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the existing light turboprop market, and several hundred are expected to be sold in the US. The French Air Force require-ment for 50-60 Larzac-powered light jets for which Dassault and Sud are competing may not become firm until 1972-74. Up to mid-September, Hawker Siddeley could claim 213 orders for the HS.125, which sells for about $799,900 bare and duty paid in the US, and the 200th aircraft off the Chester line was actually delivered to Sears Roebuck in Little Rock immediately prior to the NBAA show. During the show, although, of course, not directly connected, no fewer than six additional orders were received for the 125, which has un-doubtedly become a classic best-seller. Of the first 200 125s delivered, 125 (appropriately enough) have gone to North America, where Hawker Siddeley International, in collabora-tion with East and West Coast distributors, run an extremely efficient and well-organised support organisation.
Bar talk at Washington was of a possible minijet challenge from Hawker Siddeley with a project known as the HS.135. but HSI's only new model on show was the eye-catching Featherstone-Kite Openwork Basket-weave Gentleman's Busi-ness Flying Machine Mk 2. This baroque carriage, which appeared to owe more to cartoonist Rowland Emett than the Hatfield design staff, incorporated several technical innova-tions including a Wandering Hot-Air Brazier as powerplant. and a full-time autopilot known as FRED (Freehand Remem-bering Empirical Doodling System).
Next down the business jet list is the North American Rockwell Sabreliner, with the 343rd example just coming off th« line, including 191 delivered to the USAF and USN, plus five just taken over by the FAA. Production is continuing of both the Sabreliner -40 and the stretched -60, with equipped prices, including thrust reversers, of $1.2 and $1.4 million, respectively; but the big news is of the latest version with the 4-5,0001b thrust Garrett ATF3 turbofan, now taking shape. After extensive bench-running, the ATF3 will first take the air next March in the port nacelle of a Sabreliner 60, which will retain its standard P&W JT12A-8 on the starboard side. If all goes well, the JT12 will later be replaced by a second ATF3, which has already demonstrated 4,0501b thrust, and the turbofan-powered Sabreliner will be available from 1971 onwards with a range of 3,000 miles or more. The ATF3 will be available for retrofit, as well as on new Srs 60 Sabreliners. and offers an s.f.c. of 0.44 for a total weight of less than 8501b. Another application of the ATF3 will be in the HFB 330 Hansa Fan Jet, which is a stretched transcontinental develop-ment of the standard Hansa now under development at Hamburg. The HFB 330 will have a 27.5in increase in fuselage length compared with the existing Hansa, a range of 2,000 st miles with five people, thrust reversers for short-field operation and a fuel capacity of 7,3001b for a maximum endurance of more than seven hours.

Flight-testing of the Mach 0.76 HFB 330 will start in 1971. with certification to FAR 25 by late 1972. The Hansa Jet Corporation in New York hopes to capture more than 15 per cent of the US market for jets in this category, or approxi-mately 200 aircraft by 1980. Unit cost of the HFB 330 will be about $1.7 million, equipped, compared with about $840,000 for the bare HFB 320. HFB have sold 24 Hansas to date, and the Hansa Jet Corporation has been averaging one sale per month in the US since December last year, when the CJ610-5 engine was introduced. For 1970, the HFB 320 will be using -9 engines and have other improvements.
Prior to the transfer of the Jet Commander project to Israel Aircraft Industries Ltd, Aero Commander built 150 of these aircraft in the US. IAI now plans to produce and deliver.

One of the most interesting new projects on show at Washington was
this triple-turbofan transcontinental corporate jet proposed by Lock-
heed as a jet Star successor

Also to be re-engined with the Garrett ATF3 is the HFB Hansa, seen
here in its projected HFB 330 stretched and turbofanned form

under contractual agreement with a new US marketing com-pany, Commodore Jet Sales Inc, a minimum of % Model 1123 Commodore Jets during the first four years. The Israeli-manu-factured Model 1123 is an advanced version of the current Commodore Jet Model 1121B, derived from the Jet Com-mander. It will have a longer cabin, added thrust, better field performance and increased range. Cost of the 1123 will be around $650,000 basic, in the US.
The first Israeli-built Commodore Jet should fly this month, and be available for delivery by next October. Compared with the original Model 1121, the 1123 has a 22in longer fuselage and double-slotted flaps, among other changes. Powerplants are two General Electric CJ610-5 turbojets, and the gross weight is 17,5001b.
Within a year of its announcement, Cessna's minijet—now called the Citation—made its initial flight at Wichita on Sep-tember 15, and plans for its direct marketing, without any inter-mediary distributors, were announced by James Taylor at the NBAA show. The aircraft was described in detail in Flight last week.

Among the maxi-jets, Lockheed's beefy JetStar still stands supreme from the total sales point of view, with a score of 140 deliveries to date, at around $1.75 million each, bare, and production continuing at the rate of about l-J per month. Lockheed is committed to producing about 160 JetStars, and at Washington was showing a large trijet model of its ideas for a probable successor. This so far undesignated project retains a similar fuselage to the JetStar, although stretched in length, but with a new high-speed wing and tail, and three relocated turbofans (probably Garrett ATF3s) in underwing and fuselage installation.
Design of the new Lockheed business jet is not yet finalised, but its basic parameters include a range of 3,750 st miles, a high-speed cruise of Mach 0.85, operation from 5,000ft fields with reverse thrust, a gross weight of around 43,7001b, and a price of around $2.8 million basic, to undercut the Gulf-stream 2 while offering a better performance.
As the current queen of the standard business jet fleet, Grum-man's elegant Gulfstream, now generally referred to as the G-2, has sold to the tune of 85 orders, despite an average equipped price of $3.5 million ($2.9 million basic). About 65 G-2s have been delivered to date, and production is con-tinuing at the rate of about two aircraft per month. Apart from its size and luxury, the big virtue of the G-2 is its range, which reaches a maximum of 3,345 n.m. at 431kt economy cruise. Grumman recently completed production of the Gulfstream 1, with the 200th aircraft. Break-even for the G-2 will not be reached until the 77th aircraft off the line. A US military order for the G-2 may be in the offing.
An interesting challenge to the Gulfstream may be posed by the Fokker F-28, which is being offered by Fairchild Hiller (with ten already on order) on the corporate market. An F-28 demonstrator arrived at Dulles for the NBAA show. although still lacking its executive interior, and is being offered, fully equipped, at $3.1 million, with intercontinental range (up to 2,400 st miles) and 4-5,000ft field performance. And for the company that wishes to go just one better there was a magnificent corporate BAC One-Eleven offered by the Omni Aircraft Sales Division.

This completes the jet types; the turboprops will be dealt with in a second instalment.