



HAWKER SIDDELEY ARGOSY 220 "Flight International" operators' reference drawing (see page 903 for key)

for instance, are planning to get 3,500hr utilization per aircraft next year.

BKS operate two 748s and the Special Transport Group of the Brazilian Air Force has six. Recent 748 deliveries have been made to Air Ceylon, Thai Airways, Smiths Aviation Division (for flight systems testing and demonstrations), and to the Queen's Flight. A further four aircraft are on order for RAF Transport Command. Six 748s have been built under licence in India. The 748 has an outstanding short-field performance for its class and is especially suitable for unpaved airfields.

Andover Previously known as the 748MF, the Andover is a STOL military transport derived directly from the 748. Modifications include the provision of rear-ramp loading and more powerful Dart 12s driving larger-diameter propellers. The aircraft has been ordered in quantity for RAF Transport Command and the prototype flew last December. Development trials aimed at military certification are now well advanced. Civil developments are a possibility.

Argosy Series 100 and 220 Designed to trigger off the short-haul air freight break-

through, in two ways the Argosy ironically fell victim to the long-haul passenger jet. The latter released written-down piston engined aircraft, such as the DC-6 and DC-7C, for freighting and itself provided a vast increase in belly-hold capacity. Nevertheless, where it has been applied the Argosy has been a success and future sales prospects seem strongest in these areas. The aircraft's unique double-ended truck-bed-level hold may yet appeal to workaday airlines with a social responsibility.

First flight of the Argosy was on January 8, 1959, and certification testing was completed by September 1960. A batch of ten revised civil Argosies, known as the Series 220, is partly completed. The 220's principal change is a box-spar wing instead of a mass-boom design.

The Argosy 100 entered service on January 15, 1961, over the USAF Logair routes operated by Riddle Airlines; five of these aircraft are operating the Logair services under the control of Capitol Airlines. The other two American-based aircraft are operated by Zantop. Since December 1961 BEA has operated three Argosy 100s on scheduled European freight services. The corporation recently ordered five of the new Argosy 220s, which will be supplied in part exchange for the three series 100s.

HAWKER SIDDELEY AVIATION
de Havilland Division, Hatfield, Hertfordshire, England.

DH.89A Rapide 6 First flown in April 1934, the simple and robust Rapide biplane has given many years of excellent service with feeder-line operators all over the world, and more than 100 are still in this kind of operation. Very little of the highly stressed parts of the Rapide's wooden structure is of the glued-up box variety, and the aircraft is not affected by the ARB ban on transport Certificates of Airworthiness for certain old wooden transports. (Operators' drawing, page 921.)

DH.104 Dove 6 The success of the Rapide encouraged de Havilland to develop an all-metal successor after World War 2. The Dove first flew in September 1945, and went into airline service (with Central African Airways) in December 1946. Despite its relatively high price compared with the larger war-surplus DC-3s with which it was inevitably in competition for airline orders, it was successful. Well over 500 were built and about 60 are in feeder-line service.

DH.114 Heron The Heron developed out of de Havilland's submission to BEA's 1949 specification for a 10/15-passenger Rapide replacement. Although BEA did not pursue its requirement, de Havilland decided to go ahead on their own and the Heron 1 entered service in July 1952 with New Zealand National Airways Corporation. The Series 2, with retractable undercarriage, was eventually constructed in greater numbers. About 150 Herons were built, and about 60 are in feeder-line service.

The new Hawker Siddeley Trident 1E in the colours of its first overseas customer

