

LAST ONE-ELEVEN BACK IN UK

■ Bournemouth factory's historic final aeroplane being fitted with executive interior

BAC ONE-ELEVEN c/n 260, the last of 663 aircraft built during 1951–58 at Hurn Airport by Vickers-Armstrongs and its successors, BAC and BAe, arrived at Southend on October 19 for a refit and installation of a new executive interior. Airworthy One-Elevens are now a very rare sight in Britain, current noise regulations not permitting commercial flights into the UK unless a special exemption certificate for maintenance or relief work flights can be obtained. Currently registered on the Caribbean Island of Aruba, P4-JLB is one of five of the type operated by Jetline/Mercury Aviation from Baneasa airport at Bucharest.

The historic airliner is also the last British-built BAC One-Eleven; the final three letters of its original personalised registration, G-BLHD, stand for Last Hurn Delivery. The machine made its maiden



ABOVE BAC One-Eleven P4-JLB at Southend. Its original marks were G-BLHD, the final three letters denoting Last Hurn Delivery.

flight on May 9, 1984, with John Lewis, who at the time was also chief pilot at the Shuttleworth Collection, in the left-hand seat. Along with sister aircraft G-BLDH, it was ferried to BAe Woodford later that month to be given an executive interior and long-range fuel tanks by Mc Alpine Aviation, and delivered to

Saudi Arabia as HZ-KA7. More than 20 BAC One-Elevens were used as executive jets in Saudi, with three owned by Sheikh Salem bin Laden, the half-brother of Osama.

In total, 222 of the 235 British-built BAC One-Elevens were assembled at Hurn in 1966–84. Aircraft production had begun at the site in 1951,

when Vickers transferred the manufacture of the Varsity T.1 trainer from Weybridge, with 146 of the total production run of 163 being rolled out of the Dorset factory over the next three years. In December 1953 the high demand from airlines the world over for the Viscount led Vickers to open a production line at Hurn. The

factory was ultimately responsible for 279 of the record-setting total of 445 Viscounts built, the turboprop machine becoming the most numerous British airliner ever. In addition to Hurn's output of 657 multi-engined aeroplanes, six BAC 167 Strikemasters were built at the factory during the 1970s.



ERIC JANSOONE

Flamant joins new French group

AIRWORTHY DASSAULT MD.312 Flamant c/n 226 F-AZES has been presented to a new organisation, the Association Montbéliard Dassault 312 (AMD), by its previous owners the Til Retro group, and will be operated from Montbéliard-Courcelles airfield, 35 miles south-west

of Mulhouse in the Alsace region. Among the new group's 20 members are ten former French Air Force mechanics who formerly worked on the elegant Flamant.

Beneath its cockpit the Flamant still bears the insignia of GE 319, the transport training unit of the French Air

Force with which it operated at Avord, south-west of Bourges, in the 1960s and '70s. It was originally rolled out of the Dassault factory at Mérignac in April 1953, and spent the first three years of its life in storage at Châteaudun. It passed into civilian ownership in 1984.

TRAVELLING F-104 NOW A SIGNPOST

FOLLOWING RESTORATION in its original late-1960s metallic colour scheme, former Belgian Air Force Lockheed F-104G Starfighter FX-94 was due to be unveiled on a roundabout near the city of Peer, north-east of Brussels, with its nose pointing in the direction of the nearby Kleine Brogel airbase, on November 16. Restoration work was done by personnel from former Starfighter operators, the

10th Tactical Wing (TW) of the Belgian Air Force. Many former 10th TW Starfighter pilots were present at an unveiling preview on October 27.

Lockheed F-104 FX-94 (c/n 9164) entered service with the Belgian Air Force on March 2, 1967, and retired from flying duties on March 22, 1983. It then spent many years being transported around the country as an Air Force travelling exhibit.



ABOVE The F-104 on October 27, mounted on jacks before the arrival of its display plinth.

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