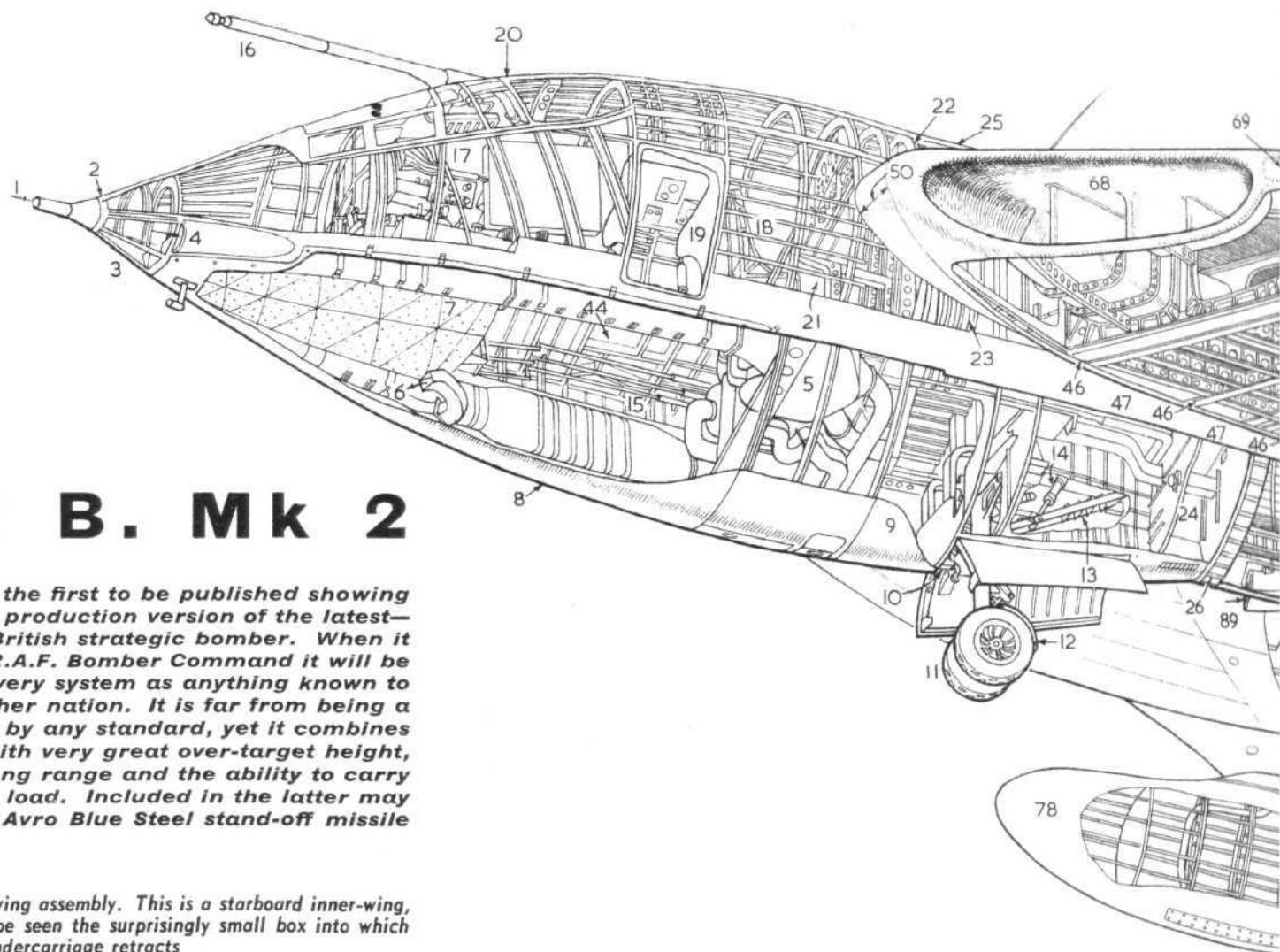
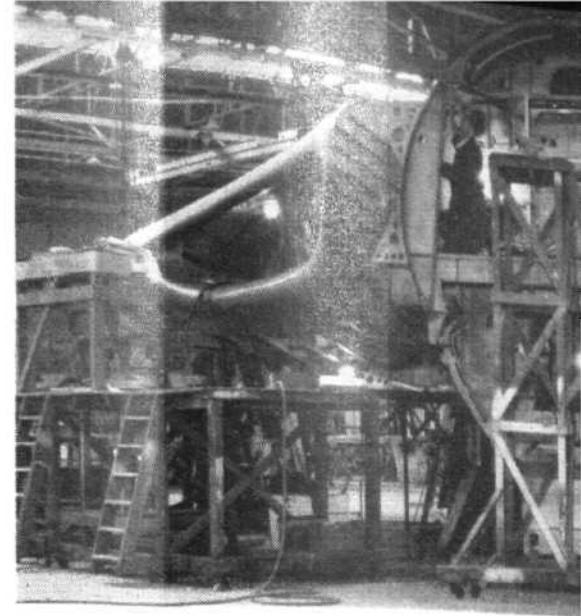




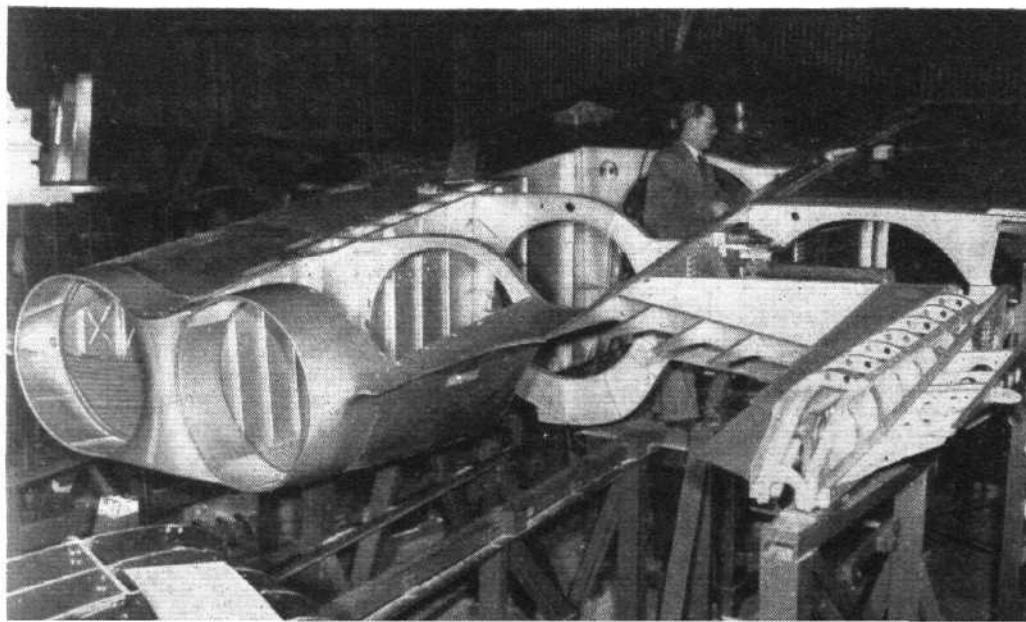
In the text the construction of the Victor is dealt with at length. The photograph on the left depicts the assembly of a complete tailplane, the "grain" directions of the various corrugated panels being clearly visible (also illustrated in a drawing overleaf)



VICTOR B. Mk 2

This drawing is the first to be published showing the current production version of the latest—and possibly last—British strategic bomber. When it goes into service with R.A.F. Bomber Command it will be as potent a delivery system as anything known to be possessed by any other nation. It is far from being a large aeroplane, by any standard, yet it combines sonic speed with very great over-target height, long range and the ability to carry a vast offensive load. Included in the latter may be the Avro Blue Steel stand-off missile

Taking shape in its jig below is a Victor B. Mk 2 inner-wing assembly. This is a starboard inner-wing, and immediately outboard of the powerplant bay may be seen the surprisingly small box into which the Electro-Hydraulics bogie undercarriage retracts



HANDLEY PAGE H.P.80 VICTOR

Basic data for B. Mk 2 (B. Mk 1 in parentheses where different)

Powerplant: four Rolls-Royce Conway RCo.11 by-pass engines, of 17,250 lb thrust each (four Bristol Siddeley Sapphire 200-series engines, of 11,000 lb thrust each).

Dimensions: span, 120ft (110ft); length overall, 114ft 11in; height, 30ft 1.5in (28ft 1.5in); gross wing area, 2,597 sq ft (2,406 sq ft); tailplane span, 32ft 8in; wheelbase, 24ft 6in; track, 32ft 5in (30ft 2in).

Other data: leading-edge sweep angles, centre plane 52.2 deg, inner plane 44.3 deg, outer plane 35.2 deg; tailplane 59.6 deg, elevator 43.2 deg, fin 48.2 deg; t/c ratios (per cent), centre plane 16, inner plane 9, outer plane 6, tailplane 12.21, elevator 9, fin 10.54 to 11.58; flap angles, trailing-edge 15 deg for take-off and 35 deg for landing, leading-edge 20 deg; tyre sizes, main (16) 27 x 6.5, nose (2) 30 x 9.0; undercarriage leg pressure, main 2,500 lb/sq in, nose 1,000 lb/sq in; nominal hydraulic-system pressure 4,000 lb/sq in.