

It may be remembered that among the distinguished passengers carried between Paris and London on the Mark III was M. Laurent Eynac, French Under-Secretary of State for Air, who has evidently been so impressed by the qualities of the Mark III that he has sanctioned the ordering of the later model.

By the courtesy of Messrs. Vickers, Ltd., our representatives were permitted to inspect a number of "Viking IV's" at their Weybridge works the other day, where they had the privilege of seeing the machines being manufactured, and of having the details explained by Mr. Pierson and Mr. Muller,

tained. The construction is the same as before, with a planking of mahogany built up on the "Consuta" principle, invented by Mr. Saunders of Cowes. The inner and outer skins have their strips at right angles to one another, and each makes an angle of approximately 45 degrees with the line of flight. The main frames are also of mahogany, while the intermediate timbers and longitudinal stringers, as well as keel, chines and gunwales, are of rock elm. In spite of the extra beam, the new hulls are very little heavier than the old one, due chiefly to the employment of thinner but more closely spaced stringers.



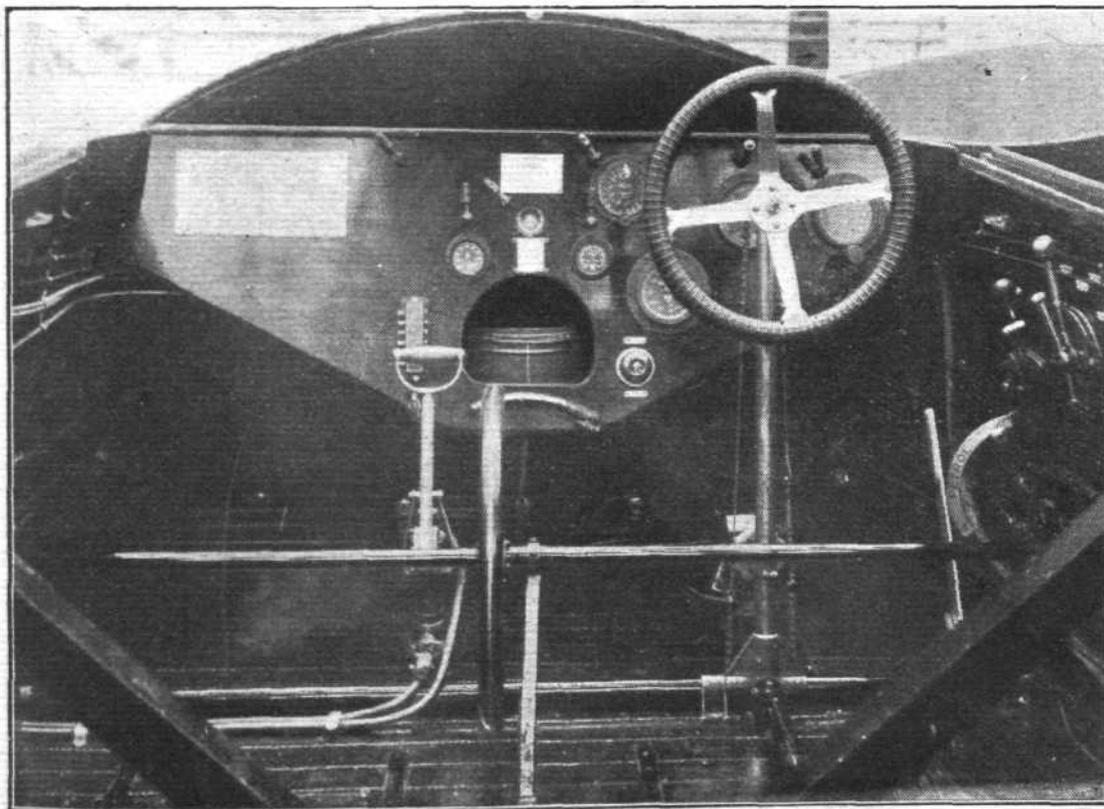
VICKERS "VIKING IV" : Three-quarter rear view.

"Flight" Copyright

superintendent of the works. Except for minor changes in certain details, the Mark IV differs from the III chiefly in the beam of the hull, which has been increased by about one foot. The increase in cabin space which has resulted is astounding. The new hull is very roomy, and the behaviour of the machine both in getting off and alighting is, we understand, greatly improved.

Except for the greater beam, the lines of the boat hull are but little altered. The same two steps in the vee bottom, spaced widely apart, are found in the new machine, and the tumble-home sides of the narrower hull have also been re-

In the bottom of the hull the stringers are spaced approximately three inches apart, while the sides do not call for the same strength and consequently have their stringers spaced much wider. The planking is through-fastened to stringers and timbers and screwed to the frames. In consequence of the use of "Consuta" planking, the work of planking the boat hull is stated to be very considerably less than in the case of a boat-built hull, and the only places where it is possible for a leak to occur is where the planking joins keel and chines. These joints being well laid in red lead, with fabric strip coverings between them and the outer keel and



Vickers "Viking IV": View inside cockpit showing controls, etc. In the centre is seen the wheel for raising and lowering the landing wheels. On the left is the petrol hand pump. The lever on the right is for applying the band brakes on the wheels.

"Flight" Copyright