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Bellanca 17-30a super viking performance. Bellanca super viking specs. Bellanca super viking range. Bellanca turbo super viking performance. Bellanca 17-31atc turbo super viking performance.

17-30 Viking A 1972 Model 17-30A Role Utility aircraft Type of aircraft Manufacturer Alexandria Aircraft Bellanca First flight 1967 Number built 1,356 Bellanca Super Viking landing The Bellanca Viking and Super Viking are a series of single-engine, four-seat, high performance, retractable gear aircraft manufactured in the USA during the 1960s and 1970s. The aircraft developed through modifications of classic designs by the aviation pioneer Giuseppe Bellanca. A total of 1,356 Vikings have been produced with most production between 1968 and 1975 (1019 planes). Development and design The Viking is a derivative of the Bellanca Crusair, a retractable gear taildragger with two extra vertical fins on the tips of the horizontal stabilizer. The 14-13 Crusair series was developed into the larger, more powerful 14-19 Crusemaster in the early 1950s. After the original Bellanca company went out of business, Downer Aircraft took over the type certificate and built the 14-19-2 Crusemaster by mating the airframe with a Continental O-470 of 230 hp. In 1958, Downer redesigned the airplane with a nosewheel and fuel injected IO-470 of 260 hp, and redesignated it the 260. The 14-19-3 260 retained the wire-braced triple tail into the 1962 model year. After that year the triple tail design was modified to a single tail with the same aggregate surface area, and manufactured as the Model 260A. The later Vikings retain the oversized vertical fin that contributes to the distinctive flying characteristics of the aircraft. The Viking model was born out of discussions at Downer for a bigger version of the "Model 260" with at least 300 horsepower. The company was based in Minnesota and employed skilled craftsman who manufactured the wing from spruce and the new 300 hp model was named the "Viking" in respect to the many Scandinavians of the area. The first Model 17 Viking appeared in 1967 called the "17-30." It was powered by a 300 hp Continental IO-520-K. In 1969 a Viking powered by a 290 hp (later 300 hp) Lycoming IO-540 was introduced, either normally aspirated (17-31) or turbocharged (17-31TC). Bellanca Super Viking photographed at Centennial Airport Over the years there were a number of refinements to the aircraft. The original hydraulic gear and flap actuation system was redesigned in 1968 introducing electric flaps. In 1969 the FAA issued Type Certificate A18CE and the aircraft built under that design were designated the "A" series "Super Vikings". Aside from refinements already made to late Viking 300 models, the new 300A Vikings (17-30A, 17-31A and 17-31ATC) had a gross weight increase to 3,325 lbs. The original complex fuel system with five tanks and two fuel selectors allowing eight possible combinations of selector settings was simplified to a left, right and auxiliary system in 1974. After several years of financial losses, Viking sales became profitable again in 1978.[1] In 1979, Continental-powered Vikings sported a fully enclosed nosewheel thanks to a redesign of the engine mount. This necessitated the use of cowl flaps for the first time on the Viking but resulted in a 12 mph increase. In 1979 production of the Lycoming-powered 17-31A ceased. In 1996, the Continental IO-550 was made available as an option. Since 2002 the company has been operated by a group of six Bellanca enthusiasts who bought the company from the state of Minnesota and established Alexandria Aircraft Co. LLC. They provide technical support and parts to owners and A&Ps in the field. They have sold one new aircraft, manufactured in 2005. The aircraft fuselage is constructed from tubular steel overlaid with fabric while the wings are fashioned from spruce with a plywood skin. Bill Cox, an aviation journalist at Plane and Pilot Magazine commented regarding the flying qualities of Vikings that they "have long been famous for control response and harmony that seems almost psychic in nature".[2] and asserted, "Owners almost unanimously pronounce the Viking the best handling airplane they've ever flown." [2] Variants 17-30 Viking 300 Four-seat light cabin aircraft, powered by a 224-kW (300-hp) Continental IO-520-K piston engine. 17-31 Viking 300 Four-seat light cabin aircraft, powered by a 224-kW (300-hp) Lycoming IO-540 piston engine. 17-31TC Viking 300 Four-seat light cabin aircraft, powered by a 224-kW (300-hp) Lycoming IO-540 piston engine, the aircraft is fitted with turbocharger. 17-30A Super Viking 300A Four-seat light cabin aircraft, powered by a 224-kW (300-hp) Lycoming IO-520-K piston engine. 17-31A Super Viking 300A Four-seat light cabin aircraft, powered by a 224-kW (300-hp) Lycoming IO-540-K1E5 piston engine. 17-31ATC Turbo Super Viking 300A Four-seat light cabin aircraft, powered by a 224-kW (300-hp) Lycoming IO-540-K1E5 piston engine, the aircraft is fitted with two Rajay turbochargers. Specifications (1976 17-30A Super Viking 300A) Data from Jane's All the World's Aircraft 1976-77[3] General characteristics Crew: 1 Capacity: 3 passengers Length: 26 ft 4 in (8.03 m) Wingspan: 34 ft 2 in (10.41 m) Height: 7 ft 4 in (2.24 m) Wing area: 161.5 sq ft (15.00 m2) Airfoil: Bellanca B Empty weight: 2,217 lb (1,006 kg) Max takeoff weight: 3,325 lb (1,508 kg) Fuel capacity: 60 US gal (50 imp gal; 230 L) usable fuel (normal), 75 US gal (62 imp gal; 280 L) with auxiliary tanks Powerplant: 1 × Continental IO-520-K air-cooled flat-six engine, 300 hp (220 kW) Propellers: 2 or 3-bladed McCauley constant-speed propeller, 6 ft 8 in (2.03 m) diameter Performance Cruise speed: 188 mph (303 km/h, 163 kn) (TAS, 75% power, max. cruise) Stall speed: 70 mph (110 km/h, 61 kn) (wheels and flaps down, CAS) Never exceed speed: 226 mph (364 km/h, 196 kn) (IAS) Range: 923 mi (1,485 km, 802 nmi) (max. fuel) Service ceiling: 17,000 ft (5,200 m) Rate of climb: 1,170 ft/min (5.9 m/s) Takeoff run to 50 ft (15 m): 1,420 ft (433 m) Landing run from 50 ft (15 m): 1,340 ft (408 m) See also Aircraft of comparable role, configuration, and era Beechcraft Bonanza Cessna 210 Mooney M20 Piper PA-24 Comanche Notes ^ Air Progress: 12. November 1978. {{cite journal}}: Missing or empty |title= (help) ^ a b Cox, Bill. "Bellanca Viking: Wood, Fabric & Genius". Archived from the original on 26 July 2011. Retrieved 19 June 2011. ^ Taylor 1976, p. 235 This article includes a list of general references, but it lacks sufficient corresponding inline citations. Please help to improve this article by introducing more precise citations. (December 2009) (Learn how and when to remove this template message) References Taylor, John W. R., ed. (1976). Jane's All the World's Aircraft 1976-77. London: Jane's Yearbooks. ISBN 0-354-00538-3. Taylor, Michael J. H. (1989). Jane's Encyclopedia of Aviation. London: Studio Editions. p. 151. World Aircraft Information Files. London: Bright Star Publishing. File 890 Sheet 24. External links Wikimedia Commons has media related to Bellanca Viking. History of Early Viking Design, stored on archive.org Bellanca Viking "Reference Room" with links Bellanca Viking FAQ Bellanca Aircraft Official Site aerofiles.com The Bellanca Super Viking Retrieved from " 1975 Sales Promo of the Bellanca Super Viking. Super Vikings are Fast, Cheap, and Good Looking !After reading the above articles there is not much for me to say. A Bellanca Super Viking will run with a Bonanza, it's the price of a Warrior and it out handles pretty much any factory built airplane. It took about 4 months and I looked at several planes coast to coast before I found N4201B. But why a Super Viking? Of my total time 70% is in Piper products, from a Cherokee 140 to a Piper Navajo with a lot of time in an Arrow. Many pilots can only see owning an aircraft which flight schools have on their line. This seems to keep the price down on non flight school type aircraft and a over inflates the price on Cessna 172's in particular. My message here, if you're looking to buy an aircraft, look outside of the box! Flight controls: Quick and responsive and a joy to fly. Ailerons: Fast and positive, My Instrument Departure Procedure requires a 190 degree right turn after departure to avoid the Cumulo-Granite. When I first got the plane I found myself in a 60 degree bank while an IMC more than once making this turn. Rudder: Well look at it! You don't have to move it very far. Regarding cross wind landings one well know pilot said: "You'll run out of guts long before you run out of rudder." People say the elevator is heavy. I would call that a stable IFR platform. When I trim for 115 on IFR approach it stays there. It's very simple to simply adjust power to stay on the glide slope. Room in the cockpit: More than a Mooney, less than a Cessna. I'm 6'3" 285 pounds and I don't think an adult could sit behind me. But I rarely fly with anyone in the back seat. I didn't buy this plane to be a bus. Weight and Balance: Departing at max gross weight has never been an issue. Other than rate of climb the airplane feels normal. The front seats are on the CG and I've never seen a balance issue even with the aft tank full and the baggage compartment stuffed full. Turbulence: Cody Williams told me a story about going to pick up a Viking in a Cessna 210. Coming home Cody flew the Viking in formation with the 210. The pilot of the 210 was complaining of turbulence and hitting his head on the ceiling. Cody asked; "What turbulence?" The Viking wing is made to bend and in turbulence I have seen the wing tips flex. Wood bends and recovers, metal fails, makes a much smoother ride. Click for larger image Click for larger image Strength: Bellanca's in general are built for acrobatics and the Viking was no exception. However, the Super Viking was not certified for acrobatics. As I understand it's a cost issue and Bellanca is not a large company. There is a story about the Viking going through certification where the FAA fails the wing. The jig could bend the wing 4' before the wing tip hit the floor. The Viking wing didn't fail! One FAA inspector wanted to reset the jig to force a failure. To this the other FAA inspector simply said; Why? N4201B is a 17-30A and I've listed the numbers below. I also listed the numbers for a Turbo Viking so the difference can be noted.

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