

...and now we've increased  
the payload  
and range, too



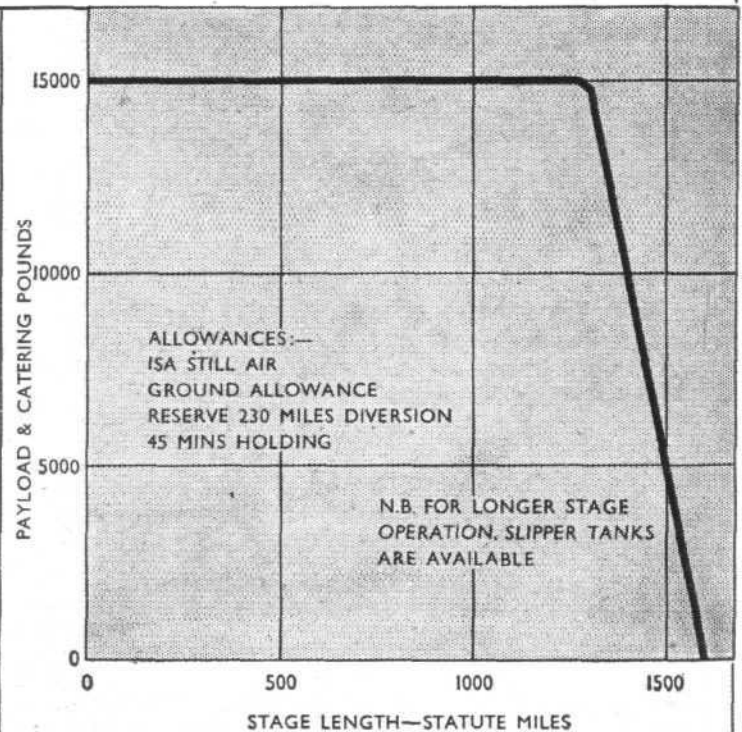
Since the original Viscount 810 design, both its payload and range have been increased. That means even higher density operation and, of course, lower operating costs. The graph speaks for itself. The results are even more impressive. Seat-mile costs can be reduced by more than 10% on all stages. On long haul the saving is up to 23%. In terms of earning power this gives an increase of 15% to 30% according to range.

### *The new Payload and Range details*

- ★ Take-off weight now 72,500 lb (up 5,000 lb)
- ★ Landing weight up by 2,000 lb. zero fuel weight and payload increased by 3,000 lb
- ★ Maximum-payload range increased from 800 to over 1,200 miles

### *Plus*

- ★ 365 m.p.h. cruising speed. When re-engined with more powerful Darts, 400 m.p.h.
- ★ Backed by Vickers/Rolls-Royce jet-prop experience of over 300 Viscounts in service with 40 airlines
- ★ Viscount 810 is already in service with or on order for Continental Air Lines, Lufthansa, South African Airways, Ansett-A.N.A., Airwork, Cubana, Hunting-Clan, Pakistan International Airlines, T.A.A. and V.A.S.P.



# VICKERS *VISCOUNT 810/840*

FOUR ROLLS-ROYCE DART JET-PROP ENGINES

*Fastest and most economical medium-sized airliner in the world*

VICKERS-ARMSTRONGS (AIRCRAFT) LIMITED WEYBRIDGE SURREY ENGLAND

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