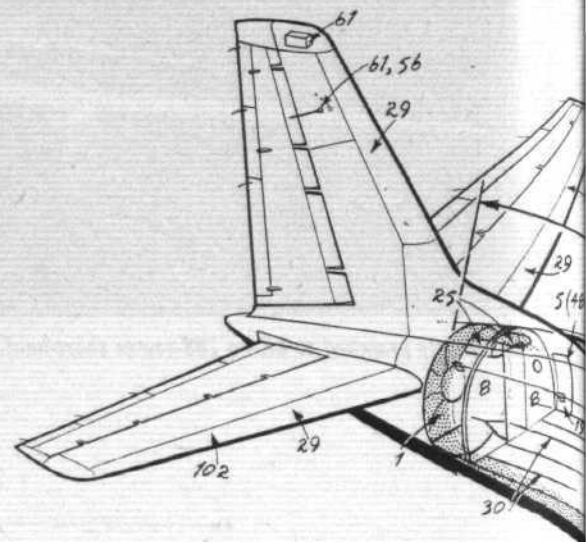


Commercial Aircraft of the World ...



Design layout of the short-haul Tu-134 bears a remarkable similarity to its western rivals



Tu-134 The existence of a development of the Tu-124 with twin rear-fuselage-mounted engines had been rumoured for some time when the first photographs and scanty details of the Tu-134 were released last September. The aircraft, clearly destined for Aeroflot, is still in the development stage and a few weeks ago was reported to have performed about 100hr flying. The Tu-134 may be slightly larger than the otherwise similar One-Eleven and DC-9.

design are: the engine mounted on a short pylon above the wing trailing edge; and the swinging nose to allow easy loading of vehicles.

Plans have not yet been announced for the assembly of a prototype.

VFW Vereinigte Flugtechnische Werke, 28 Bremen 13, Postfach, Germany.

VICKERS British Aircraft Corporation (Operating) Ltd, Weybridge, Surrey, England.

Viking 1B Designed as a replacement for the Douglas DC-3, the unpressurized VCI Viking first flew on June 22, 1945. Three main versions of this 21-27 passenger airliner were produced: the Viking 1 with wings and tailplane of fabric-covered geodetic, the Viking 1A with wings and tailplane of conventional metal construction and—the most numerous variant—the Viking 1B, which featured a 28in longer forward fuselage.

VFW-614 This promising twin Lycoming PLF1B-2 turbofan mixed-traffic DC-3 replacement was first revealed, in model form, at the 1963 Paris Salon. Unusual features of the

VICKERS-ARMSTRONGS VISCOUNT SERIES 810

"Flight International" operators' reference drawing (see page 903 for key)

