



Vanguard

Licensing Board hearings, on the United Kingdom domestic routes. Traffic in this sphere of BEA's operations is increasing rapidly under the impetus of reduced fares.

There are basically two versions of the Vanguard. The Type 951 has the Rolls-Royce Tyne 506 and a maximum weight of 135,000lb. BEA have six of this initial version of the aircraft, the remaining 14 of their fleet being the improved V.953 with increased payload and the same engine. Top maximum weight of this version is 141,000lb. TCA's 23 aircraft are the V.952 which has the more powerful Tyne 512 (5,545 e.h.p. compared with the 4,985 of the Tyne 506). Maximum weight of the 953 is 146,500lb and capacity payload is 37,000lb. Maximum seating capacity of all versions is 139.

Viscount Still in production after nearly ten years, the Viscount is likely to remain unchallenged for a long time as Britain's most successful airliner. The total order book accounts for 429 aircraft. The variant still coming off the line at Weybridge is the larger member of the family, the V.810, which differs from its predecessors, the 700 and 800 Series, in having more powerful Rolls-Royce Darts, and in being faster; cruising speed is 365 m.p.h. About eight V.810s are still to come off the line, against orders from All Nippon, Lufthansa Flugdienst and Ghana Airways.

TSR.2 A contract has been placed for the first batch of this very advanced supersonic tactical support and reconnaissance aircraft for the RAF. The first example should fly early in 1963, and squadrons should receive the type in 1965. It has been disclosed that English Electric had originally designed a low-level aircraft and Vickers-Armstrongs an STOL type. These designs seemed irreconcilable, but the merged teams, now working in the British Aircraft Corporation, managed to combine the two into what is now the TSR.2. Powerplants will be two advanced Bristol Siddeley Olympus.

Viscount 810

