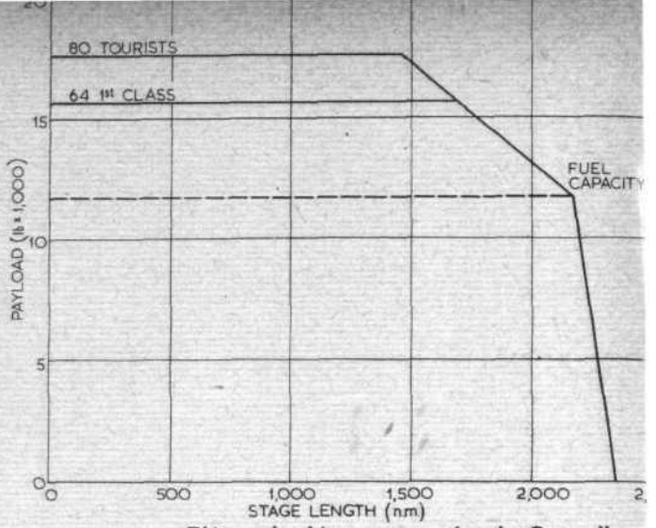

This payload/range curve for the Caravelle is drawn for Rolls-Royce Avons at 11,000 lb thrust. Full assumptions are not stated by the manufacturers.

Caravelle . . .

nions at the rear. Longitudinal and transverse stainless-steel and titanium firewalls are incorporated within the nacelles. Hydraulic pumps and generators are mounted on an auxiliary gearbox underneath the engine.

SYSTEMS **Fuel System** Total capacity of the main and outer integral fuel tanks is 4,100 Imp. gal; a cross-feed system enables either engine to be coupled to any tank. Each tank is equipped with three capacitance-type fuel gauges and two electric pumps, and all four tanks can be pressure-refuelled from a single point under the wing in less than 15 minutes.

Flying Controls Automotive Products Servodyne irreversible hydraulic servos, the valves of which are operated through cables from duplicated wheels and pedals in the cockpit, power all flying control surfaces. Proportional feel is supplied artificially by a Hobson hydraulic feel simulator and loading jacks, and an additional base feel is supplied by pre-loaded torsion bars. A Lear autopilot is standard equipment.

Cabin Air Pressure air is bled from the compressors of the Avon RA.29s, passed through a heat exchanger (ram air cooling scoops for which are located at the base of the fin) an expansion turbine and drier, and into the cabin. The maximum cabin differential pressure is 8.25 lb/sq in (8,000ft at 40,000ft).

Ice Protection Tapped compressor-bleed air is also used for thermal de-icing of wings, tail unit and engine air intakes. The windscreen is electrically de-iced and defogged and pitot heads are protected electrically.

Hydraulics Two separate systems continuously in operation are provided for the hydraulic flying controls, undercarriage, flaps, wheel brakes, airbrakes, nosewheel steering and passenger steps. There is a further standby system for each of these circuits, so that supplies are duplicated and triplicated for the flying controls.

Electrics There are three primary circuits: a 28.5V DC system; a 26V 400 c/s AC system and a 115V c/s AC system. Power is supplied from a 30V DC generator on each engine and all 115V AC current is supplied from a pair of inverters.

Radio and Radar Standard equipment includes an H.F. transmitter-receiver, two V.H.F., two radio compasses, two V.O.R. receivers, two glide slope receivers and one marker beacon receiver, usually supplied by Collins.

PAYLOAD ACCOMMODATION Standard Tourist seating is 80 seats, five abreast with a central aisle at a 37in pitch but an alternative layout is for 64 first-class seats, all of which are mounted on tracks spaced at 31.7in for quick adjustment. The total cabin volume is 2,825 cu ft.