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VICKERS-ARMSTRONGS VANGUARD "Flight International" operators' reference drawing (see page 903 for key)

Viking 3 A modification by British Eagle primarily to the cooling system of the Hercules 634, enables Viking 1, 1A, 1B and 2 payload to be increased by 1,200 to 1,400lb where it is limited by WAT curves.

Viscount 700 The Viscount had its origins in the Brabazon Committee Type IIB requirement of March 1945 for "a 24-seat aircraft, powered with four gas turbine engines driving airscrews for European and other short-to-medium-range services." The V.630 Viscount prototype, seating up to 36 passengers, made its first flight on July 16, 1948, but for BEA it was stretched into the V.700 with 1,400 s.h.p. Dart 3s and seating up to 53 passengers; the prototype V.700 first flew on August 28, 1950. A month before, the V.630 prototype had been used by BEA on the world's first scheduled commercial passenger services with a turbine-powered aeroplane; the corporation introduced services with its production V.701s on April 19, 1953. The basic Viscount 700D differs from the V.700 in having the more powerful RDa.6 Darts, more fuel and increased take-off weight.

Viscount 800, 810 Development of a stretched version of the Viscount had been

started by BEA and Vickers before the V.701 had entered airline service, and in February 1953 BEA ordered 12 V.801 Viscounts. This version, powered by four 1,690 e.h.p. Dart 5s, was to have had a fuselage 13ft 3in longer than the V.701s. But the V.801 was abandoned because it was too large for traffic requirements as then foreseen, and it was replaced by the V.802, with a fuselage only 4ft longer overall, but with a revised interior adding 12ft to the cabin length.

Apart from more powerful Darts, the Viscount 810 differs from the 800 in having a structure strengthened to cater for a higher landing weight and a higher cruising speed. Eighty-six V.810s have been sold to 14 operators. Production is now complete.

A grand total of 438 Viscounts of all versions have been sold to 60 operators—48 of whom are airlines—in 38 countries. A handful of executive Viscount 700s, some of which are operated in military markings, have been supplied to various foreign governments as VIP and personnel transports.

V.950 Vanguard The Vanguard was the culmination of two years' detailed discussion between BEA, Vickers, and Rolls-Royce, in 1954 and 1955, for a Viscount replacement. The corporation drew up a specification early

in 1955 and in October of that year placed an order for 20 aircraft at a price, with spares, of approximately £1m each.

The first Vanguard flew in January 1959. The first revenue passengers were carried on the London - Paris route by BEA on December 17, 1960. Full BEA Vanguard schedules began on March 1, 1961, with a London - Paris service. TCA introduced their Vanguards into service on February 1, 1961.

BEA have six Type 951s with Rolls-Royce Type 506s, and with a maximum weight of 135,000lb. The remaining 14 are Type 953s with the same engines but with a higher maximum weight (141,000lb) and increased payload. TCA's 23 aircraft have Tyne 512s of 5,545 e.h.p.—560 e.h.p. more than the Tyne 506.

VC10 BOAC's intention to order this big jet transport—the heaviest aircraft ever to be put into production in Britain—was announced in May 1957, and a contract was signed in January 1958. Originally, the order was for 35 VC10s with an option on a further 20. In June 1960, a contract was signed for ten Super VC10s with an option on a further ten. The Super VC10, as it was then envisaged, was a very large aircraft, stretched by some 27ft, and with maximum seating for 212