



BAC

ONE-ELEVEN

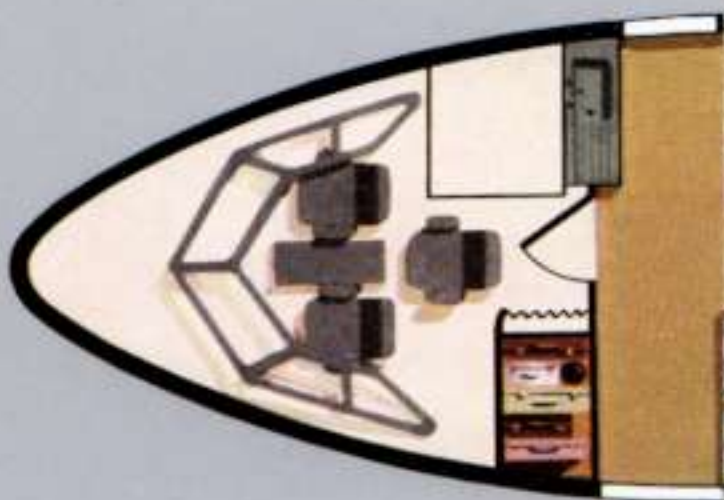
The BAC One-Eleven has been expressly designed to offer "big jet" standards of comfort and service over sectors up to 1,000 miles in length and as short as 100 miles, at cruising speeds of up to 540 m.p.h., with economy comparable to the propeller driven aircraft now operating. The One-Eleven, designed as the jet successor to the Viscount to do a similar job, has the same modest runway needs, equal or better economics, and flies 200 m.p.h. faster.

BAC ONE-ELEVEN

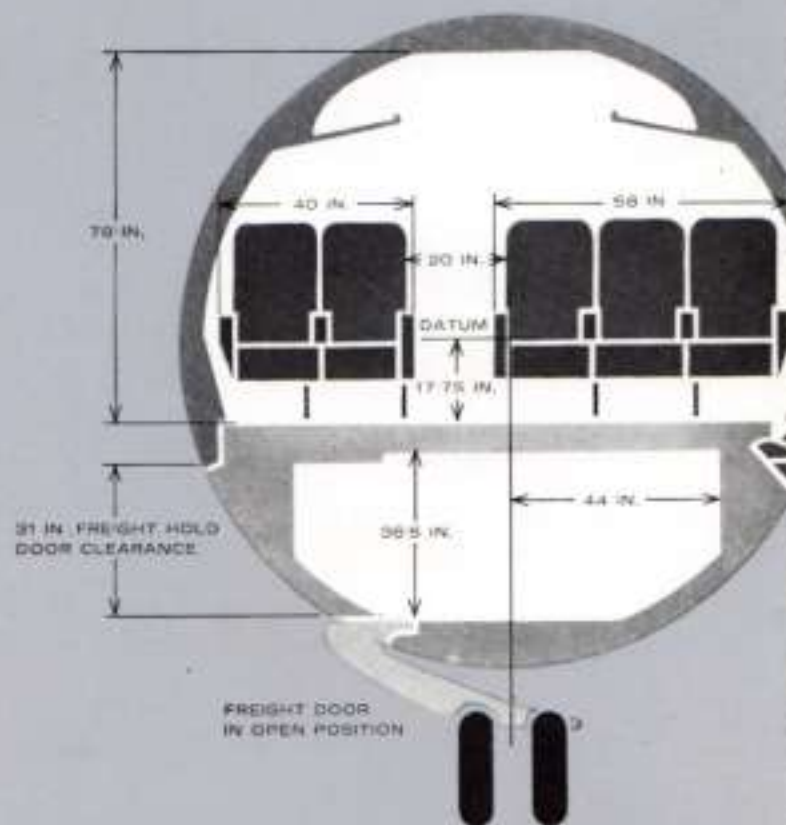
It is powered by the Rolls-Royce Spey turbofan engine, the design of which is backed by over 20 million flying hours of civil turbine operation with 106 airlines.

Derived from turbine airliner experience which is unique, the One-Eleven is engineered for high frequency operation, where ease of loading, unloading and starting must be taken for granted. Likewise, structural and systems integrity and ease of maintenance, are factors of the highest importance.

British Aircraft Corporation has built over 500 turbine powered airliners for service with over 60 operators world-wide. The BAC One-Eleven will make its first flight early in 1963. Delivery to the first customers, British United Airways and Braniff International Airways, begins in the second half of 1964.

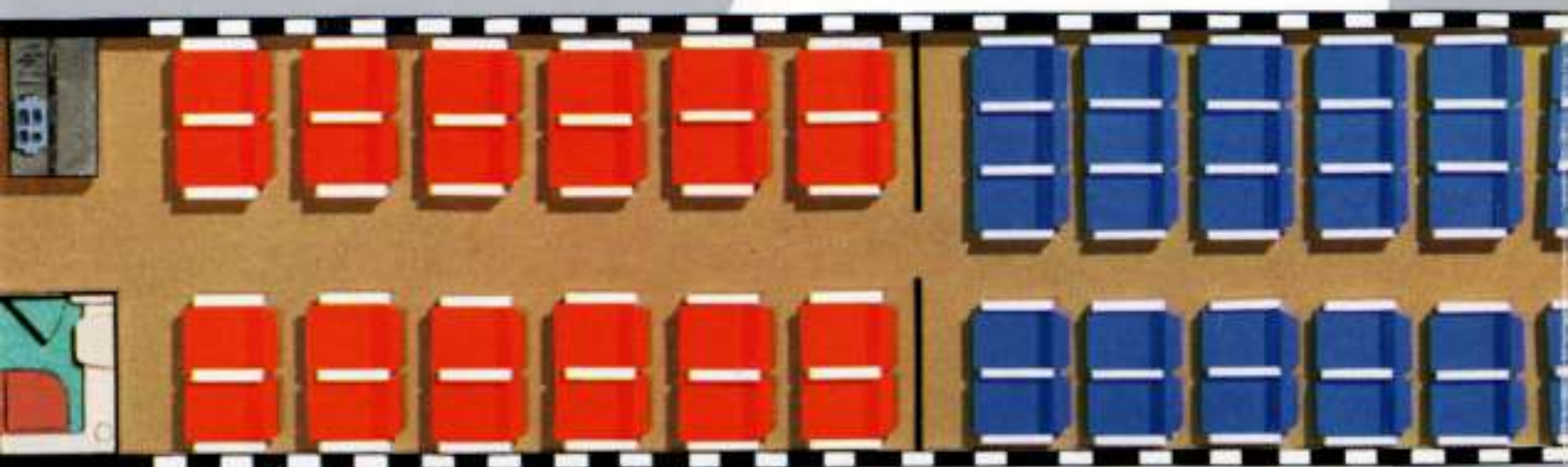


Interior Styling by Charles



Technical Data

CABIN	Accommodational length	54ft. 4½ in.	44ft. 1 in. (seating area)
	49 Passenger windows,	each 14in. × 9in. elliptical at 20in. pitch	
	Interior height	6ft. 6in.	
	Interior width (arm rest height)	10ft. 4in.	
HOLDS	Forward hold	17ft. 9in. × 7ft. 4in. × 3ft.	
	Rear hold	11ft. 6in. × 7ft. 4in. × 3ft.	
DOORS	Main Passenger door (forward)	5ft. 6in. × 2ft. 9in.	
	Height to passenger door sill	6ft. 6in.	
	Ventral door	7ft. × 3ft.	
	Ventral stairway, internal width	2ft.	
	Cabin servicing and emergency exit	4ft. × 2ft. 3in.	
	Cargo door size	forward 3ft. × 2ft. 6in.; aft 3ft. 2½ in. × 2ft.	
	Height to freight door sill	forward 3ft. 4in.; aft 4ft. 2in.	
LANDING GEAR	Wheel track	14ft. 3in. Wheel base 33ft. 1 in.	



es Butler Associates, New York.

CAPACITIES	<i>Typical passenger accommodation mixed class</i>		
	First class	at 37 in. pitch: 24 seats	
	Tourist class	at 34 in. pitch: 39 seats	
		Total: 63 seats	
	Freight volume, total	534 cu. ft. gross	
	Volume, forward hold	354 cu. ft. gross	
	Volume, aft hold	180 cu. ft. gross	
	Fuel capacity	2,200 imp. galls. (2,640 U.S. galls.)	
WEIGHTS	Maximum Ramp Weight	73,800 lb.	
	Maximum Take-off Weight	73,500 lb.	
	Maximum Landing Weight	65,000 lb.	
	Maximum 'Zero Fuel' Weight	58,000 lb.	
	Typical Maximum Payload	14,000 lb.	
PRESSURES	Hydraulics	split systems, Skydrol, 3,000 lb./sq. in.	
	Electrics	split systems, two 30 KVA brushless AC generators	
	Pressurisation	split systems, max. differential, 7 lb./sq. in.	
	Tyre pressures at gross weight (with an LCN of 35),	112 lb./sq. in.	

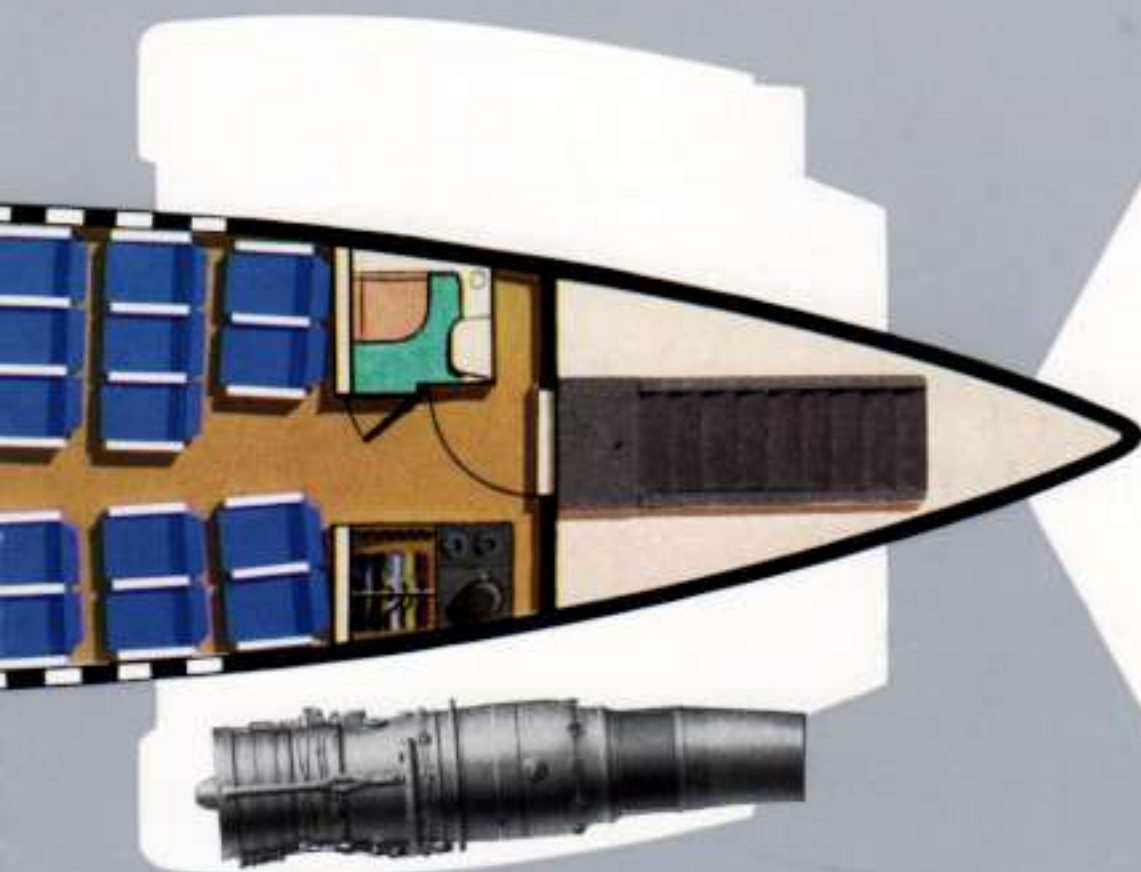
FORWARD AIRSTEPS
IN DOWN POSITION

Loading

One-Eleven operators do not need passenger steps, baggage loading platforms, ground starting equipment or conditioning trucks.

To improve short haul operating efficiency the One-Eleven incorporates an auxiliary power unit for engine starting, cabin ground conditioning and servicing work. A ventral stairway, hydraulically operated, is provided as standard, with airsteps at the forward passenger door as an optional extra.

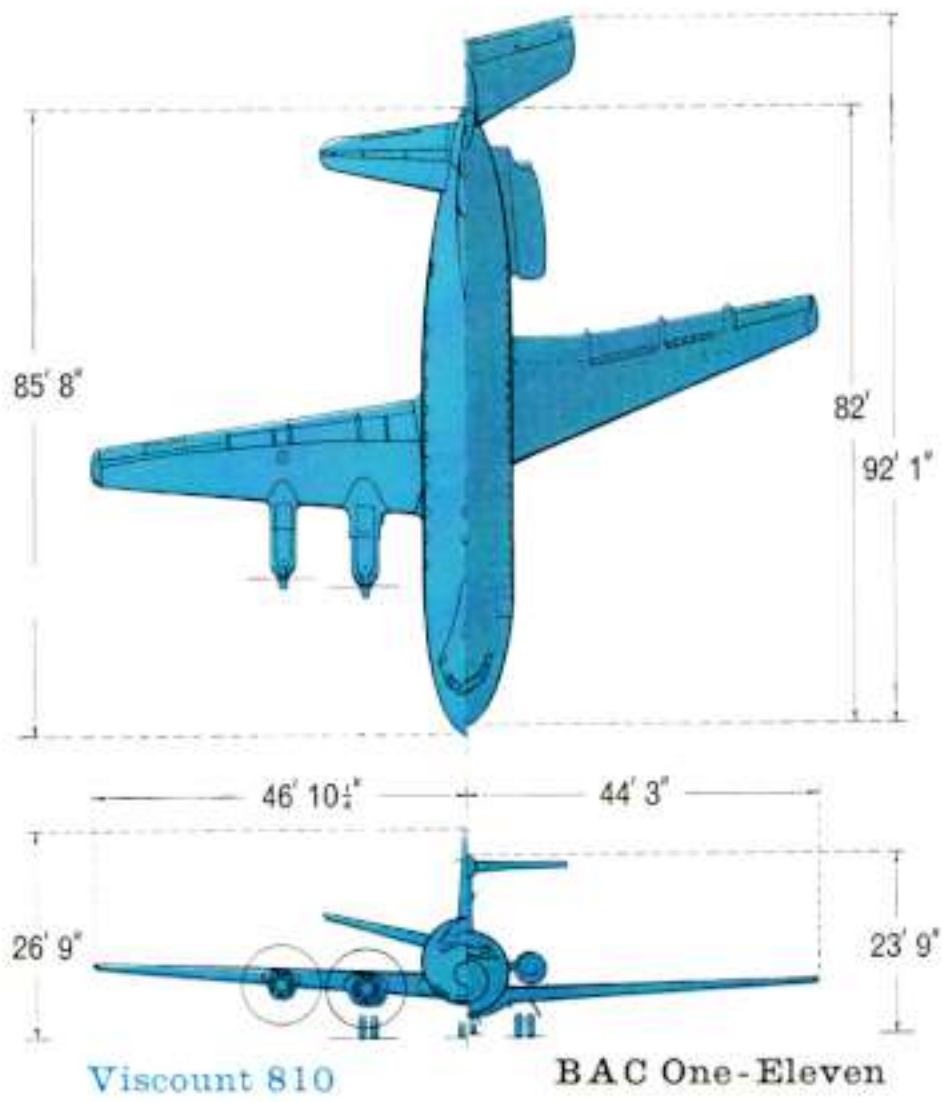
With full fuel, the One-Eleven has been designed to fly successive stages without refuelling. And single point pressure refuelling at a maximum 300 Imp. gallons per minute, ensures a complete fuelling in under ten minutes. Low freight door sills make special baggage loading platforms unnecessary. Galley, water, fuel and toilet servicing points are disposed for maximum simultaneous activity.



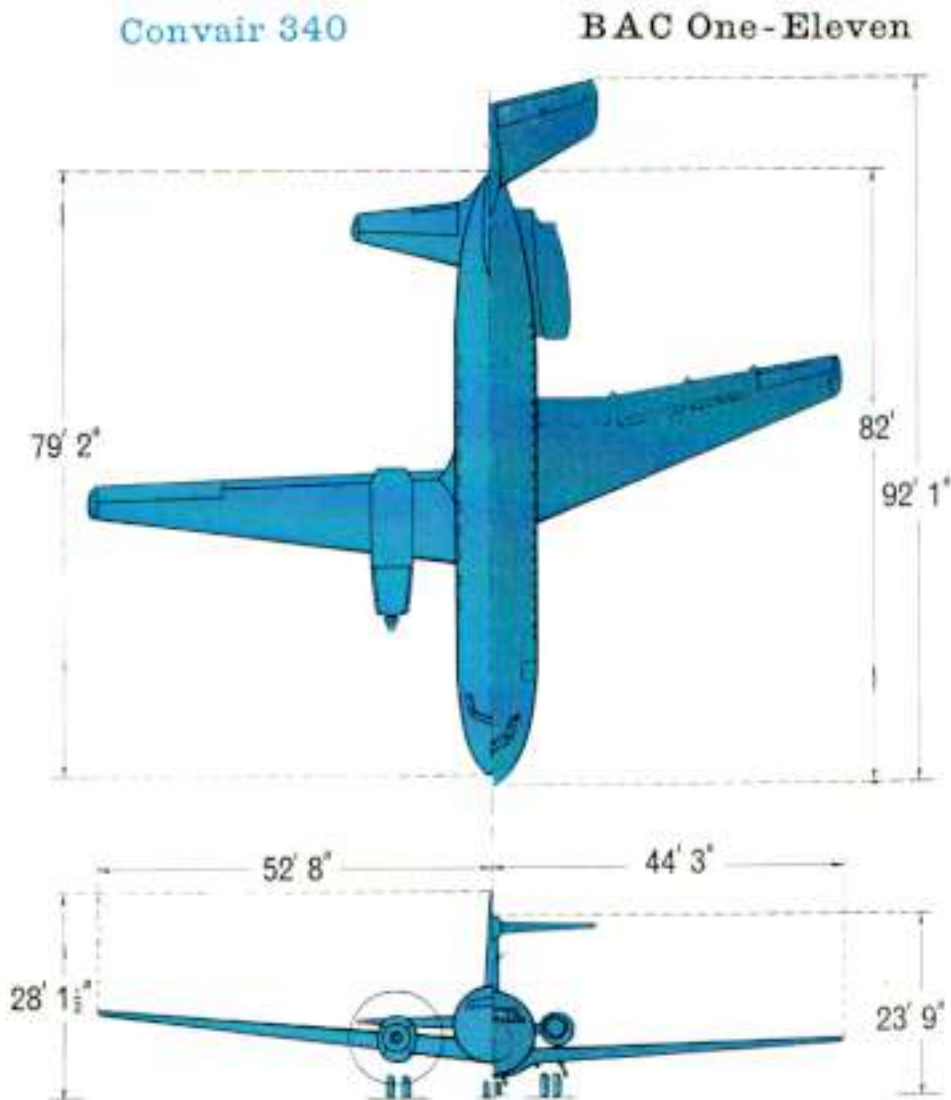
Power Plant

Jet Speed with Turboprop Economy. The BAC One-Eleven's powerplant is the 10,400 lb. static thrust Rolls-Royce Spey turbofan, already chosen for the de Havilland Trident and to meet military requirements, and specifically designed for short/medium haul airline operation — axial flow, twin spool, high compression ratio 16.7:1, by-pass ratio 1:1. The Spey's advanced design gives exceptionally good specific fuel consumption (0.776 lb./hr./lb. at Mach = 0.78 at 25,000 ft. in I.S.A.), permitting a wide choice of operating altitudes with minimum cost variation.

With Spey turbofans, the One-Eleven will be quieter than current jets, under virtually all conditions. It is unlikely to be restricted by noise requirements, thanks to reduced jet efflux noise and a high rate of climb.



Composite Comparisons



An aerial, painterly illustration of a valley. A winding road or path leads through green fields and patches of brown earth. In the distance, a range of mountains is visible, with some peaks covered in snow and partially obscured by large, billowing white clouds. The sky is a mix of light blue and white, suggesting a bright, slightly hazy day. The overall style is that of a classic aviation poster.

BRITISH AIRCRAFT CORPORATION
ONE HUNDRED PALL MALL LONDON S.W.1



BAC ONE-ELEVEN