

# Vickers Type 66

## VIMY COMMERCIAL

Instone Air Line 1920-1924

Modelled for Flight Simulator 2004 by

Jens B. Kristensen

Version 1.0, September 2005



## **Vickers Vimy Commercial**

### **Introduction**

The Vimy Commercial was a transport version of the Vimy bomber, with a new larger fuselage for ten passengers. The prototype flew in April 1919, and 44 were built, most of them for China. The most well known Vimy Commercial was, however, G-EASI 'City of London' delivered to Instone Air Line early 1920.

A short specification says:

Engines:	Two 360 hp Rolls-Royce Eagle.
Span:	68 ft.
Length:	42 ft 8 in
Wing area:	1330 sq. ft.
Empty weight:	7790 lb
Loaded weight:	12500 lb
Max speed:	98 mph
Max cruising speed:	84 mph
Econ cruising speed:	70 mph
Range:	450 miles



From 1921, about 60 examples of a similar military transport, the Vickers Vernon, were delivered to the R.A.F.

### **Instone Air Line**

The ship owners S. Instone & Co. opened their first airline services in 1919, with converted ex-military D.H.4's. In 1920, they acquired the Vimy Commercial, which became one of the best known early, British airliners. The Vimy was used on services from London to Paris, Brussels and Cologne. From 1923 it was used as a freighter, for which it had a large cargo door fitted on the port side just behind the cockpit.

Instone Air Line became an independent company in 1921, but in 1924 it merged with Handley Page Transport, Daimler Airway and British Marine Air Navigation to form the state-owned Imperial Airways. The Instone fleet, including the Vimy Commercial, was taken over by Imperial, but the Vimy was retired by 1926.

This package includes two variations of G-EASI, the original passenger configuration of 1920 and the cargo configuration of 1923.

I hope you enjoy it!

## Using the panel

### The main panel



You can fly the Vickers Vimy Commercial from the 2D-panel, or the virtual cockpit, there is little difference. I have found no detailed information about the Vimy Commercial cockpit, so I have simply used the gauges from the FS2004 Vickers Vimy by Microsoft. The engine instruments (RPM etc) are placed on the inside of the engine nacelles, and they are difficult to see, but you can call them up by pressing SHIFT+5. The propellers have fixed pitch, so the RPM gauges are for reference only. You cannot control RPM directly, only with the throttle.

The instrumentation is very sparse, so a long flight is something of a challenge unless you use the GPS.

An autopilot is available. It is from the default FS9

Lockheed Vega, so you can find instructions in the FS9 Learning Centre.

The real aircraft didn't have an autopilot, of course, but you'll find it convenient on long flights. Even the short trip from London to Paris takes several hours in this slow aircraft!

Use the autopilot to hold your present heading and/or altitude, and for small heading corrections only. Using the autopilot for large changes in heading will get you into trouble.

For altitude hold: Press CTRL+Z to engage, Z+Z (that's Z two times) to disengage.

To...	Press...
Display/hide radio	SHIFT+2
Display/hide GPS	SHIFT+3
Display/hide throttles	SHIFT+4
Display/hide engine instruments	SHIFT+5
Display/hide compass	SHIFT+6
Display/hide electrical panel	SHIFT+7
Display/hide fuel panel	SHIFT+8
Display/hide autopilot	SHIFT+9

## ***Flying instructions***

Full information is available during your flight, just press F10 to call up the electronic kneeboard, and select the checklist tab. Here is a summary of the most important points.

*Note:* You'll find this Vimy Commercial different to fly than the original FS2004 Vickers Vimy by Microsoft.

### **Before Takeoff**

Some elevator trim up is recommended. Press Numpad 1 a couple of times. (Num Lock must be off)

### **Takeoff and initial climb**

Full throttle. The tail rises quickly by itself. Take off at 45 mph (40 kts).

Let the aircraft accelerate to 60 mph (53 kts) and climb at this speed, at a pitch of 5-6 degrees.

### **En route climb**

Reduce throttle a little. Keep speed at 60-70 mph (53-60 kts).

### **Cruise**

Engine speed 1800-1900 RPM for an economical cruise at 70 mph (60 kts). You can cruise faster (up to 84 mph) if you wish. Airliners of 1920 did not fly very high; altitudes of 1000-3000 ft above ground were the most common.

### **Descent and landing**

The Vimy Commercial does not have flaps for landing, so you should not reduce speed by much until you are close to the runway.

Do not use FS2004 IFR flight plans – the Air traffic Control (ATC) will order you to follow an approach suitable for a modern aircraft. Approach the airport 1000 ft above ground, start your final descent 4-5 n.m. before the runway. When you are close to the runway, idle your engines and land.

## ***References***

Most of this information is from a new book:

John Stroud: The Imperial Airways Fleet, Tempus Publishing Ltd., 2005

but I have used internet sources as well, including [www.imperial-airways.com](http://www.imperial-airways.com)

