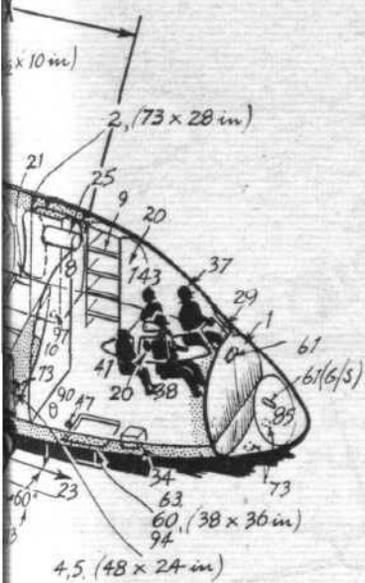


A.S.57 Ambassador The Ambassador has its origins in a Brabazon-committee requirement for a short-haul transport for European routes. Construction was started by the Airspeed Company in 1945, and the prototype flew in July 1947. Only 20 aircraft were built, but they gave good service with BEA for six years from March 1952. About ten are now in airline service. The basic design had good development prospects, but the original Airspeed Company proved too small for the project, and by the time it was merged with de Havilland in 1951 (who were busily engaged on the Comet), the Ambassador's main competitor, the Viscount, was becoming established.



D.H.106 Comet 4 The Comet 4 stems from the Comet 1 which first flew on July 27, 1949, and which BOAC, UAT, and Air France operated during 1952-54. The Comet 4 is an extensively revised version with more power, range and payload and incorporating the structural knowledge gained in the accidents of 1954. BOAC inaugurated the first transatlantic jet services with Comet 4s on October 4, 1958.

D.H.106 Comet 4B The Comet 4B was evolved to interest BEA in a "first generation" jet. Fourteen 4Bs have been delivered to BEA and four to Olympic Airways. Main difference compared with the Comet 4 is a 6ft 6in longer fuselage seating up to 102 passengers. To allow higher cruising speeds at lower altitudes, wing span is reduced by 7ft 2in and the Comet 4B's medium-range role enables the pod-type wing tanks to be deleted.

D.H.106 Comet 4C The Comet 4C is the intermediate-range version of the Comet family. It combines the 4B's longer fuselage with the Comet 4s wing and fuel tankage; this enables it to carry more passengers than the Mk 4 at a slight sacrifice in maximum range.

D.H.121 Trident Mk 1C BEA issued a general specification for a "second-generation" jet airliner to the British aircraft industry in July 1956. Not until February 1958, after a

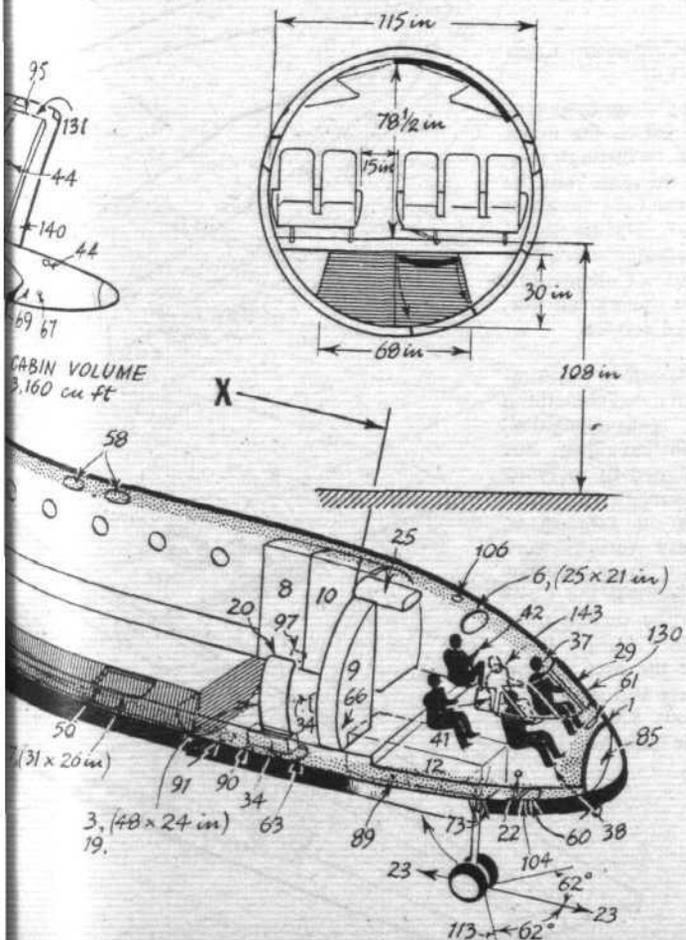
long-drawn-out political controversy, were BEA allowed to place a provisional order for the D.H.121.

The original D.H.121 (*Flight*, July 25, 1958, p. 120) was a 111-seater (max) with a take-off weight of 123,000lb. Powerplant was three Rolls-Royce RB.141s of 12,000lb static thrust. During the early months of 1959, as RB.141 power increased, it became apparent that the 121 had grown too large for BEA's requirements. The design was revised around three Rolls-Royce RB.163s of 10,100lb static thrust each, with a max weight of 105,000lb (since increased to 115,000lb) and seating reduced to a maximum of 103.

A firm contract for 24 aircraft for delivery to BEA from mid-1963 was signed on August 12, 1959. All 24 aircraft should be delivered by September 1965. First flight of the 121 was on January 9, 1962. Fourteen aircraft are now flying and the type entered service with BEA last April 1. From the outset the Trident, with its triplex control system (Smiths), is designed for autoflare, with full automatic landing envisaged before 1970.

Trident 1E This development of the Trident 1C is powered by the more powerful Spey 25. The type first flew on November 2 last, bearing the colours of the Trident's first overseas customer—Kuwait Airways.

The original Trident airfield performance was designed simply to meet BEA's requirements. For world sales a better performance was found necessary, and in the 1E this has been achieved with a 5ft-greater wing span and revised leading-edge lift devices (slats instead of droop, with Krüger flaps inboard). Take-off weight of the 1E has been increased to 132,000lb, and with additional fuel tankage the 1E can carry 115 passengers on stages of up to 1,800 miles. The Bristol Siddeley Artouste 514 APU fitted as standard to all Tridents is moved from under the cabin floor in the 1C to a position in the base of the fin above the jetpipe of the centre engine. Kuwait Airways, Iraqi Airways and PIA have so far ordered the 1E. BEA, who a year ago held an option on ten of the 128-seat Trident 1F proposed development (now dropped), are understood to be considering the 1E.



HAWKER SIDDELEY D.H.89A RAPIDE

"Flight International" operators' reference drawing (see page 903 for key; text, page 919)

