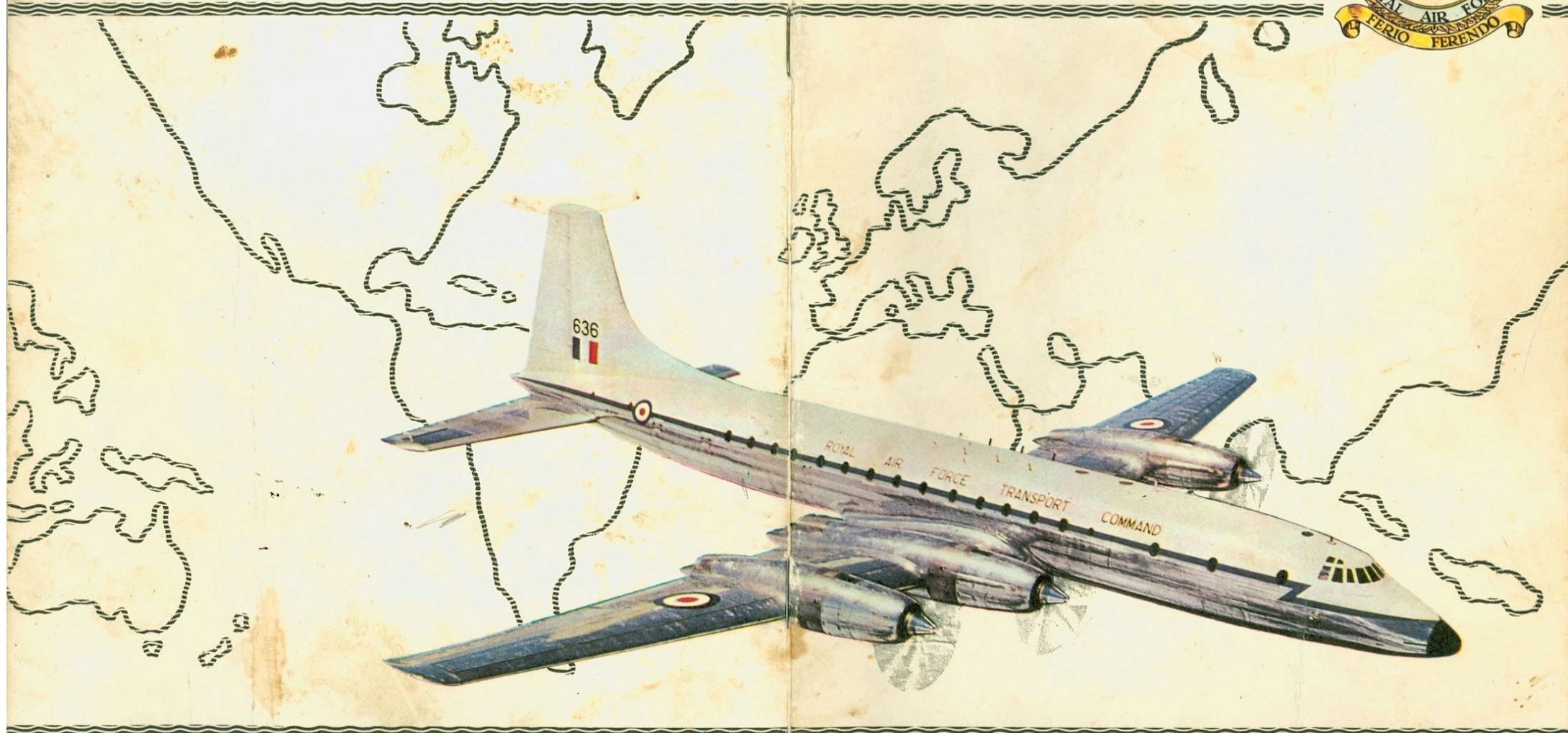


Royal Air Force TRANSPORT COMMAND

Royal Air Force TRANSPORT COMMAND



Passenger Information Brochure

Passenger Information Brochure

THE GREATEST NAME IN CIGARETTES



Royal Air Force Transport Command

PASSENGER INFORMATION BROCHURE

(Second Edition)

CONTENTS

Power 3 General Information 7

How to use your Lifejackets 18 Flight Safety 19

About our Aircraft 21

Transport Command route map supplement is in centre of brochure.

Welcome Aboard

Welcome aboard this aircraft of Transport Command. We shall do everything we can to make your journey as comfortable as possible. However, it is important to realise that Transport Command does not operate in competition with commercial airlines and that our standards of comfort are dictated by operational necessity and not by commercial enterprise.



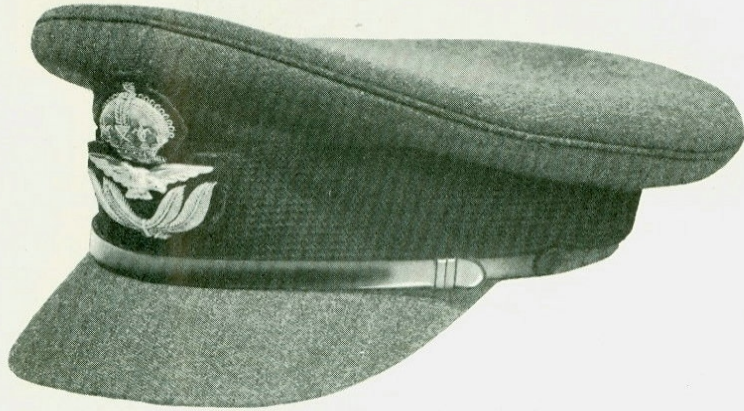
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Serving the Royal Air Force

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POWER

As the new aircraft on order for Transport Command—the VC 10, the Belfast and the Andover enter service the Command will eventually become almost all-turbine powered. Already it has turbine-powered Comets, Argosies and Britannias, and only the Beverley and Hastings remain as the final examples of a long succession of piston-powered transports.

With its new aircraft, Transport Command will become a major operator of all three forms of turbine engine—the turboprop, the turbojet and the turbofan. The

first turboprop in service in Transport Command was the Bristol Siddeley Proteus 255, four of which power the Britannia long-range transports. Each engine develops the equivalent of 4,400 horsepower at take-off and drives a 16 ft. diameter propeller. Compared with the piston engine, the turboprop gives a smooth, high flying, power unit.



A second, smaller turboprop in service with Transport Command is the Rolls-Royce Dart R. Da. 8, powering the Argosy freighter. The Dart is renowned as the first turboprop to enter scheduled operation, in 1953 powering the Viscount, and thousands are now in service around the world. The Argosy has four of these engines, each providing 2,680 equivalent

horsepower.

First of the jets was the Rolls-Royce Avon Turbojet, four of which power the Comet transport. These are direct thrust engines, operating on the same basic principle as the early pioneer jets of Air Commodore Sir Frank Whittle. The Avon Mk. 350 in the Comet 4c each provide thrust of 10,500 lb. at take off and as with all jets, they give the passenger a quiet and fast ride at altitudes even higher than the turboprop. Variants of the Avon power numerous other fighter and bomber aircraft in the Royal Air Force, and Comets and Caravelles in airline service.

Because the turboprop offers the most economical means of powering transport aircraft, two out of three of Transport Command's new aircraft use propeller turbine engines—the Hawker Siddeley Andover tactical transport with two Rolls-Royce R. Da. 12 turboprops, of 3,245 equivalent horsepower each, and the huge Short Belfast strategic freighter powered by four Rolls-Royce Tyne R. Ty. 12 turboprops.

The Tyne will be the most powerful turboprop in service with Transport Command, each engine developing 5,715 equivalent horsepower on take-off. For the Belfast this is a total of 22,860 h.p.—enough power for more than 750 mini-cars. The Tyne is also flying in five other types of military and civil aircraft.

POWER

Most advanced in performance of all Transport Command's new aircraft is the Vickers VC 10 long-range jet transport. Powered by four Rolls-Royce R. Co. 43 turbofans of 22,500 pounds thrust each, the VC 10 is one of the world's latest and largest four-jet transports, and in the current vogue it has its engines mounted at the rear of the fuselage. The Conway differs from the Avon turbojet in that it combines the advantages of propeller propulsion with jet propulsion in one engine, giving a fuel economy almost as good as that of a turboprop with the silent power and smoothness

of a turbojet. It is this sort of engine which has swept the board in powering all new jet transports.

Contrasting with the sophistication of the VC 10 are the two piston engine workhorses of Transport Command—the Beverley and the Hastings. Both are powered by Bristol Siddeley, the Beverley with four 2,850 horsepower Centaurus engines and the Hastings with four 1,675 horsepower Hercules engines. The Centaurus and Hercules mark the end of the long succession of Bristol piston engines for transport and bomber aircraft.

Smallest of Transport Command's new aircraft, and one that is piston-



powered, is the Beagle B 206. This is fitted with two Rolls-Royce Continental G 10-470 engines, each of 310 horsepower. These aircraft will be used on communications duties.

In the wide variety of power units it operates Transport Command is unique and today it is well on the way to becoming one of the world's largest operators of turbine-powered transports. Much of the speed and range of its present-day operations stem directly from the pioneer work of Sir Frank Whittle and his impact on today's turbine engines by Rolls-Royce and Bristol Siddeley.



BRITISH AIRCRAFT CORPORATION
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BAC 74

BEAGLE BASSET

lands on



LOCKHEED

HYDRAULICS

The versatile all-British Beagle Basset has a tricycle undercarriage designed and manufactured by Lockheed Precision Products. This light twin piston-engine communications aircraft, powered by Rolls Royce, also incorporates Lockheed hydraulics for operating the flaps and the air-stairs/baggage-door. The Basset, ordered in quantity by R.A.F. Transport Command, has a flight-deck layout that meets Transport Command and I.A.T.A. requirements for transport aircraft.

Lockheed hydraulic aircraft equipment is in use all over the world on both military and civil aircraft.

BEAGLE AIRCRAFT LTD.

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ONE OF THE AUTOMOTIVE PRODUCTS GROUP

General Information

Comfort

The seat back is adjustable to allow you to adopt a more restful reclining position, should you so wish. Before making any adjustment, however, please ensure that you will not inconvenience the passenger behind you.

At each seat there is an individual reading light which is adjustable to your requirements.

Toilet facilities are available in the aircraft, where hot and cold running water and paper towels are provided. Passengers are requested to deposit used paper towels in the waste receptacle and not in the toilet.

Air Sickness

Very few passengers ever suffer from air sickness. However, if you feel uncomfortable and think you are liable to be air sick, ask immediately for the Air Quartermaster who has effective remedies available. Air sickness bags are provided handy to each seat should you really need one, but have no undue fears on this account.

Colds and Ears

Pressurisation of today's modern airliners has virtually eliminated ear discomfort due to changes in air pressure. No matter how high you fly the air pressure inside the aeroplane is automatically kept at that of a much lower and more comfortable altitude. If you feel any discomfort, swallowing, pinching your nostrils and blowing will relieve the congestion. If you have a head cold, please tell the Air Quartermaster who will be able to help you. During descent babies can be given a dummy to suck and should not be discouraged from crying as this will help to clear the ears.

Care of Children

Parents or adults in charge of children are reminded that it is important to keep a meticulous watch on children under their charge and to accompany them when they leave the vicinity of their seats.

Portable Electronic Equipment

Due to the possibility of interference with the radio navigation aids on board the aircraft, passengers are not allowed to use any form of portable electronic equipment including radio sets and tape recorders. To avoid inadvertent switching on during flight, batteries of portable electronic equipment should be removed. Hearing aids may be used providing the Air Quartermaster is informed beforehand.

General Information

Smoking

For reasons of safety, smoking is prohibited at various times including take-off and landing and also when certain cargo is carried. Please obey the illuminated cabin signs or announcements. Smoking is never permitted in the toilet compartments.

Cigarette Lighters and Matches

Only cotton filled or butane lighters are permitted. Those having an unpacked or visible reservoir are prohibited. Safety type matches only are allowed and then provided they are those with a thick shank normally on sale in the United Kingdom.

Meals in Flight

Our catering standards are constantly under review and are primarily designed to bridge the gap between hot meals on the ground with attractively presented cold dishes, coffee or fruit squashes according to the duration of flight. The Air Quarter-master will be pleased to advise passengers on the meals to be served on each flight leg.

Cameras

Cameras may be carried in the aircraft cabin but their use on R.A.F. airfields or during flight is forbidden.

On Landing

During the landing run you may hear the engines suddenly increase power. Do not be alarmed as the pilot is only using the reverse thrust braking facility.

Valuables

Please do not leave valuables on the aircraft at transit stops.

ACKNOWLEDGEMENT

The generous support of the Companies whose advertisements appear in this brochure have made possible its publication and issue to you. We hope you will find the brochure informative and interesting.

MAP SECTION

SHOWING ROUTES FLOWN BY

TRANSPORT COMMAND

PAGE SEQUENCE

EUROPE ● ASIA MINOR
NORTH and CENTRAL AFRICA

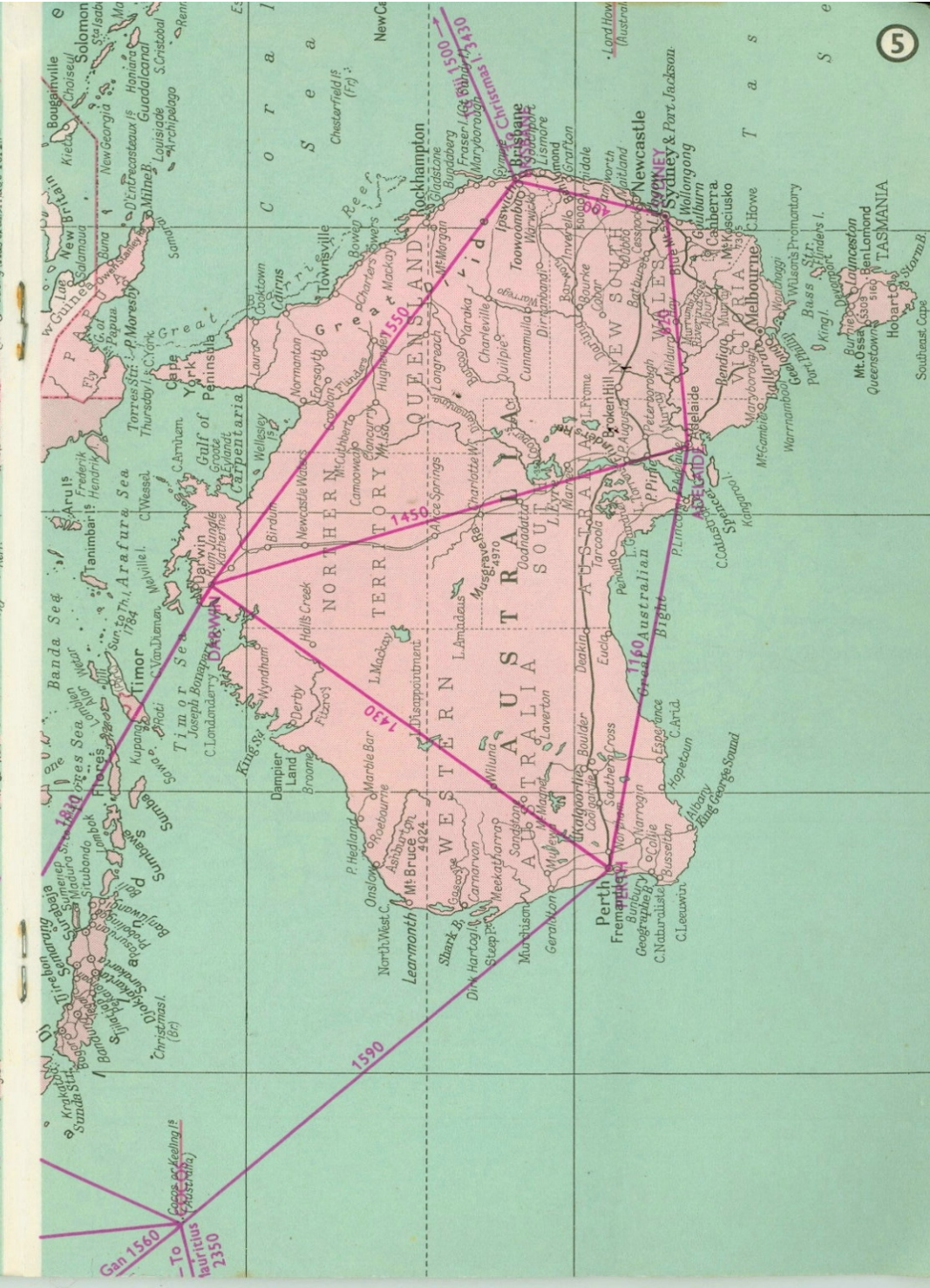
FAR EAST ● AUSTRALIA

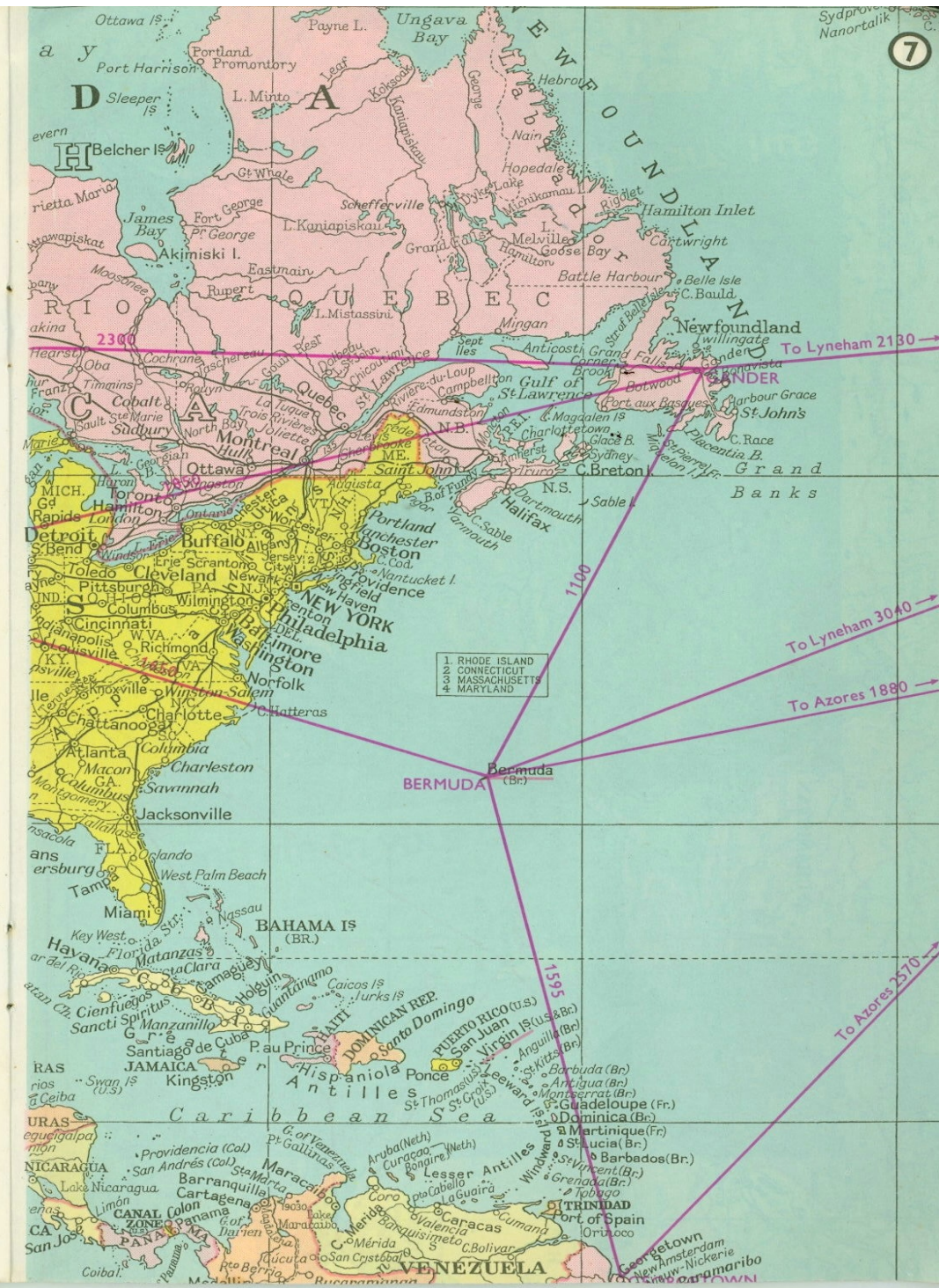
CANADA ● U. S. A.
PANAMA and CARIBBEAN areas

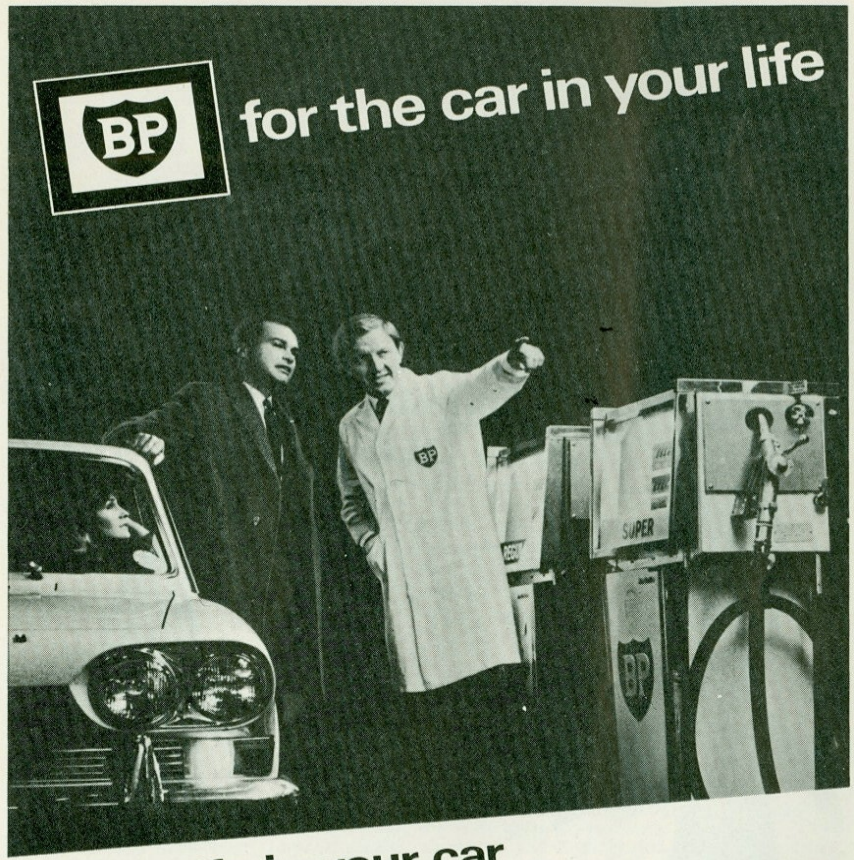
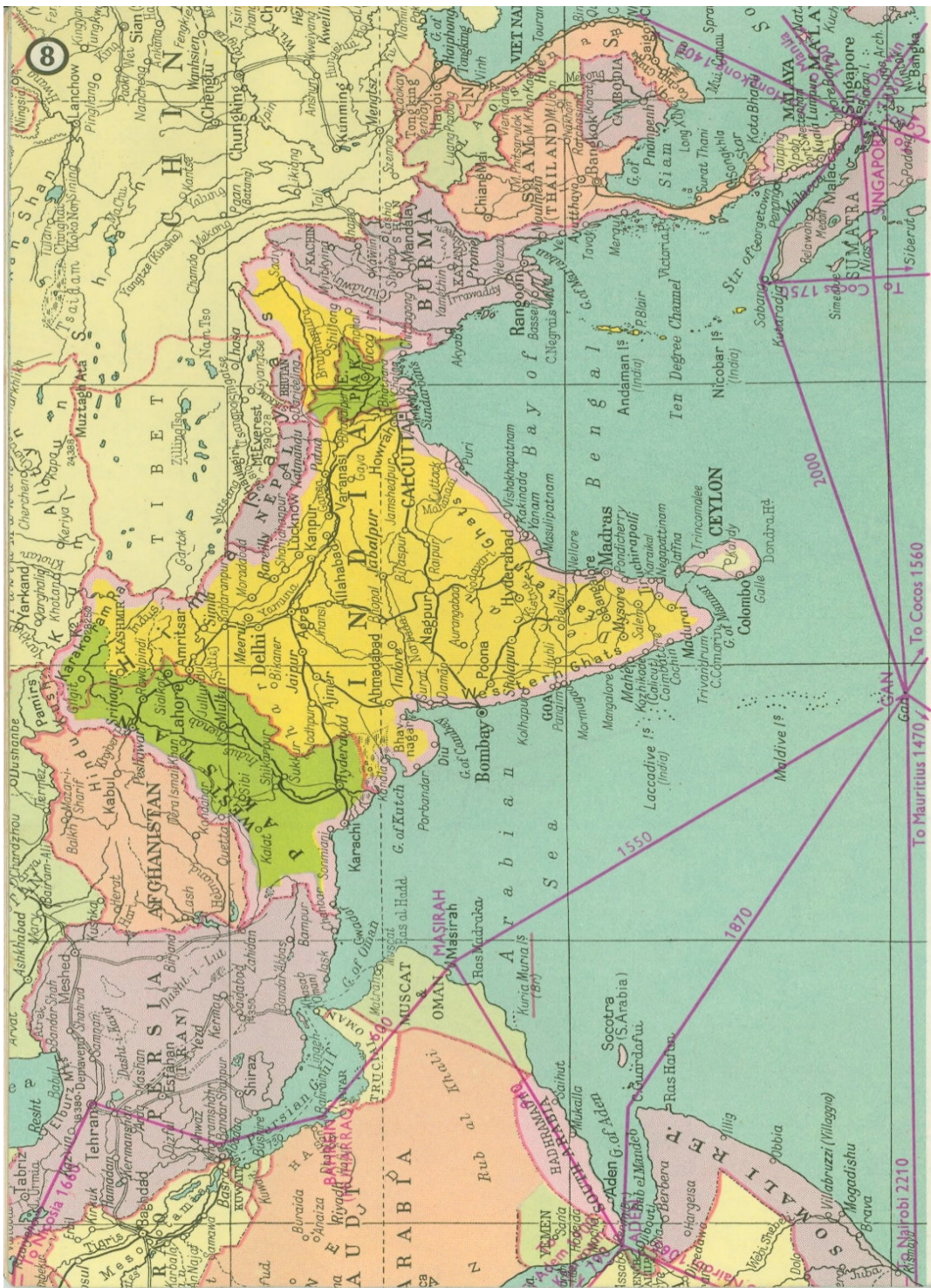
MIDDLE EAST ● INDIA

You will be able to follow the aircraft's progress by reference to the route maps included in this brochure. Generally speaking, Transport Command aircraft fly Airways, that is to say they conform to the standard routes laid down by international agreement. Political considerations may, however, influence the routing of military aircraft and for this reason you may well find that the route followed is not always the most direct one.

These maps are for the convenience of passengers and have no political significance.







BP for the car in your life

and life in your car

Your car — evening carriage, family runabout, business transport. One of your most valuable, and most valued, possessions. At BP we always have these things in mind. When we make our petrol. When we develop a new oil. And when we serve you at a BP station. To our mind, the service that goes with a product is important, too. We like to think that the care you put into your car is matched at our end. From the research we do, to the keenness of BP dealers. We believe it is. And that your motoring could be all the more enjoyable because of it. Why don't you give BP a trial?



How to use your LIFE JACKET

Your Life Jacket is stowed under your seat

DO NOT INFLATE IT BEFORE LEAVING THE AIRCRAFT

**BEFORE
LEAVING AIRCRAFT**



1 Pull jacket
over your
head.



2 Find tapes
on either
side.



3 Pass tapes
round
waist.

**Britannia, Comet Mk2 and
Mk4 Belfast and VC10**

Tie
at front.



AFTER

LEAVING AIRCRAFT



Inflate by
pulling red
knob smartly
downwards.

Flight Safety

Seat Belts

A seat belt is provided for each passenger and you are asked to note the method of fastening and quick release. The seat belt must always be fastened during take-off and landing and when turbulent conditions are encountered. The captain will let you know when to fasten your seat belt by lighting the sign 'Fasten Seat Belts'.

Emergency Exits

The main line of emergency exit is through the main doors. In addition, there are windows which can be used, and you are asked to note the position of these which are clearly marked with the words 'Emergency Exit'. In case of emergency please obey implicitly the instructions of the crew, as they will often be able to direct you to a door or emergency exit which is nearer to your seat than the door by which you entered the aircraft.

Escape Chutes and Dinghies

If required, the operation of escape chutes and dinghies will be supervised by the crew.

Floating Cots for Babies

Floating Cots are carried for infant passengers. The Air Quartermaster will show you how to use them.

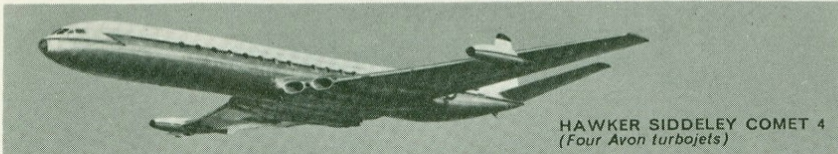
Emergency Landing Instructions

In the event of an emergency landing you will receive warning from the Air Quartermaster. Please keep calm and carry out the following instructions:

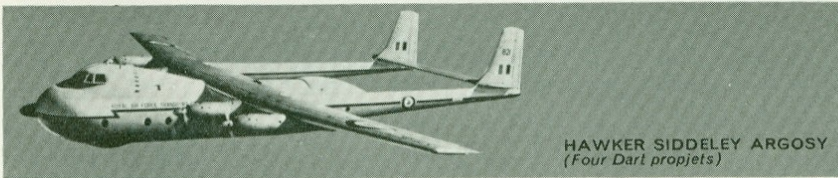
- Loosen neck-wear, remove glasses, dentures and high heeled shoes and empty pockets of sharp objects. Extinguish all cigarettes and do not use lighters or matches.
- Ensure your seat back is in the vertical position and fasten your seat belt securely.
- Note the position of the nearest emergency exit.
- When the Air Quartermaster calls out 'brace, brace' over the public address system, lean back in your seat with your head against the head-rest.
- Be prepared for more than one impact. As soon as the aircraft has come to rest, the crew members will instruct you on how to leave the aircraft. Obey their instructions quickly and implicitly.

Emergency Oxygen

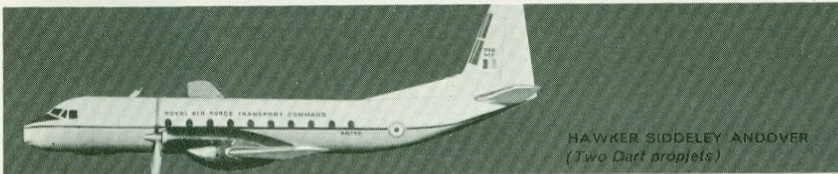
If the pressurisation fails in very high flying aircraft such as the Comet, Belfast or VC10, you will need extra oxygen until the pilot can reduce height. In the very unlikely event of this happening the oxygen mask in the roof will automatically drop down in front of you. Put it over your face and breathe normally; do not remove it until told to do so by a member of the crew.



HAWKER SIDDELEY COMET 4
(Four Avon turbojets)



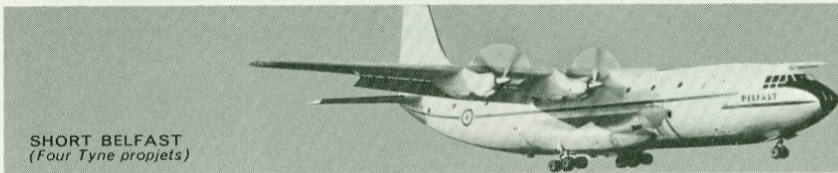
HAWKER SIDDELEY ARGOSY
(Four Dart propjets)



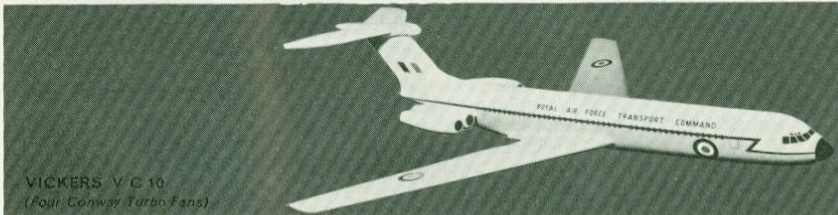
HAWKER SIDDELEY ANDOVER
(Two Dart propjets)



BEAGLE 206
(Two Rolls-Royce
Continental piston engines)



SHORT BELFAST
(Four Tyne propjets)



VICKERS VC 10
(Four Conway Turbo Fans)

**ROLLS-ROYCE POWER
FOR ROYAL AIR FORCE
TRANSPORT COMMAND**



About Our Aircraft

BRITANNIA C MK.1 AND C MK.2

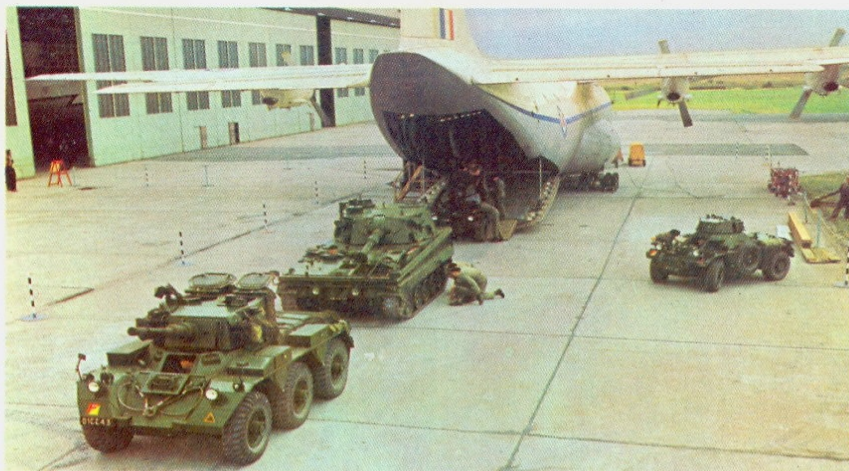
Engines:	Four Bristol Proteus 255 Series Propeller Turbines	Height of Fin: 37 feet 6 inches Aircraft Length: 124 feet 3 inches
Speed:	350 M.P.H.	Load: Up to:- 110 Passengers or 28,000 lbs cargo
Range:	3,500 miles	or 53 Stretcher Patients
Wing Span:	142 feet 3½ inches	or Combination
Tail Span:	55 feet	



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**Transport Command's Strategic Freighter
will carry all the Army's
air-portable equipment
to the ends of the earth**



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LONDON AND BELFAST



THE COMET C MK.4C (above)

Engines:	Four Rolls Royce Avon Mk. 350	Height of Fin: 29 feet 6 inches
Thrust:	10,500 pounds at 8,050 R.P.M.	Aircraft Length: 118 feet
Speed:	500 M.P.H.	Load: Up to:- 86 Passengers or 47 Passengers and Aeromedical with 12 Stretcher Patients plus 6 Medical Attendants
Range:	2,500 miles	
Wing Span:	114 feet 10 inches	
Tail Span:	47 feet 7 inches	

THE COMET C MK.2

Engines:	Four Rolls Royce Avon R.A. 9 Mk. 117	Height of Fin: 29 feet 4 $\frac{1}{2}$ inches
Thrust:	4 x 7,300 pounds at 8,150 R.P.M.	Aircraft Length: 96 feet 1 inch
Speed:	375 M.P.H.	Load: Up to:- 44 Passengers or Aeromedical (6 stretchers, 32 Sitting Patients and 4 Medical Attendants)
Range:	2,000 miles	
Wing Span:	114 feet 9 $\frac{3}{4}$ inches	
Tail Span:	42 feet 8 inches	



(The VC 10)

VC 10

Engines: Four Rolls Royce Conway 43 Turbojet each of 22,500 lb. Static Thrust

Speed: 540 M.P.H.

Load: Up to:- 53,000 lb. cargo or 150 passengers

Wing Span: 146 feet

Length: 166 feet

BELFAST

Engines: Four Rolls Royce Tyne 12 Turboprop each of 5305 b.h.p.

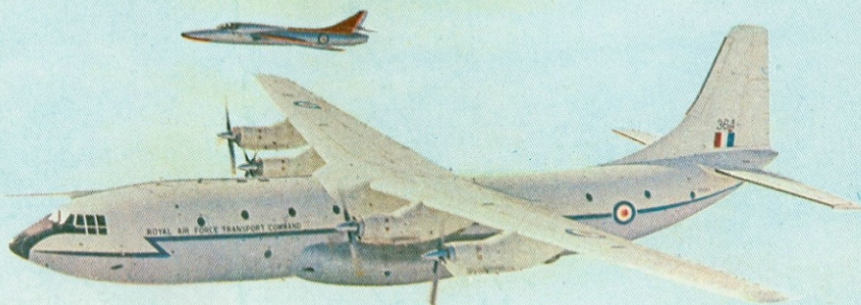
Speed: 290 M.P.H.

Load: Up to:- 77,000 lb. cargo or 147 passengers

Wing span: 159 feet

Length: 137 feet

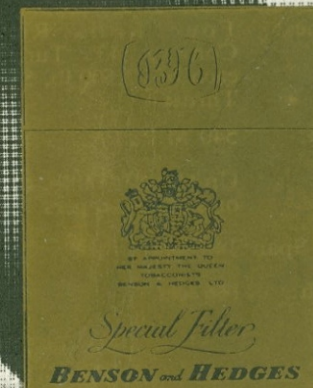
(The Belfast)



Page twenty-four

BENSON and HEDGES

This very special cigarette demands a very special box...



and gets it... in **GOLD**

Money can buy no finer, smoother cigarettes. Made of superb tobaccos perfectly blended and married to exactly the right filter, Benson & Hedges could not be allowed to come to you in an ordinary box. Nor do they. Far from it. We pack them in a golden metal covered case suitable to their outstanding quality. The metal resists moisture, heat and light. The strength of the box keeps Benson & Hedges perfectly firm and round. These wonderful cigarettes demand a very special box... and get it—in gold.

BENSON and HEDGES *Special Filter*

THE BOX IS GOLD—THE PLEASURE PRICELESS
Imported from England