

VICKERS VIKING (V.O.)

The metal skinning is to facilitate servicing and maintenance requirements whilst avoiding the possibility of damage to the external surface when ground crews are working on the engine nacelles or alongside the fuselage.

Standard nacelles are used, each carrying a Bristol Hercules radial engine fitted as a power plant and interchangeable port and starboard, or entirely replaceable with the minimum of labour and delay. A normal Vickers undercarriage is employed using the standard oleo-pneumatic components. Fuel tanks are of metal construction and are housed in wings and nacelles. Total fuel capacity is 750 gallons, which is sufficient for a still-air range of 1,500 miles at maximum cruising conditions, viz., 210 m.p.h. at 10,000ft.

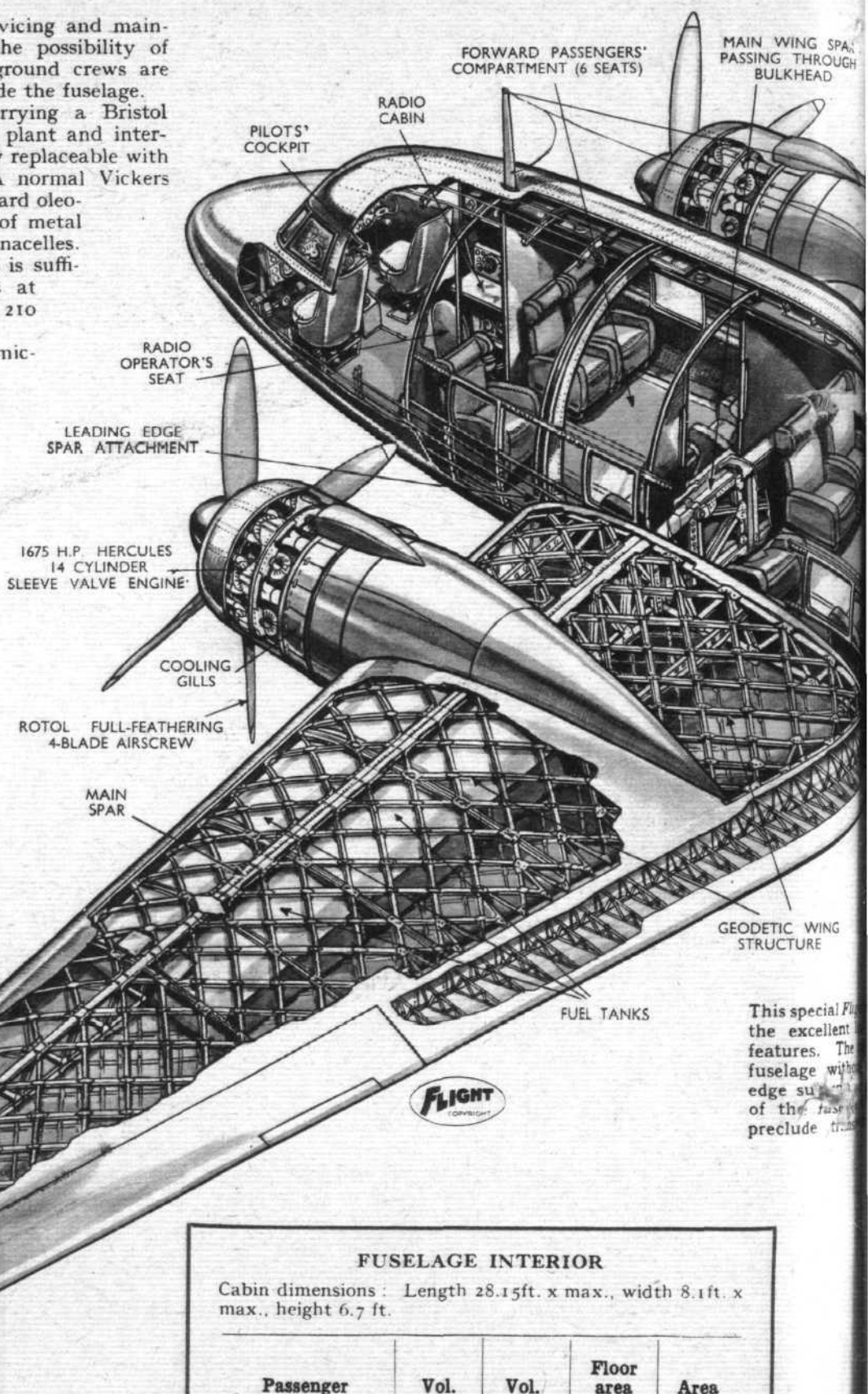
Operation of the Viking should be economically acceptable to a greater degree than possibly any other similar aircraft either in existence or projected for the immediate future. The tabulations of weights, areas, volumes, and estimated performance should be enough to convince the most hard-headed of business men, whilst the advantage of employing "standard" components for which production facilities are already in existence should result in a fairly modest first cost. Additionally, the aircraft has been designed with particular regard for accessibility in servicing and for easy replacement of components. It is not easy to see how any aircraft, other things being equal, which has a percentage structure weight of 31.8 and a disposable load percentage of 34.45 can fail to be good, and when this is allied to a cruising performance of 210 m.p.h. at 58 per cent. of the m.e.t.o. power, then it would appear that success is assured.

Cabin Versions

There are three models of the same basic aircraft available, although the difference is only in the seating accommodation. Primarily the Viking is a 21-seater, but 24- and 27-seat versions will be built as required. The seats are arranged in

rows of three, two to starboard and one to port, with an aisle between, and are disposed in two cabins which are divided at the wing-spar station. Owing to the generous headroom throughout the cabin (6ft. 5in. up to 6ft. 8in.) the fact that the wing spar projects above the cabin floor is not inconvenient. The partition dividing the front and main cabins is mounted above the spar casing and has an opening (but no door) at the aisle. Steps are fitted one each side of the spar casing, and one can pass back and forth between front and rear cabins with no inconvenience whatever.

Structurally, apart from the luggage floor, the fuselage



This special feature, the excellent features. The fuselage without edge support of the fuselage preclude trans

FUSELAGE INTERIOR

Cabin dimensions: Length 28.15ft. x max., width 8.1ft. x max., height 6.7 ft.

Passenger space	Vol. gross	Vol. pass.	Floor area gross	Area pass.
	Cu. ft.	Cu. ft.	Sq. ft.	Sq. ft.
Cabin	1,433	68.5	216	10.25
Cloaks	22	—	—	—
Pantry	80	—	13	—
Toilet room ..	120	—	18	—
Service Space				
Luggage	300	—	—	—
Freight and mail	300	150	70	35
Crew (Flying—2)	300	—	—	—
Total	2,255	—	—	—