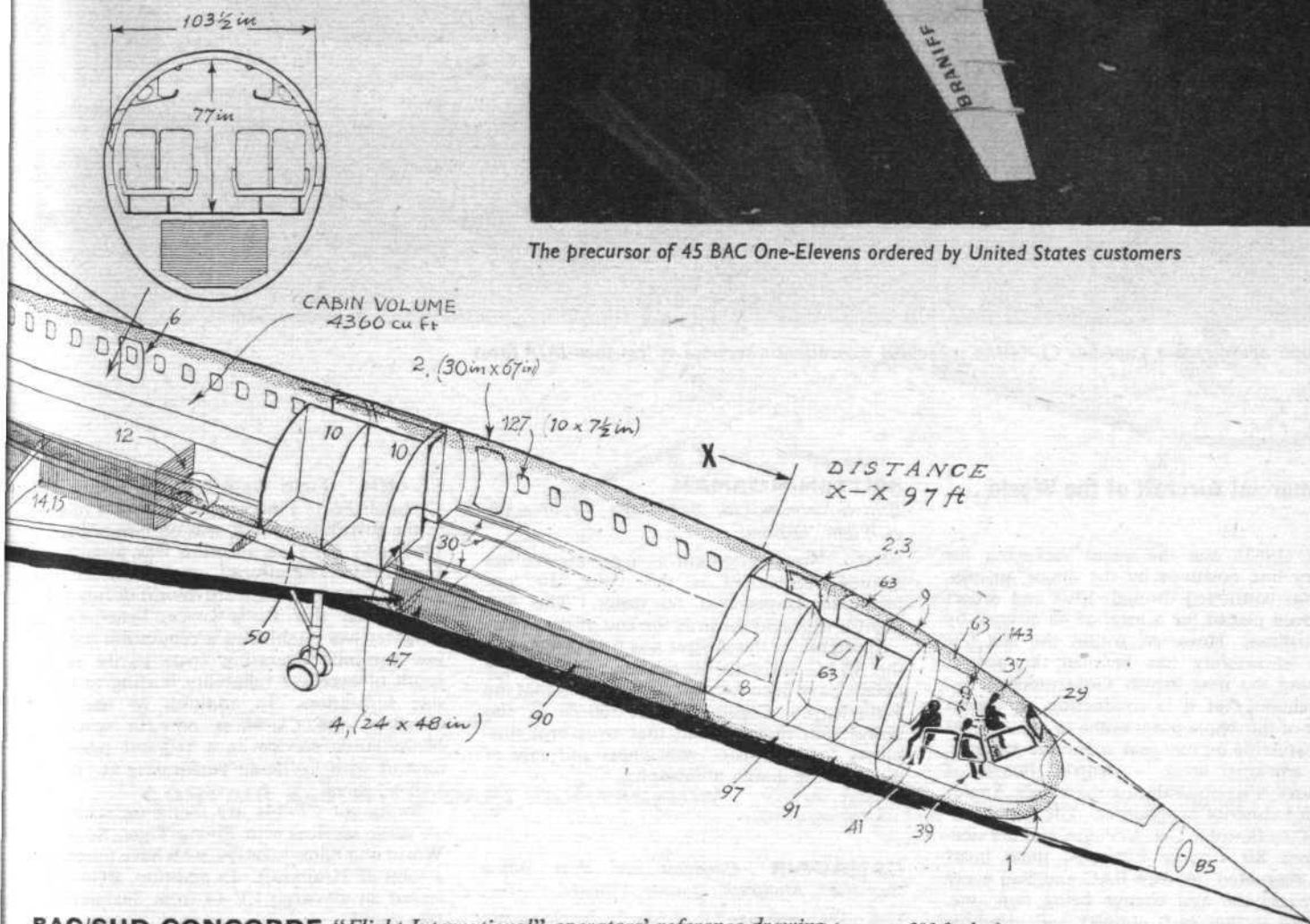




The precursor of 45 BAC One-Elevens ordered by United States customers



BAC/SUD CONCORDE "Flight International" operators' reference drawing (see page 903 for key)

December 1956, and it entered service across the Atlantic in December 1957.

BOAC has now retired its 17-aircraft 312 fleet from scheduled service but will have five available for charter, pending sale, until the spring; nine 312s are being lease purchased by British Eagle and the remainder are as yet unsold.

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BAC One-Eleven Summed up briefly, the BAC One-Eleven is a jet replacement for the Viscount, similar in size, having the same fuel consumption (as the 810) but cruising 200 m.p.h. faster. The project can be traced back to the Hunting H.107, the first design study of which was completed in 1956. When Hunting became a member of BAC in 1960, Vickers and Hunting together redesigned the H.107 around two BS.75s at first, and finally around two R-R Speys. The designation One-Eleven was given in March 1961 and the decision to go ahead with an initial batch of 20 aircraft was made in April 1961 on the strength of an order for ten aircraft with an option on

five by British United Airways. Since then BAC have been encouraged to put maximum effort into the programme by a succession of orders almost without precedent for a new aircraft before its first flight. The first One-Eleven flew on August 20, 1963. The second One-Eleven, and the first for BUA, flew on December 19, 1963. Seven more aircraft had flown up to mid-October 1964, when the total hours reached 1,000. Certification is expected at the end of the year with introduction into scheduled service by BUA in January and Braniff on March 1. The programme has been maintained despite the three test accidents. A full description of the One-Eleven: July 11, 1963.

In May last year, BAC announced the bigger payload, longer range, series 300 and 400 designed to take the slightly more powerful Spey 25. Gross weight was increased by minor structural alterations. The gross weight of the 400 (ordered by American Airlines) was kept below 80,000lb to comply with US requirement for two crew operation. In the light of aircraft such as the One-Eleven, designed specifically for two-crew operation, this rule is being reviewed. Order book: page 942.

BAC/Sud Concorde On November 29, 1962, the Governments of Britain and France signed an agreement for the joint development, by BAC and Sud-Aviation, of the Concorde Mach 2.2 airliner. The programme is aimed at a first flight in 1967 and scheduled service in 1971. The distribution of work between the two countries is based on an equal sharing of cost covering the whole project. The most recent official estimate of the UK's share of the cost was put at £140 million by Mr Julian Amery, then Minister of Aviation, speaking in the House of Commons on July 8. In the original agreement it was stated that each manufacturer would make an equal contribution to programme funding. One factor responsible for the massive increase over the original estimate of £75 million was the decision taken earlier this year to make the Concorde larger in order to give it full transatlantic capability and a bigger seating capacity for better seat-mile costs. Details of the larger Concorde were announced in May.

Though possible deliveries to airlines were still some seven years away, an unexpected feature of the first full year of work on the