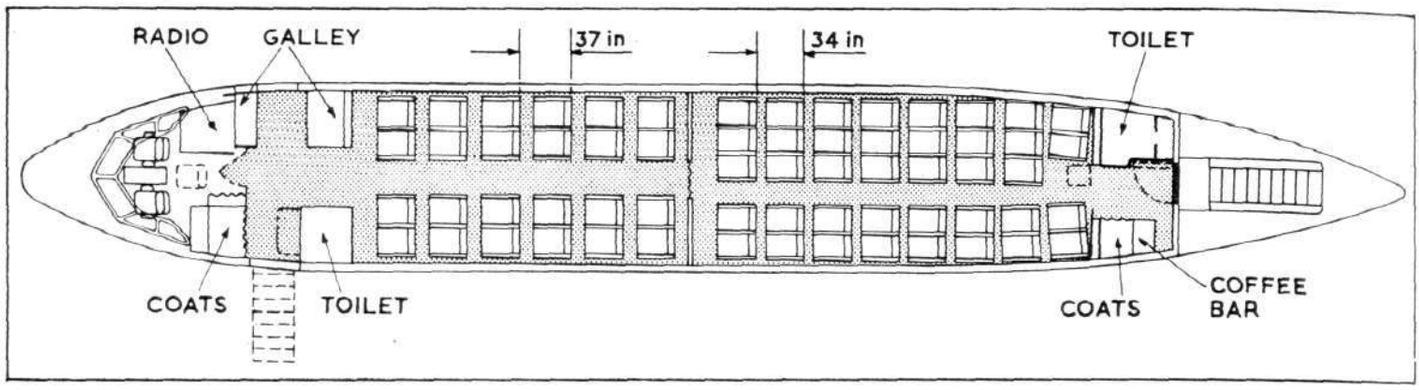


*The One-Eleven cabin, which is a few inches wider than that of the Viscount, provides typical mixed class accommodation for 16 first-class and 49 tourist-class passengers*

## BAC ONE-ELEVEN . . .

seat pitch to be reduced to as low as 29in. A typical all-tourist arrangement provides 74 seats at 34in pitch.

Seat attachment rails in 15ft lengths are provided throughout the passenger compartment for easy and rapid installation of seat units, which are capable of a wide range fore-and-aft adjustment in 1in increments.

The covering and trimming of the interior of the cabin makes use of Acrylic painted surfaces, plastic and upholstery fabrics and plastic formings. Below the level of the hat rack, cabin interior trim is made up of semi-rigid pre-formed plastic mouldings which are removable and replaceable and which are extremely easy to clean.

There are 24 elliptical windows on each side of the fuselage. Each window is 14in high by 9¼in wide. The window pitch is 20in. All passenger windows have three panes. Either of the two outer structural panes can carry the full pressure differential but normally only the outer one carries the load. The third pane is for scratch protection inside the cabin and if damaged can be easily and quickly changed, independently of the window itself. Variable-position blinds are fitted to each window.

Flush-mounted passenger service units, which incorporate individual reading lamps, cold air outlets and cabin attendant call buttons, are fitted to the underside of the overhead hat racks, convenient to each passenger. These units can be moved fore and aft to suit the individual seat layout. Between the service units are fitted removable spare panels, additional sets of which can be supplied for adaptation to alternative seating layouts.

Two galley units are installed in the standard aircraft. They are located on the right side of the aircraft, forward and aft of the galley service door. There is space in the galley for the stowage of food and beverage containers for 70 hot or cold meals in five standard tray cabinets (14 meals per cabinet).

Great care has been taken to soundproof and insulate the passenger cabin, using completely impervious, fire-resistant materials which are also resistant to hydraulic fluid. All practical methods have been used to guard against condensation and to ensure that, where it cannot be avoided, it is drained away to points where it will cause no discomfort or deterioration of equipment.

The forward airsteps, which are rigid and non-folding, are housed in a compartment positioned laterally beneath the vestibule floor. The steps carry, at their head, rollers which engage in tracks mounted along the stowage compartment. They are supported at the doorway by rollers fitted to the aircraft structure which act as the fulcrum upon which the steps are lowered and raised, and which also support the steps as they move in and out. The step handrails and stanchions fold flat on the outer side of the step side beams when the steps are retracted. The steps are retracted hydraulically and lowered mechanically.

There are two permanently installed toilets, one in the forward part of the aircraft and one in the rear, left and right respectively.

Two class-"D" pressurized freight compartments are located under the main floor. The forward compartment is 17ft 11in in length with a working height of 3ft and a gross volume of 354 cu ft. The aft compartment is 11ft 6in in length with a maximum height of 3ft and a gross volume of 180 cu ft. The aft compartment tapers in height to 18in at the rear. The holds are lined with removable metal panels. Protected flush lamps and switches are provided. Lashing rings are fixed to the floor for retention of cargo. Nets can be fitted but are not supplied with the aircraft.

Both compartment doors are located on the right side of the aircraft with a sill height of 45in for the front and 52in for the rear. The front door is 36in wide with a mean projected height of 30in. The rear door is 36in wide with a mean projected height of 26in. The freight doors are plug-type outward and downward sliding doors. A unique feature of this door is that the opening is accomplished by pushing the door inwards slightly and then running it down on fixed tracks located at the door opening side frames. The door is then transferred onto a hinged carrier which, in turn, swings downward and stows the door under the fuselage. This leaves the door opening clear for freight loading and the hinged carrier then serves as the loading platform.

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### BAC One-Eleven Series 200

**Powerplant** Two Rolls-Royce Spey -2 Mk 506-14 of 10,680lb static thrust each.

**Dimensions** Span, 88ft 6in; length, 92ft 6in; height empty, 23ft 9in; wing area, 980 sq ft; sweepback at ¼ chord, 20°.

**Weights** Max take-off, 73,500lb; max landing, 65,000lb; zero fuel, 58,000lb; capacity payload, 13,680lb; weight less fuel, crew and payload, 42,514lb.

**Payload accommodation** Cabin volume (less flight deek), 3,150 cu ft; baggage and freight volume, 534 cu ft; cabin accommodational length, 54ft 4.5in; max internal width, 10ft 4in; max height, 6ft 6in; max usable floor area (less flight deck), 520 sq ft; dimensions of largest door, 5ft 8in × 2ft 9in (forward passenger entrance); max number of seats, 84 at 31-32in pitch.

**Fuel capacity** 2,200 Imp gal (850 Imp gal optional centre section tank).

**Water capacity** 120 Imp gal (optional).

**Performance (ISA)** Opt-cost (i.e., typical) cruising speed at 25,000ft and 68,000lb, 469kt TAS; corres specific fuel consumption, 0.086 n.m/lb; take-off field length, ISA, SL, max take-off weight, 6,050ft; landing field length, ISA, SL, 60 per cent factor max landing weight, 5,100ft; Range A, max payload, still air, optimum cruise, 1,540 n.m.; Range B, max fuel, still air, optimum cruise, 1,780 n.m.; corres payload, 11,580lb; cruise Mach number, 0.78; $V_D$, M = 0.86/400kt EAS; $V_{SO}$, 320kt EAS; $V_{SO}$, 92kt EAS.

### BAC One-Eleven Series 300

**Powerplant** Two Rolls-Royce Spey -25 Mk 510-14 of 11,280lb static thrust each.

**Dimensions** As Series 200.

**Weights** Max take-off, 82,000lb; max landing, 69,500lb; zero fuel, 61,500lb; capacity payload, 15,650lb; weight less fuel, crew and payload, 44,045lb.

**Payload accommodation** As Series 200.

**Fuel capacity** 3,050 Imp gal (including centre section tank).

**Performance (ISA)** Opt-cost (i.e., typical) cruising speed at 25,000ft and 72,000lb, 469kt TAS; corres specific fuel consumption, 0.0805 n.m./lb; take-off field length, ISA, SL, max take-off weight, 6,950ft; landing field length, ISA, SL, 60 per cent factor max landing weight, 5,320ft; Range A, max payload, still air, optimum cruise, 1,110 n.m.; Range B, max fuel, still air, optimum cruise, 2,330 n.m.; corres payload, 11,750lb; cruise Mach number, 0.78; $V_D$ M = 0.86/400kt EAS; $V_{SO}$, 340kt EAS; $V_{SO}$, 94kt EAS.

### BAC One-Eleven Series 400

**Powerplant** Two Rolls-Royce Spey -25 Mk 510-14 of 11,280lb static thrust each.

**Dimensions** As Series 200.

**Weights** Max take-off, 78,500lb; max landing, 69,500lb; zero fuel, 61,500lb; capacity payload, 14,430lb; weight less fuel, crew and payload, 44,265lb.

**Payload accommodation** As Series 200.

**Fuel capacity** 3,050 Imp gal (including centre section tank).

**Performance (ISA)** Opt-cost (i.e., typical) cruising speed at 25,000ft and 72,000 lb, 469kt TAS; corres specific fuel consumption, 0.0805 n.m./lb; take-off field length, ISA, SL, max take-off weight, 6,250ft; landing field length ISA, SL, 60 per cent factor max landing weight, 5,320ft; Range A, max payload, still air, optimum cruise, 760 n.m.; Range B, max fuel, still air, optimum cruise, 2,390 n.m.; corres payload, 8,030lb; cruise Mach number, 0.78; $V_D$, M = 0.86/400kt EAS; $V_{SO}$, 340kt EAS; $V_{SO}$, 94kt EAS.