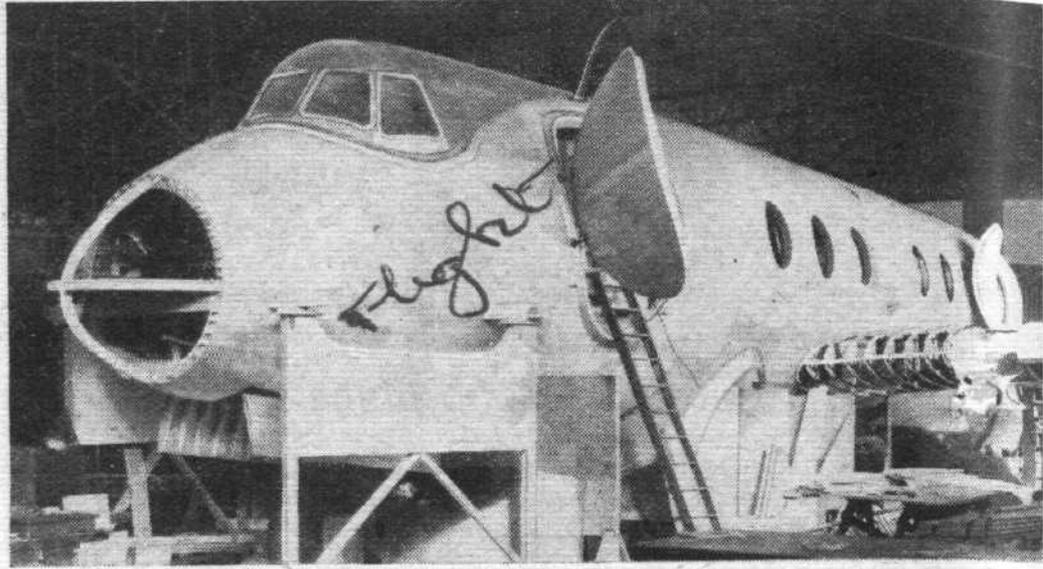


Introducing the Viscount

*Progress Report and
Brief Preliminary Des-
cription of the Vickers
32-43-Seater Civil
Transport*



The two large elliptical doors and the large cabin windows are particularly noticeable in the full-scale mock-up. The mounting for the port inner power unit can also be seen.

PROBABLY for the first time in this country, a user, one of the English airline operators, has been afforded the opportunity of co-operating to the full, from the beginning, in the design of an aircraft. Vickers and B.E.A. have set out to build the Viscount as a suitable aircraft for the efficient operation of Continental routes, for a span of operating years starting in three to four years' time. The Viscount is, therefore, designed as a replacement for the Viking.

The Ministry of Supply originally ordered two prototypes to be powered by airscrew turbines. Vickers-Armstrongs appreciated, however, that there were three possible airscrew turbines which could be used in an aircraft of the type required: the Rolls-Royce Dart, the Armstrong Siddeley Mamba, and the Napier Naiad, and decided to build a third Viscount as a private venture, so as to provide a prototype aircraft for each type of engine. The Rolls-Royce Dart has made good progress. It has been run for a thousand hours, and although designed to produce the equivalent of 1,000 h.p., it is capable of development up to 1,400 h.p. The Dart and Mamba have both flown on test, in the nose of a Lancastrian, and the Naiad, which is a larger engine designed to provide the equivalent of 1,500 h.p., is also progressing.

Mr. G. R. Edwards, the chief designer of Vickers-Armstrongs, decided early on in the design of the Viscount that, since there was to be a choice of three possible types of engines, they should in fact be as nearly as possible interchangeable.

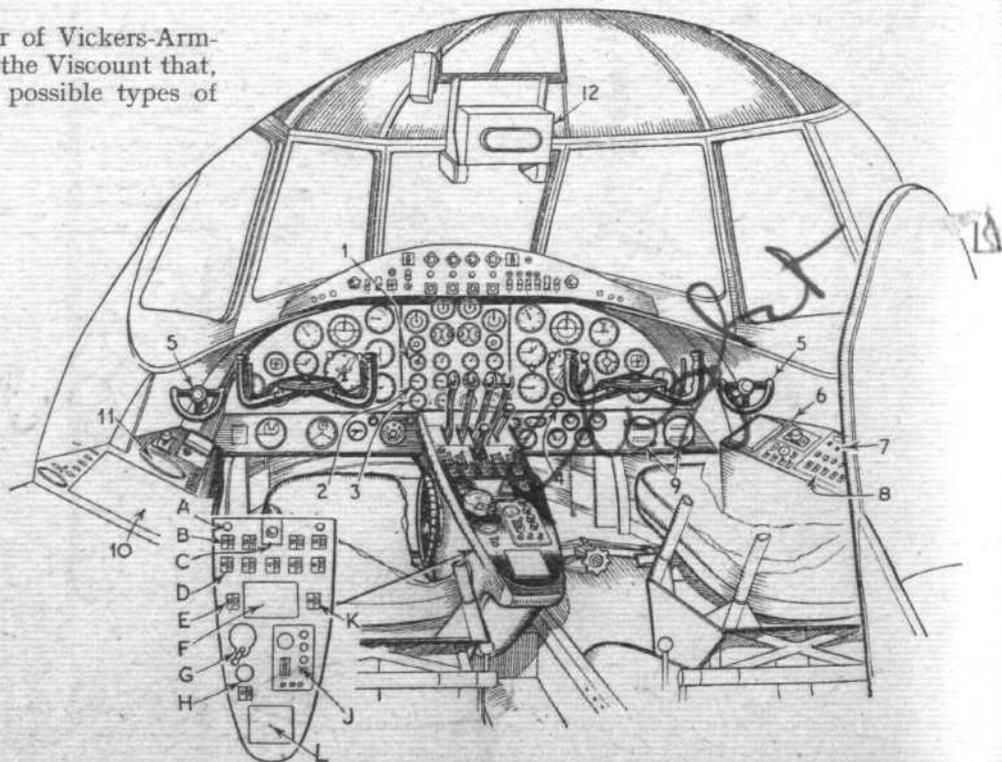
The general cockpit layout is orderly and well planned. The mantelpiece type dashboard above the instrument panels holds the feathering, fire extinguisher and many other switches. The more interesting controls and indicators are shown.

COCKPIT

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| 1. Torque pressure. | 8. Thermal de-icing. |
| 2. Burner pressure. | 9. Fuel flow-metres. |
| 3. Oil pressure. | 10. Cabin pressure unit automatic control panel. |
| 4. Cabin "height." | 11. Ground-setting pressure indicator. |
| 5. Nose-wheel steering | 12. Miniature Gae. |
| 6. Inter-com. control. | |
| 7. Pressure system emergency switches. | |

CENTRAL PEDESTAL

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|--|---|
| A. Push-button control for auto. pilot | E. Emergency undercarriage retraction lever switch and indicator. |
| B. Four high-pressure pump switches and indicators. | F. I.L.S. control panel. |
| C. Undercarriage retraction lever. | G. Rudder trim. |
| D. Four fire-wall fuel cock switches, one crossfeed switch and indicators. | H. Aileron trim indicator and switch. |
| | I. S.E.P.I. control panel. |
| | K. Power supply change-over switch. |
| | L. S.B.A. control panel |



Such an innovation required similar installation characteristics. He gathered together the engine manufacturers, and between them they decided on a common engine nacelle and structure upon which could be mounted each type of engine for installation in the Viscount, a development which is not only of technical interest, but one which may prove to be of considerable economic value.

Early Test Flights

In about two months the drawings for this new aircraft will be finished, and progress from that moment will depend largely upon the success of the engines in the air, but Rolls-Royce are confident that the first four Darts will be delivered to Weybridge in time for the Viscount to be completed and ready to fly about midsummer.

The Viscount is not revolutionary in design, and contains many features which are now accepted as normal require-