

Initial Issue
October 2004

AP 101G-1001-15

VIKING T Mk 1



AIRCREW MANUAL

BY COMMAND OF THE DEFENCE COUNCIL

Kenn Trewi
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Prepared by Handling Squadron

AMENDMENT RECORD SHEET

AL No	DATE	AMENDED BY	DATE
1	JAN 05		24 Feb 05
2	APR 05		11 May 05
3			
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AIL RECORD

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ANA RECORD

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AIL/ANA Record	Initial issue	Part 3	
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NOTES TO USERS

1. This Manual is complementary to the Viking TMk 1 Flight Reference Cards (AP101G-1001-14).

2. This Manual is divided by marker cards as follows:

- Preliminaries
- Part 1 Description and Management
- Part 2 Limitations
- Part 3 Handling
- Part 4 Emergencies
- Part 5 Illustrations
- Part 6 Ground Handling

3. Where applicable, each part is divided into chapters as listed on its marker card. Each page is identified by a Part, Chapter and Page reference. Thus, a page bearing the reference 1 - 3 Page 3 is Page 3 of Part 1, Chapter 3.

4. The limitations quoted in Part 2 are mandatory and are not to be exceeded except in an emergency. Instructions containing the words 'is to' or 'are to' are also mandatory.

5. This Manual and its associated Flight Reference Cards aim to provide the best operating instructions and advice currently available. Although they provide guidance for most eventualities, they are not substitutes for sound judgement and good airmanship; moreover, they assume an adequate knowledge of the pertinent volumes of AP 3456 (series) - Flying. Furthermore, circumstances might require aircrew to depart from or modify the prescribed procedures and drills. Consequently, the Manual and Flight Reference Cards should not be regarded as documents which are to be adhered to inflexibly at all times other than as explained in para 4.

6. Amendment lists are issued as necessary and each amendment list instruction sheet includes a list of modifications covered by the amendment. New or amended matter of importance is indicated by ♦ ♦ for insertions and ♦♦ for deletions. Sheets issued by amendment bear the AL number at the bottom of the odd-numbered page and any symbols on either page forming a sheet refer to this amendment list. However, when a new chapter is issued with an

amendment list, or an existing chapter is completely revised, this fact is indicated within the heading of the chapter and the symbols do not appear on the pages.

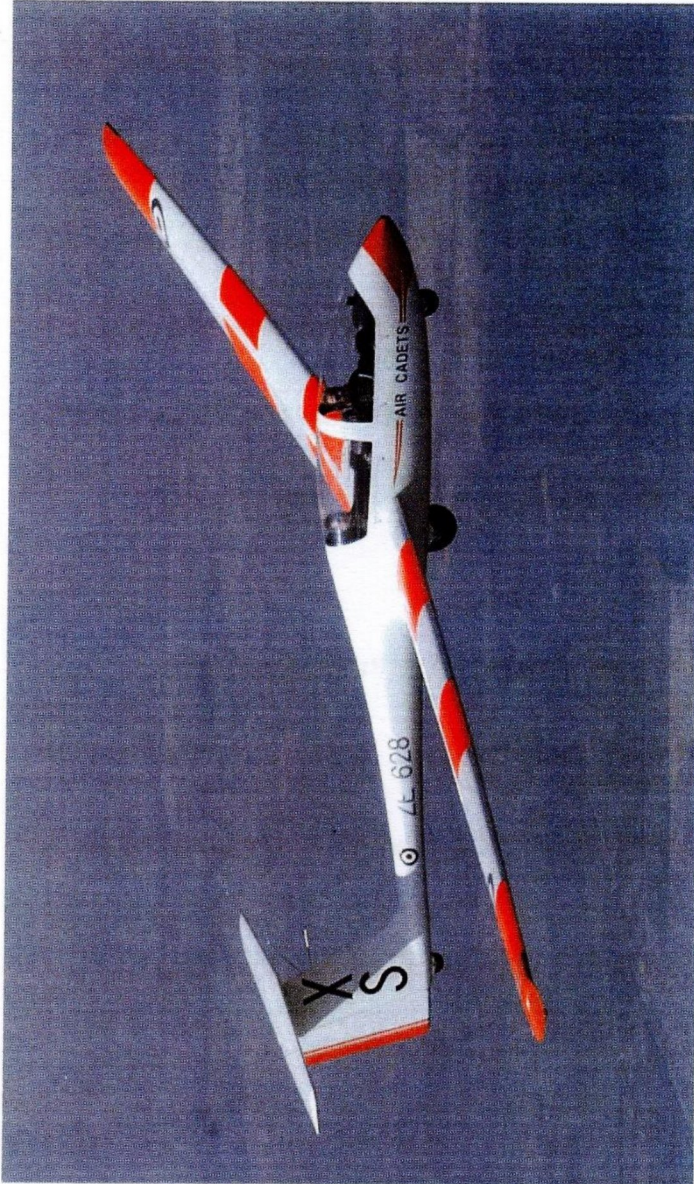
7. The following conventions are observed throughout this Manual:

- a. The actual markings on controls are indicated in the text by capital letters.
- b. Unless otherwise stated, all airspeeds, accelerometer readings and altitudes quoted are indicated values.
- c. **WARNINGS** are 'Those which, if not observed, may result in the loss of the aircraft and/or death or injury'.
- d. **CAUTIONS** are 'Those which, if not observed, may result in damage to the aircraft or its equipment'.
- e. **Notes** are 'Those where it is essential to emphasize'. Other information which requires emphasis is printed in italics.
- f. Cross references in the text refer to chapters in the same part, unless otherwise stated.

8. Modification numbers are only referred to in the text when it is necessary to differentiate between pre- and post-Mod states. A list of modifications mentioned in the text is included in the preliminary pages with a cross reference to the location in the text of the modification details.

IMPORTANT

◆ **Comments and suggestions should be forwarded on MOD Form 765X to the Officer Commanding, Air Cadets Central Gliding School, RAF Syerston, Newark, Notts NG23 5NG for onward transmission to The Officer Commanding, Handling Squadron, Boscombe Down, Salisbury, Wilts SP4 0JE.** ◆



Prelim Fig 1 - Viking T Mk 1 Glider

INTRODUCTION

1. The Viking T Mk 1 glider is a mid-wing monoplane with tandem seating for two crew. The airframe is of composite construction being mainly glass reinforced plastic.
2. Conventional dual controls are provided.
3. The non-retractable landing gear comprises a single main wheel, a single nosewheel and a tailwheel.
4. Electric power is provided by two batteries. The batteries provide power for the radio, turn indicator and electric variometer.
5. The aircraft is cleared for winch and aerotow launching and for stalling, spinning and aerobatics.
6. Entry to the cockpit is made from the left side of the aircraft.

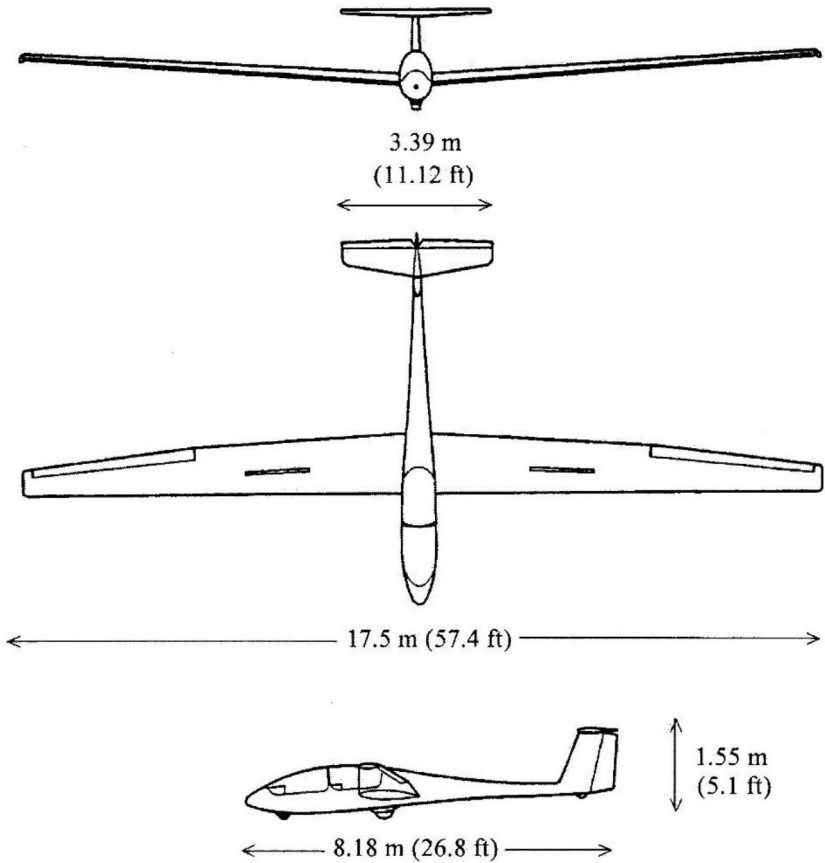
ASSOCIATED AIR PUBLICATIONS

Aircraft Maintenance Manual	AP101G-1001-126
Flight Reference Cards	AP101G-1001-14

A list of additional associated publications is in the Aircraft Maintenance Manual.

MODIFICATIONS MENTIONED IN THE TEXT

<i>Mod No</i>	<i>Brief Description</i>	<i>Location in Text of Mod Details</i>		
		<i>Part</i>	<i>Chap</i>	<i>Para</i>
◆ Mod 003	Addition of canards to the nose	3	1	25 ◆



Prelim Fig 1 General Arrangement

LEADING PARTICULARS

Dimensions

Length	8.18 m	26.8 feet
Height	1.55 m	5.1 feet
Wing span	17.5 m	57.4 feet
Wing area	17.8 m ²	191.6 square feet
Tailplane Span	3.39 m	11.12 feet
Aspect ratio	17 to 1	
Maximum weight	625 kg	
Maximum weight (with canards fitted)	580 kg	
Empty weight (nominal)	397 kg	
Maximum wing loading	32.6 kg per m ²	

Landing Gear

Non-retractable:

Main wheel tyre pressure	39.8 PSI	2.8 bars
Nosewheel tyre pressure	35.6 PSI	2.5 bars
Tailwheel tyre pressure	35.6 PSI	2.5 bars

Battery Two 12-volt, 7 ampere-hour sealed lead-acid

Radio ATR 720B VHF radio

ABBREVIATIONS

<i>Abbreviation</i>	<i>Explanation</i>
AGL	Above ground level
ASI	Airspeed indicator
AUW	All up weight
C	Celsius
CFS	Central Flying School
CG	Centre of gravity
cm	centimetre
DV	Direct vision
FRC	Flight reference card
GPS	Global positioning system
IAS	Indicated airspeed
ISA	International standard atmosphere
kg	Kilograms
kHz	Kilohertz
LCD	Liquid crystal display
m	Metres
MAC	Mean aerodynamic chord
mm	Millimetres
Mod	Modification
MHz	Megahertz
PSI	Pounds per square inch
PTT	Press to transmit
QRF	Quick release fitting
VHF	Very high frequency
VMC	Visual meteorological conditions

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