte Vienta, Madrid (B).
Cia. Aeromaritima Mallorquina, Palma de Mallorca (V).
H. Alfaro, Madrid (B, S).
J. de la Cierva, Madrid (B).
Sdad Colón Transaérea Española, Madrid, Antonio Maura 18 (V).
Cia. Española de Aviación, Madrid, Olózaga 5—7 (V, S).
Cia. Española de Empresas Aero-Maritimas, Madrid, Alcalá 62 (V).
Cia. Española de trafico Aereo, Madrid, Antonio Maura 18 (V).
D. A. Diaz, Getafe (B).
D. J. Loring, Madrid, Montalban 13 (B).
Union Aérea Española, Madrid, Mayor 4 (V).
P: Cuarto Vientos, Sevilla, Saragossa, Los Alczares, Getafe, Guadalajara, Granada, Arcila, Tetuan, Zeluan.

Tschechoslowakei — Czecho-Slovakia — Tschécoslovaquie:
Aero Továrna Letadel, Vysocany (B, V).
Avia Co. M. Bondy, Kbely (B).
Vojenska Tovarna na Letadla, Letnany (B).
P: Kbely, Olmütz, Pressburg, Neutra, Uzhorod, Kaschau.

Türkei — Turkey — Turquie:
P: Konstantinopel.

Ungarn — Hungary — Hongrie:
Feiro repülogépepito vallalat Feigl és Rotter, Budapest (B).
Neuschloß-Lichtig, A.-G., Albertfalva (B).
Ungarische Aero Expreß A.-G., Budapest (V).
Ungarische Luft-Verkehrs-A.-G., Budapest (V).
P: Albertfalva, Budapest, Szegedin, Miscolc, Szombathely.

Union der Sowjet-Republiken — Union of the Soviet Republics of Russia — Union des Soviets:
Anatra Co., Taganrog (B).
Bolschewik-sawod, Moskwa (B).
Dobroljet, Moskau (V, B, S).
Moskwa-sawod, Moskwa (B).
Russo-Batigny Co., Leningrad (B).
Ukrowosduchgulj, Kiew (V).
P: Leningrad, Moskau, Smolensk, Podosinsk, Rostoff, Sewastopol.

Uruguay — Uruguay — Uruguay:
P: Montevideo.

Vereinigte Staaten von Nordamerika — United States of North America — Etats-Unis:
Adams Aircraft Co., Oklahoma City, Okla (S).
Advance Aircraft Co., Troy (Ohio) (B).
Aerial Navigation and Engineering Co., Denver, Colo. Forster Building (V).
Aerial Service Corp., Hammondsport N. Y. (B).
Aero Ltd., New York City, 20 West 34 th Street (V).
Aeromarine Plane and Motor Co., New York City, 1800 Times Building (V).
Airship Manufakturing Co. of America, Hammondsport, N. Y. (L-B).
The Aircraft Corp. of America, New York City, 109 West, 57 th Street (B).
The Alexander Aircraft Co., Denver, Colo., Alexander Industries Building, Roon 401 (B).
The American Eagle Aircraft Co., Richards Field, Cansas City, mo. (B).
American Aircraft Inc., Baltimore, Md. (B).
American Airways, New York, College Point (V).
American Investigation Corp., New York, 37/39 Pine Street (L-B).
Ashmusen Aeronautical Co., Omaha, Neb. 65 th and Center Streets (Vertr.).
Atlantic Aircraft Corp., Hasbrouck Heigths, N. Y. (B).
Aurora Aviation Co. Inc., Aurora III. (S).
Aviation Engineering Co., Lawrence, Kansas (S, B).
Baldwin Aircraft Co., Baldwin, Long Island, N. Y. (B).
Balsams Air Service, Garden City, Long Island (V).
Barnhardt Ltd., Little Pasadena Cal. (B).
B. B. and B. Aerial Co., Marshfield, Wis. (S).
Bethlehem Aircraft Corp., Bethlehem, Pennsylvania (B).
Boeing Airplane Co., Seattle, Wash. (B).
Booth Aerial Engineering, Hammondsport, New York (B).
Booth and Thurston, Mitchel Field, Long Island (B).
H. A. Bruno and Associates, New York, 1457 Broadway (Vertr.).
The Buhl-Verville Aircraft Co., Detroit, Mich., 2730 Scotten Avenue (B).
California-Curtiss Aeroplane Co., Los Angeles, Cal. (Vertr.).
Catron & Fisk Airplane Co., Velince, Calif. (B).

Central Aircraft Co., Holdrege, Neb. (S).
Chamberlin Aircraft Co., Hasbrouk, Hts., N. Y. (S).
Clark Aircraft Co., Akron O., 310 Water Street (S). F: Ansaldo.
Cleveland Air Service, Coventry, Vt. (V).
Columbia Aircraft Corp., Bellanca-Sperry, Farmingdale (B).
Concord Aircraft Co., Concord, N. H. (S).
Consolidated Aircraft Corp., Buffalo, N. Y. 2050 Elmwood Avenue (B).
Cooke Aero Import, Watertown, S. Dak. (S).
Cox-Klemin Aircraft Corp., Baldwin. L. I. N. Y. (B).
Curtiss Aeroplane and Motor Co., Garden City, Long Island, N. Y. (B, S).
Curtiss Aeroplane Export Corp., New York, 52 Vanderbilt Ave. (Vertr.).
Curtiss Aircraft Corp., Love Field, Dallas, Texas (Vertr.).
Curtiss Bond Airplane Co., Montgomery, Alabama (Vertr.).
Curtiss Eeastern Airplane Corp., Philadelphia, Pa., 15th Street (Vertr.).
Curtiss Indiania Co., Kokomo, Ind. (Vertr.).
Curtiss Humpreys Airplane Co., Denver, Colo., 1st. National Bank Building (Vertr.).
Curtiss Iowa Aircraft Corp., Fort Dodge, Iowa (Vertr.).
Curtiss New England Airplane Co., Garden City, Long Island, N. Y. (Vertr.).
Curtiss Northwest Airplane Co., Minneapolis. Minn., 707 Metropolitan Bank Building (Vertr.).
Curtiss Wisconsin Airplane Co., Milwaukee, Wis., 330 Clinton Street (Vertr.).
R. C. Diggins Co.-Jakey., Chicago, III., 140 Dearborn Street (S).
Dornier Metallbauten G. m. b. H., Harry Vissering, Chicago, III. (Vertr.).
Douglas Co., Santa Monica, Calif., 2435 Wiltshire Bd. (B).
Easter Airways, Inc., Baltimore, Md. (V).
Edgewater Beach Air Service, Chicago, III., 3158 N. Clark Street (V).
G. Elias and Brother, Bufallo, New York, 965 Elk Street (B).
Fairchild Aerial Camera Corp., New York City, 136 West 52 nd Street (lb).
Finger Lakes Air Service, Inc., Auburn N. J. (V).
Fluton Airway of Michigan, Inc., Long Lake (V, S).

Fokker Aircraft Corp., New York City, N. Y. 110E 42 nd Street (B).
Friesley Aircraft Corp., Gridley, Calif. (B).
General Air Service Corp., Washington D. C. (L-V).
Oliver Gies Airplane Co., Great Falls, Mont. (S).
Good and Forster Aerial Service, Dallas, Tex., Love Field (S).
Goodyear Tyre and Rubber Co., Akron (Ohio) (L-B).
Goodyear-Zeppelin Corp., Akron (Ohio) (L-B).
Gravers Flying Circus, Belleville, Kans. (K, S, V).
Harding Paraschute Co., Inc., Minneapolis, Min., 1706 Queen Avenue (Sch).
Heath Airplane Co., Inc., Chicago, 2856 Broadway (B, S).
Heddon Aviation Co., Ing., Dowagiac, Mich. (S).
The Hess Aircraft Co., Detroit, Mich., 11 532 1st National Building (B).
W. Hill Aeroplane Co., Arkansas City, Kans. (S).
Huff-Daland Co. Inc., Bristol. Pa. (B).
Hunt Aviation Co., Detroit (B).
Huron Aerial Rapid Transit Co., Huron, S. Dak. (V).
Irvin Aircraft Co., Sacramento, Cal. (B).
Johnson Airplane and Supply Co., Dayton, Ohio, Ludlow Street (B, S).
J. L. Aircraft Corp., New York City, 347 Madison Ave (V).
Wallace Kellet Co., Inc., Philadelphia, Pa., Widener Building (Vertr.).
The Kirkham Products Co., Garden City, N. Y. (B).
Kokomo Aviation Co., Kokomo, Indiania (S).
Lexington Aviation Co., Inc., Lexington, Ky. (V, S).
Lincoln Standard Aircraft Corp., Lincoln, Nebraska (B, S).
The Loening Aeronautical Engineering Corp., New York City 420—428 East 31 st Street (B).
Lloyd J. Logan, Aviation Co., Cleveland, Ohio, 712 Superior Ave., N. W. (Vertr.).
Lynchburg Air Service Corp., Lynchburg, Virginia, 218 Wall Building (S, Vertr).
Lundington Exhibition Co., Philadelphia, 810 Atlantic Building (S, V, Vertr.).
A. L. Markwell, Los Angeles, Cal. (B).
The Glenn L. Martin Co., Cleveland, Ohio (B).
I. V. Martin Aeroplane Factory, Garden City, New York (B).
Mayer Aircraft Corp., Bridgeville, Pa. (S).
Michigan Aero Service Corp., Lansing, Mich. (V, S).

Mid-West Airways Corp., Monmouth, III. (S, V).
The Montee Aircraft Co., Clover Field, Santa Monica, California (B).
Mobridge Aerial Co., Inc., Mobridge, S. Dak. (S).
Morane Saulnier Aeroplanes, Baltimore, Md., 709 Equitable Building.
The Naval Aircraft Factory, Philadelphia (L-B, B).
Nicholas Aerial Shows and Flying School, Marshall, Mo., (K, S, V).
Night Aero Advertising Corp., 552 Seventh Avenue, New York City (N-R).
North Central Aviation Co., Marceline, Mo. (V).
Patridge Inc., Chicago, III., 430 S. Michigan Ave. (S).
Remington-Burrnelli Aircraft Corp., New York City 25, West 45th Street (B).
Robertson Aircraft Corp., St. Louis, Mo., 5248 Oakland Avenue (V).
Rogers-Day, Construction Co., Gloucester, New Jersey (B).
Rowe Flyers Hasbrouck Heights, N. Y. (S).
F. Russel Aviation Co., Inc., Spokane, Washington (V).
Ryan Airlines Inc., San Diego, Calif., 3200 Barnett Avenue (B).
San Antonio Aviation and Motor School, San Antonio, Texas, 509 Navarro Street (S).
Sattco, Service Aviation Co., Wabash, Indiana (B).
Seaboard Consolidated Airlines Inc., New York City (V).
Seattle and Puget Sound Airway Co., Seattle, Wash. 1519 3rd Ave. (V).
Sikorsky Mfg. Corp., Westbury, Long Island N. Y. (B).
Skysyne Corp., Baltimore, 711 Keyser Bldg. (V).
Skywriting Corp., New York (R, NR).
Slinger, Chester F. Palo-Alte Reedwood City, San Francisco (B).
Southland-Yobbing House Norfolk, Va. (Vertr.).
The Stinson Airplane Syndicate, Detroit, Mich., 439 Congress Street West (B).
St. Louis-Curtiss Airplane Co., St. Louis, Mo. (Vertr.).
Stout-Metal-Aeroplane Division of the Ford Motor Co., Detroit, Mich. (B, V).
St. Petersburg Air Boat Line, St. Petersburg, Fla. (V).
Sturtevant Aeroplane Co., Boston, Mass., Jamaika Plain (B).
Swallow-Airplane Mfg. Co., Wichita, Kom. (B).

Syracuse Air Line, Syracuse (V).
Thomas-Morse Aircraft Corp. Ithaca, N. Y. (B, S).
Travelair Mfg. Co. Ine, Wichita, Kansas (B).
Walter T. Varney, San Francisco, Cal. 832 Post Street (S).
Chance Vought Corp. Long Island City, New York (B).
Weaver Aircraft Co., Crain, Ohio (B).
Western Airway Co., San Francisco (V).
Williams and Hill Airplane Co., Arkansas City, Kansas (Vertr.).
The Woodson Engineering Co., Bryan, Ohio (B).
Wren Big Stone Gap Virginia (S, V, lb).
Wright Aeronautical Corp., Paterson N. J., 238 Lewis Street (B).
Yackey Aircraft Co., Forest Park, Jll. (S, V).
P: Aberdeen, Anacostia, San Antonio, Romtoul, San Francisco, Ft. Bliss, Hampton, Garden City, Montgomery, Fort Sill, Riley, Belleville, Mt. Clemens, Fairfield, Oahu, Philippinen, San Diego, Coco Solo, Pearl Harbour, Pensacola, Great Lakes, Chatam, Cape May, Rockaway, Lakehurst, Philadelphia, Newport, Dalgren, Quantico, Santo Domingo, Port-au-Prince, Parris Island, Chicago, Cheyenne.

Hoheitsabzeichen für Kriegsluftfahrzeuge.

Bemerkungen: Reihenfolge der Farben bei Kokarden und Dreiecken von innen nach außen, bei Streifen von links nach rechts.

Staat	Abzeichen	
	Auf Flügeln, Rumpf, Schiffshülle usw.	Auf Seitensteuer
Argentinien	Kokarde: hellblau-weiß-hellblau	Streifen (senkr.): hellblau-weiß-hellblau. Mitte: gelbe Sonne
Belgien	Kokarde: schwarz-gelb-rot	Streif. (skr.): schwarz-gelb-rot
Brasilien	Kokarde: hellblau-gelb-grün	Streifen (senkr.): gelb-grün
Bulgarien	X: schwarz auf weißem Felde	X: schwarz auf weißem Felde
China	Streifen: wagrecht: rot-gelb-blau-weiß-schwarz	Streifen (wagr.): rot-gelb-blau-weiß-schwarz
Dänemark	Kokarde: weiß-rot	Streifen (senkr.): rot-weiß-rot
Deutschland (bis 1919)	Kreuz: schwarz auf weiß. Felde	Kreuz: schwarz auf weiß. Felde
England	Kokarde: rot-weiß-blau	Streifen (senkr.): blau-weiß-rot
Estland	Dreieck: blau-schwarz-weiß	Strf. (wgr.): blau-schwarz-weiß
Finnland	Hakenkreuz: blau auf weißem Felde	Hakenkreuz: blau auf weißem Felde
Frankreich	Kokarde: blau-weiß-rot	Streifen (wagr.): blau-weiß-rot
Griechenland	Kokarde: hellblau-weiß-hellblau	Streifen (wagr.): hellblau-weiß-hellblau
Holland	Scheibe mit Segmentteilung: rot-weiß-blau	Streifen (wagr.): rot-weiß-blau
Italien	Kokarde: grün-weiß-rot	Streifen (senkr.): grün-weiß-rot
Japan	Scheibe: rot auf weißem Felde	Scheibe: rot auf weißem Felde
Jugoslavien	Kreuz: weiß auf blau-weiß-roter Kokarde	Streifen (wagr.): blau-weiß-rot
Lettland	Hakenkreuz: a. Spitze stehend: karminrot auf weißem Felde	Streifen (senkr.): karminrot-weiß-karminrot
Mexiko	Dreieck: rot-weiß	Dreieck: rot-weiß
Norwegen	Streifen (senkrecht): rot-weiß-blau-weiß-rot	Streifen (senkr.): rot-weiß-blau-weiß-rot
Österreich (bis 1919)	Kreuz: schwarz auf weißem Felde	Kreuz: schwarz auf weiß. Felde
Polen	Quadrat mit vier Karos: weiß-rot-weiß-rot	Quadrat mit 4 Karos: weiß-rot-weiß-rot
Portugal	Kokarde: grün-rot	Streifen (senkr.): grün-rot. Mitte Wappen
Rumänien	Kokarde: hellblau-gelb-rot	Streif. (skr.): hellblau-gelb-rot
Schweden	3 Kronen: schwarz auf weißem Feld oder weiß auf schwarzem Feld in V-Stellung	3 Kronen: schwarz auf weißem Feld oder weiß auf schwarzem Feld in V-Stellung
Schweiz	Kreuz: weiß auf rotem Felde	Kreuz: weiß auf rotem Felde
Siam	Kokarde: rot-weiß-blau-weiß-rot	Streifen (wagr.): rot-weiß-blau-weiß-rot
Spanien	Kokarde: rot-gelb-rot	Streifen (wagr.): rot-gelb-rot
Tschechoslowakei	Streifen (wagr.): weiß-rot mit Dreieck: blau	Streifen (wagr.): weiß-rot mit Dreieck: blau
Türkei	Quadrat: schwarz auf weißem Felde	Quadrat: schwarz auf weißem Felde
Ungarn	Kokarde: grün-weiß-rot	Streifen (senkr.): grün-weiß-rot
Union d. Sowjetrepubliken	Fünfzackstern: rot	Fünfzackstern: rot*)
Uruguay	Scheibe mit Streifen (wagr.): blau-weiß-blau u. rot. Querbalken	Streifen (wagr.): blau-weiß-blau mit rotem Querbalken
Ver. Staaten von Nordamerika	Kokarde: rot-blau mit weißem Fünfzackstern	Streifen (senkr.): rot-weiß-blau

*) Staatliche Luftfahrzeuge, die weder Verkehrs- noch Kriegszwecken dienen: Hammer und Sichel mit den Stielen gekreuzt: schwarz auf lichtem Grunde.

Emblems of Sovereignty for War Aircraft.

Remarks: Sequence of colours in cockades and triangular insignia from within to without, in stripes from right to left.

Country	Emblems	
	on wings, hull, envelope etc.	on vertical rudder
Argentina	Cockade: light blue-white-light blue	Stripes (vertical): light blue-white-light blue. Centre: yellow sun
Austria (until 1919)	Cross: black on white background	Cross: black on white background
Belgium	Cockade: black-yellow-red	Stripes (vert.): black-yellow-red
Brazil	Cockade: light blue-yellow-green	Stripes (vert.): yellow-green
Bulgaria	X: black on white background	X: black on white background
China	Stripes: horizont.: red-yellow-blue-white-black	Stripes (horizont.): red-yellow-blue-white-black
Czecho-Slovakia	Triangle: blue	Triangle: blue
Denmark	Cockade: white-red	Stripes (vert.): red-white-red
England	Cockade: red-white-blue	Stripes (vert.): blue-white-red
Esthonia	Triangle: blue-black-white	Stripes (hor.): blue-black-white
Finland	Fylfot: blue on white background	Fylfot: blue on white background
France	Cockade: blue-white-red	Stripes (horiz.): blue-white-red
Germany (until 1919)	Cross: black on white background	Cross: black on white background
Greece	Cockade: light blue-white-light blue	Stripes (hor.): lightblue-white-light blue
Holland	Segmented disk: red-white-blue	Stripes (horiz.): red-white-blue
Hungary	Cockade: green-white-red	Stripes (vert.): green-white-red
Italy	Cockade: green-white-red	Stripes (vert.): green-white-red
Japan	Disk: red on white background	Disk: red on white background
Jougoslavia	Cross: white on blue-white-red cockade	Stripes (horiz.): blue-white-red
Latvia	Fylfot: standing on edge: crimson on white background	Stripes (vert.): crimson-white-crimson
Mexico	Triangle: red-white	Triangle: red-white
Norway	Stripes (vert.): red-white-blue-white-red	Stripes (vert.): red-white-blue-white-red
Poland	Square with four diamonds: white-red-white-red	Square with four diamonds: white-red-white-red
Portugal	Cockade: green-red	Stripes (vert.): green-red. Centre crest
Roumania	Cockade: light blue-yellow-red	Stripes (vert.): light blue-yellow-red
Sweden	3 crowns: black on white background or white on black background, V shaped	3 crowns: black on white background or white on black background, V shaped
Switzerland	Cross: white on red background	Cross: white on red background
Siam	Cockade: red-white-blue-white-red	Stripes (horiz.): red-yellow-red
Spain	Cockade: red-yellow-red	Stripes (horiz.): red-yellow-red
Turkey	Square: black on white background	Square: black on white background
United Sowjet Republics	Five-poinzed star: red	Five-poinzed-star red*)
Uruguay	Disk with stripes (horiz.): blue-white-blue and red cross-beam	Stripes (horiz.): blue-white-blue with red cross-beam
United States of N.-America	Cockade: red-blue with white five-poinzed star	Stripes (vert.): red-white-blue

*) Governmental air craft used neither for traffic nor for war purposes: Hammer and scythe with crossed handles: black on white background.

Insignes de souveraineté pour aéronefs de guerre.

Observations: Suite des couleurs en cocardes et triangles de par l'intérieur, en raies de gauche à droite.

Pays	Insignes sur les ailes, la coque, l'enveloppe etc.	Insignes Sur le gouvernail vertical
Allemagne (jusqu'a 1919)	Croix: noir sur fond blanc	Croix: noir sur fond blanc
Angleterre	Cocarde: rouge-blanc-bleu	Raies (vert.): bleu-blanc-rouge
Argentine	Cocarde: bleu clair-blanc-bleu clair	Raies (vert.): bleu clair-blanc-bleu clair. Milieu: soleil jaune
Autriche (jusqu'a 1919)	Croix: noir sur fond blanc	Croix: noir sur fond blanc
Belgique	Cocarde: noir-jaune-ruge	Raies (vert.): noir-jaune-rouge
Brésil	Cocarde: bleu clair-jaune-vert	Raies (vert.): jaune-vert
Bulgarie	X: noir sur fond blanc	X: noir sur fond blanc
Chine	Raies (horiz).: rouge-jaune-bleu-blanc-noir	Raies (horiz.): rouge-jaune-bleu-blanc-noir
Danemark	Cocarde: blanc-rouge	Raies (vert.): rouge-blanc-rouge
Esthonie	Triangle: bleu-noir-blanc	Raies (horiz.): bleu-noir-blanc
Espagne	Cocarde: rouge-jaune-rouge	Raies (horiz.): rouge-jaune-rouge
Etats-Unis	Cocarde: rouge-bleu avec étoile blanche à cinq pointes	Raies (vert.): rouge-blanc-bleu
Finlande	Croix gammée: bleu sur fond blanc	Croix gammée: bleu sur fond blanc
France	Cocarde: bleu-blanc-rouge	Raies (horiz.): bleu-blanc-rouge
Grèce	Cocarde: bleu clair-blanc-bleu clair	Raies (horiz.): bleu clair-blanc-bleu clair
Hollande	Disque avec segment: rouge-blanc-bleu	Raies (horiz.): rouge-blanc-bleu
Hongrie	Cocarde: vert-blanc-rouge	Raies (vert.): vert-blanc-rouge
Italie	Cocarde: vert-blanc-rouge	Raies (vert.): vert-blanc-rouge
Japon	Disque: rouge sur fond blanc	Disque: rouge sur fond blanc
Jougoslavie	Croix: blanc sur cocarde bleu-blanc-rouge	Raies (horiz.): bleu-blanc-rouge
Lettonie	Croix gammée: debout sur pointe: carmin sur fond blanc	Raies (vert.): carmin-blanc-carmin
Mexique	Triangle: rouge-blanc	Triangle: rouge-blanc
Norvège	Raies (vert.): rouge-blanc-bleu-blanc-rouge	Raies (vert.): rouge-blanc-bleu-blanc-rouge
Pologne	Carré avec quatre carreaux (blanc-rouge-blanc-rouge)	Carré avec quatre carreaux: blanc-rouge-blanc-rouge
Portugal	Cocarde: vert-rouge	Raies (vert.): vert-rouge Milieu: signe
Républ. Unies des Soviets	Etoile à cinq pointes: rouge	Etoile à cinq pointes: rouge*)
Roumanie	Cocarde: bleu clair-jaune-rouge	Raies (vert.): bleu clair-jaune-rouge
Suède	3 couronnes: noir sur fond blanc ou blanc sur fond noir, forme V	3 couronnes: noir sur fond blanc ou blanc sur fond noir, forme V
Suisse	Croix: blanc sur fond rouge	Croix: blanc sur fond rouge
Siam	Cocarde: rouge - blanc - bleu-blanc-rouge	Raies (horiz.): rouge-blanc-bleu-blanc-rouge
Tchéco-slovaquie	Raies (horiz.) blanc-rouge avec triangle: bleu	Raies (horiz.): blanc-rouge avec triangle: bleu
Turquie	Carré: noir sur fond blanc	Carré: noir sur fond blanc
Uruguay	Disque avec raies (horiz.): bleu-blanc-bleu et trav. rouge	Raies (horiz.): bleu-blanc-bleu et traverse rouge

*) Des navires aériens du Gouvernement, ne servant ni des fins de communication ni de guerre: marteau et faucille, les manchons croisés: noir sur fond clair.

Hoheitsabzeichen für Zivilluftfahrzeuge

Staat	Abzeichen: Staatsangehörigkeits-	Abzeichen: Eintragungs-	Staat	Abzeichen: Staatsangehörigkeits-	Abzeichen: Eintragungs-
Albanien	B	A	Kostarika	R	S
Belgien	O	B	Lettland	B	L
Bolivien	C	B	Liberia	L	L
Brasilien	P	B	Litauen	Z	L
Bulgarien	B	B	Luxemburg	L	U
China	X	C	Monaco	M	O
Cuba	C	C	Nicaragua	A	N
Dänemark	T	D	Österreich	A	Nr...
Danzig	Dz	Nr...	Panama	S	P
Deutschland	D	Nr...	Peru	O	P
England	G	Vokal	Polen	P	P
Ecuador	E	E	Portugal	C	P
Estland	E	A	Rumänien	C	R
Finnland	K	S	Schweden	S	A
Frankreich	F	Vokal	Schweiz	C	H
Griechenland	S	G	Siam	H	S
Guatemala	L	G	Spanien	M	A-N
Haiti	H	H	Tschechoslowakei	L	B
Hedjaz	A	H	Ungarn	H	M
Holland	H	N	Union der Sowjetrepubliken	R	3röm. Buchstab.
Honduras	X	H			
Italien	I	Vokal	Uruguay	C	U
Japan	J	Vokal	Ver. Staat. v. N.-Amerika	N	Vokal
Jugoslavien	X	S			
Kolumbien	A	Nr...			

Das **Staatsangehörigkeits-Abzeichen** gibt die Staatsangehörigkeit an. Für Besitzungen, Kolonien, Schutzgebiete usw. gelten die Bezeichnungen des Mutterlandes. Römische Buchstaben in schwarzer Schrift auf weißem Punkt.

Die **Eintragungs-Abzeichen** bestehen aus vier schwarzen Buchstaben (römisch), enthaltend einen Vokal (Y gilt als Vokal) oder eine schwarze Nummer auf weißem Grund. In der Zusammenstellung ist jeweilig nur der erste Buchstabe aufgeführt. Nr. bedeutet eine Nummer zur Eintragung.

Andere Staats- und Handelsbezeichnungen werden kleiner in Schwarz geführt.

Emblems of Sovereignty for Civil Aircraft.

Country	Emblems of nationality	Registered emblems	Country	Emblems of nationality	Registered emblems
Albania	B	A	Hungary	H	M
Austria	A	Nr...	Italy	I	Vowel
Belgium	O	B	Japan	J	Vowel
Bolivia	C	B	Jugoslavia	X	S
Brazil	P	B	Latvia	B	L
Bulgaria	B	B	Liberia	L	L
China	X	C	Lithuania	Z	L
Columbia	A	Nr...	Luxemburg	L	U
Costarica	R	S	Monaco	M	O
Cuba	C	C	Nicaragua	A	N
Czecho-Slovakia	L	B	Panama	S	P
Denmark	T	D	Peru	O	P
Danzig	Dz	Nr...	Poland	P	P
England	G	Vowel	Portugal	C	P
Ecuador	E	E	Roumania	C	R
Esthonia	E	A	Sweden	S	A
Finland	K	S	Switzerland	C	H
France	F	Vowel	Siam	H	S
Germany	D	Nr...	Spain	M	A-N
Greece	S	G	United Sowjet Republics	R	3 Roman lett.
Guatemala	L	G	Uruguay	C	U
Haiti	H	H	United States of N.-America	N	Vowel
Hedjaz	A	H			
Holland	H	N			
Honduras	X	H			

The national emblem shows the nationality. Possessions, colonies, protectorates, etc., use the emblem of the mother country. Roman letters in black characters on white points.

The registered emblems consist of four black letters (Roman), containing a vowel (Y xounting as a vowel) or a black number on a white background. In the summary only the first letter is given. No. means a registery number.

Other official and commercial terms are given in small black characters.

Insignes de souveraineté pour aéronefs civils.

Pays	Insigne de nationalité	Insigne d'enregistrement	Pays	Insigne de nationalité	Insigne d'enregistrement
Albanie	B	A	Hongrie	H	M
Allemagne	D	No...	Italie	I	Voyelle
Angleterre	G	Voyelle	Japon	J	Voyelle
Autriche	A	No...	Jougoslavie	X	S
Belgique	O	B	Lettonie	B	L
Bolivie	C	B	Libérie	L	L
Brésil	P	B	Lithouanie	Z	L
Bulgarie	B	B	Luxembourg	L	U
Chine	X	C	Monaco	M	O
Colombie	A	No...	Nicaragua	A	N
Costarica	R	S	Panama	S	P
Cuba	C	C	Peru	O	P
Danemark	T	D	Pologne	P	P
Danzig	Dz	No...	Portugal	C	P
Républiques de l'Equateur	E	E	Républiques Unies des Soviets	R	3 caract. rom.
Espagne	M	A-N	Roumanie	C	R
Esthonie	E	A	Suède	S	A
Etats-Unis	N	Voyelle	Suisse	C	H
Finlande	K	S	Siam	H	S
France	F	Voyelle	Tchécoslovaquie	L	B
Grèce	S	G	Uruguay	C	U
Guatemala	L	G			
Haiti	H	H			
Hedjaz	A	H			
Hollande	H	N			
Honduras	X	H			

L'insigne de nationalité indique la nationalité. Pour des possessions, colonies, pays de protectorat etc. voir les désignations de la métropole. Caractères romains en écriture noire sur points blancs.

Les insignes d'enregistrement se composent de quatre caractères noirs (romains), comprenant une voyelle (y compte pour une voyelle) ou un numéro noir sur fond blanc. Le tableau n'indique que le premier caractère. Nr. signifie un numéro à l'enregistrement.

D'autres désignations officielles ou commerciales sont données en caractères noirs plus petits.

6. Umrechnungstafeln — Tables of exchange Cotes du change.

Verwandlung von Kilometern je Stunde in Meter je Sekunde. Convertion of kilometers per hour into meters per second. Conversion de kilomètres par heure en mètres par seconde.

km per h	0	1	2	3	4	5	6	7	8	9
	Meter per Sekunde									
0	0,0	0,3	0,6	0,8	1,1	1,4	1,7	1,9	2,2	2,5
10	2,8	3,1	3,3	3,6	3,9	4,2	4,4	4,7	5,0	5,3
20	5,6	5,8	6,1	6,4	6,7	6,9	7,2	7,5	7,8	8,1
30	8,3	8,6	8,6	9,2	9,4	9,7	10,0	10,3	10,6	10,8
40	11,1	11,4	11,7	11,9	12,2	12,5	12,8	13,1	13,3	13,6
50	13,9	14,2	14,4	14,7	15,0	15,3	15,6	15,8	16,1	16,4
60	16,7	16,9	17,2	17,5	17,8	18,1	18,3	18,6	18,9	19,2
70	19,4	19,7	20,0	20,3	20,6	20,8	21,1	21,4	21,7	21,9
80	22,4	22,5	22,7	23,1	23,3	23,6	23,9	24,2	24,4	24,7
90	25,0	25,3	25,6	25,8	26,1	26,4	26,7	26,9	27,2	27,5

Kilogramm in englische Pfund (avdp.) und Zentner (cwt.). Convertion of kilogramms into English lbs. and cwt. Conversion de kilogrammes en livres angl. (avdp.) et cwt.

kg	lbs.	cwts.	*kg*	lbs.	cwts.	*kg*	lbs.	cwts.	*kg*	lbs.	cwts.
1	2,20	0,020	31	68,34	0,610	61	134,48	1,201	91	200,62	1,791
2	4,41	0,039	32	70,55	0,630	62	136,69	1,220	92	202,82	1,811
3	6,61	0,059	33	72,75	0,650	63	138,89	1,240	93	205,03	1,831
4	8,82	0,079	34	74,96	0,669	64	141,09	1,260	94	207,23	1,850
5	11,02	0,098	35	77,16	0,689	65	143,30	1,280	95	209,44	1,870
6	13,23	0,118	36	79,37	0,709	66	145,51	1,299	96	211,64	1,890
7	15,43	0,138	37	81,57	0,728	67	147,71	1,319	97	213,85	1,909
8	17,64	0,158	38	83,78	0,748	68	149,91	1,339	98	216,05	1,929
9	19,84	0,177	39	85,98	0,768	69	152,12	1,358	99	218,26	1,949
10	22,05	0,197	40	88,18	0,787	70	154,32	1,378	100	220,46	1,968
11	24,25	0,217	41	90,39	0,807	71	156,53	1,398	101	222,67	1,988
12	26,45	0,236	42	92,59	0,827	72	158,73	1,417	102	224,87	2,008
13	28,66	0,256	43	94,80	0,846	73	160,94	1,437	103	227,07	2,028
14	30,86	0,276	44	97,00	0,866	74	163,14	1,457	104	229,28	2,047
15	33,07	0,295	45	99,21	0,886	75	165,35	1,476	105	231,48	2,067
16	35,27	0,315	46	101,41	0,906	76	167,55	1,496	106	233,69	2,087
17	37,48	0,335	47	103,62	0,925	77	169,75	1,516	107	235,89	2,106
18	39,68	0,354	48	105,82	0,945	78	171,96	1,535	108	238,10	2,126
19	41,89	0,374	49	108,03	0,965	79	174,16	1,555	109	240,30	2,146
20	44,09	0,394	50	110,23	0,984	80	176,37	1,575	110	242,51	2,165
21	46,30	0,413	51	112,44	1,004	81	178,57	1,594	111	244,71	2,185
22	48,50	0,433	52	114,64	1,024	82	180,78	1,614	112	246,92	2,205
23	50,71	0,453	53	116,84	1,043	83	182,98	1,634	113	249,12	2,224
24	52,91	0,472	54	119,05	1,063	84	185,19	1,654	114	251,32	2,244
25	55,12	0,492	55	121,25	1,083	85	187,39	1,673	115	253,53	2,264
26	57,32	0,512	56	123,46	1,102	86	189,60	1,693	116	255,73	2,283
27	59,52	0,532	57	125,66	1,122	87	191,80	1,713	117	257,94	2,303
28	61,73	0,551	58	127,87	1,142	88	194,01	1,732	118	260,14	2,323
29	63,93	0,571	59	130,07	1,161	89	196,21	1,752	119	262,35	2,342
30	66,14	0,591	60	132,28	1,181	90	198,41	1,772	120	264,55	2,362

Englische Zoll, Fuß und Yards in Meter.
Convertion of English inches and yards into meters.
Conversion de pouces anglais et yards en mètres.

Fuß	Yards	Meter	Fuß	Yards	Meter	Fuß	Yards	Meter	Fuß	Yards	Meter	Zoll	mm
1		0,305	35		10,668	69	23	21,031	103		31,394	1/8	3,17
2		0,610	36	12	10,973	70		21,336	104		31,699	1/4	6,34
3	1	0,914	37		11,277	71		21,640	105	35	32,003	3/8	9,51
4		1,219	38		11,582	72	24	21,945	106		32,308	1/2	12,68
5		1,524	39	13	11,887	73		22,250	107		32,613	5/8	15,85
6	2	1,829	40		12,192	74		22,555	108	36	32,918	3/4	19,03
7		2,134	41		12,497	75	25	22,860	109		33,223	7/8	22,20
8		2,438	42	14	12,801	76		23,164	110		33,527	1	25,399
9	3	2,743	43		13,106	77		23,469	111	37	33,832	2	50,798
10		3,048	44		13,411	78	26	23,774	112		34,137	3	76,197
11		3,353	45	15	13,716	79		24,079	113		34,442	4	101,596
12	4	3,658	46		14,020	80		24,384	114	38	34,747	5	126,995
13		3,962	47		14,325	81	27	24,688	115		35,051	6	152,394
14		4,267	48	16	14,630	82		24,993	116		35,356	7	177,793
15	5	4,572	49		14,935	83		25,298	117	39	35,661	8	203,192
16		4,877	50		15,240	84	28	25,603	118		35,966	9	228,591
17		5,182	51	17	15,545	85		25,909	119		36,271	10	253,990
18	6	5,486	52		15,849	86		26,212	120	40	36,575	11	279,389
19		5,791	53		16,154	87	29	26,517	150	50	45,720	12	304,788
20		6,096	54	18	16,459	88		26,822	180	60	54,863	13	330,187
21	7	6,401	55		16,764	89		27,127	210	70	64,007	14	355,586
22		6,706	56		17,068	90	30	27,432	240	80	73,151	15	380,985
23		7,010	57	19	17,373	91		27,736	270	90	82,294	16	406,384
24	8	7,315	58		17,678	92		28,041	300	100	91,438	17	431,783
25		7,620	59		17,983	93	31	28,346	400		121,916	18	457,182
26		7,925	60	20	18,288	94		28,651	500		152,395	19	482,581
27	9	8,229	61		18,592	95		28,955	600	200	182,874	20	507,980
28		8,534	62		18,897	96	32	29,260	700		213,353	21	533,379
29		8,839	63	21	19,202	97		29,565	800		243,832	22	558,779
30	10	9,144	64		19,507	98		29,870	900	300	274,311	23	584,178
31		9,449	65		19,812	99	33	30,175	1000		304,790	24	609,577
32		9,753	66	22	20,116	100		30,479				25	634,976
33	11	10,058	67		20,421	101		30,784					
34		10,363	68		20,726	102	34	31,089					

Englische Pfund (avoirdupois = avdp. = lbs.) in Kilogramm.
English lbs. (avoirdupois = avdp. = lbs.) into kilogramms.
Livres anglaises (avoirdupois = avdp. = lbs.) en kilogrammes.

Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.
1	$0{,}453_6$	16	$7{,}257_5$	31	$14{,}061_4$	46	$20{,}865_3$	61	$27{,}669_2$	76	$34{,}473_1$
2	$0{,}907_2$	17	$7{,}711_1$	32	$14{,}515_0$	47	$21{,}318_9$	62	$28{,}122_8$	77	$34{,}926_6$
3	$1{,}360_8$	18	$8{,}164_7$	33	$14{,}968_6$	48	$21{,}772_5$	63	$28{,}576_3$	78	$35{,}380_2$
4	$1{,}814_4$	19	$8{,}618_3$	34	$15{,}422_2$	49	$22{,}226_1$	64	$29{,}029_9$	79	$35{,}833_8$
5	$2{,}268_1$	20	$9{,}071_9$	35	$15{,}875_8$	50	$22{,}679_7$	65	$29{,}483_5$	80	$36{,}287_4$
6	$2{,}721_6$	21	$9{,}525$	36	$16{,}329_4$	51	$23{,}133_3$	66	$29{,}937_1$	81	$36{,}741_0$
7	$3{,}175_1$	22	$9{,}979_4$	37	$16{,}783_1$	52	$23{,}586_9$	67	$30{,}390_7$	82	$37{,}194_6$
8	$3{,}628_7$	23	$10{,}432_6$	38	$17{,}236_6$	53	$24{,}040_5$	68	$30{,}844_3$	83	$37{,}648_2$
9	$4{,}082_3$	24	$10{,}886_2$	39	$17{,}690_2$	54	$24{,}494_1$	69	$31{,}297_9$	84	$38{,}101_8$
10	$4{,}535_9$	25	$11{,}339_8$	40	$18{,}143_8$	55	$24{,}947_7$	70	$31{,}751_5$	85	$38{,}555_4$
11	$4{,}989_5$	26	$11{,}793_4$	41	$18{,}597_4$	56	$25{,}401_2$	71	$32{,}205_1$	86	$39{,}009_0$
12	$5{,}443_1$	27	$12{,}247_0$	42	$19{,}050_9$	57	$25{,}854_8$	72	$32{,}658_7$	87	$39{,}462_6$
13	$5{,}896_7$	28	$12{,}700_6$	43	$19{,}504_5$	58	$26{,}308_4$	73	$33{,}112_3$	88	$39{,}916_2$
14	$6{,}350_3$	29	$13{,}154_2$	44	$19{,}958_1$	59	$26{,}762_0$	74	$33{,}565_9$	89	$40{,}369_8$
15	$6{,}803_9$	30	$13{,}607_8$	45	$20{,}411_7$	60	$27{,}215_6$	75	$34{,}019_5$	90	$40{,}823_4$

Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.	Pfund lbs.	Kilogr.
91	41,276$_9$	96	43,544$_6$	101	45,812$_9$	106	48,080$_9$	111	50,348$_9$	116	52,616$_8$
92	41,730$_5$	97	43,998$_5$	102	46,266$_5$	107	48,534$_5$	112	50,802$_4$	117	53,070$_4$
93	42,184$_1$	98	44,452$_1$	103	46,720$_1$	108	48,988$_1$	113	51,256$_0$	118	53,523$_9$
94	42,637$_7$	99	44,905$_7$	104	47,173$_7$	109	49,441$_7$	114	51,709$_6$	119	53,977$_5$
95	43,091$_3$	100	45,359$_3$	105	47,627$_3$	110	49,895$_3$	115	52,163$_2$	120	54,431$_1$

1 cwt. (Hundredweigt) = 112 lbs. = 50,80 kg.

Metermaße in englische Zoll (inches) und Fuß (Feet). Convertion of meters into English inches and feet. Conversion des mètres en inches et feet anglais.

m	Fuß	m	Fuß	m	Fuß	m	Fuß	cm	Zoll	cm	Zoll
1	3,281	45	147,64	89	292,00	330	1082,7	15	5,906	59	23,23
2	6,562	46	150,92	90	295,28	340	1115,5	16	6,299	60	23,62
3	9,843	47	154,20	91	298,56	350	1148,3	17	6,693	61	24,02
4	13,12	48	157,48	92	301,84	360	1181,1	18	7,087	62	24,41
5	16,40	49	160,76	93	305,12	370	1213,9	19	7,481	63	24,80
6	19,69	50	164,04	94	308,40	380	1246,7	20	7,874	64	25,20
7	22,97	51	167,32	95	311,69	390	1279,6	21	8,268	65	25,59
8	26,25	52	170,61	96	314,97	400	1312,4	22	8,662	66	25,99
9	29,53	53	173,89	97	318,25	410	1345,2	23	9,055	67	26,38
10	32,81	54	177,17	98	321,53	420	1378,0	24	9,449	68	26,77
11	36,09	55	180,45	99	324,81	430	1410,9	25	9,843	69	27,17
12	39,37	56	183,73	100	328,09	440	1444,6	26	10,24	70	27,56
13	42,65	57	187,01	105	344,49	450	1476,4	27	10,63	71	27,95
14	45,93	58	190,29	110	360,60	460	1509,3	28	11,02	72	28,35
15	49,21	59	193,57	115	377,30	470	1542,1	29	11,42	73	28,74
16	52,49	60	196,85	120	393,71	480	1574,9	30	11,81	74	29,13
17	55,78	61	200,13	125	410,11	490	1607,7	31	12,21	75	29,53
18	59,06	62	203,42	130	426,52	500	1640,4	32	12,60	76	29,92
19	62,34	63	206,70	135	442,92	600	1968,5	33	12,99	77	30,32
20	65,62	64	209,98	140	459,33	700	2296,6	34	13,39	78	30,71
21	68,90	65	213,26	145	475,73	800	2624,7	35	13,78	79	31,10
22	72,18	66	216,54	150	482,13	900	2952,8	36	14,17	80	31,50
23	75,46	67	219,82	155	508,54	1000	3280,9	37	14,57	81	31,89
24	78,74	68	223,10	160	524,35	2000	6561,8	38	14,96	82	32,28
25	82,02	69	226,38	165	541,94	3000	9842,7	39	15,36	83	32,68
26	85,30	70	229,66	170	557,75	4000	13123,6	40	15,78	84	33,07
27	88,58	71	232,94	175	574,16	5000	16404,5	41	16,14	85	33,47
28	91,90	72	236,22	180	590,56			42	16,54	86	33,85
29	95,15	73	239,51	185	606,97	cm	Zoll	43	16,93	87	34,25
30	98,43	74	242,79	190	623,37			44	17,32	88	34,65
31	101,71	75	246,07	195	639,78	1	0,394	45	17,72	89	35,04
32	104,99	76	249,35	200	656,18	2	0,787	46	18,11	90	35,43
33	108,27	77	252,63	210	688,99	3	1,181	47	18,50	91	35,83
34	111,55	78	255,91	220	721,80	4	1,575	48	18,90	92	36,22
35	114,83	79	259,19	230	754,61	5	1,969	49	19,30	93	36,62
36	118,11	80	262,47	240	787,42	6	2,362	50	19,69	94	37,10
37	121,39	81	265,75	250	820,22	7	2,756	51	20,08	95	37,40
38	124,67	82	269,03	260	853,03	8	3,150	52	20,41	96	37,80
39	127,96	83	272,31	270	885,84	9	3,543	53	20,87	97	38,20
40	131,24	84	275,60	280	918,65	10	3,937	54	21,26	98	38,60
41	134,52	85	278,88	290	951,47	11	4,331	55	21,65	99	38,98
42	137,80	86	282,16	300	984,27	12	4,725	56	22,05	100	39,37
43	141,08	87	285,44	310	1017,1	13	5,118	57	22,44		
44	144,36	88	288,72	320	1049,9	14	5,512	58	22,84		

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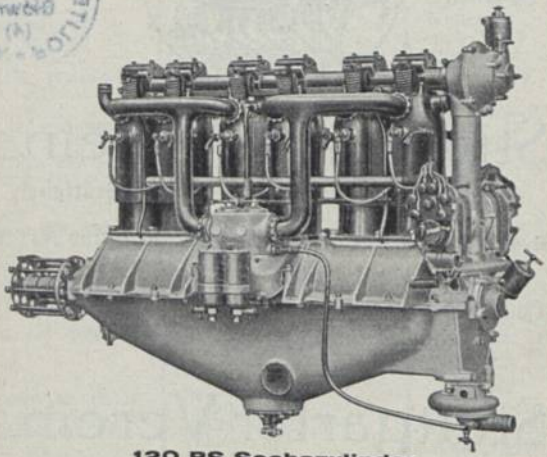

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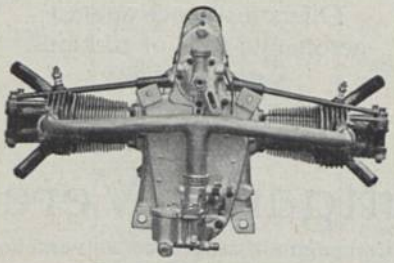

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