

Vickers Viscount 804 (G-CSZB)



Built in the aftermath of W.W.II, the origins of the Viscount stretch back to the requirements of the wartime Brabazon Committee, who set down a series of design briefs for British civil aircraft, post war. One such brief was the Brabazon Type IIB Specification intended to produce a short haul airliner for European routes.

Two major contenders were ready by 1948, the AW 55 Apollo powered by the Mamba turboprop and the Vickers Viscount powered by the locally designed and built Rolls Royce Dart. Both engines were revolutionary, being that they were the first turboprop engines developed successfully in the world.

The Viscount prototype (G-AHRF) flew for the first time on 16th July 1948 from Wisley. At the controls were test pilots 'Mutt' Summers and 'Jock' Bryce. The results could hardly have been better. The pilots reported that 'the new engines ran like sewing machines and the aircraft proved beautiful to fly'.

On 27th July 1950 the prototype was flown from London-Northholt to Paris-le Bourget and the flight was the first scheduled turbine powered service in the world. The flights continued for one month and passenger appeal was so overwhelming that an order from BEA and Air France quickly followed.

In 1954 BEA announced that it had placed orders for the stretched series 800 aircraft and by the time of the flight of the V.810, Viscounts were flooding off the assembly lines. To assist the production demands, the V.800 series were built at the newly-established factory at Hurn, Dorset (Bournemouth Airport). The final aircraft to roll of the line was a Viscount 843, one of six delivered to the Civil Aviation Administration of China (the country's first airliner purchase from the West).

Viscounts were flown by many of the worlds airlines including Aer Lingus, Air France, Air Inter, Alidair (based here at the airport) Alitalia, All Nippon Airways, Austrian Airlines, BEA, British Midland (based here at the airport), BKS, British Air Ferries, British Airways, British Eagle, BOAC, British United, Capital Airlines, Channel Airways. Cyprus Airways, Dan Air, Hunting Clan, Indian Airlines, KLM, LOT, Lufthansa, Manx Airlines, NZ National Airways, Northeast Airlines, Pakistan International, PLUNA, Silver City Airways, South African Airways, Trans Canada Airlines, United Airlines, VASP, and Virgin Atlantic. In total, over 120 airlines world-wide have operated Viscounts.

Specifications

Dimensions:

Length: 26.11m (85ft 8in)

Wingspan: 28.56m (93ft 8in)

Height: 8.15m (26ft 9in)

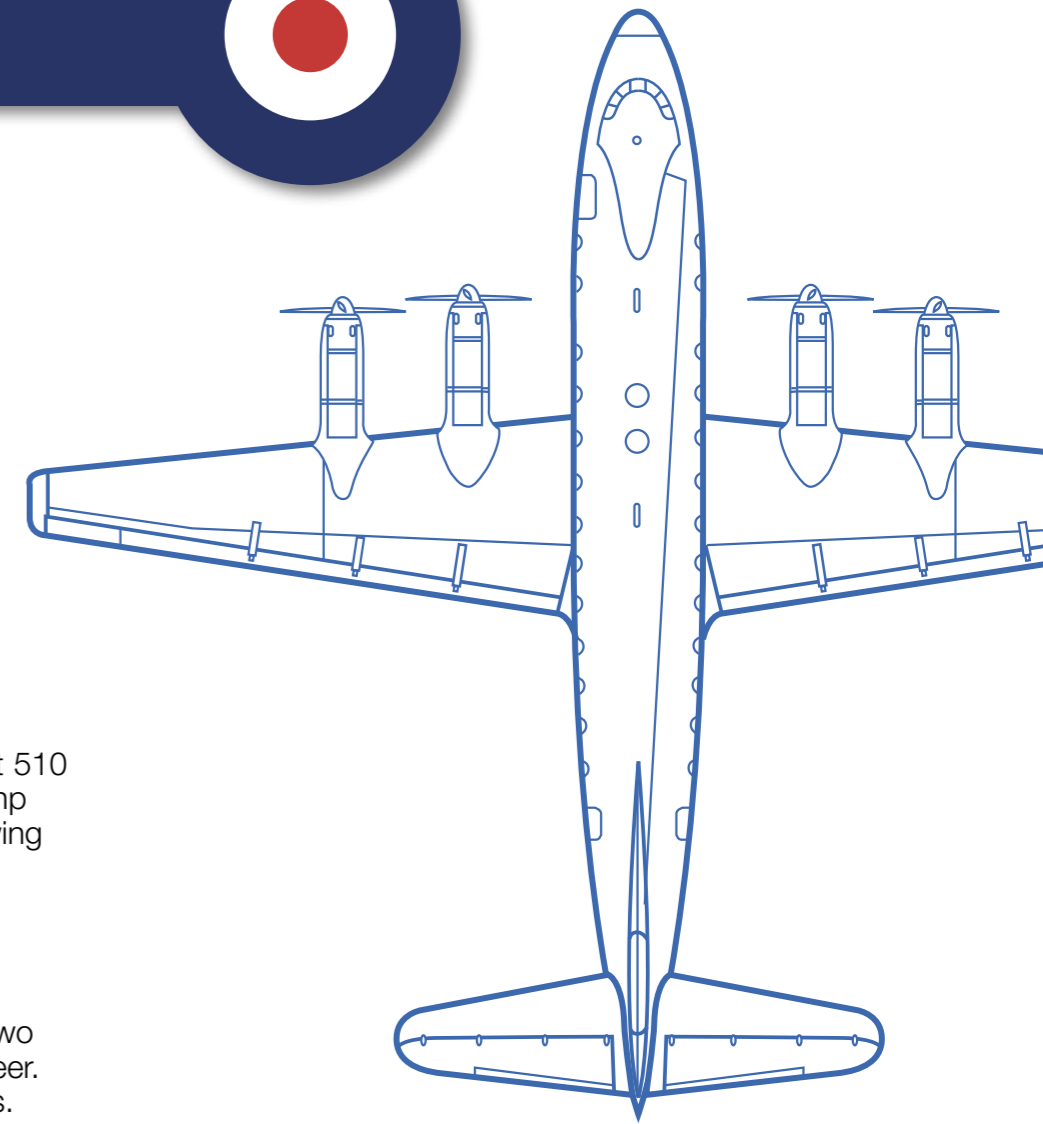
Powerplant: Four Rolls Royce Dart 510 turboprop engines rated at 1780 ehp mounted in nacelles mounted on wing

Maximum Speed: 350 mph

Service Ceiling: 7,620m (25,000ft)

Range: 2,776km (1,725 miles)

Accommodation: Flight deck for two pilots, a navigator and an air engineer. Fuselage could seat 65 passengers.



The Aeropark Viscount

Like many Viscounts, G-CSZB operated for a number of airlines. The first flight took place on 31st August 1957 from Weybridge and it then operated for Transair-BUA (G-AOXU).

It was then to be found as (SP-LVC) of the Polish airline LOT. Ten years later, in February 1967 it arrived in New Zealand and operated as (ZK-NAI) of the NZ National Airways Corporation with the name 'City of Palmerston North' Following its return to Europe the aircraft, was re-registered as G-CSZB and served with Euroair, Dan Air, Southern International Air Transport and finally with BAF British Air Ferries based at Southend. Whilst with BAF it had the distinction of being the last Viscount passenger flight to depart from Aberdeen.

