

## Commercial Aircraft of the World...

**HS.125** Of the seven or so executive light-twin-jets on the market, the HS.125 is outstanding for roominess, and payload range, yet is one of the cheapest to buy. For this reason, and the fact that it is in full production and available for early delivery with a transport category C of A, the 125 is causing a lot of interest among commercial operators. Two were recently ordered by Qantas for crew training and *ad hoc* charters. Twelve aircraft are now flying and 53 have been sold—23 of them in the United States.

**HS.136** In the last year the de Havilland Division's thoughts on a jet DC-3 replacement have moved from the 30-seat HS.126 to the 40-seat HS.136. The latter is perhaps more aptly described as a 748/Friendship/Herald replacement. Powerplant for the latest proposal is the Rolls-Royce RB.172 turbofan. Behind the decision to look at larger payload aircraft is probably the same factor which thwarted the FAA's local service airliner competition—operating economics. It is well nigh impossible to design a new small aircraft with seat-mile operating costs better than an old written-down bigger one which can also usually offer equal costs per aircraft mile. The task of deciding whether to build the HS.136 has, no doubt, been made even tougher recently with the announcement of the Dart-Convair and the thought that other sound airframes might be similarly re-engined to give them more payload over longer ranges with faster cruising speeds and turbine appeal. Nevertheless, Hawker Siddeley, with rivals Dassault and Short, are continuing their researches encouraged by at least one airline—East-West Airlines—who have said they are ready to order the aircraft if it is put into production.

## ILYUSHIN

**Il-12** A considerable number of these unpressurized 27-passenger transports continue in service. The design originated during the war as a general-purpose transport to replace the Li-2 (Russian-built DC-3). The first flight was in 1946 and the type entered service with Aeroflot in 1948.

**Il-14** There are two principal variants of this Il-12 development. The Il-14P, seating 18 or 26 passengers, is the standard version which was produced in East Germany and Czechoslovakia. The Il-14M has a 39in-longer fuselage seating for up to 32 passengers. About 2,000 of all versions have been built.

**Il-18** The Il-18 is the Russian version of the Lockheed Electra and Vickers Vanguard. The design stemmed from discussions with Aeroflot in 1955 (about the same time as its western contemporaries were conceived); the prototype flew in July 1957 and the type went into Aeroflot service in April 1959. More than 150 have been built, and more have been exported—to other Soviet-bloc airlines and others—than of all other Russian airliners combined.

**Il-62** Since the existence of this large jet transport in the 707, DC-8 and VC10 class was confirmed on September 25, 1962, only a few photographs and some of the broadest general information have been released. A number of Il-62s are now flying powered, as an interim to speed airframe development, by four 19,200lb Mikulin AM-3M turbojets as fitted

to the Tupolev Tu-104. A recent photograph (*Flight*, November 5) shows that the type is now flying with the definitive Kuznetsov NK8 21,000lb-thrust turbofans. Other notable changes were: wing leading edge droop extended further inboard and a shorter nose leg. The aircraft is designed to fly Moscow - New York, but it is believed that the type is still more than a year from entering regular commercial service.

## LEAR JET *Lear Jet Corporation, Wichita, Kansas, USA.*

**Model 28 Lear Liner** is one of the nine submissions to the FAA local-service airliner design competition. Seating a maximum of 26 passengers, the Lear Liner is a conventional slightly-swept-wing design with rear fuselage mounted twin GE CF700-2B turbofans of 4,200lb thrust and a "T" tailplane. Lear estimates that a Lear Liner, if ordered now, could be flying in March 1966 and in service by mid-1966. The price would vary from £290,000 to £373,000 each, depending whether break-even was set at 100 or 300, and the equivalent dollar per aircraft mile and cents per seat mile costs over a 200-mile stage would be: \$0.92 to \$1.0 and 4.0 cents to 4.4 cents. Gross weight, 23,500lb; max landing, 22,300 lb; zero fuel, 16,300lb; APS weight (23-seater), 11,810lb. *Flight*, June 25, 1964, page 1049 for further details.

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## LOCKHEED *Lockheed-California Company, Burbank, California, USA.*

**L.18-56** By 1937, Lockheed's eight- to ten-seat twin-engined L.10 had led to the much heavier and more powerful L.14 through progressive development, and in the same year the company decided to stretch the L.14 design as Douglas had done to the DC-1. The developed L.14 was known as the L.18 Lodestar which flew for the first time in 1939. Considerable numbers of L.18s were built during the war, and a few remain in scheduled service.

**L.049** The result of discussions in the summer of 1939, the Constellation owed something of its general layout to a four-engined, short-haul project, the L.44 Excalibur, but was much larger, being designed to carry 40 passengers across North America non-stop. The first flight was made on January 9, 1943, and 73 of a military version were ordered by the US Army Air Force. It went into limited use in mid-1944, but the Constellation did not reach airline service until after the war—with TWA in February 1946. Thereafter, a total of 88 of the first version were built. Some of these are still in service. The L.049 at first cost about \$700,000, but later reached \$800,000 for the improved L.149.

