**Timeline**

Based on current RR website

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| **Year** | **Content** | **Photos (as RR website unless otherwise stated)** |
| 1884 | Rolls-Royce grew from the electrical and mechanical business established by Henry Royce in 1884. Royce built his first motor car in 1904 and in May of that year met Charles Rolls, whose company sold quality cars in London. |  |
| 1906 | Success with the cars led to the formation of the Rolls-Royce company in March 1906 and to the launch of the six-cylinder Silver Ghost, within a year, was hailed as “the best car in the world”. |  |
| 1910 | 1910 Hon CS Rolls killed at a flying meeting at Bournemouth | Trying to locate a photo |
| 1914 | At the start of the First World Way in response to the nation’s need, Royce designed the first aero engine the Eagle, providing half of the total horsepower used in the air war by the allies  The Eagle powered the first direct transatlantic flight as well as the first flight from the UK to Australia – both in the Vickers Vimy aircraft. | Early Factory in the Timeline folder but caption as “RR Eagle engines at Derby 1919” |
| 1931 | The late 1920s saw us develop the ‘R’ engine to power Britain’s entry int eh International Schneider Trophy seaplane contest. It established a new wold air speed record of over 400mph in 1931.  Subsequently it established new world records on both land and water. More importantly, as subsequent events were to prove, it gave is the technical base to develop the Merlin, which Royce had begun work on before his death in 1933 |  |
| 1940 | The Merlin powered the Avro Lancaster, de Havilland Mosquito, Hawker Hurricane, Supermarine Spitfire and the North American P51 Mustang under-licence. Demand for the Merlin during the Second World War transformed us from a relatively small company into a major contender in aero propulsion. |  |
| 1942 | The North American P51 Mustang is transformed by the installation of the Merlin engine allowing it to become the legendary long-range escort fighter. In 1942 a Mustang was demonstrated at the RR Hucknall factory. | Need a photo |
| 1944 | We began development of the aero gas turbine, pioneered by Sir Frank Whittle in the early 1940s.  The Welland engine entered service in the Gloucester Meteor fighter in 1944 and we had the confidence immediately after the way to commit ourselves to the gas turbine, in which we had a technological lead. |  |
| 1953 | We entered the civil aviation market with the Dart in the Vickers Viscount. It was to become the cornerstone of universal acceptance of gas turbines by the airline industry.  The Flying Bedstead demonstrates the feasibility of Vertical Take Off and Landing at the Rolls-Royce Hucknall Flight Test Centre, powered by Nene engines.  Neville Duke puts up a new world's air speed record in an Avon powered Hawker Hunter at 726.6 mph. | Flying Bedstead photo from timeline folder |
| 1958 | In October BOAC commenced transatlantic flights with the Comet 4 powered by four Avon engines.  Earlier attempts at transatlantic flights in 1952 using the Comet 1 (de Havilland Ghost engines) were suspended when issues with the airframe were discovered. At that time the flight took 7 hours, over twice as long as existing aircraft. | Need a photo |
| 1959 | The other major manufacturers in Britain between the wars were Armstrong Siddeley, Blackburn, Bristol, de Havilland and Napier.  The leader amongst these was Bristol which, in 1959, merged with the motor car and aero-engine maker Armstrong Siddeley. Three other smaller engine companies were absorbed into Bristol Siddeley and Rolls-Royce in 1961.  Finally, the capability of the British aer-engine industry was consolidated when we merged with Bristol Siddeley in 1966. |  |
| 1960 | The birth of the three-shaft turbo-fan engine lead to the emergence of the widebody airliners in the late 1960s, we launched the RB211 for the Lockheed L1011 Tristar. | RB211-22B photo currently used in 1971 section |
| 1971 | Early problems with the RB211 led to the company being taken into state ownership, and the flotation of the motor car business in 1973 as a separate company.  The three-shaft turbofan concept of the RB211 has now established itself at the heart of our wold-class family of engines. | Lockheed L1011 photo currently used in the 1960 section |
| 1987 | We returned to the private sector, undergoing a number of mergers and acquisitions to create the only company in Britain capable of delivering power for use in the air, at sea and on land. |  |
| 1990 | In 1990, we formed an aero engines joint venture with BMW of Germany.  We took full control of the joint venture from January 2000. The legal name of the company is now Rolls-Royce Deutschland Ltd & CO KG. |  |
| 1995 | Allison Engine Company in Indianapolis was acquired.  Allison brought with it major new civil engines including the AE3007 for Embraer’s new regional jet, and existing, successful defence programmes. |  |
| 1998 | Rolls-Royce Motor Cars was sold by Vickers to Volkswagen, although BMW hold the rights to the name and marque for use on Rolls-Royce cars, having acquired the rights from Rolls-Royce plc for £40m in 1998.  BMW took over responsibility for Rolls-Royce cars from the beginning of 2003. |  |
| 1999 | We took full control of our oil ang gas venture, Cooper Rolls, with the acquisition of the rotating compression equipment interests of Cooper Energy Services.  We also acquired National Airmotive in California, a major repair and overhaul facility now part of Rolls-Royce Engine Serves.  The 1990s ended with the £576m acquisition of Vickers place which, with primarily the Ulstein and Kamewa products and capabilities joining our existing gas turbine activities, transformed us into the global leader in marine power systems. |  |
| 2004 | We celebrated our centenary throughout 2004 with a series of special events for customers, partners from education and industry, as well as employees, families and friends in the UK, Germany, Scandinavia, North America and the Far East. |  |
| 2005 | We opened our 6,000 square metres Marine facility in Shanghai.  Located in Nanhui industrial zone in Shanghai, the facility is equipped with specialised machinery and a 200-strong workforce, including a growing team of service engineers.  The revolutionary tilt-rotor aircraft the V22 Osprey went into its first operational use in the US Marine Corps, transforming troop deployment |  |
| 2006 | The Rolls-Royce Trent 1000 is the only engine optimised specifically for the Boeing 787 Dreamliner. It ran for the first time in 2006. |  |
| 2007 | The MT30 marine gas turbine was selected to power the US Navy’s first two DDG-1000 multi-mission destroyers.  In October the Trent 900 was the first engine to power the Airbus A380 into service with Singapore Airlines. The A380 id the world’s largest airline and has four engines per aircraft. |  |
| 2009 | In 2009 work began on a manufacturing and assembly facility at Crosspointe in the United States.  The decision to build a large-engine assembly plant and a new wide-chord fan blade factory in Seletar, Singapore, was announced, the first of these to be built outside the UK.  We celebrated the first flight of six of our customer’s aircraft: the Boeing 787, Gulfstream G650, Airbus A400M, Embraer Legacy 650, the BAE Systems Mantis UAV and the Augusta Westland Lynx Wildcat helicopter.  Rolls-Royce Marine Power saw the US Navy’s Littoral Combat Ship go on active duty, the first sailing of the Royal Navy’s Astute class submarine and the commissioning of the Royal Navy’s first Type 45 Destroyer, HMS Daring. |  |
| 2010 | The engine for the Airbus A350, the Trent XWB, ran for the first time in June.  At this point 1,150 Trent XWB engines were already on order promising to make the Trent XWB the most successful member of the Trent family.  Our naval business secured a breakthrough order from the US Navy to power 10 Littoral Combat Ships with MT30 marine gas turbine engines. This represents the largest naval surface vessel contract the Group has signed to date. In the UK, six Type 45 Destroyers for the Royal Navy were launched, equipped with our highly-efficient WR-21 gas turbine power systems.  Early in 2010, the short take-off and vertical landing (STOVL) version of the F35 Joint Strike Fighter deployed our unique LiftSystem® for the first time. |  |
| 2011 | The Trent 1000 is the first engine to power the Boeing 787 Dreamliner, which went into service on 26 October 2011 with All Nippon Airlines (ANA).  The 1,000th production Trent 700 engine is delivered to Cathay Pacific in November.  In May 2011, the UK Government awarded us the contract to develop a new propulsion system for the next generation of nuclear-powered submarines. |  |
| 2012 | The short take-off and vertical landing (STOVL) variant of the F35 Lightning II Joint Strike Fighter entered service with the US Marine Corps and deliveries were made to the UK MoD.  The Apprentice Academy opened in Rolls-Royce, Derby on 2nd November 2012, equipped with workshops containing the very latest machine tools and software to help train the high-class engineers of the future |  |
| 2013 | The Trent XWB engine takes to the skies for the first time on an Airbus A380 test aircraft in Toulouse, France. The aircraft flew with one of its four Trent 900 engines replaced by the Trent XWB.  On 14 June the Airbus A350 airliner equipped with two Trent XWB engines flew for the first time from Toulouse.  Tognum, which makes MTU high-speed reciprocating engines becomes part of Rolls-Royce under the name Rolls-Royce Power Systems. |  |
| 2014 | Rolls-Royce opens a new £100m factory for the manufacture of fan and turbine discs in Washington, Tyne and Wear in the UK.  A new Marine gas turbine service and test facility opened at the Bristol site. |  |
| 2015 | On 15 January the Airbus A350-900 airliner entered service with its launch operator Qatar Airways and the A350-1000 variant entered service on 24 February with the same operator.  The first run of the Trent 7000 engine took place on 27 November. Developed from Trent 1000 technology, this engine will exclusively power the Airbus A330neo twin-engined airliner. |  |
| 2016 | The first run of the world’s most powerful aerospace gearbox takes place in October. The Rolls-Royce Power Gearbox (PGB) will eventually reach up to 100,000 horsepower.  In December, we delivered our 7000th engine (a BR710) made at our Dahlewitz site located just south of Berlin. The site began production in 1995 and employs 2,300 people. |  |
| 2017 | The Airbus A330neo with two Trent 7000 engines made its maiden flight on 19 October from Toulouse. |  |
| 2018 | In May 2018 Rolls-Royce launches the Perl 15 engine which will power the new Bombardier Global 5500 and 6500 business aircraft. Rolls-Royce is the world’s leading engine supplier for business aviation, with a 42% market share.  We celebrate the 2000th Trent 700 delivery. |  |
| 2019 |  |  |