

Vintage and Classic

www.vintageaircraftclub.org.uk Issue 43 Autumn 2013



The Journal of the Vintage Aircraft Club

VAC Honorary President D.F.Ogilvy. OBE FRAeS

VAC Committee

<u>Chairman</u>	Steve Slater	01494-776831 ss@kingpinmedia.co.uk
<u>Vice Chairman</u>	Paul Loveday	01327-351556
<u>Newsletter Editor & Booking in Team</u>	e-mail	p.loveday@tiscali.co.uk
<u>Secretary & Treasurer</u>	Sandy Fage	01327-858138
	e-mail	sandyfage@aol.com
<u>Membership Secretary</u>	Carol Loveday	01327-351556
	e-mail	pirate99c@yahoo.co.uk
<u>Flight Standards</u>	Dave Norris	01525-261111
	e-mail	flying@davenorris.co.uk
<u>Press & Public Relations</u>	Alan Buckley	01908-503691
	e-mail	alan@flying-aerobatics.freemove.co.uk
<u>Turweston Liaison</u>	Graham Churchill	01327-858138
	e-mail	via sandyfage@aol.com
<u>Ground Visits Co-ordinator</u>	Position vacant	
<u>Flying Events Co-ordinator.</u>	Position vacant	
<u>Webmaster</u>	Gary Loveday	07530-217783
<u>VAC Sales</u>	Abigail Reynolds	07776 136423
		vac_merchant@ymail.com
<u>LAA Representative Safety Officer</u>	John Broad	01869-324008
	e-mail	john.broad85@talktalk.net
<u>Trophies Steward</u>	Rob Stobo	01993-891226
	e-mail	robstobo@stonesfield.f9.co.uk

Vintage & Classic

Autumn 2013

Contents

Page	Title
2	Who's Who
3	Chairman's Notes
4	Members' notices
	New Members
	Cover picture
5	The "International"
	2013 - Bembridge
9	The VAC is 50
11	DH Moth Club
	Vintage Air Tour
14	US Classics at
	Shobdon
15	Stale Unleaded Fuel
16	The LAA Rally
18	Further thoughts on
	being faced with a
	forced landing
19	VAC Winter Visits.
	From the Hangar
20	A Day at Duxford
22	Stoke Golding
24	GASCO Seminar
25	Cloud Nine
26	David Harper

The aim of the Vintage Aircraft Club is to provide a focal body for owners, pilots and enthusiasts of vintage and classic light aircraft by arranging fly-ins and other events for the benefit of its members.

The Vintage Aircraft Club is affiliated to the Light Aircraft Association and supports the General Aviation Awareness Council.

Vintage and Classic is the quarterly newsletter of the Vintage Aircraft Club and as such is a privately produced magazine. The views contained within its pages do not necessarily reflect those of the Editor or the Vintage Aircraft Club. The magazine is free to members, but £5.00 when purchased separately.

Chairman's Notes

Well, I hope that you have been enjoying the summer weather as much as I and, if the weather forecasters are right, we might still look forward to an "Indian Summer" and some great autumn flying weather too. I sincerely hope so, because our October schedule looks packed.

First of all, we have our Members-Only barbeque and fly-in to Sackville Farm, near Bedford. If you haven't been before, put it on your list, it is one of the most idyllic and friendly farm strips you can visit. Last year was my first visit and I am now hooked!

Saturday October 12th is our AGM, which will be held, as last year, at Bicester. Again it offers the chance to fly in to a unique, unaltered all-grass (no marked runways) 1930s former RAF station. As it is one of the UK's busiest gliding sites, special PPR and briefing is required, but don't let that put you off, Windrushers Gliding are noted for their warm welcome.

There have been big changes at Bicester since our visit last year. The site has been sold by the MoD to a new owner, Bicester Heritage Limited, who have big plans for the site. We hope to persuade one of their directors to tell us more about those plans during our visit.

Finally, we will end October with the All-Hallows Fly In which this year takes us to Wellesbourne airfield in Warwickshire. Once again, we are looking forward to a warm (and by then warming) welcome!

There was sad news in the past months, of the passing of former VAC Chairman David Harper. A full obituary appears further on in the magazine, but suffice to say that the friendly welcomes at Finmere and all the hard work David did on behalf of the club set a target that I hope myself and the other club committee members can still live up to today.

and is just coming to the end of a lengthy restoration by Matthew Boddington at Sywell. By the time you read this, it should be flying again!

GULL WINGS

Another first flight, and a hugely exciting one, took place last month when Charlie Huke got air under the wheels of David Beale's Percival Mew



ANNIVERSARY IDEAS?

Another article in these pages reminds us that next year is the 50th Anniversary of the Club's formation. We are starting to make our plans of how best to celebrate. Any ideas?

The Club's first chairman, Roy Mills is sadly no longer with us, but I am delighted to say one of his aeroplanes, and thus very much one of the 'founder' aeroplanes of the club, is about to fly again. Roy's Aeronca C-100 is still owned by the Mills family

Gull reproduction for the first time. The diminutive 1930s art-deco racing aircraft, with a stonking 200hp de Havilland Gipsy Six engine up front is certainly going to be a step-up in performance from David's 62hp Topsy Belfair which has graced so many VAC events over the years.

Once test flying (and no doubt, pilot acclimatisation) is complete, I am sure you'll join me in eagerly anticipating the arrival of the Mew Gull at a VAC event sometime soon. David has also promised to write in more detail about the aircraft for the next edition of Vintage and Classic. I can't wait. For me, this has to be the build of the year!

HAPPY LANDINGS!

Steve



Members Notices

Annual General Meeting

The Annual General Meeting will be held once again at Bicester on Saturday 12th October at 11.30, a copy of the Agenda is included with this magazine. As usual those who wish to do so are able to fly in. It is hoped to have a representative of the new owners of Bicester to talk to us about the future of the airfield.

A short email to me, the editor, signifying your intention to attend either by air or road would be appreciated in order that the good people at Bicester can be prepared, especially on the catering front.

Sackville Farm

This popular members only event is to be held on either Saturday 5th or Sunday 6th October, depending on weather. The decision will be made on Wednesday 2nd October and all attending notified. Reply slips are in this magazine for return to John Broad who is co-ordinating the event., please return your slips as soon as possible in order that our hosts can arrange the required sustenance.

All Hallows Fly-In

This our last flying event of 2013 will be held this year at Wellesbourne, where we hope to see as many of you as possible by both air and road. So come along and meet other members of the club and enjoy a good day out.

2014 Classic Event

In conjunction with the Classic Event at Silverstone over 26th - 27th July, Turweston have asked if the VAC can assist with their classic fly-in being held to complement it. They envisage a two day event with overnight camping available for those who wish to avail themselves of the facility. There will be no overnight charges. In addition there will be a barbeque on the Saturday evening to which all will be welcome.

Air Experience

It's not often that you see my name in the magazine but as a marshaller I can't really understand what it's like to fly into an airfield and be marshalled in, - it's one of the things I have always wanted to do. My love for aircraft and flying is always increasing and ever since I started working with aircraft I have always wanted to get airborne. So I am asking if there are any pilots that are willing to take me up for a flight one day at a fly-in. If there is anyone that is willing then please do let me know either via my email c.loveday43@gmail.com or catch me at a fly-in. Many thanks and happy flying.

Charlie Loveday

New Members.

We welcome the following new members to the Vintage Aircraft Club.

P. Humphrey	Aylesbury	P. Johnson	Bury-St- Edmunds
T. Scorer	London	P. White	Fethard
P. Whiteman	Teddington	R. Whitwell	Doncaster
	G. Williams	Winchester	

Cover Picture:- Front:-	CEA Jodel Dr.200 G-AYDZ at the VAC International Fly-In Bembridge
Rear:-	Stinson 108-3 Voyager at the LAA Rally

The “International” 2013 - Bembridge I.o.W

I should imagine that a few of you would think us, the marshalling team, a little unhinged to go again and tempt fate this year following the epic, and somewhat challenging, journey we had last year (and as I type this, ironically the “Mission Impossible” tune is playing out from my CD...) in getting to the Isle of Wight, but undaunted we set off once again.

At this point however, I will say that we set off with the opinion, and resolution that 2013 would be the last one after, what was to be brutally honest, a poor uptake for the event by the membership. To say we were just a little frustrated is an understatement with just two crews planning to over-night and overall just 8, possibly 9 (inclusive) saying that they would come... I must add also at this juncture a big thank you to those who had responded saying they planned to go.

Anyway we set off on the Thursday, with a prearranged meeting lined up with our point of contact on the airfield confirmed for the Friday, off to the campsite adjacent to the airfield. We arrived safely set up camp. Luxury!!! After a no facility, hugely windswept, location on the airfield position last year this was luxury. We had electricity, showers, washing facilities, loos and a pool!!! A fish and chip supper on the sea front and we settled down for Friday, the meeting and our first (pre-booked) arrival.

We set up the VAC's meeting point/ booking in and waited. A few aircraft flew overhead or joined the circuit, each being examined as to type until we saw the unmistakable bent wing Jodel shape and red and white colours of G-AYDZ and the Boyles'...

Our first arrival! On with the orange gloves and out we purposely strode ready to meet them. The “International” was GO! Once safely down, parked up, switched off, greetings and chat exchanged, we made sure that there was nothing more we could do to help, after marshalling a Turweston based visitor, before we headed off to meet Martin,



our Vectis GC contact, and after a brief confirmation of all the details and more chat and so forth we were done for the day. Less than an hour later we were lounging in the pool, under a clear blue sky and watching the world go by. It was most strange for us at an event to be able to do this but do it we did.... Bliss.

Later we went up on Culver Down to enjoy the view and it was that still we could hear the gliding club's Super Cub land and open up to taxi to the hangar after an evening flight. Remarkable. Oh and remember last year we helped

shift a Hammond Organ? Well this year we helped shift an Audi out of a ditch up on the Down. We retired to the pub for a go at the pub quiz, we came a very close second, before heading back to the campsite.

After bacon butties for brekkie, beautifully crafted by my wife-to-be, we headed out to the airfield, raised the event shelter up from the overnight position and got ready for the first full day of the event. The day was to prove to be one of metal production types, specifically of the Cherokee family, with the first arrival





being a very smart PA.28R-180 Cherokee Arrow crewed by a couple of young lads who stopped just long enough for a brew before heading out to Duxford. The previous evening a flight of weight-shift microlights had landed and camped over and once packed lined up for pair's departures lifting into the already warming blue sky giving a pleasant contrast to the speed and power of the other types on the field. Soon we had another of our booked arrivals, another Jodel, Nigel Harwood in G-BIVB.

The aircraft continued to arrive, some for us, and some just visiting the airfield, (and the "Crab and Lobster" or the beach) with Mr Lovell's immaculately turned out PA.17 Vagabond 'WKD and Martin Day's Cessna 170B soon parked up in the sun on our "Vintage & Classic" types line up. As the day drew on in a lovely relaxed unhurried way, there was a biplane spotted wending her way around the circuit. Certainly not a Tiger Moth; we were awaiting another couple of VAC stalwarts John Coker and Sue Thompson in 'NFM; but a Stearman! G-AZLE in wonderfully bright US Navy colours taxied up and joined the VAC line up of Vagabond, C.170, American registered Mooney, Clipper, Aeronca and Vagabond. Colin Boyles had moved 'DZ over to form a second line and was joined by Jodel D.117A 'XCY. Also joining these lines were VAC piloted straight tailed Cessna 150E G-ATEF and our second overnight booked aircraft, Tiger Moth 'FM. Parked in the main area was a previous VAC Rally attendee, Tobago G

-GOLF, flown in by a couple who were enjoying retirement to the full and staying for a very long, unhurried weekend.



Dudley Patterson joined us in his new mount Jodel D.150 Mascaret G-BVSS and during the day we also had an R-44 making a change to have a rotary to play with. Some aircraft left only to be replaced by others providing a steady flow during the day. One of the last arrivals for us was the Cessna 180 with the apt registration of G-CIBO, which, I will admit, took me until the moment I was marshalling it in to twig the relevance of the registration, despite seeing it times over the years. Final arrival, and number 43 on the day, of which 10 were VAC aircraft, was Schleicher ASK.16 G-BCHT, looking nothing like her 38+ years of age,

flown in from Dunstable at an enviable rate of just 8ltr/hr.

During the day the guys from BNAPS had set up an exhibition of Island aviation and held a charity auction, as well as giving an update on the progress of G-AVCN, Islander c/n 3's restoration and having artist Ivan Berryman in residence. I understand this was well attended and appreciated but sadly I was unable to get over to have a look-see. We called time on the day around 5 and headed off to get freshened up and changed ready for the dinner.

The dinner was attended by a small but select group of us comprising of Colin Boyles and his wife, Sue and John, us in the marshalling team: Dave Day, Abi Reynolds and myself, also joining us were Sophie (she of brekkie

bacon bun fame), her two sons and a family friend. We all enjoyed the lovely food that is served at "The Propeller" and many thanks were, and are to be, extended to Helen and her team for their hospitality and to Abi for arranging it all with Helen. 'The Hobbit' was away at a military vehicle show for the weekend. Conversation flowed on many subjects across the table including how we marshallers were no longer "arm-wavers" but "aeroplane herders" and that a certain person sat at the table had differing ear shapes, which then drew much comment and amusement, not to mention an inordinate number of puns, which then never let up! We set

off to the campsite once more, the Boyles' to their B&B and John and Sue to camp under 'FM. A brilliant night and so nice for us "herders" to be able to socialise and get to chat to folks for a change.

though a little "special") in the same area today as yesterday giving the parking a definite theme. With the ASK -16 from yesterday already parked up on the front line with the Auster alongside and with Tiger 'FM and Jodel



Sunday morning dawned and more bacon butties and some cereal heartily consumed before we headed back to the airfield for the second and last day. If Saturday was mass production type day, Sunday was variety and proper vintage & classic day. One of the very first arrivals was Auster AOP.6 G-BNGE who sports her military colours and whose crew had been at RIAT the day before and rated our welcome and service better than theirs!

The plan today was to park the Vintage & Classic (and anything we

'DZ either side of the event shelter we soon found ourselves with another 3(!) Tiger Moths, a gloss black Stearman and Martin Ryan's Stinson. There then appeared another rotary visitor, but this one was just a little special – it was a genuine Vintage helicopter, a Hiller UC-12C N5315V dating from 1956! Although she is wearing US Army colours she was in fact a Police helicopter in New York used for traffic duties and hopefully an article will appear in *"Vintage & Classic"* about her soon. It transpired that the Hiller and the Stinson also share the same engine just rotated through 90°.



Another glorious day drew more aircraft and soon the parking was filling up with all types. Aeronca G-DHAH flew in again today with a different pilot and Dudley came in again with his Jodel and a couple of other modern LAA types for a dinner at the "Crab and Lobster" – that is what we liked about the weekend, the wonderful social aspect to it all.

The weather was not necessarily playing the game on the "North Island" as we heard of a couple of cancellations including that of the Chairman who was hoping to come in a Pietenpol but we still had one turn up in the form of G-BUCO who still looks as lovely as the first time I saw her at Finmere in the early 1990's. Making a return visit this year also was Vagabond G-BCVB.

It did not all go to plan for some sadly as an AA.5 made two approaches before managing a full stop landing on the third with a rather unwell looking passenger (who had been unwell and had the bag to prove it) only to discover that on one of the go-around's they had managed a prop strike. The pilot said that it was probably due to the distraction of his passenger being ill and feeling slightly pressured to get him down fairly quickly. A worthy lesson for all perhaps?

A few calls and various contingencies was discussed, stay with friends on the island, catch a ferry back then train, but most encouragingly for us was the news that a Hornet Moth and Messenger also based at Biggin Hill were planning to arrive depending on time and the conditions en-route from Lydd and that there maybe spare seats there. As it happened there were also spare seats in a Cherokee 6 also from Biggin should they be required.

Sure enough almost the end of the day saw the Messenger and Hornet Moth arrive and after a little conversation the crew flew back with them and our offer to run them to the ferry was not required. Again just an example, to me, of the willingness of folks to help out each other at these events, and our offers to do as much as we can are just part and parcel of it all too.



As it happened they arranged to get an engineer out the next day with a new prop to look her over and go from there.

By the end of the day we had had another Tiger Moth and a DH.60 Moth fly in from Lee-on-Solent, the RAF schemed Cub G-BDMS from Old Sarum, an immaculate DHC.1 Chipmunk from Wellesbourne and possibly the shortest visit at any event by G-SAMZ who flew in, fortunately parking next to the booking in point, got out, paid up, pre-flighted, taxied out and was gone!

One last little quirk of the day was that we managed to park an RV-7 next to our base aptly marked G-RVAC... Final tally for the day was 46 with again 10 members joining us and another successful event completed. Tired we

shut up shop and headed back, freshened up and set off to sadly drop Abi back at Cowes for the ferry, as her work wanted her back on Monday and not, sadly, Tuesday as hoped, as the rest of us headed to the west coast of

the island for tea and to watch the sunset from the beach.

There was much talk over the weekend between ourselves as to if we would do it again, having stated previously that this was the last one we would organise. There was also talk between visiting pilots and ourselves whether we would return to Sandown as in previous years, and there is a possibility that we may yet do so especially as the airfield has a more secure future now, and there are things we can do to work on supporting aviation on the Island. We had a very brief chat with a couple of parties regarding next year, and the Sandown option too, and all I will say is watch this space but we need the support to do it. If we do return however, I have been told that however going to the Island to “play aeroplanes” as part of our honeymoon is NOT an option!



I would like to finally extend our appreciation and grateful thanks to Martin and all the folks at Vectis Gliding Club for all they did for us and their support, both this year and last, as well as Helen and the staff at “The Propeller” and for BNAPS for organising their displays – just wish I had manage to get to see them.

Report and Photographs:-

Gary Loveday

2014 - The VAC is 50

This brief resume of the club's history, and a look into the future is compiled from various articles taken from club archives amongst other sources, and the ongoing aims of the club. Due credit must be given to the late Roy Mills who wrote a brief history in 1984 from which much of this is sourced, and to current VAC stalwart Alan Chalkley. Other parts are from my own recollections.

On 26th April 1964 a group of like minded aviation enthusiasts met together at Elstree Aerodrome, Hertfordshire to discuss the preservation of vintage aeroplanes here in the United Kingdom. Their main concern being the mass destruction of wooden aeroplanes as a result of a notice from the Air Registration Board on the deterioration of glued joints in these aeroplanes. They were led by Roy Mills, the new Chairman of the PFA, and instigator of the meeting, amongst the others were Malcolm Goosey, Terry Jones, Rex Coates, John Owen, John Edwards, and Alan Chalkley. It was decided to form the Vintage Aircraft Group and it was to become a 'Group' of the PFA which would make it possible to keep these elderly wooden aircraft airworthy under the PFA 'Permit to Fly' scheme. The die was cast with Roy Mills as Chairman, Terry Jones, Treasurer, Rex Coates, Rally Organiser, Alan Chalkley, Southern Area Secretary and John Owen as the Northern Area Secretary.

One of the questions raised was that of how to define 'Vintage'? It was decided that it would apply to any aeroplane over 25 years of age would qualify as would any example that had actually been in production since that date. Now of course we use the age of 40 years for Vintage and 25 years for Classic and it is a rolling definition.

The annual subscription when the group was formed was the then sum of 3/6d per annum, (18p in modern parlance) and over the past 49 ½ years has reached the grand total of £25.00, an increase of just under 50p (10/-) each year.

In the early day's fly-ins were arranged at various airfields where club business was discussed in an informal way. This was followed by a general discussion and time for a cup of tea, then everyone would go to their respective aeroplanes, and on a given signal all engines would be started. The slowest aeroplane would taxi out first followed by the rest in order of speed. The slower ones would perform two circuits of the airfield, inside the circuits of the faster aeroplanes. The first circuit would be a slow one for the photographers and the second a "high speed run" and then departure to the respective home airfields. The noise and chaos of those departures is described by Roy Mills as 'quite something', as was the silence as the aeroplanes disappeared out of sight and nobody was left in any doubt that the club had been and gone! A later embellishment to this departure sequence saw Bill Woodhams performing aerobatics in his Comper Swift in the middle of the circuits. Those departures must have been very enjoyable to watch, can anyone imagine this happening in today's modern environment.

Within two years the group lost one of the founders, John Edwards who died in a flying accident, however his memory is still preserved in the award of a trophy in his name, the model of the Comper Swift.

Fly-ins continued around various parts of the country but these became gradually centred on Finmere, a location that kept alive the early ideals of good airmanship in a non-

radio environment as well as providing a comradeship which is so important to the well being of the club. Although the Spring Camp and Mid-Summer Picnic has faded into the past Finmere became synonymous with what was by now known as the Vintage Aircraft Club. This change of name over a period of time was due to the various changes within the group, and with that name it has remained and has become known and respected in the aviation world.

Following the deaths of Bill and later Pru Knapton and the loss of Finmere as a base, the club decided that Turweston was the most appropriate airfield to help keep the club active, and the offer of use of the airfield from the owner David Owen was acceptable. However Turweston was and still is to some extent beset with problems in respect of its allocated number of movements, a situation which after a hard fought battle with the local authority has to some extent been resolved on certain occasions during the year.

One of the most popular VAC events was the 'June Day' a day which saw some of the most movements of aircraft in a relatively short operating period, as well as numerous vintage vehicles attending. With the movement of the event to Turweston the club found that it was to become too unwieldy an event for the club to run with the organisers - your committee - working in their spare time.

A feature of the VAC events at Finmere was the old booking-in caravan. The late lamented Norman Brooks spending a large part of his life with the club keeping it up to scratch. This graced the taxi-way close to the runway for all of the events. This piece of VAC history can still be seen in operation at Popham.



Finmere June Day circa 1993

One of the most popular VAC events is the 'Members Only' fly-in such as that held at Sackville Farm, this, although held in October has in its own way become the equivalent of the Summer Picnic albeit later in the year.

The late David Harper, when he was Chairman approached me and at his request I started to train my Air Cadets in marshalling and how to behave around aircraft, using David's Aeronca as a training aid. Some of these ex cadets still marshal for the club up to this day.

He was succeeded by John Stainer who also encouraged the cadets to get involved in aviation. One of his successes was the Anglo-Irish Fly-in, an event which was supposed to be a one off but carried on for a number of years before the club reluctantly had to drop it. This event gave a number of young people a chance to travel and see places they would not have done otherwise. Fortunately I had a very understanding Wing Ad. O, a man whose attitude to involving young people in aviation is sadly lacking within the Corps today.

As a result of suggestions from some of the membership the club started to resurrect fly-ins around the country, this has resulted in a very successful Daffodil Rally at Fenland for the past few years. However the need for a

base as such has been a matter for discussion amongst the membership and to this extent the club is hoping to stage more events at Turweston



This magazine you are reading started off many years ago as a duplicated A4 sheet compiled by former member Nigel Scoines. When his circumstances forced him to give it up I was asked if I would be willing to take it over. At this time the club produced a yearly magazine edited by Norman Brooks . This was printed by Pete Smoothy at his home and a number of us used to go to his house and collate the issue.

In the meantime I was starting to produce a quarterly A5 photocopied magazine which was as now posted out to the membership.

However the rising costs of paper, ink etc. meant that the cost of the yearly magazine was becoming unsustainable and the decision was taken to go over to the format that is produced today. Not only that the fact that members could be kept better informed with what had and was happening within the club. Something we still strive for today.

Looking to the future the club needs to build on its successes and the committee would like to encourage more members to take an active part in the running of events.

Another problem to consider is the average age of the members, which I am sure by now will be somewhere around 60 years. The club needs to recruit more younger members if it is

to survive another 50 years. It is an indisputable fact that the cost of owning and operating vintage and classic types is rising fast and may well be beyond the ability of the single owner. Perhaps the obvious answer is for more shared ownership, and this opportunity being offered to the younger fliers in our midst.

Paul Loveday

DH Moth Club Vintage Air Tour to Germany May 2013

Commemoration of the Raid on the Dams. May 1943.

A Club member, Klaus Stewering, who keeps his own Tiger Moth G-APIH at Borken just north of Dusseldorf had invited members to commemorate the Dams Raid with a visit of Moths. There can be few that are not aware of the Raid, with Barnes Wallis's "bouncing bomb" demolishing the Dams with one of the most daring raids of WW11.

The most appropriate time for a visit seemed to be the 70th anniversary of the actual event. The raid had taken off from England on the 16th and returned on the 17th May 1943. In 2013 this worked out to be a Thursday and Friday and planning for the 16th gave an opportunity should the weather not be kind to use the 17th and still be there on the anniversary date!

Invitations were sent out early in the year and within a short time some ten aircraft and crews were signed up. Sadly subsequent withdrawals then reduced that to seven. Six de Havilland, consisting of two Tigers, two Hornets, one Leopard and a Chipmunk with one Topsy Belfair making up the seven.

Of the seven aircraft, three were on British Permits to Fly, requiring permission to fly either in or over Belgium, Holland or Germany, France being the only Continental country to allow free passage without separate permission being sought each time.

Transit through Belgium or Holland was left to the pilots concerned to seek permissions but as organisers we contacted the German LBA on behalf of the Tour. While the documentation was presented in good time, a delay in the application being dealt with then caused a problem at the last minute due to the wording on one insurance cover note not being strictly in accordance with the EU Directive. That took until a day or so before departure to iron out, who would be an organiser??

While most of the Tour participants were British we were delighted to have the company of Brett Warren from Botswana who shared a Tiger Moth with Stuart Beaty. Brett flew in from Africa specially for the event. He has the only airworthy Tiger Moth in Botswana and had taken part in the Tiger Moth Safari in Botswana in 2011! It was noteworthy that David Beale's passenger, Barbara Schussler's husband actually flew with 617 Squadron, albeit after the war!

memorial to a Lancaster that crashed enroute to the target and is also home to the Borken Hoxfield Flying Club. The facilities at Borken were to die for, excellent hangars, heated for winter working, a Club house the envy of all, and even a fully equipped control tower amongst the major points! The airfield is home to a collection of fixed wing light aircraft, mainly vintage and sailplanes of various types. A single grass runway [12/30 and 740m] serves the needs and proved more than adequate.



Borken Club House

The 2013 Tour was planned to take place over some five days, routing UK to Abbeville, thence to Valenciennes for an overnight on Monday 13th May, thence to Aachen and Borken on the 14th. This was achieved, although some low cloud and scud around Calais caused one or two diversions and some accurate flying called for to route towards Aachen through various zones close to the French German borders. No envelopes appeared through the post so we must have achieved the routing safely!

Borken was to be the base for the event, it being very close to one of the track lines of the Lancasters and within reasonable flying distance of the Dams. It has a permanent

Accommodation was at two local hotels with travel being taken care of by mini buses courtesy of Klaus's company, and Klaus and his colleagues also provided breakfast and the evening meal from the comprehensively equipped kitchen at the clubhouse, a bar taking well care of the liquid requirements. No one could have asked for more, our German hosts had taken care of everything. The camaraderie achieved was truly terrific and every evening was truly fun to be there

On the Wednesday morning after an introduction to the Mayor of Borken a visit to the crash site of Lancaster AJ-B was scheduled. Adjacent to the well kept memorial stone, tended by local villagers, a memorial service



Ron at the memorial to the crew of Lancaster ED864 AJ-B

was undertaken. The Lancaster had clipped the top of a relatively low electricity pylon crashing in an adjacent field with the loss of all on board. The service was complete with a flypast of a Tiger Moth and a Stampe with black interplane strut streamers, the playing of the Last Post by a bugler brought emotions to the fore.

A further visit to a small but comprehensive museum at Raesfeld allowed the visitors to gain further appreciation of the Raid with the museum covering a number of aspects. The Mayor of Raesfeld welcomed the Tour and said how much it was appreciated



Dam ahead



Some of the group ready for the Dams 16th May 2013

A boat tour of the largest inland harbour in the world at Duisberg rounded off the day.

The 16th dawned with an encouraging forecast for the start of the day but with rain moving in later. Our host had laid out three possible routes to cover the three dams with the intention that there would be loose formations of aircraft visiting each in turn. Pilots agreed amongst themselves whom to fly with based on type and cruising speeds since with the addition of our German colleagues there was nearly fifteen aircraft involved!

The German press had learnt of the intentions and both paper and local TV were in full attendance before the flight and at the Dams and at airfields enroute!

While the forecast had been acceptable, the viz flying east into the early sun caused some squinting for the first hour or so but improved as the sun climbed.

The first Dam for our flight of three was the Mohne followed in short order by the Eidersee, thence to the Sorpe and for good measure the one the Raid didn't reach the Ennepe.

If the crash site of the Lancaster AJ-B had given an appreciation of just how low the Raid aircraft had flown to escape detection, the site of the Dams themselves brought starkly home the



Tiger attack

sheer skill of the pilots in getting down to the requisite sixty feet in the dark while twisting their way to the bomb release point. Quite frankly one would struggle to do it in daylight let alone in darkness particularly with a four engine, 102 foot wingspan aircraft weighing in at close to 30 tons. We had been warned that our height limit was to be 500 feet agl. or there would be dire consequences, and we more or perhaps less obeyed this regulation!

Some aircraft called in at Allendorf to the south east of the Dams for coffee with a subsequent climb out over Prince Phillips boyhood home at Battenburg. Dick Felix, who served as the Princes personal pilot for some years was pleased to have the opportunity of refreshing his memory of the area.

The final airfield was at Paderborn and a visit to the Quax museum where we were treated to a splendid lunch in honour of our arrival. The museum has a considerable number of flying aircraft and operates a hire basis on some against proper check outs!

The less said about the Paderborn ATC the better, particularly after one controller on departure decided in his



Dick Felix in the foreground at a convivial evening in the Club

wisdom that some of the locals had a need for taxi practise and sent the follow me van to take them all back some distance to the parking to taxi back up to the hold. It was reported that the interchange provided non

German speakers with the opportunity to learn a number of new words of German!

Our return to Borken was in the heavy rain forecast but all landed back in safely with the strobes, runway lights etc in operation in the reduced visibility!

The same weather stayed for the next day with the UK members Tour leaving just before lunch on the 18th for a quick dash straight line across Holland and Belgium before crossing the Channel to a sunny UK!!!

It has to be recorded that the hospitality and organisation shown to the visitors by Klaus Stewering and all of his colleagues from Borken Hoxfield was just first class throughout and very much appreciated by all the visitors.

For the record the aircraft and crews taking part are shown below.

Ron Gammons

G APIH TIGER MOTH

KLAUS STEWERING & WERNER
ENK

G ADND HORNET MOTH

DAVID & ANDREW WESTON

D ETHC TIGER MOTH

THOMAS PLÖDT

G AMUF CHIPMUNK

IAN MILLS & ALEX

D EHAT TIGER MOTH

HARTMUT HESSE

G APIE TIPSY BELFAIR

LIVINGSTONE

D ENDI TIGER MOTH

MARTIN KNEBEL

D EBHV PA 18

DAVID BEALE & BARBARA
SCHUSSLER

G BPHR TIGER MOTH

JOHN BAXTER & JOHN HALL

D EBVV STAMPE

JÜRGEN RAKERS & KLAUS
VELTMANN

G AIYS LEOPARD MOTH

RON & VALERY GAMMONS

STEFAN WIETHOLD & KAI
WIETHOLD

G ADIA TIGER MOTH

STUART BEATY & BRETT
WARREN

G ADNE HORNET MOTH

DICK FELIX MARK PRESTON

US CLASSICS (USC) at SHOBDON - Saturday 27th July 2013

Having enjoyed an extremely good and unexpected warm sunny weather period we were all excited about our forthcoming US Classics event due to take place at Shobdon on Saturday July 27th. Our choice of route from Bodmin, in our Aeronca Chief G-IVOR, was almost a straight line taking in a magnificent view of the mountains of South Wales including the rugged Pen y fan, an enjoyable conquest on a recent walking holiday in the area.



Arriving on the Friday evening gave us time to settle in and talk to our hosts about the following day's expectations and arrangements plus sample the excellent amenities available for food and then that, after dinner, drink or two.

Shobdon is a delightful airfield with a very friendly 'grass roots' ambience and set in a picturesque corner of England close to the Welsh border and I do recommend a visit to absorb and enjoy this little gem. David Bemand, the staff and the members were a credit and deserve our thanks for their assistance and patience for our event.

Saturday came and as we waited for the arrival of our expected US Classic guests that had promised to attend we received tales of unfriendly weather approaching from France and the south which could be heading our way.

None the less the skies began to fill with the sounds of vintage power plants guiding numerous US Classics to Shobdon's safe haven and then in turn to be lined up with similar machines for us all to view, inspect and enjoy.

The impending poor weather did prevent many of our expected guests from arriving but we were fortunate enough to count 24 aircraft from the Aeronca, Piper, Luscombe and Stinson

us headed for home during the afternoon and sadly missed the opportunity to spend an evening together chatting about our special flying machines.

After a 3-ship Aeronca fly- by of the airfield we managed to skirt the worst of the storms on our return to Cornwall to find Bodmin basking in glorious sunshine.

However we all had a very successful event and since the US Classics theme was resurrected at Badminton last year it is now here to stay and next year our intention is to hold two such events. Firstly, Goodwood hosted by Richard Keech and the Vintage Piper Club and then a return to Shobdon hosted by Pete White and The Aeronca Club of Great Britain. We hope that **all** makes and models of US Classics that were 'born' 1965' or before will support us and attend the USC in 2014...watch out for the dates!

Pete White

Contact details:

Pete White Chairman, The Aeronca Club of Great Britain
01752 406660
07805 805679

pete@aeronca.co.uk

stables, plus 2 delightful classic Cassutt Racers.

One of our visitors, in a Piper Pacer, had flown up from France for the event and had managed to remain ahead of the thunder storms which were fast becoming evident on the horizon at our event by lunch time. Not wishing to be caught out many of



2013 US CLASSICS at SHOBDON - Visitors Saturday 27th July

AERONCA		LUSCOMBE		PIPER	
G-BTSR	11AC Chief John Miller Norfolk	G-BROO	Silvaire Pete Bish & Trivina Haverfordwest	G-BROR	J3 Cub
G-IVOR	11AC Chief Pete White & John Colgate Bodmin	GAJKB	Silvaire Tom & Linda Liverpool	G-BZHU	Wag Aero Cuby
G-BRWR	11AC Chief Alan Crutcher Cardiff			G-BLLO	PA18 Super Cub
G-ATHK	7AC Champion Tim Barron Catcott			G-BUDE	PA22/20 Pacer Paul Robinson & Stefan Upper Harford
G-BPGK	7AC Champion Dave Compton & Geoff Abbotts Bromley			G-BRBV	J4 Cub Paul & Jo Clarke Lampeter
G-BRCW	11BC S/Chief Rod Griffin Kellys Commander	G-BPTA	Frank & Dawn Garston Farm	G-ARNJ	PA22 Colt Richard & Marj Keech Liverpool
G-BRCV	7AC Champion Peter Morgans Haverfordwest			G-FKNH	PA15 Vagabond
				N5730H	PA16 Clipper
				G-BSMV	PA17 Vagabond
				G-ARGY	PA22/20 Pacer Iza Bazin FRANCE
		G-BFMF	111m	G-BDSK	J5 Cub John Mead Oaksey Park
		G-CGSU	111m	G-ATTI	PA28 Cherokee

STALE UNLEADED FUEL

Are you using Mogas? How long is it since you drained your fuel system, or if you haven't been flying regularly, how long has your fuel been in the tank?

In the classic car world, historic vehicle specialist Mike Williams Restorations has warned against the dangers of storing classic cars with unleaded fuel in the tank. Given the same stuff might be in your aircraft fuel tank, it may be worth taking note!

"When it becomes stale, in some cases, there is the potential for unleaded petrol to turn into a non-firing, corrosive liquid which wreaks havoc on fuel systems when a car is taken out of storage and started again," said Williams, who has over 30 years' experience in restoring and preparing historic road and race cars.

Williams cites an Aston Martin DB6 Vantage which had been kept in a 'storage bubble' in the owner's garage for the past year. The engine would not fire on six cylinders.

Instead, it hissed and popped through the trumpets of its three Weber carburettors, which leaked fuel into the airbox and the brass floats were green and corroded.

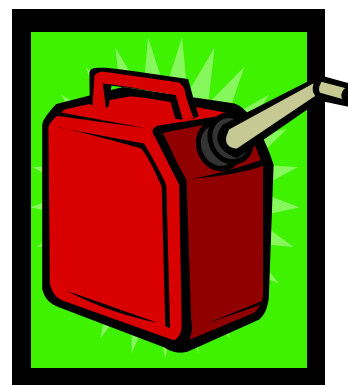
The fuel smelt acrid and was opaque and the internal fuelways showed signs of corrosion and micro-debris. Even after the carburettors were removed, cleaned, and fitted with new floats and service kits, fuel continued to leak. The fuel tank was drained, and found to have more acrid-smelling fuel, plus what Mike describes as 'something akin to French Dressing', in the bottom of the tank, which was then flushed.

Suppliers, who for many years have supplied parts for SU equipment and also rebuild carburettors and fuel pumps themselves, say they now fit fuel pump replacement seals which are made of Viton, as this is resistant to a wider range of fuel products. However, they frequently now see carburettors which are in an internally worse state than they used to see years ago; something they attribute

to 'degrading unleaded fuel'. It appears that the difference in the formulation of fuels and how quickly they degrade is an ongoing problem.

Part of the problem seems to be the inclusion of Ethanol in petrol, which, when it degrades, is not compatible with many of the materials used in the fuel systems of older engines. Of course, Mogas containing ethanol is officially forbidden for use in aircraft, but even if it has not been introduced to your fuel system, an inspection may be timely.

Steve Slater



The LAA Rally 2013

The VAC was, as can be seen, well represented at the LAA Rally at Sywell over the period 30th August to 1st September. The club's stand was set up by the Chairman on Thursday 29th and so was ready for manning as soon as the event opened. The club stand was enhanced by the loan by Geoffrey New of a genuine 1917 Le Rhone rotary engine which will be fitted to an Avro 504 which is under restoration and is due to fly in 2014.

During all three days those manning the stand were kept extremely busy and we were able to recruit a number of new members to the club, and we look forward to seeing them at future events.

The number of aircraft attending the rally over the weekend was as usual impressive, the majority of which being of course the more modern homebuilt types produced from plans or kits. Each day had its highlights; Friday's was, as far as the UK scene is concerned, undoubtedly the arrival of the Beech Travel Air Mystery Ship. Unfortunately it was only present for



marquees to desert their posts and watch as it performed a few flypasts prior to heading off to take part in an air-to-air sortie. As it flew its silhouette brought to mind that old advertising slogan 'Just like the real thing'. It was accompanied by Mk.26 Spitfire also from France, this aircraft remaining parked all day.

fuel pumps. Out on the field were two examples of the Stinson 108 Voyager, one of which owned by VAC member Matthew Colebrook has just gone through an extensive restoration, its condition a credit to his workmanship.

Another stunning aircraft was Morane Saulnier MS.317 resplendent in its French Aeronavale colour scheme. This extremely large parasol monoplane having arrived from its base at Manchester Barton.

Among the other aircraft that caught the attention were an amphibian which had made its way from Ireland and an all yellow Aeronca C3.

Taking all into account the rally was a great success for the club and I believe we raised our profile within the aviation fraternity.

To those who assisted and worked hard over the weekend the club are very grateful to you for all you did. It can be very frustrating when you are inside and the sounds coming from outside are very interesting to say the least.

Report Paul Loveday

**Photographs Paul Loveday &
John Broad
Steve Slater.**



this one day. However I did see it fly over my garden on its way to Sywell.

From the other side of the channel came the magnificent $\frac{3}{4}$ scale de Havilland Mosquito replica. This aircraft which took some considerable time to build was flanked by two scale replicas based on the North American Mustang. It flew on Saturday causing virtually everyone from the various

Both Abi Reynolds I were on the VAC stand on the Saturday and did not get to walk around until the afternoon and so I am unable to say when these pairs of aircraft arrived. There were two different engined versions of the Great Lakes both resplendent in their red and cream colour schemes, both aircraft being parked on the edge of the area of hard standing housing the



LAA Highlights



Straight & Level Aircraft Engineering

Fabric covering

Airframe ~ repair to full restoration

Engine ~ freshen up to full overhaul

Sensible rates ~ attention to detail

Miles McCallum in Somerset

01460 281129 milesm@avnet.co.uk

FURTHER THOUGHTS ON BEING FACED WITH A FORCED LANDING.

I read with interest Rupert Hibberd's article on ***"Field Selection for Forced or Precautionary Landings"*** and, although I know the subject of forced landing is strewn with opinions and advice, I would offer a couple of comments when the issue is a forced rather than a precautionary landing.

Firstly, success in a forced landing equates to the pilot and any passengers surviving. If the aircraft can remain undamaged all well and good but that is not the primary aim of a forced landing.

Secondly, most of the aircraft VAC members fly have the glide characteristics of a slightly aerodynamic brick. When the engine fails that is the best it's going to get. From then on it can only get worse, so unless the aircraft is on fire - see Comment 1 - the first thing to do is identify a suitable field as near to you as possible and set up for a forced landing. Indeed in my Bowers Flybaby/Junkers CL1 Replica a field immediately below you is the only viable option.

If there is one that is clear of crop go for it but don't stretch your glide to reach it. Remember, running into the far hedge/wall slowly is better than hitting the near one fast or losing control and stalling or spinning in.

As a CRI, LAA Coach and Tiger Club Check Pilot, I fly with a wide variety of pilots from an equally wide variety of backgrounds and with vastly different experience and ability. I never cease to be amazed how many, when given a pre-briefed or surprise practice engine failure, start to go through their checks and a full R/T call, without once looking for a field. Unsurprisingly, this usually means that when they do look out they have lost considerable height and the chances of a successful forced landing are low if not impossible.

The checks and the R/T call should only be undertaken when the field has been chosen and the aircraft is properly set up in the forced landing pattern, and only then if they can be undertaken without prejudicing the success of the forced landing. Fuel off and mags off as you sail over the near hedge under control will suffice.



I agree with Rupert that these days we seem to have few times in the year when fields are clear of crop and in my aircraft, with a fixed axle undercarriage like many VAC members' aircraft, landing in crop was always going to be a poor option. I therefore decided that in the event of an engine failure and with an unsuitable field I would stall the aircraft, or in old parlance belly flop it, onto the top of the crop at the lowest speed possible. This hopefully would stop it turning over.

To this end I rebuilt the seat with layers of Dynafoam Energy Absorbing foam. This helps to reduce the shock to the spine in the event of a vertical deceleration. It's been used in gliders for years but only now appears to be catching on in light aircraft.

I also constantly keep an eye on the terrain over which I am flying noting suitable fields just in case. I thought I was a bit paranoid until I heard a very experienced test pilot saying that he always did the same.

My view has always been that of Bob Hoover who said, "Always fly the aircraft as far into the crash as

possible."

Finally, I have been lucky and in the two engine failures I've had in light aircraft - one in my Flybaby Junkers and one in a Turbulent - I managed to land in a field without damage to me and fortunately without damaging either of the aircraft.

Robb Metcalfe

Another excellent article on a situation that no pilot wishes to experience. No doubt it will give our pilot members food for thought which can only be a good thing.

If anyone else wishes to add anything else please send it to me.

Editor

VAC WINTER VISITS TO KICK-OFF IN NOVEMBER

So, how will we while away the winter months? Well flying is one option, though with THREE VAC events snowed off last winter, there are may be other options,

We have therefore decided we will organise a few winter visits, mainly accessible by ground transport, although we hope there may be the option for some to include arrivals by air.

With an already busy October schedule; with the Sackville Farm members-only fly in on the first weekend of the month, the VAC AGM on the second and the All-Hallows Fly-In at Wellesbourne at the end, the first of our ground visits will be on Saturday 2nd November.

That afternoon, we will be visiting the vintage glider restoration workshop and aviation archaeology collection of father and son, David and Peter Underwood at Eaton Bray in Bedfordshire. It is a small workshop so places will be strictly restricted, but it is a great chance to see a true woodworking masters at work. Imagine, constructing a complete

rudder for a vintage glider, weighing less than three pounds!

As an added incentive we hope to head for a pre-departure drink at the adjacent Dunstable Downs base of the London Gliding Club, whose combined clubhouse and hangar remains one of the most spectacular pieces of art-deco airfield architecture anywhere in the UK. If you are interested in joining us for the visit, please contact Steve Slater at ss@kingpinmedia.co.uk or by post to 7 Meades Lane, Chesham, Bucks. HP5 1ND.

Later in November, we are planning a visit to the British Airways Collection and museum, located in the BA Headquarters building next to Heathrow. Again numbers will be limited, so if you are interested, please let Steve know at the address above. Additional visits also being planned include a restoration facility at Biggin Hill and a 'hands-on' visit to a Boeing 737 simulator; watch out for more in the next Vintage and Classic magazine. Any other ideas? Do let us know!



1940 Slingsby Kite radar test prototype restored by Peter Underwood

From the Hangar Troll

An old adage is that as you get older time passes at what seems to be an ever increasing rate. As I sit here wondering what to put I realise that this year is almost two thirds of the way through, and we have only had two successful meetings so far, Fenland and Bembridge. We can only hope that the forthcoming event on the 8th September will be the success it deserves. This event is being dedicated to the memory of David Harper, a long time member of the club and former Chairman. David in his day introduced a number of people to the VAC, myself included, and a number of those are still with us. Hopefully a large number of you will have been able to make it.

Later this year I will be visiting Leuterhausen, Germany where I hope to visit an aviation museum dedicated to one Gustav Weiskopf, a pioneer aviator. He emigrated to the United States where it is said that he flew before the Wright Brothers. I hope to have article for the next issue of the magazine.

The replica of the Percival Mew Gull which VAC member David Beale has built looks absolutely fantastic. It has flown from his local strip to a further location for completion of all test flying to be issued with its Permit. The aeroplane represent the 3rd Mew Gull G-AEKL of 1936 and a winner of The Kings Cup Air Race. WE can look

forward to hopefully seeing this beautiful machine at a VAC event in hopefully the not too distant future.



As you will have seen from the rear cover the dates for 2014 have not yet been fully confirmed but should be in place for the final edition of this year which hopefully will appear on your doorstep before Christmas. It will have details and the menu for the 2014 Dinner and a form for your selections for the awards.

Paul Loveday

A Day at Duxford

Friday 12th July saw an early start from home to go to Duxford travelling via North Aston, Oxfordshire, not the best of routes you will agree, but there it is.

Having collected the offspring, a further 2 hours travelling saw us joining the rather long queue waiting at the entrance to the airfield. We finally made it through and set off to see what had arrived for the weekend Flying Legends display. The entrance on to the airfield also has a superb shop with a fascinating collection of books, models and other items.



As we started our walk around my attention was quickly drawn to an immaculate Hawker Hurricane on the flight line in what to me were unfamiliar RAF markings. The style of fin flash not usually seen. This proved to be a visiting aircraft from France and it had arrived with a North American P-51D Mustang which was situated alongside two others further down the line.

The noise of an approaching Rolls Royce Merlin heralded the approach of a Vickers Supermarine Spitfire Mk. LF.XVIe the pilot then putting the aircraft through its paces for a short practice display routine prior to its landing on.

This was to be the start of what was a very enjoyable day of arrivals of various different types interspaced with display practises by both arrivals and based aircraft, also those such as the de Havilland Tiger Moth, Dragon

Rapide and a brace of CCF Harvards providing air experience flights. The sights and sounds of the whole day making for a memorable experience.

Not having been to Duxford for a while I had forgotten just how much there is to see, and after nearly five hours had not managed to see it all.

One of my own preferences for choosing a day such as this to go to Duxford is that a large number of the aircraft are still at various stages of preparation for the forthcoming event and therefore their

construction and power units along with the preparation work can be viewed close up.

At the present time there are a number of the exhibits from the Imperial War Museum at Lambeth being stored / or worked upon, and although scattered around the hangar they provide an added attraction. The

work being done on these exhibits, especially the cockpit sections of the Handley Page Halifax and the Avro Lancaster being worthy of note. The last time I had seen these exhibits was when I was in my early teens.

The Bristol Beaufighter is really taking shape and hopefully it will not be too many years or months before it takes to the skies. Also under restoration is a Hawker Sea Fury which although the top of the fuselage was partially covered would appear to be a two seat training version. The Bristol Bolingbroke / Blenheim has been moved to another part of the airfield for completion, so hopefully its return to the skies is not too far off.

In total there were approximately a dozen Spitfires of various marks to be seen including a Mk.1a which some of us saw the fuselage of being constructed at Sandown a few years ago.

The changes to the Superhanger have made for an interesting experience and it will take another visit there to be able to cover all of the exhibits and interactive areas. The restoration section shows the work being carried out on the Handley Page Victor, and the Avro Shackleton. These no doubt will emerge in a pristine condition when completed. Also present was the Eurofighter Typhoon development aircraft DA4.



My only criticism is that all the aircraft are so close together that it gives an impression of 'squeeze as much in as you can'. As to hanging aircraft from the roof this has never been one of my favourite methods of display, although in this instance the raised walkway does give you a better view.



My own particular favourites are the inter-war years biplanes such as the Gloster Gladiator and Hawker Demon. These aeroplanes in their distinctive overall silver and colourful squadron markings have always meant they have been amongst my favourite types.

The airfield also is also home to a number of privately owned aircraft some of which are historic in their own right and others are variations on a theme. One such is a development of the ubiquitous Piper Cub, a Clubcrafter CC11, this one is owned and flown by well known display pilot Stephen Grey.

Amongst the many arrivals during the day were the Junkers 52 of Lufthansa, an aircraft that always attracts an admiring crowd. This was followed immediately afterwards by the Douglas C-53 Skytrooper from



Norway. This aircraft positively glinting in the sun with its highly polished exterior. The more matt finish of the Junkers 52 adding to the effect.

Practice displays were much to the fore during the day, the routines and solo displays flown by the Spitfire and



Bouchon (Bf.109) being a very polished and flowing well between its sequences.

A line up of three P-51 Mustangs was made all the more interesting with the sight of a much earlier mark, a P-51C 'Razorback' which had arrived at

Duxford in May from the United States. Unfortunately it had not flown by the time it came for us to leave.

As usual there is so much going on at Duxford that in the time we had there we could only really scratch the surface of what there is to see and for the aviation enthusiast. The number of aircraft under restoration to either static or flying condition indicative of the amount of work that is constantly being required to maintain this country's aviation heritage.

The large display hall which at present houses the American aircraft is I believe soon to be subject to some alteration to allow further work to be carried out on some of the exhibits.

So I am resigned to a further visit - such a hardship! Being fully aware that

a number of the aircraft there that day will have returned to their home airfields will of course mean that there will be more time to look more fully at what is happening at this superb venue.

It was encouraging to see that there was always someone available to answer people's questions about the aircraft

Report and Photographs
Paul Loveday

Stoke Golding - Stake Out 2013

The annual Stoke Golding Stake out was held slightly earlier this year, but this change of date made no difference to what was to be a most enjoyable weekend.

Despite the weather all week being hot and sunny, the weekend itself turned out to be cloudy and somewhat cooler. A great benefit for those of us acting as marshalls.

Saturday saw the most number of arrivals, including a number of VAC members who arrived by both air and land. Some originally intending to visit the VAC fly-in at Bembridge but had been deterred by the weather forecasted for further south. One of the first arrivals was this very



reasonably busy up to around 5.00pm. It was good to see Tim Crowe with his well stocked book stall in the marquee

dispensing the food and drinks to all and sundry. The burgers were exceptionally tasty!



tidy Beagle A.61 Terrier 2 from its base at Spanhoe. The immaculate Piper Cub of Peter Willies arriving from Old Warden drew a a number of compliments both from visiting pilots and others who were enjoying the event.

Two DHC.1 Chipmunks, visited, both resplendent in their military colour schemes. The OGMA (Portuguese) built model of Chris Rees being complimented by a former Royal Naval schemed aircraft from Husbands Bosworth where it is occasionally used as a glider tug. This aircraft still displaying its original naval paint finish.

A steady number of arrivals continued throughout the day to keep us

along with a number of other trade stalls. Tim Jinks's wife Helen with her helpers was kept busy at one end

Sunday saw a slight deterioration in the weather but still drew a varied and interesting number of aircraft to the event.

Although not vintage or classic aircraft as they were of the latest design, but as the original idea stems from the 1930's the arrival of a pair of autogyros created a lot of interest on both days. At one point when being flown directly into wind the machines appeared to be almost in the hover. These machines also served as a platform for the company making a video of the event.

The autogyro for a number of years was not a common sight in the skies of



the UK and I expect that most of you remember the days when the sight of an autogyro meant either a Benson or an early design of Ken Wallis. The pilot sitting exposed to the elements much like those in flexwings microlights. The progress made in design and construction was evident by the examples that visited this weekend. The similarity between the cockpits of modern the autogyro and flexwing Microlight being apparent. A further rotary visitor was the West Midlands Police Eurocopter, the crew of which did a sterling PR job by



Down. This aircraft being the only one of the type in the UK fitted with the Continental 0-300-D engine, making it the most powerful one of its type here in the UK.

As usual Stoke Golding did itself proud with a varied number of visiting types and an atmosphere of days gone. Well done to Tim and his willing band of helpers and we look forward to 2014.

showing their machine off to the visiting public before being called away.

The day also provided some interesting types, a Jodel D.112 which operates out of a farm strip at Bedhall. This aircraft had arrived Saturday evening with its crew camping overnight. A not very often seen type these days was a Gardan GY-20 Minicab, this example visiting from White Waltham along with a Yak.52. A Wittman W.10 Tailwind arrived from its base at Boscombe



The airfield is always welcoming to visiting pilots, Tim and Helen can usually be found there at the weekend.

Report and Photographs

Paul Loveday



Met Office

GASCo General Aviation Safety Council

**WEATHER DECISION MAKING FOR GA
SEMINAR**

Wednesday 25th September 2013

The GASCo Seminar will run jointly with the Met Office at Fitzroy Road, Exeter, Devon EX1 3PB and will include:

- **Decision Making: Interpreting Briefing Material & Anticipating Weather**
- **Innovative Weather Briefings for GA**
- **Optional visit to Ops Centre.**

Delegates who provide their date of birth on registration will receive a personal copy of the weather forecast for this day.

10:00 Refreshments for 10:30 Start - Finish 16:10.

(Optional Ops Centre Tour ending 16:30)

Booking Price of £30 includes refreshments

– Lunch will be available at the Met Office Restaurant (payable by attendees)

Apply ASAP to: info@gen-av-safety.demon.co.uk or phone 01634 200203, mail GASCo Office, Rochester Airport, Chatham, Kent, ME5 9SD, Web Site: www.gasco.org.uk

GASCo General Aviation Safety Council



Met Office

'WEATHER DECISION MAKING FOR GENERAL AVIATION'

The GASCo Seminar will run jointly with The Met Office at Fitzroy Road, Exeter, Devon EX1 3PB on **Wednesday 25th September 2013** and will include: **Decision Making; Interpreting Briefing Material & anticipating Weather; Innovative Weather Briefings for GA, – and an optional Visit to the Ops Centre.**

The booking price of **£30** per head includes refreshments – lunch is available at the Met Office restaurant (payable by attendees). There is ample free car parking. Please bring your Log Book if you would like an endorsement.

Times 10:00 Refreshments for 10:30 start. Finish 16:10. (Optional Ops Centre Tour to 16:30)

Please note that photography is prohibited at the Met office

How did you hear about this event?.....

I would like to register for person(s) at **£30** per head

Total Amount Enclosed, (cheques payable to GASCo)

£ _____

GASCo Office, Rochester Airport, Chatham, Kent, ME5 9SD

Name(s).....

Address :..... Tel No.....

..... Fax No.....

..... E-mail.....

.....

In order to enable us to provide appropriate content in future seminars with, **please circle:**

Licences held: ATPL CPL PPL NPPL Student

Flying Instructor: Yes No

Do you fly: microlights balloons gyroplanes helicopters light fixed wing multi-engined glid-

ers Passenger Approx Total Hours:.....

“Cloud Nine”



In the last VAC magazine mention was made of a surprise birthday party and promise of a Spitfire flight given to me by some wonderful friends. Much has been written about Spitfires by people far more knowledgeable than me so this is just to relate the once-in-a-lifetime experience of a flight in this iconic aircraft.

Though excited I was quite relaxed as my pilot was a long time friend and I was given a thorough briefing. The acceleration on take off was thrilling and we went straight into a requested

fly-past at Tangmere. We then climbed up and I was handed the controls, trying each one separately before doing some coordinated turns. The rudder felt very powerful, though not heavy, and the ailerons light and easy. I had been briefed that the aircraft would appear 'twitchy' in pitch and so did my best not to porpoise. I understand that the Spitfire longitudinal stability tended to the neutral and the conversion to a two-seater moves the C of G aft, tho' I may need to stand corrected on this. Of course the one thing one must do

in a Spitfire is a victory roll, which proved very easy but most satisfying. It was a beautiful summer evening with the lowering sun lighting up the myriad waterways south of Goodwood, and my pilot took over and did some perfect, gentle aerobatics. What more could anyone want? Well there was another thrill to come when we dropped down over the sea and did a low level, high speed run along a beach line. Time was and we did a half Cuban recovery into a run and break, followed by a classic curving approach to land.

There are simply no superlatives to describe how I felt, and indeed still feel. It is a beautiful aircraft to handle and remarkably easy to fly. Of course I could just enjoy myself knowing that my brilliant pilot would be keeping his eye on things like limiting speeds and temperatures etc, but I could appreciate how these wartime pilots must have quickly come to feel totally at home in this wonderful, graceful machine, of which Neville Duke wrote 'it is too beautiful to be a weapon of war'.

I am still on cloud nine and so grateful to my lovely friends.

Sue Thompson

A New Mew Gull





David Harper

My first meeting with David Harper was in 1976 when we were in a very crowded Queens Head pub in Chackmore, near Buckingham.

It was a lovely warm summer evening and I found myself standing next to David at the bar and we started chatting. he introduced himself and asked whether I lived locally to which I replied that I lived in Silverstone. the conversation somehow got around to aircraft and David asked if I had any interest in flying at all, to which I replied that I had. David invited me up to Finmere aerodrome the next day, which was a Sunday, to have a look at some

vintage aircraft that would be flying in.

When I arrived on Sunday afternoon, which was warm and sunny with a light breeze, lots of aircraft were already there. David soon spotted me and showed me around and even arranged for me to have a flight in a Piper cub. I was hooked from that moment on and the next week I went to Sywell and had my first lesson on the way to achieving my PPL.

What David did for me on that day at Finmere was just typical of how he was and from then on David, his wife Jill and son and daughter, Mark

and Yvonne remained good friends. They always made me most welcome at Stockholt Farm and he was the most kind and generous man you could ever wish to meet. he was a true gentleman and I know that I am truly privileged to have known him.

Graham Churchill

TOTAL AVIATION OIL

All Grades from "Straight 80" to High Performance Multigrades

From 1 litre bottles to 208 litre drums

Approved by Continental and Lycoming

Available from stock for immediate dispatch

Free delivery to UK Mainland addresses

Great prices - we buy in bulk so that you save ££££s

Contact Pete Smoothy on 01 296 714 900

Airworld UK Ltd, Winslow

www.airworlduk.com



OLD
CROWE'S TRADING
COMPANY

34 Moor Lane
Bolehall
Tamworth
Staffs
B77 3LJ

Tel: 01827 67955

Items for publication should be sent to the editor by letter, e-mail or on a CD or floppy disc. Photographs can be sent either on a CD (preferred) or by post for scanning. All photographs and articles are copyright of the originator and the Vintage Aircraft Club. The address to send items for publication is 16, Norton Crescent, Towcester, Northants, NN12 6DN

Dates for the Diary 2013

October

Sackville. Members Only Event

Sat 12th October

VAC AGM, Bicester

Sun 27th October

All Hallows Fly In, Wellesbourne

Dates for the Diary 2014

January

Snowball Rally

February

Valentine Rally

Spring Rally

Sunday 23rd March - Turweston

Daffodil Rally

Saturday 12th April - Fenland

Isle of Wight Fly-In

TBA

Late Summer Rally

Sunday 7th September - Turweston

October

Sackville Farm - Members Only