THE UKFLIGHTSIM AIRBUS A300B1

CONTENTS

Thank Yous/Package Contents

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Thank you to Matt Kingscott, Tranquil and all the Beta Testers at UKFlightsim for their help in creating this package.

This package contains:

1 model
1 Texture Set

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DISCLAIMER

We have lost the original shortened source files for this aircraft. It would appear that it is still too long and is therefore released as it is.

Description: From Wikipedia

The mission requirements were given in 1966 by Frank Kolk, an American Airlines executive, for a Boeing 727 replacement on busy short- to medium-range routes such as US transcontinental flights. His brief included a passenger capacity of 250 to 300 seated in a twin-aisle configuration and fitted with two engines, with the capability of carrying full passengers without penalty from high-altitude airports like Denver. American manufacturers responded with widebody trijets, the McDonnell Douglas DC-10 and the Lockheed L-1011 Tristar, as twinjets were banned from many routes by the FAA.

In September 1967, the British, French, and German governments signed a Memorandum of Understanding (MoU) to start development of the 300-seat Airbus A300. An earlier announcement had been made in July 1967, but at that time the announcement had been clouded by the British Government's support for the Airbus, which coincided with its refusal to back British Aircraft Corporation's (BAC) proposed competitor, a development of the BAC 1-11 — despite a preference for the latter expressed by British European Airways (BEA).

In the months following this agreement, both the French and British governments expressed doubts about the aircraft. Another problem was the requirement for a new engine to be developed by Rolls-Royce, the RB207. In December 1968, the French and British partner companies (Sud Aviation and Hawker Siddeley) proposed a revised configuration, the 250-seat Airbus A250. Renamed the A300B, the aircraft would not require new engines, reducing development costs. To attract potential US customers, American General Electric CF6-50 engines powered the A300 instead of the British RB207. The British government was upset and withdrew from the venture; however, the British firm Hawker-Siddeley stayed on as a contractor, developing the wings for the A300, which were pivotal in later versions' impressive performance from short domestic to long intercontinental flights.[citation needed] (Years later, through British Aerospace, the UK re-entered the consortium.)

Airbus Industrie was formally set up in 1970 following an agreement between Aérospatiale (France), the antecedents to Deutsche Aerospace (Germany) . They were to be joined by the Spanish CASA in 1971. Each company would deliver its sections as fully equipped, ready-to-fly items.

In 1972 the A300 made its maiden flight. The first production model, the A300B2, entered service in 1974. Initially the success of the consortium was poor, but by 1979 there were 81 aircraft in service. It was the launch of the A320 in 1981 that established Airbus as a major player in the aircraft market — the aircraft had over 400 orders before it first flew, compared to 15 for the A300 in 1972.

Doors

Starboard Front Entrance: Exit 1

Baggage Doors: Exit 2

Starboard Rear Entrance: Tail hook

Starboard before the wing entrance: Wing Fold

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REPAINTS

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