

# Only the VANGUARD has this low-cost story

THE CONCLUSIONS to be drawn from this simple graph are among the most significant ever put to airline operators. It shows at a glance that the Vickers Vanguard will break even on total costs (indirect costs are taken as 100 per cent of direct) with passenger loads no higher than those actually carried by Viscounts today.

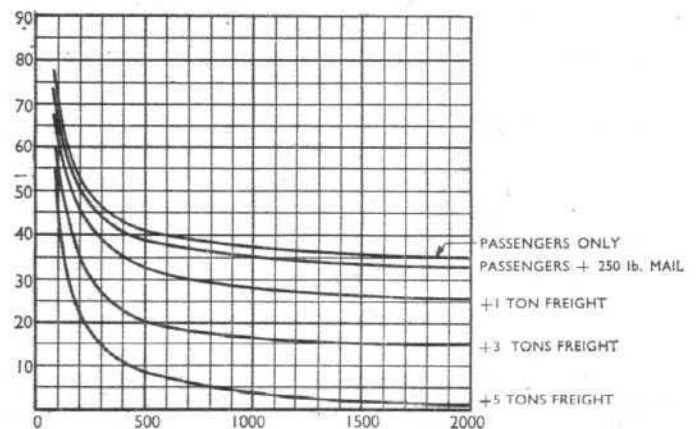
With three tons of freight the passenger break even requirement can be as low as 21 people falling to only 8 passengers when five tons of freight is carried for 500 miles. The Vanguard is a profitable aircraft on today's payloads yet it has room for the inevitable expansion of traffic which, even at a modest progress, makes the Vanguard the biggest potential money earner ever built.

In addition to its outstanding economy, the Vanguard is fully competitive in speed (425 m.p.h. cruise), and its turbo-prop flexibility will enable it to maintain schedules as good as any, while allowing for realistic traffic conditions.

**Of all the airliners  
only the Vanguard  
has all these features**

## BREAK EVEN NEED—CURRENT TOURIST RATE

No. of PASSENGERS (European Economy Class Capacity—139)



## BREAK EVEN NEED — PASSENGERS ONLY

500 MILE SECTOR

I CLASS	31 PASSENGERS
TOURIST CLASS	39 PASSENGERS
*ECONOMY CLASS	49 PASSENGERS

\*(20% Reduction of tourist)

Based on current European costs and revenues.

425 m.p.h. cruising • Freight capacity 10 tons at normal densities • Full routing and A.T.C. flexibility • Can use normal existing airfields • Quick turn-round • No airfield noise problems • Ten years' unique Vickers/Rolls-Royce turbo-prop experience . . . **And it is 'Viscount' quiet.**

# VICKERS VANGUARD

FOUR ROLLS-ROYCE TYNE TURBO-PROP ENGINES

- The airliner with the biggest profit potential ever offered to the operator

VICKERS-ARMSTRONGS (AIRCRAFT) LIMITED WEYBRIDGE SURREY