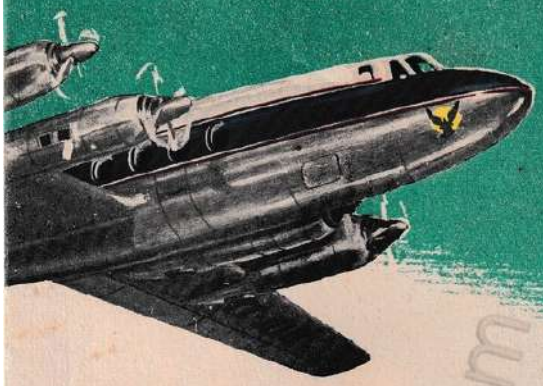
Jet Age Comes to India



Indian Airlines introduces the VISCOUNT

The turbine-hushed and perfectly sound-proofed cabin of the Viscount make it advisable to whisper discreetly.

IN introducing the Viscount the Indian Airlines Corporation is conscious that it will transform air travel into something more than a race against time.

The Viscount is not just a new aircraft. It is a new concept of flight, ushering in the jet age to India.

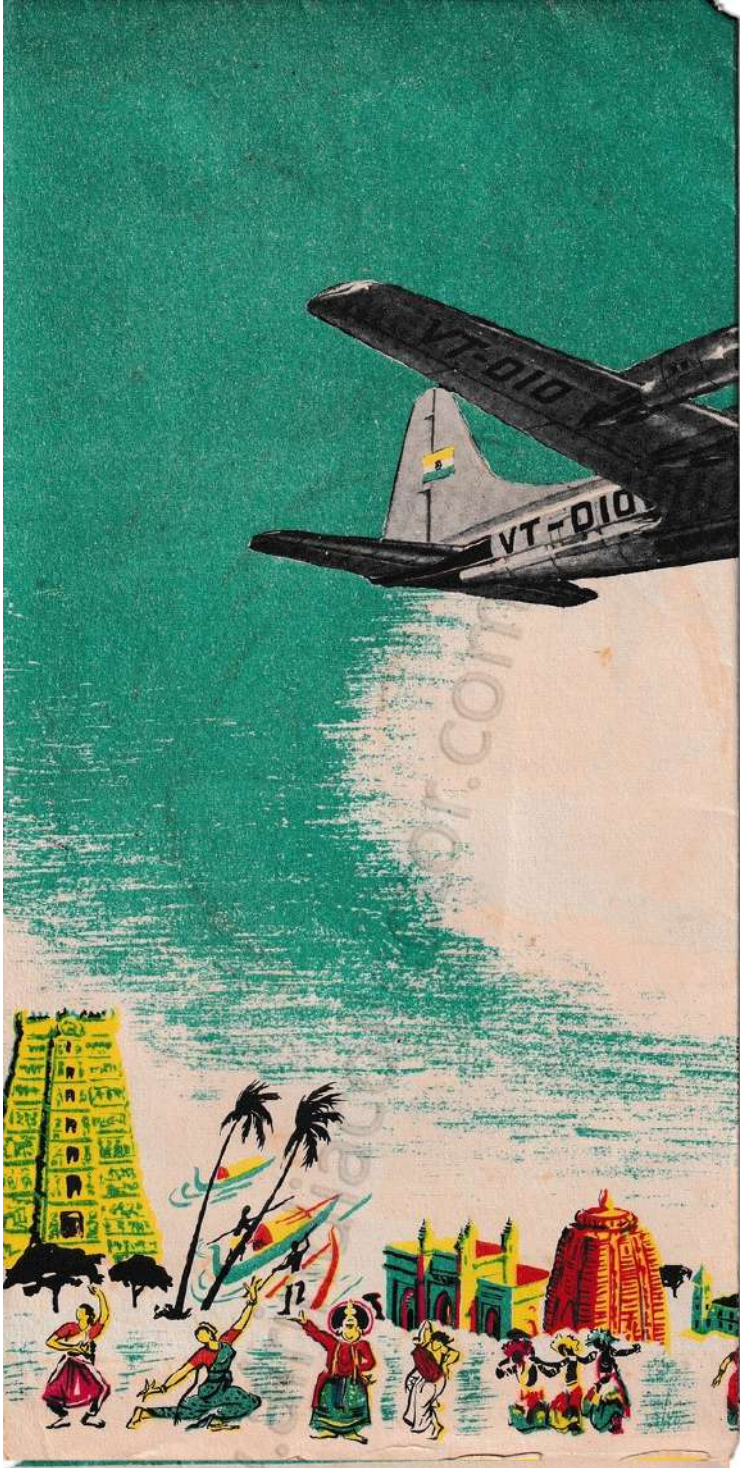
Imaginatively designed and engineered by Vickers-Armstrongs, the Viscount is powered by four Rolls-Royce 'Dart' engines. The association of these two famous names in the trade has resulted in providing the aircraft builders' answer to the long quest for a medium-range, high-speed aircraft which would eliminate "flight fatigue" due to noise and vibration.

The turbo-prop engines—jet-powered, but propeller driven—enable the Viscount to cruise at 325 m. p.h. at altitudes above 20,000 feet. Travel at these heights—well above the "weather"—in fully pressurised, air-conditioned and sound-proof comfort is a delightful winged experience, something beyond getting from one point to the other in the shortest possible time.

The turbo-prop is designed the same way as the turbo-jet, only the power derived from the gas-turbines, instead of being used

Operating Cycle : (1) Air is drawn into the engine through an annular air intake. (2) Air is directed to a two-stage centrifugal compressor. (3) This compressed air is then forced to seven straight-flow combustion chambers where it is mixed with low volatile kerosene and ignited. (4) The tremendous energy created drives a two-stage axial-flow turbine. (5) The turbine power is transmitted by a shaft to drive the engine compressor and then through a high ratio reduction gear to drive the propeller.

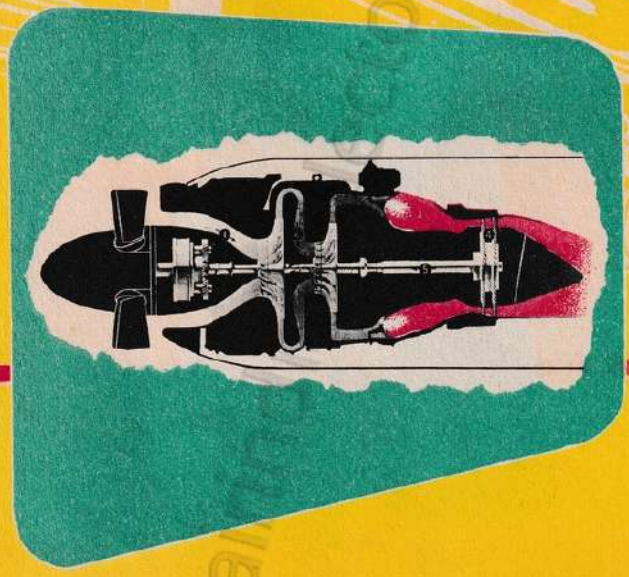
Four powerful turbo-prop engines and advanced design pressurization enable the Viscount to fly above the weather.



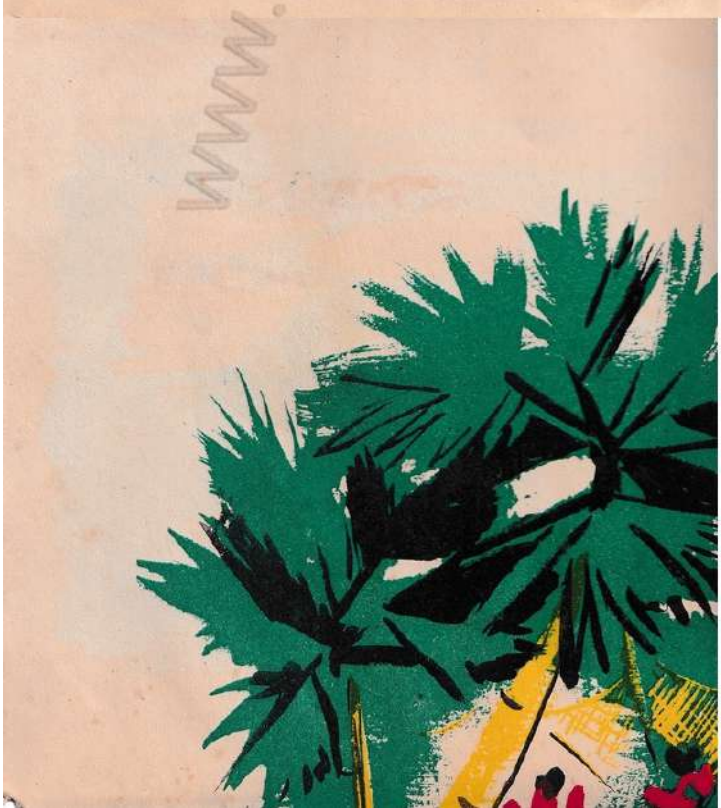
Large oval picture windows—19"×26" in size—permit unobstructed viewing even for the passenger on the aisle.

entirely to obtain a jet thrust, is harnessed to a propeller shaft, which absorbs 80% of the power developed, the residue providing an additional jet thrust.

Gas-turbine engines which power turbo-props and jets having practically no reciprocating moving parts like the pistion engines now largely used in civil aviation are free from vibration. Smooth flight is, of course, further ensured by flying over the "weather". This again is thanks largely to the turbo-prop engines which enable the Viscount to climb swiftly to its cruising height where pressurisation keeps the cabin as if it were at a height of only 4,000 feet above sea level.



Turbo-prop engines having no reciprocating parts, vibration is almost completely eliminated, ensuring fatigueless flight.



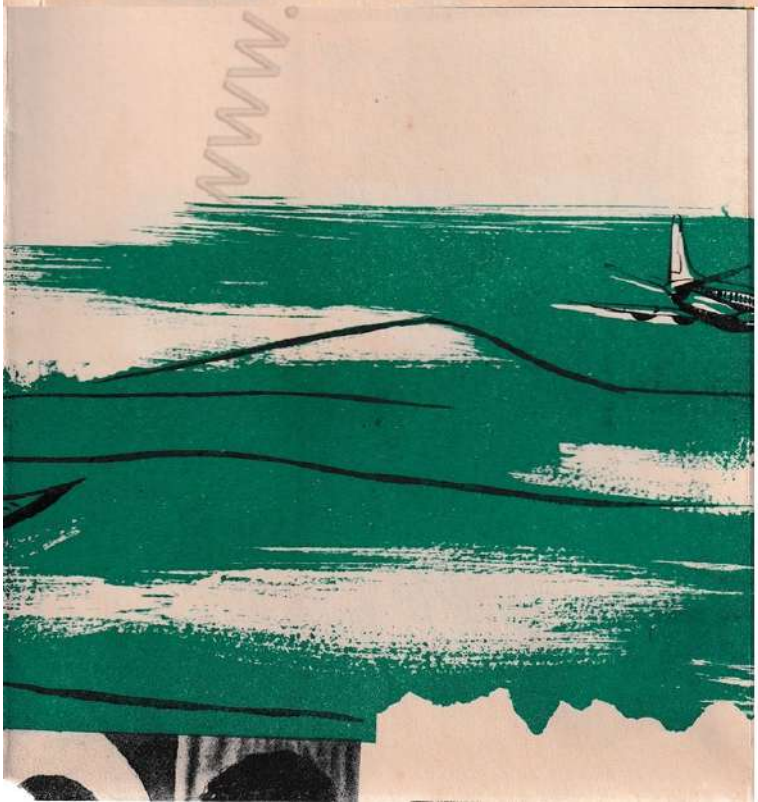

Vibration-free and noiseless comfort of the Viscount makes passengers feel completely at home. The flight is so smooth that you can even write down the "minutes of the meeting".

E ...RTENDING FROM KARACHI TO RANGOON AND FROM SRINAGAR ... domestic networks in the world. Its regular flights to ... of surrounding countries cover 22,700 route-miles. A fle... Dakotas and Herons, operate 132 flights a day. To this fleet is ... turbo-props have proved to be the finest medium-haul airliners ... the passengers of thirty other airlines. Swift, smooth, silent, su... it offers a new style of comfort, free from vibration and ... it because it is faster than piston-engined aircraft and cheaper th...

The ten Viscount 768s ordered by I.A.C. are powered ... developing 1780 equivalent horse power (including 365 lb jet thr...

Normal cruising speed of the I.A.C. Viscount is 325 ... full ... impr... and ... forw... two...

The cabin of the Viscount is spacious, bright and cheerful. Wide, reclining, foam-cushioned seats with ample leg-room invite you to relax. Centre Attentive IAC hostesses serve delightfully tasty meals and make sure in every way that you enjoy flying by Viscount. Right: Unique oval windows, larger than that of any other airliner, provide for occupants of both seats a wonderful panoramic view of the changing scenery below.



all the major cities of India and to the capitals
t of 88 planes, including Skymasters, Vikings,
ow being added 19 Viscounts. These four-engined
n the world, as is obvious from its popularity with
re, the Viscount is preferred by passengers because
oise, and because it saves time. Operators prefer
an jets.

by four Rolls-Royce Dart propeller turbines, each
st) at take off.

m.p.h. and the still air range is 1,250 miles, with
payload and fuel reserves. Fuel capacity is 1,950
rial gallons. Accommodation is for 44 passengers
two air hostesses. Two toilets are situated
rd and a galley aft. The flight crew comprises
pilots and a radio operator.

Indian Airlines Corporation plans to use its Viscount
on routes in India and neighbouring countries.
art with, the following routes will be developed:
Calcutta, Calcutta-Rangoon, Bombay-Delhi and
ay-Calcutta. During 1958 the Viscount network
extended to cover Bombay-Karachi, Delhi-Karachi,
Hyderabad-Madras, Madras-Calcutta and Bombay-
-Tiruchirapalli-Colombo.

Considerable time savings will be effected on these
compared with existing schedules. Delhi-Calcutta
flown 1 hr. 25 mins. faster and 1 hour 18 mins.
ast on the Delhi-Bombay and the Bombay-Calcutta