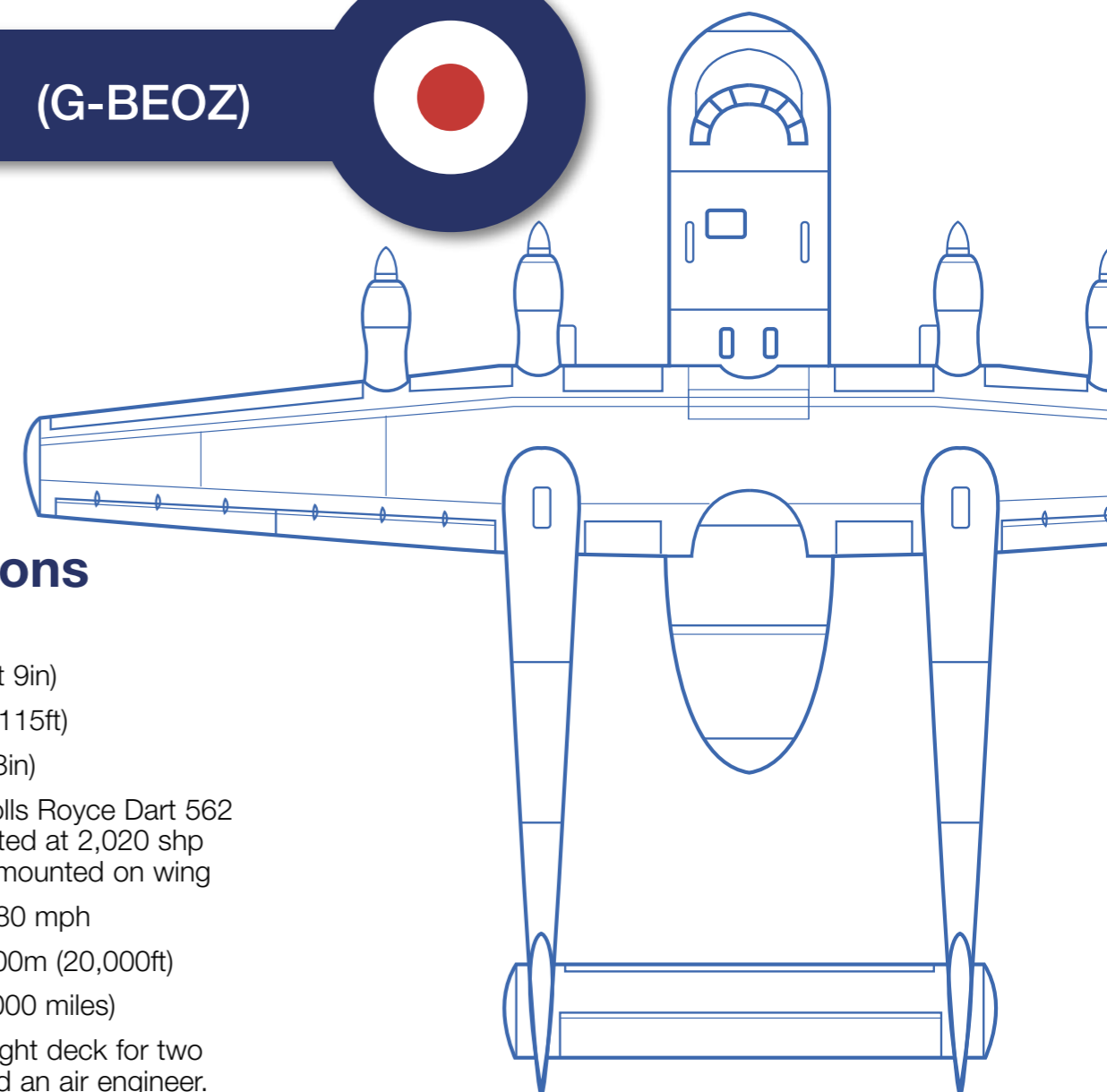


Armstrong Whitworth A.W.660 Argosy 101 (G-BEOZ)



Developed from an Air Ministry specification that called for a medium range freighter, the Argosy (G-AOZZ) first flew on January 8th 1959 and a full British and US certification was achieved in December 1960.

The fourth aircraft to fly, appeared to the public for the first time at the Paris Air Show in 1959. The Argosy featured a fully pressurised fuselage pod, with front and rear loading doors with the flight deck situated above and clear of the cargo bay. The twin boom design allowed for a completely unobstructed loading configuration.

In 1964 an improved Argosy, series 200 flew in March of that year. An enlarged freight hold and wider doors permitted the carriage of six 2.74m (108 in.) cargo pallets. In addition a redesigned wing saved 181kg (400lb) in weight and thus the range was increased. BEA operated five of the uprated Argosy aircraft.

The Royal Air Force Transport Command operated 56 Argosy C.Mk1s built by Hawker Siddeley in the role of Medium Range Tactical Transport aircraft. Operational squadrons included No's 114 and 267. The RAF also operated Argosy E.Mk1 Radar Calibration Aircraft.

In addition to Riddle and BEA, other Argosy operators included Transair, IPEC (Australia), Safe Air (New Zealand), ABC (UK), Universal Airlines (USA) Capitol Airlines (USA), Zantop Air Transport, Sagittair, Duncan Aviation, Otrang Range Air Services and Philippine Air Lines.



Specifications

Dimensions:

Length: 26.44m (86ft 9in)

Wingspan: 35.02m (115ft)

Height: 8.92m (29ft 3in)

Powerplant: Four Rolls Royce Dart 562 turboprop engines rated at 2,020 shp mounted in nacelles mounted on wing

Maximum Speed: 280 mph

Service Ceiling: 6,100m (20,000ft)

Range: 3,219km (2,000 miles)

Accommodation: Flight deck for two pilots, a navigator and an air engineer. Fuselage could seat 65 passengers.

The Aeropark Argosy

The aircraft took to the air for the first time on the 16th December 1960 and flew for Universal Airlines in the USA with the registration of N895U. In the early eighties it began to operate for Air Bridge Carriers (ABC) based here at the airport, being mainly used on 'Fruit & Veg' flights from the Channel Islands. The aircraft was donated to the Aeropark by ABC in 1987.

