

BRITISH AEROSPACE
AIRCRAFT GROUP

HATFIELD OPEN DAY

SATURDAY · 5TH JULY 1980

PRICE TENPENCE · PROCEEDS TO CHARITY



**BRITISH
AEROSPACE**

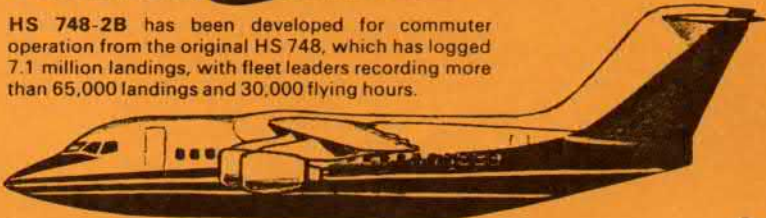
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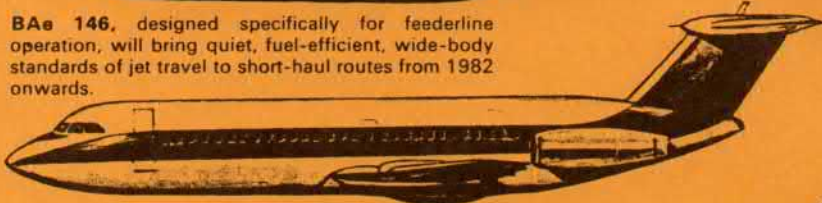
Jetstream set the standard for small commuter airliners with its pressurised, walk-through, 16/19-seat cabin, airliner amenities and an airframe designed for intensive short-haul operation.



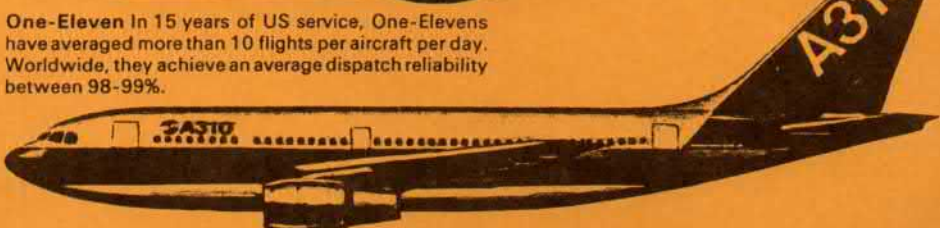
HS 748-2B has been developed for commuter operation from the original HS 748, which has logged 7.1 million landings, with fleet leaders recording more than 65,000 landings and 30,000 flying hours.



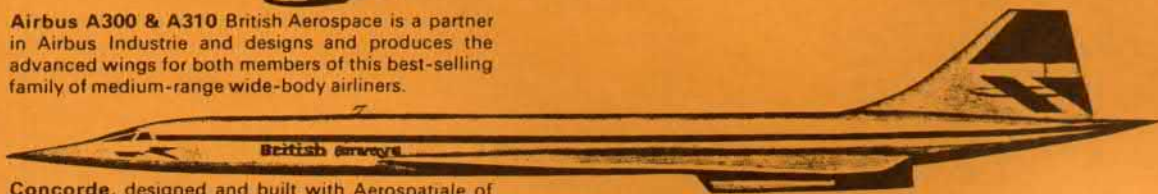
BAe 146, designed specifically for feederline operation, will bring quiet, fuel-efficient, wide-body standards of jet travel to short-haul routes from 1982 onwards.



One-Eleven In 15 years of US service, One-Elevens have averaged more than 10 flights per aircraft per day. Worldwide, they achieve an average dispatch reliability between 98-99%.



Airbus A300 & A310 British Aerospace is a partner in Airbus Industrie and designs and produces the advanced wings for both members of this best-selling family of medium-range wide-body airliners.



Concorde, designed and built with Aerospatiale of France, introduced a new dimension in air travel by taking intercontinental passenger travel through the supersonic barrier and halving journey-times on transatlantic and other routes.



CIVIL AIRCRAFT

range of aerospace programmes



HS125

With over 400 sales in 28 countries, including some 60% in North America, the HS125 is one of the world's most successful business jets, with new developments adding to its success.

HATFIELD-CHESTER DIVISION PARTICIPATION



146

125-700

A300 Airbus Industrie A310



A Message of Welcome
from
Mr M J Goldsmith
Divisional Managing Director
HATFIELD-CHESTER DIVISION

I'm glad to welcome you to another Family Day here at Hatfield. Last year's Open Day was considered a great success by most who attended it and every effort has been made by those who work here to make this an enjoyable and interesting day out for you at our factory.

Much has happened to us in this Division since last year and I believe you will be impressed with the progress that has been made with our new BAe 146 Feederliner. Only a week or two ago we received our first order for six aeroplanes from an Argentine airline. We are much encouraged with the response among many airlines, which leads us to believe that we have a long and successful programme ahead. Our other major programmes, wings for the European Airbus and the 125 Business Jet have also had an outstandingly successful year. With the Airbus we outsold all the competition but Boeing last year, while 1979 was the best year ever for the 125 with 55 aeroplanes sold mostly to North America.

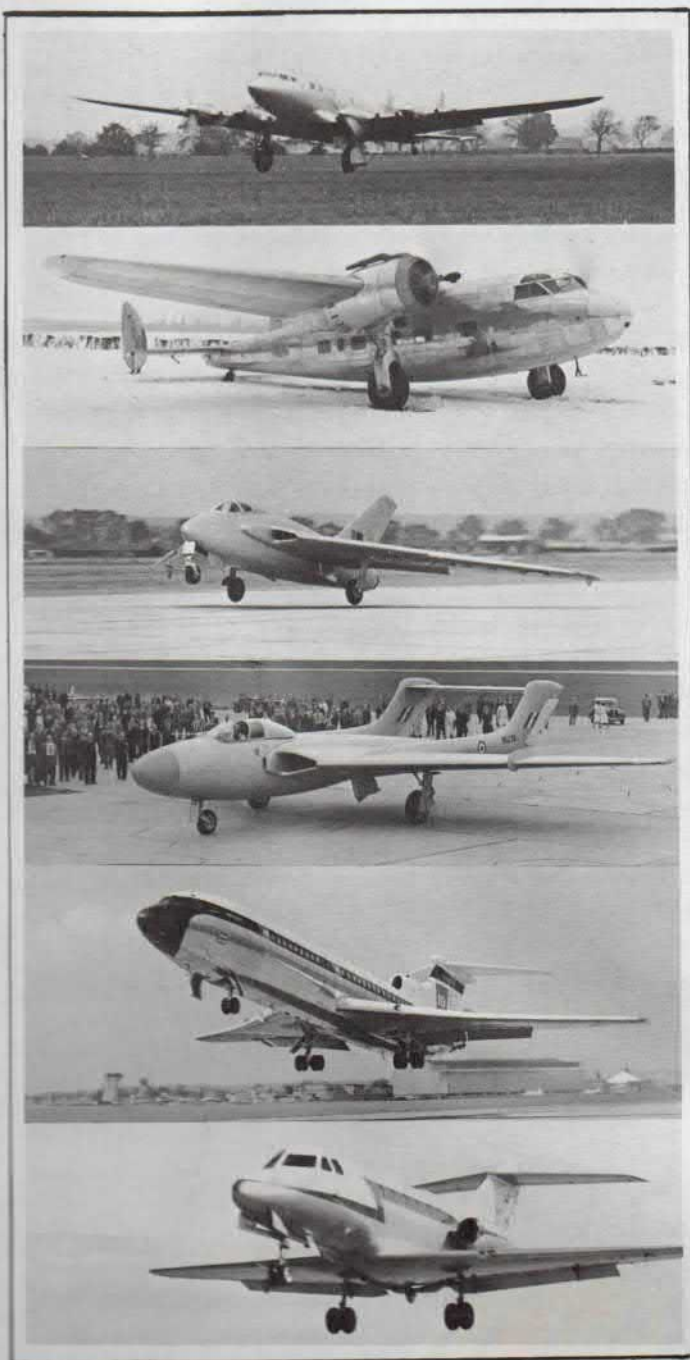
I hope you will feel caught up in the enthusiasm of those who work at Hatfield as our production programmes now build up and that your visit will make you feel a part of this developing success story. Opportunities exist in many trades and skills at this site, though we are particularly in need of skilled machinists and fitters and, on the design side, of draughtsmen and stressmen. For those who join us we can promise exciting and rewarding participation in one of this country's most advanced and demanding engineering activities.

May I wish you a happy and interesting day with us here at British Aerospace.

Michael Goldsmith

SOME HATFIELD FIRST FLIGHTS...

Since 1933 when the airfield here at Hatfield first became the home of the de Havilland Aircraft Company Limited, all the prototypes built with one or two exceptions since then to the present day have made their initial first flights from Hatfield. Next year will see the latest aircraft in a long line of famous aircraft designed and built at this factory, the BAe.146 - the Feederjet of the future. It will be the first aircraft not to have been totally designed and built here having assemblies manufactured in other B.Ae. facilities, Sweden and the U.S.A. The first flight is scheduled to take place in Spring 1981.



D.H. 91 Albatross - A very appropriate name for this most beautiful looking transatlantic airliner - incorporating the maximum aerodynamic refinement - powered by 4 DH Gypsy Twelve engines - designed by Mr. A. E. Hagg - made its first flight from Hatfield piloted by Mr. R. G. Waight on May 20th 1937 bearing the registration E2. Used by Imperial Airways from Croydon as the 'F' Class airliner - Frobisher the flagship of the fleet carried 22 passengers and a crew of 4.

D.H. 95 - Flamingo - The first stress skin metal aircraft to be built by de Havilland at Hatfield - designed by Mr. R. E. Bishop and named by the then Capt. Geoffrey de Havilland. This twin engine high wing monoplane, with hydraulically retractable undercarriage - capable of carrying between 12 to 17 passengers, in various seating arrangements, took to the air for the first time on December 22nd 1938 piloted by Geoffrey de Havilland Jr. Prior to World War II the aircraft entered service with Guernsey and Jersey Airways, at the start of hostilities a Flamingo entered service with the Kings Flight, No. 24 Squadron based at RAF Hendon used the aircraft as V.I.P. transports. Mr. Winston Churchill using them to make urgent trips to France in the pre Dunkirk era - 15 aircraft were completed.

D.H. 108 - VW 120 - The third and final single engine swept research aircraft flew from Hatfield for the first time on July 24th 1947 in the hands of John Cunningham. In April 1948 piloted by John Derry the aircraft established 100 km International close circuit record - 605.23 mph, and in September of the same year became the first British aircraft to reach a speed of Mach 1 in a dive. Data obtained from these aircraft provided valuable background and experience which was built into both the Comet jet transport and DH 110 fighter.

D.H. 110 - WG 236 - An all metal, twin boom - twin engine swept wing fighter, powered by two Rolls Royce Avon engines flew for 46 minutes piloted by John Cunningham on September 26th 1951. Exceeded speed of sound in April 1952, Developed into the DH Sea Vixen, produced at the Christchurch factory of the DH Enterprise, operated from the carrier HMS Ark Royal.

D.H. 121 Trident 1 G-ARPA - The last aircraft to be designed by de Havilland - a regional trijet airliner capable of carrying 97 passengers, flew from Hatfield on January 9th 1962, piloted by Mr. John Cunningham and Mr. Peter Bugge. Tridents 1, 2 and 3 are in service with British Airways - and Series 2E and Super 3Bs with CAAC in China. 117 aircraft built at Hatfield and has the distinction of being the world's first airliner to be fitted with Autoland.

D.H. 125 G-ARYA - Designed as a jet successor to the successful D.H. Dove - and today - there are some 400 aircraft in service in 28 countries. The first two prototypes were built at Hatfield, differing from the early production batch of 30 aircraft made at the Chester factory, having shorter length and wing span, during the early development the aircraft was known as the Jet Dragon. The first flight of 56 minutes piloted by Mr. C. A. Capper was on 13th August 1962. Incidentally the second 125 G-ARYB can be seen at Hatfield - now being used as an instructional airframe by the British Aerospace Training Department.

The world's short-haul and feeder markets face mounting challenges as we move into the 1980s.

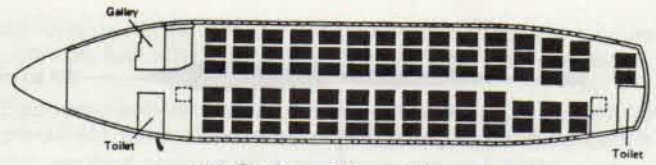
On the one hand, deregulation and the relaxation of controls on scheduled services and the development of new city pairs present wider market opportunities, while on the other, airlines are faced with problems of rising costs, high fuel prices and restricted availability, and community reaction to aircraft noise.

These demanding conditions will require an efficient, low operating cost aircraft which is optimised for the particular requirements of these markets.

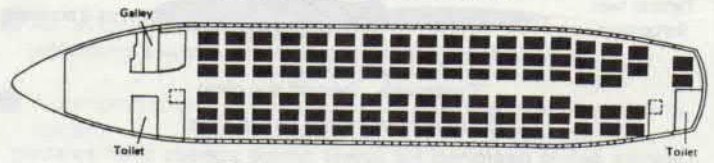
It is for these applications that the BAe 146 has been designed, in essence, for profitable operation on low traffic density routes. In many instances the airfields to be served have short runways which often are of low bearing strength or unpaved, and have only limited facilities. In the design of the 146 a deliberate decision has been taken to reverse the trend towards increasing complexity, which has been evident with each successive generation of jet aircraft, and this has had a beneficial effect upon maintenance costs and reliability. Other factors which have also influenced the design of the aircraft have been the need to minimise community noise levels, maximise fuel economy and achieve profitable operation over short sector distances which are typically operated today by turbo-prop aircraft.

Many of these turbo-prop aircraft, of which there are over a thousand in world airline service, are approaching the end of their economic operating lives and these, together with many twin-jets of an earlier generation used in these markets, will need replacement in the 1980's by new aircraft with the characteristics of the 146.

The 146 will be available in two versions, the Series 100 seating around 80 passengers and the Series 200, which is three seat rows longer, giving a seating capacity of around 100.



100 Series - 82 seat layout



200 Series - 100 seat layout

The cabin interior itself, as can be seen from the seating layouts, is particularly flexible. The standard configuration has a toilet at each end of the cabin with a galley forward. The Series 100, at 33in pitch, accommodates 82 passengers, six-abreast, with each 2in reduction in pitch allowing a further row of passengers to be accommodated. The Series 200 accommodates 100 passengers at 33in pitch and has a maximum capacity of 109 passengers limited by emergency exit requirements.



The stylish, modern cabin interior

The passenger cabin has large access doors at both the front and rear of the aircraft on the left-hand side, with cabin service doors directly opposite. The large size and location of these doors means that there is no need for emergency exits within the cabin seating area and therefore the flexibility of interior configuration is not constrained by the need to provide access to such exits.

Mixed passenger/cargo versions, with full pallet capability, will also be available.

**BRITISH
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**FEEDERJET
OF THE FUTURE**

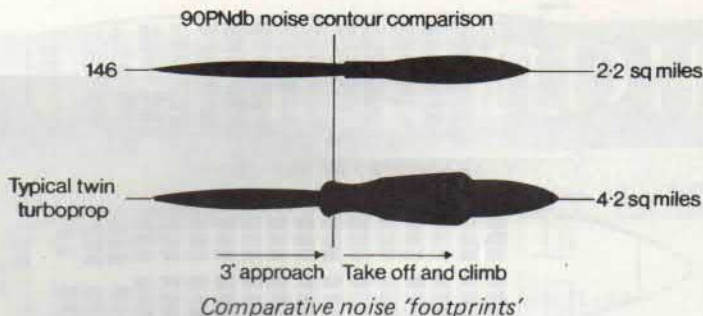
by **BRIAN A.H. BOTTING** Executive Director, Marketing,
Civil

PASSENGER APPEAL AND LAYOUT FLEXIBILITY

The modern styling of the cabin, offering six-abreast seating with overhead luggage bins, indirect lighting and a virtually unobstructed downward view for the passengers, will have considerable market appeal. Furthermore, passenger comfort is ensured by the efficiency of the ground cooling system which can hold cabin temperatures 10°C (18°F) below the outside temperature on even the hottest of days, with a full passenger load.

THE HIGH-PERFORMING GOOD NEIGHBOUR

The take-off and landing performance of the 146, under even the most adverse conditions of altitude and temperature, is equal to that of the twin turbo-props such as the HS 748 and the Fokker F27. A major benefit of the four-engine configuration is that the take-off climb requirements are easily met without reductions in take-off flap angle, whilst the obstacle clearance capability, both after take-off and en route, is of an exceptionally high standard.

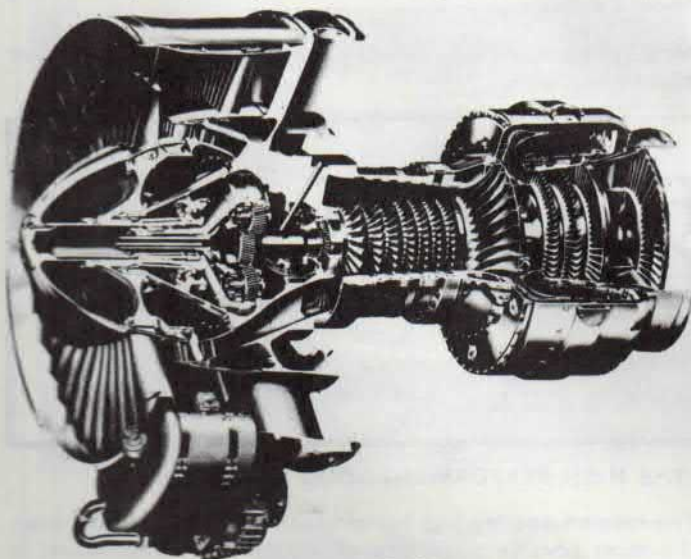


Despite being designed for lower cruise speeds than existing twin-jets, the optimisation of the performance characteristics will result in the aircraft matching the flight times of these nominally faster aircraft whilst achieving substantial savings in fuel burn. The 146 is therefore in the unique position of offering turbo-prop standards of airfield performance with jet aircraft block speeds and maximum fuel economy, with an excellent range capability of about 1,200 nautical miles.

The high bypass ratio engines and short field performance capability result in 146 community noise levels which are less than those of the twin turbo-props which the aircraft is designed to replace. No other jet aircraft can provide airlines with the opportunity of offering the travelling public all the advantages of jet travel whilst, at the same time, improving their relationship with the local community. The 146 meets the noise requirements for new jet aircraft with substantial margins, thus guaranteeing that any operator of the 146 will be assured of complete freedom of operation as far as can be seen today.

MORE FROM FOUR WITH THE ALF 502

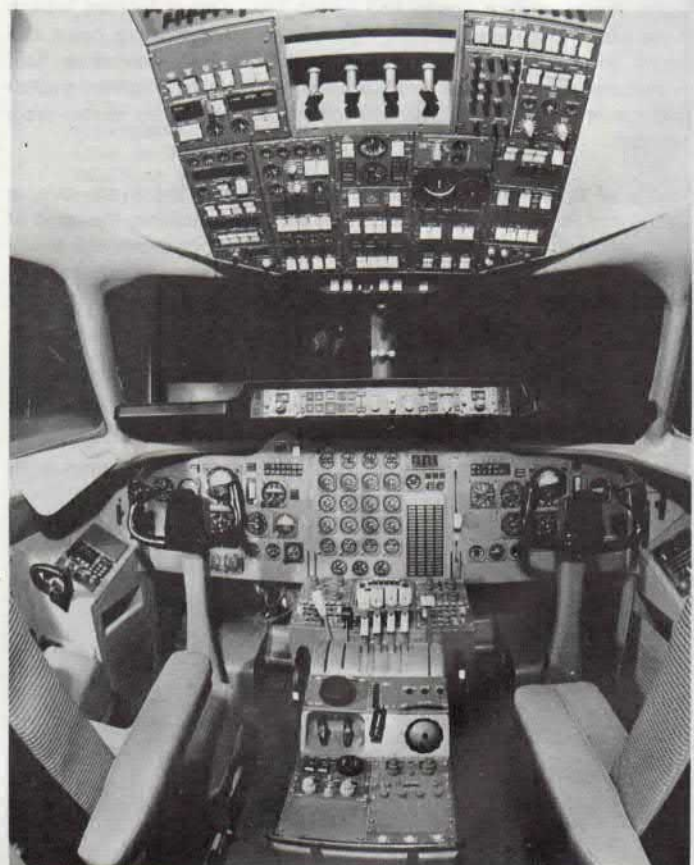
The choice of a four-engine configuration for a short-haul jet is perhaps the most controversial feature of the 146 and, at the same time, is probably the most misunderstood. The use of four engines means that, compared with a twin-engined aircraft, less total thrust is required to meet the take-off performance requirements which are based on the assumption of an engine failure at the critical point during the take-off. This in itself would not be sufficient justification for adopting four engines, but the Avco Lycoming ALF 502 engine, which has recently been certificated by the FAA, is fuel-efficient, relatively cheap and has low maintenance costs. Furthermore, the high bypass ratio of nearly 6:1, with resultant low jet velocity, gives an exceptionally quiet engine/airframe combination. Compared with the ALF 502, the jet engines used in existing short-haul twin-jets have a far lower bypass ratio, are not so fuel-efficient, are unacceptably noisy and more complex.



The Avco Lycoming ALF 502 powerplant

The choice of the high wing and four high bypass ratio fan jet engines was a key factor in meeting the design objectives set out for the aircraft. The wing itself has one-piece trailing edge flaps, uninterrupted by cut-outs behind the engines, giving lower take-off and approach speeds than other jet aircraft despite the fact that no leading edge high-lift device is fitted. This achievement is a direct result of the aerodynamic development work of British Aerospace, which is also exploited to the full in the European Airbus.

The low take-off and landing speeds, of course, have benefits in terms of reduced brake and tyre wear, better airfield performance and improved manoeuvrability, both on the approach and on climb-out after take-off. The handling characteristics of the aircraft are further enhanced by a powerful air brake, mounted on the rear fuselage, which can be operated even during the final approach stage as it has no effect on either wing lift or aircraft trim.



The well-planned flight deck of the 146

The tailplane is fitted with manual elevator controls and, unlike other jet aircraft, the tailplane itself is fixed, thus avoiding the engineering complexity of fail-safe variable incidence tailplane operating mechanisms. Furthermore, the relationship between the wing and the tailplane is such that there is no possibility of the aircraft becoming locked into a deep stall situation, which makes the installation of a stick pusher device unnecessary.

The pod-mounted engines are low enough in relation to the wing for the engine efflux to pass beneath the flaps and yet the intakes are high enough from the ground to prevent the ingestion of runway debris. Access to the engines and the accessories, which are mounted on the bottom of the fan casing, is at a convenient working height.

Easy maintenance and high reliability

Throughout the design of the 146, control of the systems maintenance requirements has been treated with as much discipline as used to be applied to such items as weight control and structural integrity. A guiding principle has been to reap the maximum possible benefit from up-to-date technology without sacrificing simplicity or reliability. In the detailed design, the following have been the major objectives:

- Reduction of cycle-dependent costs, to minimise the cost per flight on very short sectors.
- Maximum use of 'off-the-shelf' components with a proven record.
- Commonisation of parts to keep down spares investment; for example, the same type of electric actuator motor is used on the fuel cocks, landing gear selector and hydraulic system control valves.
- An engine thrust management system (TMS) to provide optimum fuel efficiency and minimise flight deck workload.
- Electronic anti-skid control of wheel braking with ability to pre-select the maximum level of braking applied, to obtain the required braking with minimum tyre and brake wear.
- An autopilot taking advantage of digital technology and providing a wide range of automatic functions.

In specifying these objectives, a very high despatch reliability has been produced with significantly fewer components than other short-haul twin-jets, whilst at the same time achieving better systems redundancy. The design of the systems and the selection of components has involved continuing analysis of maintainability and costs so that full control of every item within the aircraft has been achieved. The anticipated costs in terms of both man-hours and materials for each system within the aircraft were estimated and in-service targets established. Then, to ensure achievement of these targets, the individual system costs were broken down to component level and design improvements incorporated wherever it was apparent that cost, maintainability or reliability problems could arise.

It was also recognised that operators needed positive protection in terms of equipment reliability and, to this end, warranties have been established in the form of a two-year general warranty, turn-round time warranty and, where appropriate, reliability and maintenance costs warranties. This total package should ensure the maximum aircraft availability for service at minimum cost.



A forward fuselage in production

Detailed analysis of systems functions and the principle of adopting the latest proven technology has enabled the following features to be incorporated in the 146:

- Air-bearing air conditioning units of proven reliability and cost.
- A lightweight APU with low fuel consumption and noise characteristics (fuel consumption of 737 and DC9 APU is twice that of the 146).
- Two integrated-drive oil-cooled generators, either of which is capable of supplying the full electric load demand, thus ensuring in normal operation that the generators are lightly loaded, leading to long life and low cost.
- Fuel and hydraulic systems with a minimum number of components.

- A comprehensive microprocessor-controlled master warning system.
- Maintenance aids within the equipment bay, one of which, by means of 'latched on' indicators, will identify malfunctions of 40 separate items and the other, a set of printed circuit boards, covering electrical logic circuits, with defects identified by light-emitting diodes.

BUILT TO LAST

The nature of feeder operation is most demanding upon the aircraft's structure because of the frequency of take-off and landing, aggravated by the relatively low altitude at which short sectors will be operated.

Special emphasis has therefore been placed on the achievement of long structural life, backed by comprehensive corrosion protection and a structural test programme which will cover 140,000 simulated flight cycles.

Based on over 30 years in-service experience of primary structures adhesively bonded, this type of construction is widely used in the 146; for example, in the attaching of stringers to both the fuselage and wing skins. Compared with a riveted structure, this type of construction is lighter, more resistant to fatigue and has better fail-safe characteristics.

The design, of course, is inherently fail-safe and in those areas which are either difficult to inspect or repair, increased strength factors have been introduced, to ensure that maintenance requirements are minimised and the maximum aircraft availability throughout a long life is achieved.

A measure of the care taken over corrosion protection is that all joints and interfaces, except where the structure is bonded, are 'wet-assembled' using a special Thiokol sealant to exclude moisture and improve fatigue life. Also, the interior structure is fully protected by use of primer paint finishes with an additional gloss finish wherever a high corrosion risk exists.

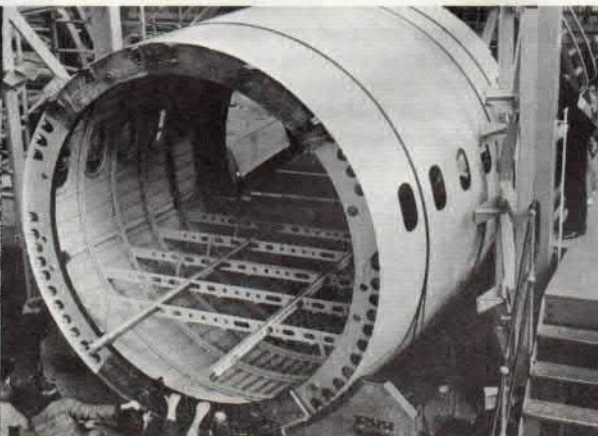
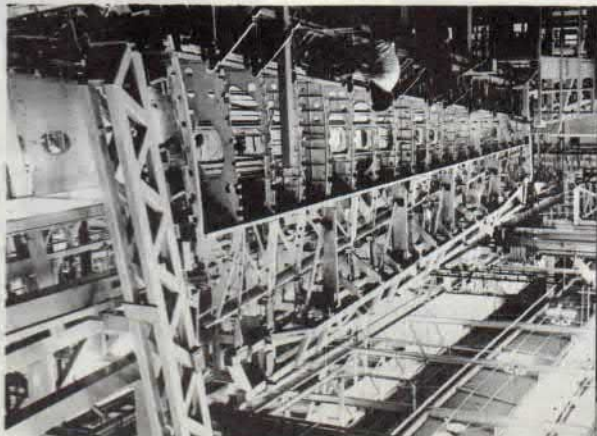
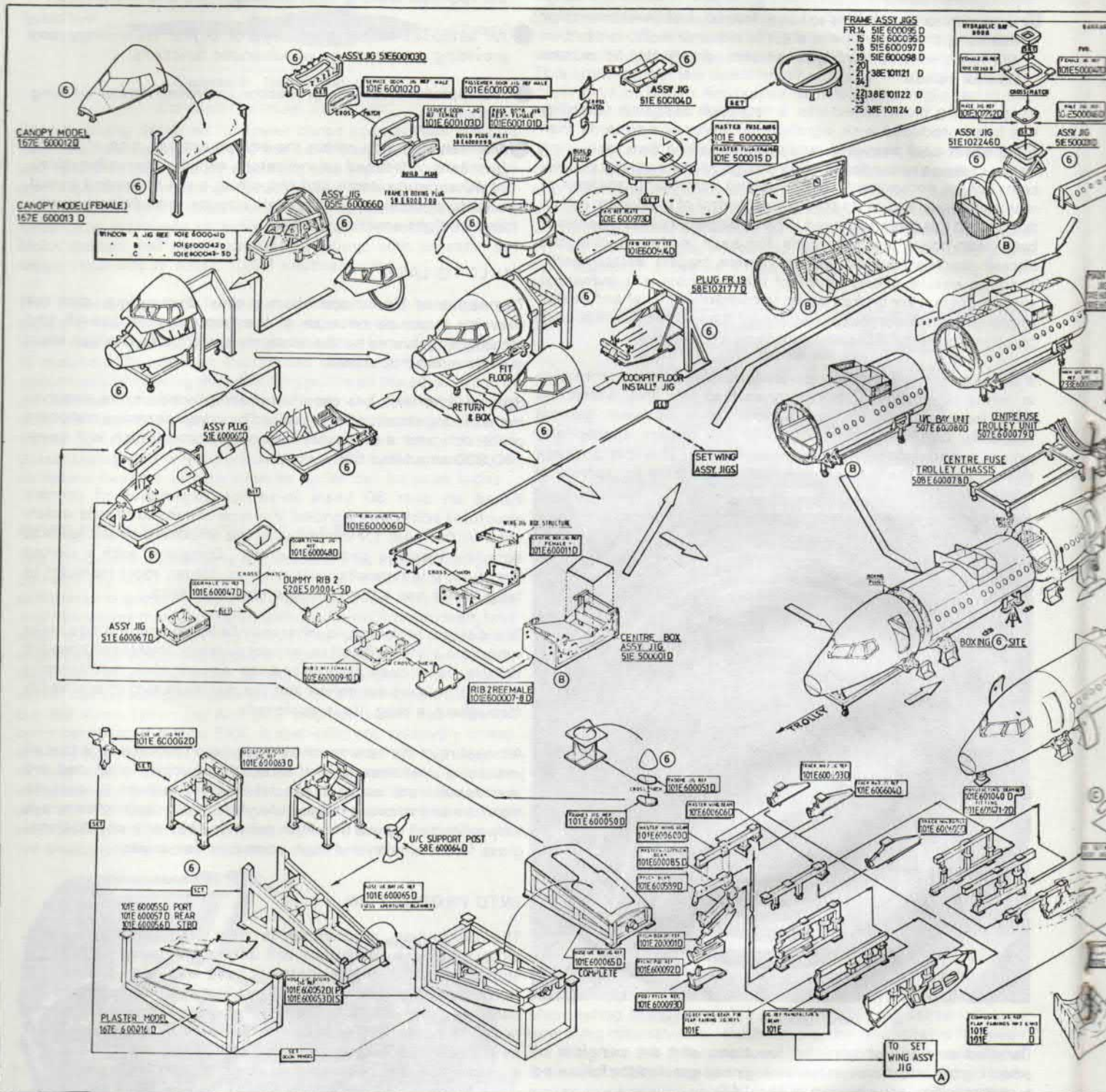
INTO PRODUCTION

The production programme is now well under way and, although British Aerospace will be manufacturing 70% of the aircraft structure, major contracts have also been placed with Avco Aerostructures in the United States to manufacture the wing, and with SAAB in Sweden, who are responsible for the tailplane, rudder and wing control surfaces. Final assembly will be at the British Aerospace factory at Hatfield, near London, and a production rate of three aircraft per month is planned.

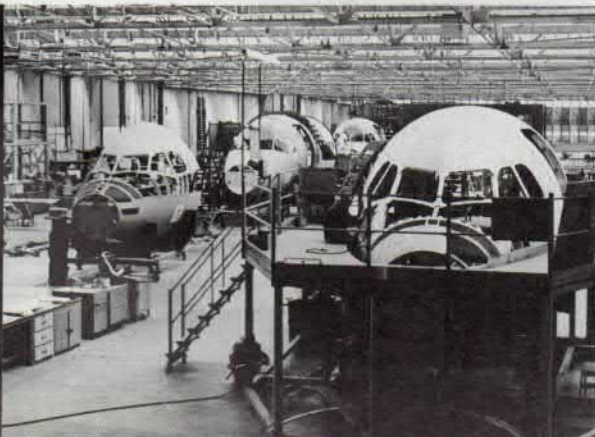
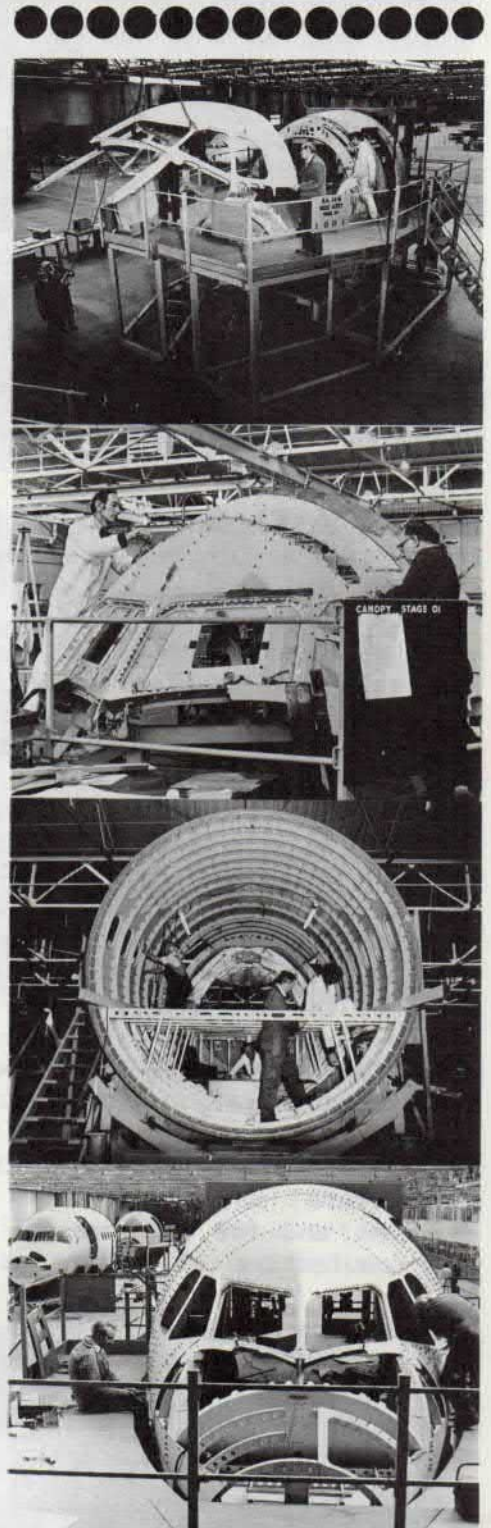
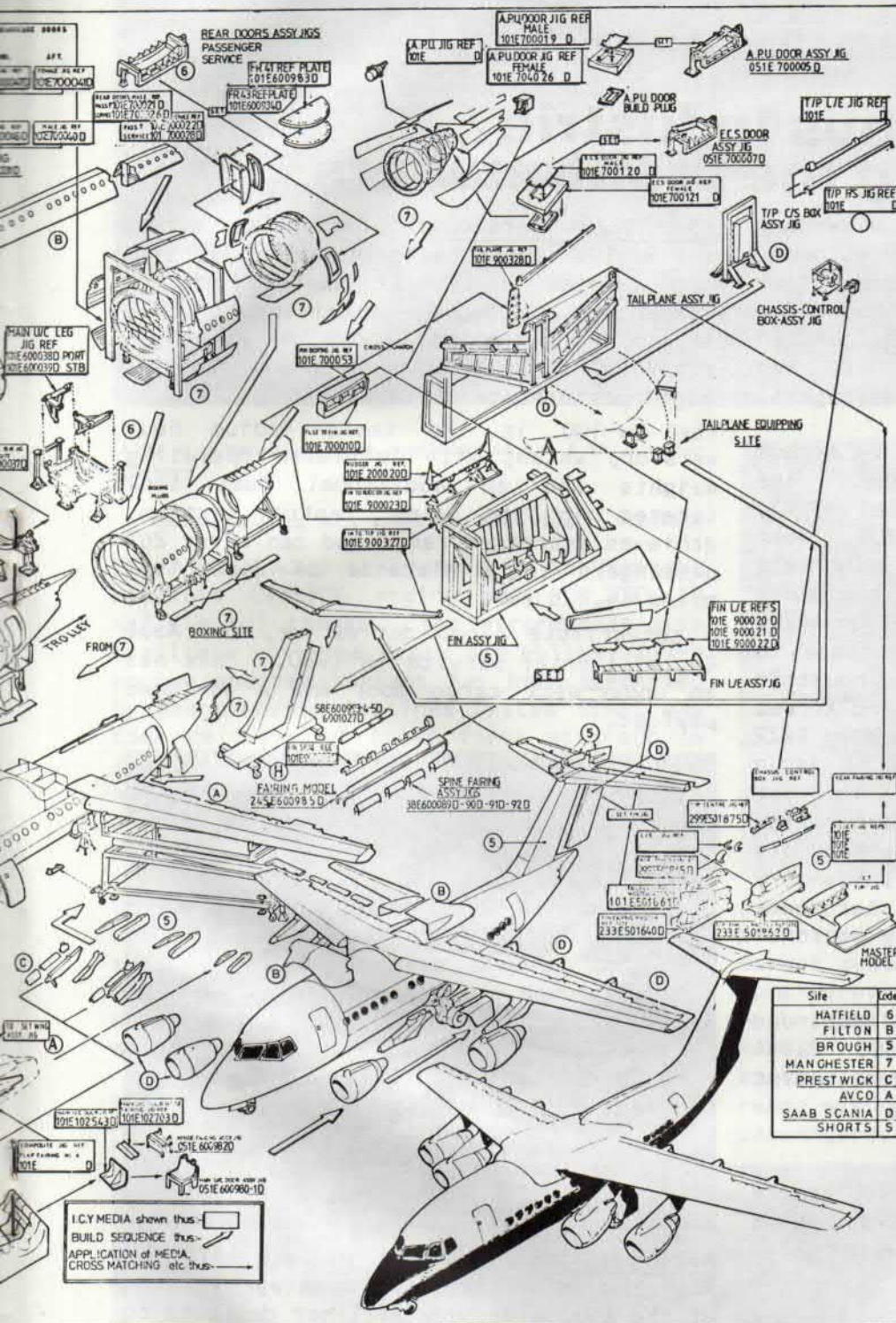
Certification and initial deliveries are scheduled for the third quarter of 1982.

THE FEEDER JET OF THE FUTURE

The BAe 146 will open a new era of passenger service in short-haul markets in the same way as that which happened when unpressurised piston aircraft were replaced by turbo-props. The 146 will offer passengers higher speed, greater comfort and improved reliability of service, and will provide airlines with an aircraft incorporating the latest design thinking to meet the short-haul task economically and profitably. For the community, the 146 will bring the benefits of a quieter environment and conservation of precious fuel resources.



LINE AS PROGRESS GATHERS SPEED...





Airbus Industrie Producing the profit-makers

The European Airbus family of wide-body fan jets now comprise two basic versions - the A300 series, of which there are five variants seating typically around 270 passengers, and the smaller A310 launched in July 1978, of which there are two versions seating typically 200 passengers.

The A300 Airbus family is built by Airbus Industrie, a European consortium. The partners are France (Aerospatiale) 37.9%, the UK (British Aerospace) 20%, West Germany (Deutsche Airbus, grouping the interests of Messerschmitt-Bölkow-Blohm and VFW) 37.9%, and Spain (CASA) 4.2%. Final agreement for British Aerospace to become a full member of Airbus Industrie was signed on 29 November, 1978 and Airbus Industrie was reformed on 1 January, 1979 to take into membership the UK. As a result of British Aerospace's 20% interest in the consortium, the Corporation invested some 50 million US dollars as its share of the net assets of AI. In January 1979, four senior British Aerospace executives joined the Supervisory Board of Airbus Industrie.

British prime interest is in the continued manufacture of wings for A300 B2/B4 versions and for the design, development and manufacture of a new wing for the A310.

Sale of A300s now stand at over 270 orders and options to over 30 operators, while orders and options for the smaller A310 version exceed 120 aircraft.



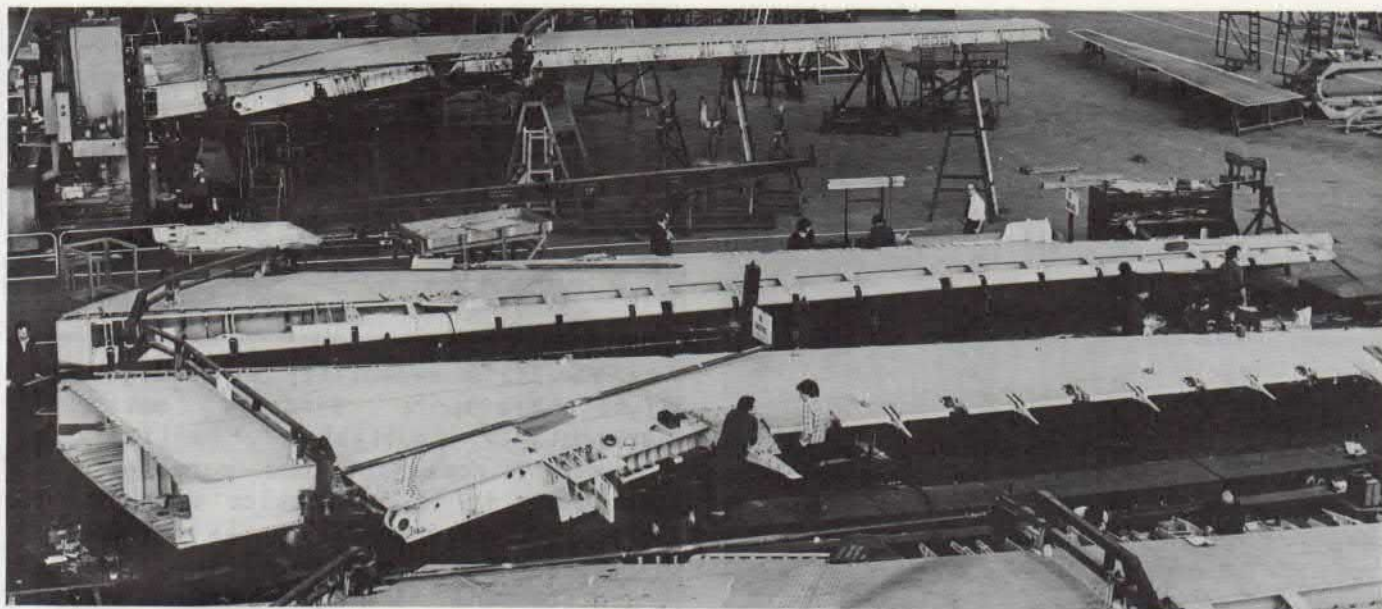
A300 B2/B4 versions: Externally alike, the B2-100 is the basic short-haul version and carries a typical payload of 269 passengers and baggage a distance of more than 2,000 st. miles (3,219 km) with full reserves. The B2-200 is a special 'hot and high' performance variant.

The B4-100 is the basic medium haul version, which, with increased operating weights and an additional fuel tank located in the wing centre section, achieves increased range and can carry 269 passengers to a distance of 3,000 st. miles (4,828 km).

A convertible cargo derivative, the A300 C4, will enter service in 1980. This has an upper-deck cargo door and a 41-tonne payload.



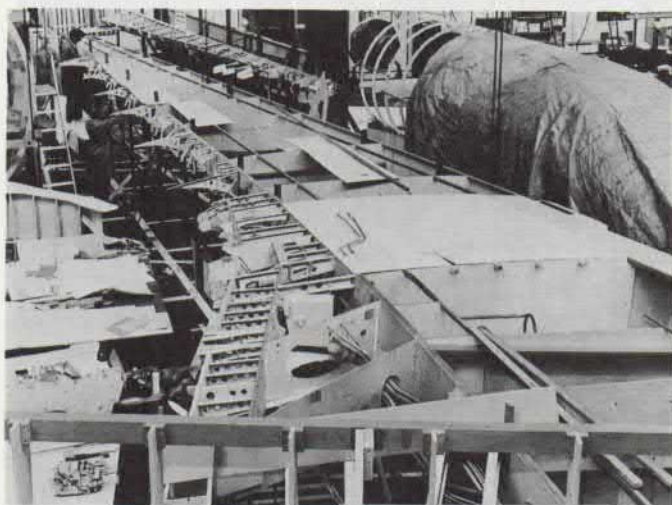
A310 versions: Launched in July 1978 the A310-100 is a shortened fuselage version of the A300 wide-body airliner designed to carry 180/220 passengers up to 2,300 st. miles (3,702 km). It has an optimised advanced technology wing, providing savings in weight and drag, and hence improved fuel economy. British Aerospace Aircraft Group have primary responsibility for the advance wing design and manufacture. First aircraft deliveries are planned for the end of 1982. The A310-200, the medium range version of the same aircraft, carries a typical payload of 210 passengers up to 3,400 st. miles (5,471 km).



A300 wing manufacture is completed at the B.Ae. Chester factory.

The engineering mock-up of the A310 wing at Hatfield

The Airbus A300 is powered by the General Electric CF6-50C engine with 52,500 lb (23,814 kg) thrust. The aircraft is also available with the Pratt and Whitney JT9-D engine and the variant has been specified by Scandinavian Airlines System (SAS) who took delivery of their first aircraft in January. In June 1979 Rolls Royce signed an agreement initiating a programme to develop RB211 powered versions of the A300 and A310.



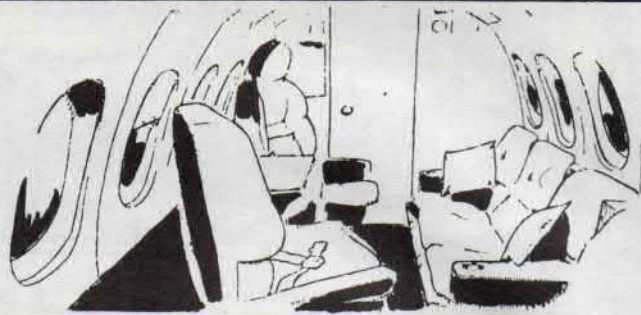
Orders to date on British Aerospace for wings and wing materials amount to 340 sets. Value of these orders, together with payments for design services and sales and support services, exceed £500 million.

Airbus Industrie is continually evaluating potential new aircraft in the light of market demand. Three new types are under consideration - the TA9 - a stretched, high-capacity 350 seat version of the A300, the TA11 - a long range four engined version and the SA short/medium range aircraft seating between 120 and 170 passengers.

B.Ae. produced wings for the A300 are married to the fuselages on the final assembly line of Airbus Industrie at Toulouse.



125-700 business jet



The HS 125 Business Jet is in production by the Hatfield-Chester Division of British Aerospace. The latest version, the Series 700, is powered by Garrett AiResearch TFE 731 turbofan engines whose low fuel consumption have enabled the range to be increased by some 50% to 2,600 miles (4,184 km) while drastically reducing external noise levels. The 125 can carry 8 or more passengers and their baggage at a cruising speed of Mach 0.75. The current UK market price for a fully equipped 125-700 is just over £2 million.

Since the first delivery to Chartag, a Swiss charter Company in September 1964, nearly 500 125s have been sold in 28 countries, the largest market (over 280 sold) being in the highly competitive North American area. Approximately 80% of all HS 125s sold have been for export and the fuel conservation and environmental benefits of the Series 700 have further stimulated sales, particularly in the USA where over 80 of this series have been sold. Overseas earnings at today's values now exceed £350 million.

The basic design principle of the HS 125 has been to achieve simplicity of structure and systems in order to minimise maintenance problems. Manual controls, well proven power units, ease of access and simple servicing procedures, together with a sturdy airframe, have given the 125 a justifiable reputation for reliability.

To achieve success in export markets it is essential to set up a well organised sales and product support network. The USA and Canada are seen as key areas for HS 125 sales, and from the outset the aircraft has been sold and supported on site. A well stocked spares store is based at British Aerospace Inc., Dulles Airport, Washington and a 24-hour service there and in the UK feeds the world-wide needs of 125 operators. In addition, British Aerospace Inc. have appointed 12 approved HS 125 service centres in North America.

The HS 125's capability as a high speed light transport aircraft makes it particularly suitable for military and government communications purposes. In this role it is in service with the air forces or governments of the UK, Brazil, Malaysia, South Africa, Ghana, Nigeria, Argentina and Nicaragua. At an early stage in its development the 125 was adapted to the role of navigation trainer (Series 2) and named the Dominie, 20 are in service with the RAF.

The HS 125 has proved highly versatile and is seeing service in a number of non-corporate roles - as an airways inspection aircraft in Germany, Brazil, South Africa and Australia, as an air ambulance in Spain and Canada and in large numbers as an air taxi or charter aircraft. The largest fleet of HS 125s in the latter role are operated by the McAlpine organisation at Luton who have 22 available for hire, including a number in the Middle East.

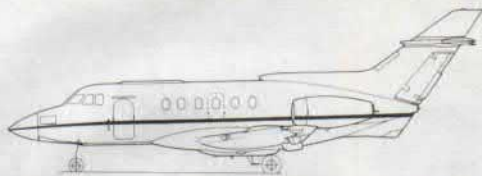
From the first the HS 125 series has been built at the Company's Chester factory, whence green (or unfurnished, unpainted and minimally equipped) aircraft are flown to the "A" or North American market to be completed to the customer's choice by one of several approved organisations. "B" market aeroplanes for the rest of the world are completely furnished at Chester, again to customer's choice. Design, support and marketing for the HS 125 take place at the Hatfield headquarters of the Hatfield-Chester Division of British Aerospace Aircraft Group.

This 125-700 was delivered to Chartag of Switzerland.



General arrangement

75-700



The Series 700 provides a realistic passenger environment offering distraction-free comfort throughout the longest flight of which the aircraft is capable — at a realistic price.



A six-hour cabin for a six-hour aircraft



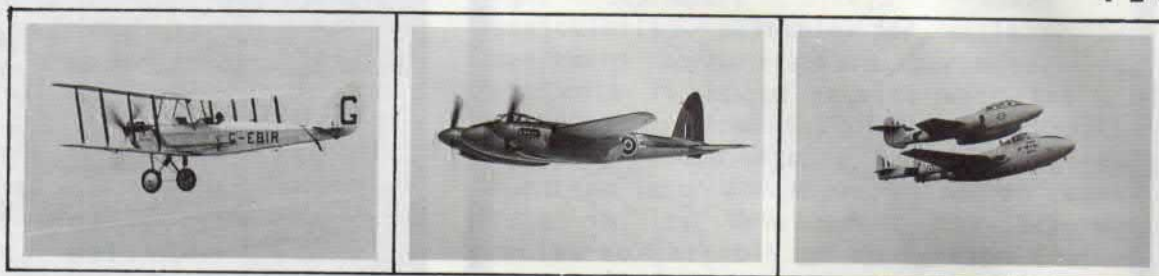
FLYING DISPLAY AIRCRAFT

FLYING DETAILS·see insert for display order

The display will commence at 11.00 hours, the programme being subject to aircraft availability, and prevailing weather conditions - a cavalcade spanning some 45 years of aircraft design, development and manufacture can be witnessed.



1·2·3



4·5·6



7·8·9



10



11



12



Aircraft

1. DH 51
2. DH 98 MOSQUITO
3. VINTAGE PAIR
4. VAMPIRE/METEOR
5. BAe. HAWK
6. BBMF - SPITFIRE
7. HAWKER SEA HAWK
8. BLACKBURN B2
9. FAA - FIREFLY
10. DH 60 MOTH
11. BAe.125-700
12. HAWKER HUNTER
13. BAe. COASTGUARDER

Moth Ball



Invitations have been accepted by many owners of the famous family of DH Moth aircraft, which will be seen both flying and in the static park.

BATTLE OF BRITAIN MEMORIAL FLIGHT



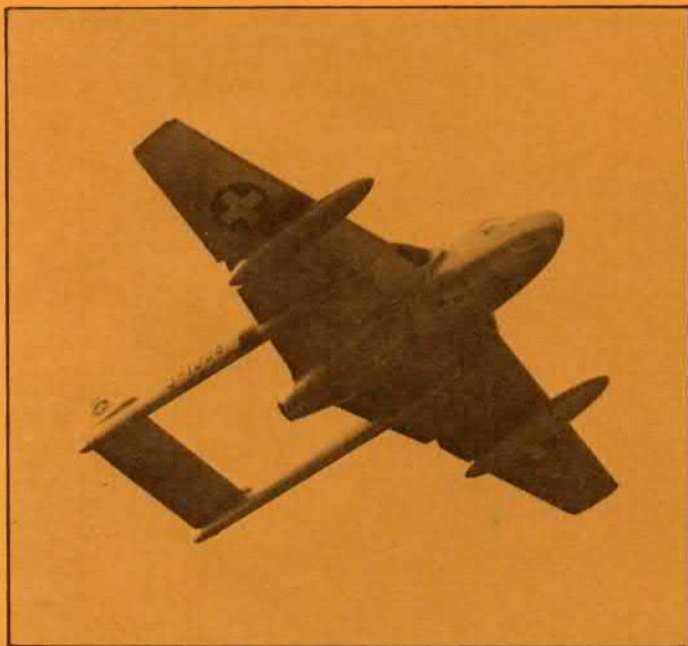
EXHIBITIONS AND DISPLAYS



MOSQUITO AIRCRAFT MUSEUM

The Museum is a registered charity with proceeds in aid of the RAF Benevolent Fund, and is run by volunteers in their spare time. The main aim of the Museum which originally opened in 1959, is to preserve the products of the de Havilland Companies, the aircraft collection including the original Mosquito Prototype designed and built at Salisbury Hall in 1940. Amongst the many other exhibits is a Bleriot XI, Sea Vixen, Chipmunk, Dove and DH125 with a number of other aircraft under active restoration. The DH engine collection covers the full range of piston, jet and rockets from the Gipsy I to the Spectre.

J1008 Swiss Air Force DH100 Vampire single jet fighter is seen landing at Hatfield - prior to being dismantled and re-assembled at the Mosquito Museum at Salisbury Hall.



THE SOCIETY OF FRIENDS OF THE ROYAL AIR FORCE MUSEUM

An autographed print of the Hurricane Mk. I duly signed by members of the Battle of Britain Association is to be raffled during the day and the lucky winner will be announced during the early afternoon.

THE ROYAL AERONAUTICAL SOCIETY HATFIELD BRANCH



The Hatfield Branch is giving information regarding its annual activities and programme of lectures and announces details of the 8th Sir Geoffrey de Havilland Memorial Lecture which is to be given at Hatfield in March 1981.



HERTFORDSHIRE CONSTABULARY
The Constabulary will be exhibiting road safety and crime protection displays.

Keep BRITISH AEROSPACE tidy

1940



DUNKIRK VETERANS ASSOCIATION

This year commemorates the 40th anniversary of the epic of the Dunkirk evacuation of 1940. A small exhibition of memorabilia describing the gallantry and bravery of the men who took part is on display.



DH Museum

The history of the de Havilland Aircraft and Hatfield can be viewed at the DH Museum which is situated near the Sales Conference Centre. Many of items of achievement and success are displayed through photographs, models and memorabilia of the times, from 1910 to the present day. A cavalcade of aeronautical development, progress and achievement of the de Havilland Enterprise, and the growth of Hatfield Aerodrome is depicted

STOP PRESS

146

B Ae's new jet takes off

£40m order for British Aerospace

By Arthur Reed

British Aerospace announced yesterday that it has landed the first order for the four-jet 146 airliner. Six of the aircraft will go to the Argentinian airline, Lineas Areas Privadas Argentinas, (LAPA) in a contract worth initially around £40m.

The order is a vital one as the project has been plagued by cancellation rumours in the past. The feeling in some parts of the world aerospace industry was that, with fuel costs escalating, it was the wrong moment to market a small airliner, with between 70 and 100 seats, with four engines.

Other airlines are expected



The British Aerospace four-engine 146 feederjet ordered by Argentina.

to take increasing interest in the project now that LAPA has opened the order book.

The Argentine order is for three aircraft initially, two seats, ber a series liver more are dep

The 146 is being assembled at the Hatfield, Hertfordshire, works of British Aerospace from parts made at other BA factories, and aerospace companies in the United States and Sweden.

The first set of wings arrived at the Avco company in the

FIRST ORDER...

Order for 'baby Airbus'

BY MICHAEL DONNE, AEROSPACE CORRESPONDENT

THE FIRST order for the new British Aerospace BAe 146 four-engined short-haul feederliner—the "Baby Airbus"—has come from an Argentine airline, LAPA, which has ordered three, with three on option, to a total value of \$85m (about £37m).

The airline, Lineas Areas Privadas Argentinas, is a privately-owned operator, flying internal routes in Argentina, based on Buenos Aires.

It has ordered two Series 100 aircraft, seating 88 passengers,

and one of the larger 102-seater Series 200 aircraft, with options on another three Series 200s. The Series 100 jets are for delivery in September and October, 1982, and the Series 200 from March, 1983.

British Aerospace will have spent more than £100m in research, development and initial production of the BAe 146 "Baby Airbus", by the end of this year but foresees a market for several hundred through the 1980s, especially in under-developed countries.

● ARGENTINE airline LAPA ordered three of British Aerospace's new "Baby Airbus," the BAe 146, with options on another three, for a total value of £37m.

FIRST AIRCRAFT ...

