

## LARGE PRINT GUIDE



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# Propellers

**BAE SYSTEMS**

Founding partner







## Rotol Type R107/3-20-3/2 Propeller 1951–1969

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**Rotol Propellers Ltd was formed as a joint venture between Rolls-Royce and the Bristol Aeroplane company to produce variable pitch propellers for aircraft using engines the company's engines. This example dates from the early 1950s and was used on the Hunting Percival Provost.**

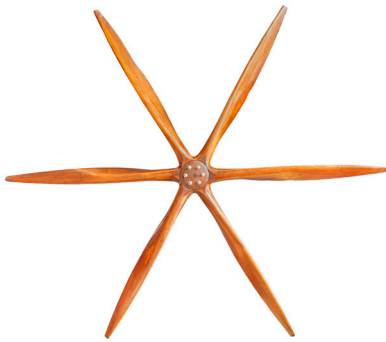
82/E/216

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Airscrew, Six Blade, 110hp Gyro Model L  
1917

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**Built in the prop shop of the Grahame-White company here at Hendon, it is thought that this highly unusual propeller may have been designed for the company's Type 21 Scout. The engine – an American Gyro – is also very unusual.**



**The only known published record of this type of propeller comes from a souvenir booklet celebrating the visit of the HM King George V and Queen Mary to the Grahame-White Factory during December 1917.**

**'... their Majesties were much interested in a new six-bladed propeller which had been designed by the Company ...'**

**This propeller belonged to James Graham who was the manager of the Savage Sky Writing Company at Hendon. He kept it at his family home and adapted it for use as a coat rack. The SE5a on display in Hangar 2 is a former sky writing aircraft.**

X005-5764

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Airscrew T28006, 150hp Hispano Suiza  
About 1917

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**This Royal Aircraft Factory design was built for the company's SE5 fighting Scout. While the SE5 was only built in small numbers, its re-engined and refined successor, the SE5a became one of the most successful fighter aircraft of the First World War.**

**An SE5a is on display in Hangar 2**

66/E/896

## Airscrew, 100hp Gnome

About 1916



The rotary Gnome Monosoupape was one of the common engines – produced and used by a variety of aircraft types – of the First World War. It remained in RAF service into the 1930s. Sadly, the type of aircraft that would have used this propeller was not recorded, but the direction of the blades suggests a pusher design where the engine is at the back of the aircraft.

This prop appears to have been made by the Hendon-based Integral Propellers Company. The Integral Propeller Company was established by the French designer Lucien Chauvière. Before setting up the British branch of the company he had already been recognised as one of the leading propeller designers. Any propeller that featured his distinctive curved leading edge became known as a Chauvière propeller.

66/E/701

Airscrew, 120hp Beardmore, FE2b

About 1916



It is believed that this propeller was used on a Royal Aircraft Factory FE2b, a pusher design, where the engine is at the rear of the aircraft, an example of which can be seen in Hangar 2. The rear of the propeller displays manufacturer's transfers with the hornet logo of F Tibbenham Ltd of Ipswich.

69/E/645

Propeller, Type F 4194/1, Jupiter VI

1925–1933



This propeller was used on the Gloster Gamecock fighter aircraft. The nimble little Gamecock was the last of the RAFs wooden biplane fighters and gained a reputation for outstanding aerobatic qualities during the annual displays at RAF Hendon during the late 1920s and early 1930s.

70/E/984



## Airscrew, 70hp Renault

About 1916

**This pusher design propeller was used on the rear-engined Maurice Farman aircraft, many of which were built under licence by the Aircraft Manufacturing Company at Hendon.**

1996/012/E



## Airscrew L710C, 110hp Clerget

1917

**Displaying the squared-off ends common to Lang Propellers, the 710C design was used on a number of different aircraft. This damaged example was presented to L H Peter of No. 70 Squadron after his Sopwith Strutter was the only one of six aircraft to return from a reconnaissance mission over Cambrai, Northern France on 25 March 1917.**

1998/0001/E