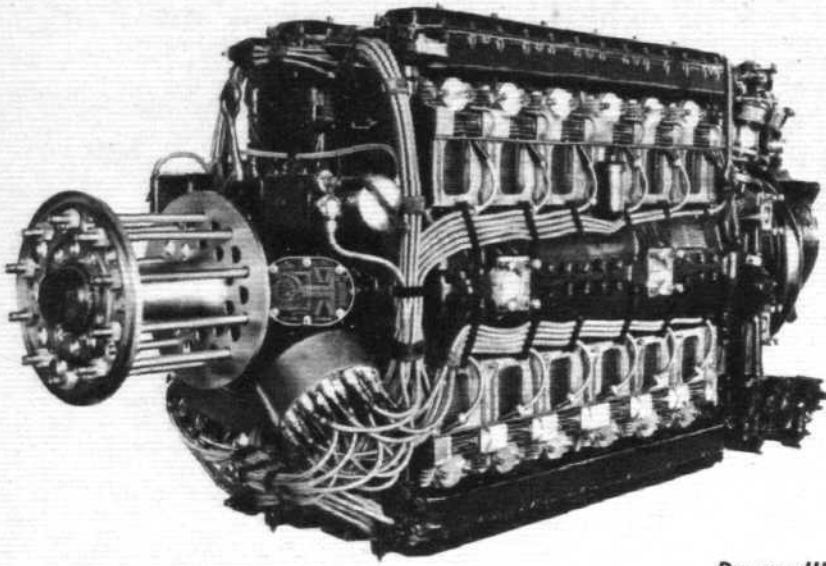
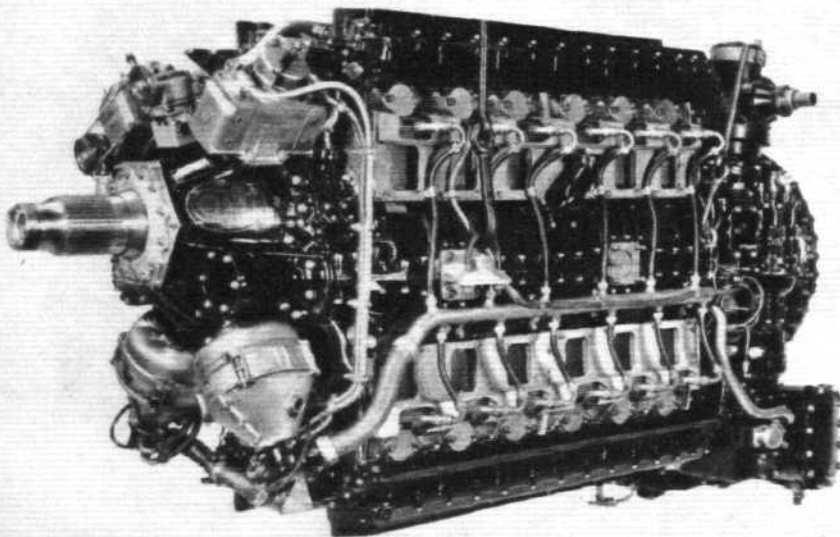


NAPIER

Aero-Engines . . .



Dagger VIII.



Dagger III.

name Cutlass was conferred, but no engine of this type was actually constructed by Napier.)

Installations—Great Britain: Fairey IIIIF and Blackburn Iris. (Both aircraft were test-beds.)

DAGGER

A TWENTY-FOUR-CYLINDER air-cooled engine, with the cylinders arranged in four rows of six. Two crankshafts. Geared and supercharged.

Variants—Dagger II: A fully supercharged version, having a normal rating of 670/695 h.p. at 3,500 r.p.m. at 10,000ft, and a maximum rating of 725/755 h.p. at 4,000 r.p.m. at 12,250ft. Weight, 1,305 lb. Installed experimentally in Hawker Hart. **Dagger III:** A medium-supercharged version, having a normal rating of 700/725 h.p. at 3,500 r.p.m. at 3,500ft, and a maximum rating of 780/805 h.p. at 4,000 r.p.m. at 5,000ft. **Dagger VIII:** Bearing the Napier model number E.108, this engine was a fully supercharged version, rated at 890/925 h.p. at 4,000 r.p.m. at 9,000ft and having a maximum power of 1,000 h.p. at 4,200 r.p.m. at 8,750ft. The accessories were rearranged, the finning was of closer pitch, the propeller shaft was raised, and there was provision for a de Havilland variable-pitch propeller. The supercharger was of double-entry type.

Installations—Great Britain: Fairey Battle (test-bed). Handley Page Hereford. Hawker Hart (test-bed). Hawker Hector. Martin-Baker MB.2.

SABRE

A TWENTY-FOUR-CYLINDER liquid-cooled engine of "horizontal H" formation; geared and supercharged; two crankshafts.

Variants—Sabre I: A development engine installed in three Folland 43/37s and Typhoon prototype. **Sabre II:** Production version for Hawker Typhoon. Maximum power 2,200 h.p. at 3,700 r.p.m. Weight, 2,360 lb. **Sabre IIA:** Position of sparking plugs changed. Extensive production. **Sabre IIB:** Up-rated to 2,400 h.p. for take-off. **Sabre IIC:** Some engines of this designation were installed in Tempest TT.Vs. **Sabre III:** Variant installed in the Blackburn Firebrand. **Sabre IV:** Intended for the Blackburn N2/42 flying-boat. **Sabre V:** Production development of Sabre II. **Sabre VA:** Two-speed supercharger. Rated power 2,165 h.p. at 3,650 r.p.m. at 6,500ft (moderate supercharge); maximum power 1,930 h.p. at 3,600 r.p.m. at 15,750ft (full supercharge). Weight, 2,500 lb. **Sabre VI:** Modified version of the VA, adapted for an annular nose radiator with engine-driven cooling fan. **Sabre VII (N.S.93 S.M.):** Another development of the VA with water/methanol injection and local strengthening. Combat power 2,760 h.p. at 12,500ft. **Sabre VIII:** Intended for the Hawker Fury. Nearly 4,000 h.p. on test. **Sabre Special:** For Heston Racer.

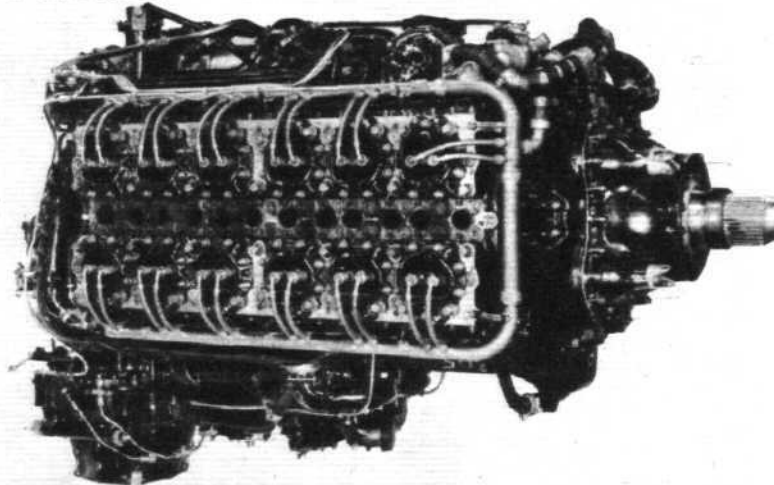
Installations—Great Britain: Blackburn Firebrand. Fairey Battle (two test-beds). Folland 43/37 (four test-beds). Hawker Henley, Typhoon, Tempest and Fury. Heston Racer. Martin-Baker MB.3. Vickers-Armstrongs Warwick.



NAIAD

A TURBOPROP with twelve-stage axial compressor, two-stage turbine and five combustion chambers. 1,500 e.h.p. at 18,250 r.p.m. Installed in Lincoln flying test-bed. (N.B. A Coupled Naiad was projected but was not run.)

Below, Sabre II.



Sabre installation in Hawker Typhoon.

