

PRESS INFORMATION

The New Viking Freighter.

"Lord Dundonald", the Vickers Viking Mk IB Freighter, owned by Eagle Aviation Limited and launched this morning by Mr. Peter Masefield of British European Airways, is a major innovation in civil aviation. It is the first Viking Freighter to receive a British registration and become available for charter. A Prototype was constructed for export and is now owned by the King of Jordan and is registered with the Arab Legion Air Force.

This particular aircraft, before its conversion by Eagle Aircraft Services Limited, of Blackbushe Airport, was an experimental jet passenger plane. (It was in fact the first jet-powered airliner in the world -) built to a special order of the Ministry of Supply and powered by two Rolls Royce Nene turbo-jet engines.

On July 25, 1948, to commemorate the 39th anniversary of Bleriot's famous cross-Channel flight, it flew from London to Paris in 34 minutes 7 seconds, the record time for a civil aircraft and also the first all-jet commercial aircraft to fly on any recognised air route in the world. Its speed was nearly 400 m.p.h.

After this brief jet-powered career (and only 160 hours flying time), the Viking was bought by Eagle Aircraft Services Limited, and converted to its present form.

The Eagle Viking differs from the standard Vickers Viking passenger airliner in the following significant ways:

1. The empty weight of the aircraft has been reduced by the elimination of much redundant equipment such as passenger lights, call lights, cabling, extra water tanks, the centre bulkhead, etc.
2. A large freight door, approximately five and a half feet square, has been fitted in place of the narrow airliner door. This will admit bulky loads and all usual air cargo.
3. The passenger floor has been replaced by a strong diaphragm freight floor which gives the greatest load-carrying potential with the lightest possible structure weight and is, incidentally, an improvement on the Dakota floor in load-carrying capabilities.
4. The galley of the freighter is quickly detachable and this greatly assists loading.
5. The freighter can be fitted with stowable seats when carrying composite passenger/freight loads. These light-weight seats can be stowed against the bulkhead or pulled down to suit exact requirements.

The Viking Freighter is therefore a British cargo aircraft of greater speed, greater payload and better economy than the Dakota, so long the workhorse of air cargo transportation.

The Viking's capacity is 20% greater in the main cabin, and in addition, it has 271.6 cubic feet of cargo space in holds under the floor.

N.B

The Viking is 45 m.p.h. faster and because of this speed and the fact that on most journeys it can carry over 1,000 lbs extra payload, it is more economical and profitable to fly than the Dakota.

This is important news to airline operators, air charter companies and charterers in every country in the world, for a hardy, spacious and economical cargo plane has long been sought to compete with the Dakota and improve on it. The Viking Freighter, as modified by Eagle Aircraft Services Limited has all these qualities.

PASSENGER/FREIGHT LOAD OF INVALID TRICYCLES.

Immediately after the launching ceremony, five prize-winning owners of Invalid Tricycles will be loaded into the Eagle Viking Freighter by forklift and given a ~~few~~ flight over London, coming down at Blackbushe Airport, our base.

The Invalid Tricycles, some of which are 9 feet 9 inches long, four feet wide and just under five feet high, will be loaded into the aircraft to demonstrate the capabilities of the freighter in carrying large and awkward items.

The five prizewinning disabled are: Miss Edna Glen, Mr. L.R. Stephens, Miss Margaret Brown, Mr. C.W. Gilmour and Mr. R. Bolton. Runners-up invited for the ceremony include: Mr. H. Kozel, Miss Nancy Brewer, Mr. Kybelt and Mr. L. Bowie.

These guests wrote in letters in answer to an advertisement that appeared in the evening press on Tuesday, 21st.

"LORD DUNDONALD".

The aircraft is named after Thomas Cochrane, Earl of Dundonald (1775-1860).

a dashing frigate captain of the Napoleonic War, who once made an attack on the French fleet near Rochefort with explosion vessels. After being cashiered from the Royal Navy for his supposed connexion with a fraud, he played an important part in winning the independence of Chile, Peru, Brazil and Greece. In his old age he was reinstated in the Royal Navy and is buried in Westminster Abbey.

COMPLIMENT of:

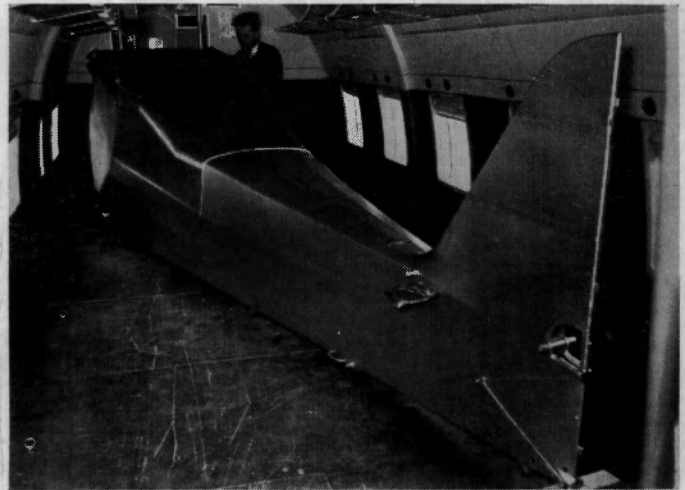
EAGLE AVIATION LIMITED AND  
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EAGLE AIRCRAFT SERVICES LIMITED  
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# THE NEW VIKING FREIGHTER



An Auster being loaded into the new Eagle Viking Freighter. Note the double freight doors, one being a quickly detachable stress panel.



The Auster inside the Viking cabin, showing the roominess of the interior.

The new Viking Freighter is important news to charterers. For here at last is a British freight aircraft better than the Dakota in payload, performance and economy.

The Viking carries more—is faster—its capacity is 20% greater in the main cabin and it has five extra cargo holds (271.6 cubic feet.) under the floor—it is more profitable to fly on short or long journeys, as the following comparison shows:—

	VIKING	DAKOTA
Empty Weight	22,100 lbs.	17,200 lbs.
3 Crew and Baggage	540 lbs.	540 lbs.
Oil	288 lbs.	360 lbs.
Full de-icer	350 lbs.	143 lbs.
Take off Weight	23,278 lbs.	18,243 lbs.
Landing Weight	34,000 lbs.	28,000 lbs.
Stage Length	33,250 lbs.	26,900 lbs.
200 Miles	Pay load	Pay load
500 Miles	9,972 lbs.	8,657 lbs.
1,000 Miles	9,009 lbs.	8,015 lbs.
	7,296 lbs.	6,291 lbs.

Cruising at 200 m.p.h. at 95 Imperial gallons p.h.  
No Stand-off time allowed or Fuel to Alternates.

Cruising at 155 m.p.h. at 75 Imperial gallons p.h.  
No Stand-off time allowed or Fuel to Alternates.

NOTE: The A.U.W. of the Dakota has been taken as 28,000 lbs. In territories where the Dakota is approved at a maximum all up weight of 26,200 lbs., the comparison is 1,800 lbs. more favourable than that shown above.

A comparison of the performance figures for Dakota and Viking is as follows:

Take off climb under ISA Conditions—both engines operating—from sea level — VIKING—1,600 ft./min. — DAKOTA—940 ft./min.  
Single engine climb—ISA Conditions—from sea level — VIKING—193 ft./min. — DAKOTA—172 ft./min.

EAGLE AIRCRAFT SERVICES' modification of the Viking 1B to create this economical new freighter has involved:—

1. The removal of considerable redundant equipment, such as passenger seat lights and call lights with their cabling, extra water tanks, the centre bulkhead, etc.
2. The construction of a new diaphragm freight floor which gives the greatest load-carrying potential with the lightest possible structure weight.
3. Enlarging the freight-loading aperture to allow loads of large and bulky dimensions to be carried. The dimensions, both doors open, are:— Front Height: 68 ins. Width: 66 ins. Rear Height: 63 ins.
4. The reduction of the empty weight of the aircraft.
5. The introduction of stowable seats for composite freight/passenger loads.
6. Making the galley detachable to assist loading.

These major Eagle modifications of the Vickers Viking have received the approval of the Air Registration Board.



## EAGLE AIRCRAFT SERVICES LTD.

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Loads like these are easily stowed aboard the new Eagle Viking Freighter.