

**Morane-Saulnier Type BB (BH?) - RFC serial number A183** (extracted from the combined movements files at <http://airhistory.org.uk/rfc/aircraft.html>).

Note that on the page Kieran linked us to (<https://bit.ly/3y9STcw>) it says that “similar types [of Morane-Saulnier] were considered to be one series” – i.e. the BB & its BH variant are probably not differentiated, and most of the time both were just referred to as ‘Morane Biplane’.

A183	Morane BB											
A183	MS621	Morane			Villacoublay	17.06.16	Receptioned this week [RFC serial added]	AIR 1/884	Paris	2/img_2116	misc	
A183	MS621	Morane biplane	110LR	2779	TOC fr French	19.06.16		AIR 1/926	TOC Fr	7/img_1180	TOC Fr	
A183	MS621	Morane biplane			Villacoublay	19.06.16	Delivered [RFC serial added]	AIR 1/884	Paris	2/img_2115	misc	
A183		Morane biplane		-	2AD	3Sq	05.07.16	AIR 1/926	wkly	8/img_1080	Wkly	
A183		Morane biplane	110LR	2779	2AD	3Sq	05.07.16	AIR 1/1320	RO 3Wg	12/img_0860	RO	
A183		Morane biplane	110LR	T3860	3Sq	2AD	20.12.16	(Capt Portal)	AIR 1/928	D 2AD	6/img_0762	2AD
A183		Morane biplane	110LR	T3860J	2AD	3Sq	26.12.16	AIR 1/928	D 2AD	6/img_0756	2AD	
A183		Morane biplane			2AD	England in case	00.01.17	AIR 1/998	F SOC	1/img_1021	F SOC	
A183		Morane biplane	110LR	T3860J	3Sq	2AD	04.01.17	AIR 1/931	D 2AD	6/img_1043	2AD	
A183		Morane biplane		-	3Sq	replaced	04.01.17	AIR 1/1010	wkly	2/img_0920	Wkly	
A183		Morane biplane		-	2AD	England in case	11.01.17	AIR 1/931	D 2AD	6/img_1036	2AD	
A183		Morane biplane		-	2AD	SOC	11.01.17	FH208:20	AIR 1/1010	W SOC	2/img_0965	Wkly
A183		Morane biplane			SAD	Kennington Garage	18.01.17	Allotment (For storage)	AIR 1/924	allot	direct	allot

‘2AD’ stands for the RFC’s No.2 Aircraft Depot at Candas, to which the planes were delivered, before being distributed to different squadrons in France (and to other places incl England).

There are many inconsistencies and contradictions in the facts given about the aircraft type on different websites – e.g. some sources state that it was only the BH variant that had the large nose cone covering the propeller hub of its air-cooled rotary Le Rhône engine (and which we see in our painting); others claim that the BH was a later version powered by a water-cooled Hispano-Suiza engine, which looked completely different. On current information it seems impossible to be sure if A183 was actually a BB or a BH, but for our purposes it doesn’t really matter. OB Aug 2021