

Vintage & Classic

The Journal of the Vintage Aircraft Club



www.vintageaircraftclub.org.uk | Issue 65 | Spring 2019



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General Data Protection Regulation

In accordance with the new EU directive concerning Data Protection, the VAC committee has put together the VAC policy and set up a sub-committee to ensure all updates are made at regular intervals.

Aim of the VAC

The aim of the Vintage Aircraft Club is to provide a focal body for owners, pilots and enthusiasts of vintage and classic aircraft by arranging fly-ins and other events for the benefit of its members. The Vintage Aircraft Club is a member club of the Light Aircraft Association and supports the General Aviation Awareness Council, GASCo and the Transport Trust.

Disclaimer

"Vintage and Classic" is the quarterly journal 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.

Cover photo: VAC Award-winner Mark Miller displays Dragon Rapide G-AGJG which he and his father restored. Tim Badham



In this issue David Bremner tells us more about the incredible Bristol Scout. Meanwhile, we caught him hitching a lift, while trying not to drop a bombshell!

New member

- Paul Gower from Billericay

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From the Editor

Restoring and maintaining vintage aircraft in airworthy condition is an expensive and very demanding exercise. Some projects, however, are more demanding than others and become labours of love. Prime examples appear in this issue. The cover picture depicts the immaculate Dragon Rapide which was the subject of a thorough restoration, which took Mark and David Miller decades at Duxford. The Bristol Scout rebuilt by David Bremner and his colleagues took some fourteen years from concept to completion. The Train-powered Chilton G-AFSV restored by Roy Nerou will soon fly after decades of research and work. These projects haven't been conducted by professional full-time restorers but by highly skilled and dedicated owners.

I recently interviewed Roy and was astounded to discover that over the last fifty years he has owned and worked upon no less than thirteen vintage and classic aeroplanes. I was delighted that he agreed to share his story which appears in this issue, as it gives an insight into what true dedication can achieve.

Jane Jarvis



Editor Tim Badham (left) with Arthur Williams

I was amazed when told that I had been awarded the Tony Harold Memorial Picture for my work in developing a new style and direction for this magazine. Thank you all for that kind gesture. Having known Tony it is wonderful to be custodian of his painting of Tiger Moth G-ANFM which he often flew. It brings back many happy

memories of those Fimmere days. I am eager for 'Vintage & Classic' to thrive and so encourage pilots and restorers to please get in touch with stories about their aeroplanes and experiences, so they can be included in future issues. ■

Tim Badham

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Annual Awards 2019

A full report on the Club's annual dinner and awards event, held in April at Shuttleworth House, will appear in the next issue. To whet the appetite, here are details of the awards which were presented by the guest speaker TV-presenter Arthur Williams.

Allen Clewley Trophy – David Phillips

Denis Fry Cup – Trevor Jarvis

Desmond Penrose Silver

Salver – Steve Slater

Ernie Lingard Trophy – Peter

Tim Badham



Wright

George Davidson Cup – Mark Miller

Graham England Trophy – Alfie Badminton

John Blake Rosebowl – Tom Kinnaird

John Edwards Trophy – Pete White

Liz Inwood Trophy – Paul Shenton

Pietenpol Prop – Francis Donaldson

Tony Harold Memorial Picture – Tim Badham

VAC Group Trophy – The Sywell Messenger Trust

VAC Photography Shield – Jane Jarvis

Notes from the Chair

What would we do without you?! Our annual Dinner and Awards Evening certainly focuses the mind as we have difficult choices to make, in advance of the evening, voting on who should receive awards. Apart from the dedicated hard work of committee members, there are so many members who contribute to the Vintage Aircraft Club and support our events. The cherished vintage aircraft you bring to our fly-ins deserve their own round of applause! There are others too who provide articles and photos for the magazine; archive materials and memories of the old Finmere days. Some of you bring poetry to our Poetry Evening and some a cheery handshake and encouraging words. To me this epitomises the very special and unique club to which we are all privileged to belong. With a view to highlighting our 55th Birthday we produced a VAC

calendar which many of you have on your walls. Thank you to all who helped with providing photos and I am pleased to report we are sold out! Our main celebratory event will be at Brighton at the end of June and we look forward to seeing you in Yorkshire! I have attempted to produce a diary of events where there is something for everyone as the social opportunities for members to meet up are really important for us all. Almost all our fly-ins are supported by ground events so that a chance to get together is not totally weather-dependent. If you could host a VAC event at your airfield, please let us know. It is important for the club to have a high profile within the light aviation community and to that end you will see articles about the club on a regular basis in the aviation press. We also have an open invitation to speak on Wycombe Sound! This year we will have an information stand at the Safety Day at Duxford and at

Aero-Expo. These give us a great opportunity to make new friends and contacts who have an interest in vintage aircraft, and I would encourage you to come along and volunteer to spend an hour or so on the stand. I promise you it is fun! There are some amazing stories out there that passers-by are happy to share. We are compiling a list of aircraft owned by club members and the diversity of your aircraft, both flying and under restoration, is nothing short of stunning. When we have completed the list, we will make it available for your information and interest. Thank you for being part of the club! I look forward to seeing you at our events and hearing from you through the e-Newsletter from time to time. Please share your thoughts and ideas with us and help us make the VAC work for you. Happy landings!
Anne Hughes

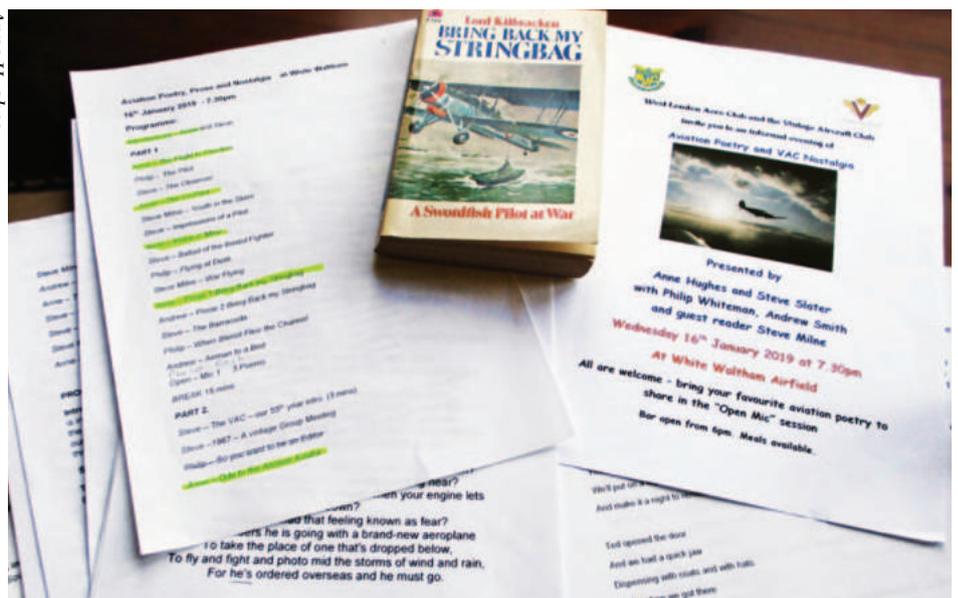
VAC Events

Aviation Poetry Evening

"Whizzing through the azure blue
In an aeroplane, say you,
Must of sports the nicest be;
So it is, but then, you see,
The only part that can give you pain
Is the return to earth again."

Not all our poetry is serious! This WW1 poem by 'Theta' is just one from a variety of poetry and prose we enjoyed at White Waltham in January. We were privileged to have Steve Milne, producer of the film 'Spitfire' as one of our readers and Steve finished the evening with a moving reading of John Gillespie Magee's well-known poem 'High Flight' which is the subject of his next film. Andrew Smith

Anne Hughes



introduced us to some nail-biting prose from Lord Kilbracken's 'Bring back my Stringbag' and

Philip Whiteman read a selection of prose and poems for us, some from the VAC archive. We were fortunate

Enjoying lunch at Sywell



Some members arrived in classic style



in having an enthusiastic audience who were only too pleased to be involved in the evening by taking a turn with the microphone. All thanks to Steve Slater, who presented the evening for us, and the WLAC who hosted the evening. As this is now an annual event, we look forward to sitting by the fireside on a winter evening at White Waltham and doing it all again next year!

VAC Spring Lunch at Sywell

Unusually for this annual event it was a good day for flying! So much so that we had a selection of aircraft to view on the airfield as members flew in to lunch. Among them the lovely Dragonfly, Miles Falcon, Mew Gull and a Beagle Pup! Richard Chancellor brought his recently updated archive for us to enjoy and many of the group were able to attend Sywell Aviation Museum's

fascinating talk on Avro Canada. The whole day proved to be an excellent social occasion for the VAC and a good start to the season.

The Signals Museum, Henlow

Tucked away on Henlow Airfield is a treasure trove of artefacts, radios and transmitters available for public viewing on the first Saturday of each month. Maintained by a dedicated team of volunteers, the museum proved a fascinating venue for a small group of VAC members who were all astounded by the fact that much of the archaic looking equipment only dated from the 1960's!

We were fortunate to meet up with Rod Webb who took us behind the scenes for a hangar tour, where we quickly discovered an array of Tiger Moths and Turbulents, two of which were waiting for restoration. Now that sounds like a good VAC project!



Intriguing exhibits at Henlow



Colin Hales (right) joins Jim and Dot

Aerial Adventures across the World

From the mountain ranges of South Island, New Zealand, to the sight of light aircraft racing in China and then to the story of KR2 negotiating flights across Russia, the packed room at LAA HQ was almost dizzy with the adventures of our aviators across the globe.

Thanks to Alina Sweitochowska and Pete Kerr for sharing amazing photos of the panorama of New Zealand. Steve Slater, who was a commentator on the Air Race in China showed us photos taken by Jane Jarvis including those of 'Kermit' flown by Trevor Jarvis. Trevor received an award in the Silver race. Last, but not least, Colin Hales shared the story of his, as yet unfinished, flight around the world in a home-built aircraft with his small army of fluffy friends for company!

At the end of a superb series of presentations we were pleased to introduce club members Jim and Dot Jones who (as you'll read later in this issue) are planning to fly round the world this year to celebrate their 80th birthdays!

Thank you to all who joined us for the event and special thanks to the presenters. As members were leaving, they asked when the next 'Aviation Adventures' afternoon would take place...! ■

Rare breeds 'rescuer'

Roy Nerou has owned more than a dozen fascinating types of vintage and classic aeroplane. We met with Roy to find out how that came about.

The ultralight dream

Ever since people first witnessed the pioneer aeroplanes many dreamt of flying their own light aircraft. During the First World War the pace of aeroplane development inevitably increased. In its aftermath various military surplus machines became available – some were converted for joy-riding or other commercial uses, but these weren't really suited to private flying.

In the 1920s, to encourage development of practical and affordable light aeroplanes, a series of 'trials' for prize money was conducted at Lympne. The organisers laid down strict and contentious criteria. These competitions did though help stimulate designs for low powered single-seater motor

Via Rpyy Nerou



G-AAXK was airworthy at Dumfries prior to storage!

gliders and two-seater lightplanes. Very few entrants proved sufficiently viable to reach production. However, not bound by the constraints of those trials, de Havilland developed the DH.60 Moth with its reliable more

powerful engine. This became hugely successful as a practical private two-seater.

The search continued though for truly affordable ultralights with reliable low power units. This resulted in some interesting

G-AAHW being run up at Sandown after sale to a German collector



Tim Badham



'AXK fuselage arrives at Coventry in 1968



G-AAHW prior to assembly for flight test at Halfpenny Green

home-build initiatives. Eventually a variety of commercially produced designs did appear on the scene prior to and again shortly after the Second World War. Thanks to the dogged determination of a few enthusiasts and restorers some of the rarer types from that period survive and remain active to this day.

Survivors' champion

One such champion of this 'cause' is Roy Nerou who has always been fascinated by low powered vintage and classic aircraft. Over the last fifty-two years he has owned and worked upon an amazing variety of them. In 1963 Roy learnt to fly on Austers with the Coventry Aero Club at Baginton, where he later joined

the Armstrong Whitworth Aero Club. Being a qualified toolmaker, he already had a deep understanding of mechanical engineering and an especially keen interest in engines. He also had experience of woodworking, so with this set of skills, was eager to find a restoration project. Once completed this would provide him with an interesting flying machine.

A cache of Klemms

Roy particularly wanted a radial powered aircraft as slow revving big old engines would be relatively easy to maintain. His search led him in 1967 to Dumfries where Robert Grant stored a cache of dismantled Klemm L-25 aeroplanes. These had been withdrawn from use

and secreted in his garage. The German designed Klemm L-25 was one of the first truly practical private two-seaters. With docile qualities and a good performance, it proved popular for touring and training. This monoplane was of wooden construction with a ply covered fuselage and having a wingspan of 42' 8", made an imposing sight. From 1928 about 750 were constructed, including licence-built examples. Few survived the war and most of those were no longer airworthy. Roy struck a deal to buy G-AAHW from Mr Grant for the princely sum of £350. This gem, powered by a 40hp Salmson radial, had been built in 1929 then imported into the UK in 1935.

Roy moved this acquisition by road to his Coventry home, where it was initially stored. He later obtained the fuselage of a second Klemm G-AAXK. After inspecting their condition Roy considered mating the fuselage of 'AXK with the wings from 'AHW. This didn't however come to fruition as an earlier operator of 'AXK claimed he had never relinquished its ownership! This was amicably resolved and 'AXK left for pastures new but, when last heard of, was apparently languishing in a Kent garage.

When Roy eventually began the complete rebuild of G-AAHW he discovered glue failure issues. The restoration eventually took three years. It was finally assembled and tested at Halfpenny Green.

Roy's freshly restored Klemm, resplendent in a light blue scheme, was a star of the 1972 PFA Rally at Sywell. Roy, however, had an 'interesting' return flight when it suffered progressive engine failure. On arrival it just limped over the boundary hedge at Halfpenny Green; the problem resulted from carb icing. In 1977 Roy sold this Klemm to a new owner. It is now part of an important German private collection and still airworthy.

Pipistrelle

In June 1973 Roy took on board an even rarer type when he purchased another Salmson-powered aeroplane. This time a Brochet MB.50 Pipistrelle. Only half a dozen of this all wood single seater design were constructed. Its designer Maurice Brochet built the prototype in 1947, but all others were completed as home-builds. Roy obtained his example from John Ramshaw who had imported it from France. It had been constructed in 1953 by one Antoine Bouriquat. After arrival in the UK it was placed on the British register as G-BDAV. Roy repainted it in bright red and yellow colours, also fitting a coarser propeller. He based it at the gliding field near Bidford on Avon. He discovered that unfortunately this radial powered Pipistrelle had a propensity to ground loop, so Roy decided to part with it. In November 1975 he delivered it by air to its new owner at Dunkeswell. It is now believed to be undergoing restoration.

Swift change

A year later Roy invested in an iconic British classic the configuration of which was similar to that Brochet. His latest acquisition was well known

Alf Jenks



Comper Swift G-ABUS in Ken Woolley's hangar at Berkswell

Comper Swift G-ABUS. This diminutive 1932-built aeroplane, with a 24' span was one of 41 constructed at Hooton Park. 'BUS performed well in post war air races and sported several different colour schemes over the years. By the time Roy obtained it from Keith Sedgwick this Comper was red overall and had a Pobjoy Niagra engine installed.

On inspection he found that the very complex exhaust fitted to this Pobjoy simply comprised "two coats of rust back to back, painted silver"! Never daunted, he constructed a complete replacement system. Some of this work was done at Berkswell in a hangar owned by his friend, the blacksmith, Ken Woolley. While here, the Swift shared space with Wicko GM.1 G-AFJB which Ken kept in storage.

Roy has always derived as much, if not more, pleasure from working on his aeroplanes and engines as he has from aviating. He especially enjoyed tinkering with the Swift, although he never actually flew it. He found the view from the cockpit too restricted for his liking – visibility straight ahead being non-existent!

Chilton in sight

Roy, however, had already set his eyes on another rare type to acquire. When he had been an aero-modeller in 1955 he had seen pictures of the neat little Chilton DW.1 design. Ever since then he had hankered after a full sized one! One day he was approached by Roger Bailey who owned Chilton G-AFSV. Roger asked if Roy would

Pipistrelle G-BDAV at a Sywell PFA Rally



Ted Kench



Comper and Swift G-AFSV swap



Watkinson Dingbat prior to its accident

be willing to sell him the Comper. Roy declined, but made a counter offer. "If you'd be prepared to swap your Chilton for my Swift – then we have a deal!" In July 1978 a straight swap was done. Roy's old Swift departed with Roger. Although 'BUS has not now flown for many years, thankfully it is still safely stored and should one day grace the skies again.

Roy's receipt of the Chilton was a dream come true! This began an involvement with Chiltons that has been far reaching. We shall look further at Roy's influence on the increased appreciation of the type in a future article.

A rather different Bat

In the meantime, let's continue to look at Roy's other ventures. In 1975 he became aware that the unique and strangely titled

Watkinson 'Ding-Bat' G-AFJA had just suffered an accident. The tiny Ding-Bat was 16' long with a span of 28'. It was built in 1938 and was at that stage powered by a modified Ford car engine. It first flew at Heston having been designed by Eric Watkinson and Cyril Taylor.

Roy decided to rescue this quirky little single seater. Its components were roaded to Ken Woolley's off-airfield premises at Berkswell in January 1976 for storage. Roy obtained a set of drawings but never got around to restoring it. So, he passed G-AFJA on to Ken Woolley as a gift of thanks for the help given to Roy with his projects. Sadly, Ken passed away a few years ago but the Ding-Bat survives, registered to Arthur Christian who had owned it once before, back in the 1970s. It is

now believed to reside in Berkshire awaiting resurrection.

Kitten interlude

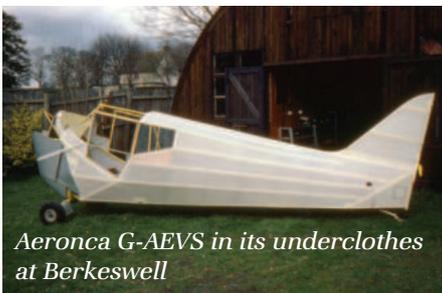
In April 1981 Roy obtained yet another very rare lightweight single seater, when Dart Kitten G-AEXT came his way as a rebuild project, along with three JAP engines. 'EXT had first flown in 1937. It was one of three produced by Dart Aircraft at Dunstable and took part in a few pre-war air races. Roy sold the Kitten after just a year and subsequently it was beautifully restored by Clive Stubbings. It was later owned by VAC member Alan Hartfield and attended many Club events. It is still active, now with Robert Fleming up at Brighton.

Beauty is in the eye of the beholder

In August 1981 Roy purchased Aeronca 100 G-AEVS. This was built in 1937 in Peterborough by the Aeronautical Corporation of Great Britain. The JAP-powered 100 was a licence-built, but improved, Aeronca C-3. When Roy obtained this project, it had already been partly restored and re-covered. Some say it resembles a flying bathtub! Thankfully beauty is in the eye of the beholder and this rare machine still survives. After owning it for four years Roy parted with it. Like the Kitten, it also now owned by Robert Fleming and now part of the Real Aeroplane 'fleet' at Brighton.

One is not enough

Throughout this period Roy retained his Chilton DW.1A G-AFSV. With his passion for the type he explored any sources of information. Amazingly, back in 1974, when he was thinking of building a Chilton from 'scratch', he had managed to contact Reggie Ward, one of its co-designers. Partial plans were found of which Roy obtained prints. How Roy



Aeronca G-AEVS in its underclothes at Berkeswell

managed to recreate missing drawings and the way in which that has benefited home-builders of the type we shall follow up in the future.

Incredibly, in June 1984 Roy discovered parts of another famous Chilton – the prototype DW.1 G-AESZ. This had first flown in 1937 but sadly suffered a crash in 1953. Roy funded its reconstruction, using 'FSV as a template for some of the measurements. Work on 'ESZ was initially conducted by Vic Long but then it passed for completion to Ben Cooper of Newbury Aeroplane Co. After its first post-restoration flight in 2001 Roy based G-AESZ at Rendcomb. On one occasion Roy flew it to a gathering at Tisted. On the return flight he realised he had left his map behind his seat in the cramped cockpit. So, using traditional navigation techniques he simply followed the M4! G-AESZ now resides at Old Warden although it is still owned by Roy.

Drone flying is not a new phenomenon

A further rarity in Roy's ever changing 'fleet' was BAC Drone G-AEDB which he owned jointly with Peter Kirk, from April 1999 until July 2012. This was kept at the now closed Hucknall airfield. The Drone motor-glider powered by a 30hp engine was put into production at Hanworth in the mid-1930s. Roy conducted some minor work on the engine and fitted it with a new fuel tank, but he never flew this aeroplane. It has since moved to Martin Honeychurch's ownership and we



Kitten G-AEXT now a Brighton resident



Roy taking 'ESZ into the air



Drone G-AEDB at its then Hucknall base

can look forward to it reappearing in the air in due course.

Just fun to fly

As well as all this exotica, three further aircraft have been owned by Roy which enabled him to enjoy much leisure flying. He imported Belgian J-3 Cub OO-GEJ and registered it G-AHIP in July

1985. This he hangered at Rock Farm on the edge of Coventry airport. He had wanted a Cub so he could go flying with his son Edmond. Roy converted this Cub to L-4 status with extra glazing. He toured a fair bit in it and even ventured to Shaffen Diest fly-in. After encountering a problem Roy eventually re-engined this Cub



Roy (left) with test pilot Rob Millinship and Chilton G-AESZ at Old Warden

which he kept until 1992. Then for eighteen months Roy owned Cessna 120 G-BHLW, which he kept at Wellesbourne. He made various minor improvements to the aircraft then disposed of it in July 1993. Finally, Roy took a 50% share in J3 Cub G-NCUB which he used for two years until 2010.

The work continues

Quite a catalogue of types to have owned and every one of them survives, thanks in no small part to Roy's enthusiasm for vintage and classic rarities.

As Roy has such an interest in aero engines he has owned and worked upon a wider variety than just those installed in his aeroplanes, including several Mikron 3s, JAPs, Scott Squirrels, Cherubs and Trains ...but that's another story.

Roy's protracted rebuild of Chilton DW.1A G-AFSV is now coming to fruition. 'FSV won the Folkestone Trophy Air Race at Lympne in August 1939. The aircraft was fitted with a 44hp Train 4T power plant produced by Établissements E. Train. You are unlikely to discover much about this rare power plant if you punch the term 'Train engine' into Google, but you might

G-AEVS survives in healthy condition at Brighton



Roy with his ongoing project Chilton G-AFSV



Engine installed and soon to fly again

accidentally learn something about steam traction! In 1955 'FSV was re-engined with a 55hp Mikron II then later fitted with a cockpit canopy. Roy has now restored the airframe to its original configuration and reinstalled Train power. Roy is looking at selling Chilton G-AESZ but will retain his other example G-AFSV. This should be in the air as soon as work

readying its engine is finished. To whet everyone's appetite, Roy arranged for G-AFSV to be transported by lorry to last year's LAA Rally at Sywell. It proved to be a major attraction. This is hardly surprising as lots of folk like to see a train engine ... but who else has one in their aeroplane? ■



Welcome to Brighton Aerodrome: Yorkshire's only home of vintage and classic aeroplanes

By Charles Sunter,
Real Aeroplane Club
Chairman

Here at Brighton we are delighted that the Vintage Aircraft Club has chosen to celebrate its 55th birthday at our beloved airfield.

You will know from VAC communications what is planned for the weekend of your visit and so allow me to wax lyrical about our beloved airfield, in the hope that you will be encouraged up north, where it isn't so grim. After all, with 485 members of which 360 are non-resident aircraft or enthusiasts, we must be doing something right.

In the midst of so many airfields under threat of being converted into housing estates, having recently completed the construction of a further 6 hangars, Brighton is undoubtedly looking to the future of vintage aviation. Our expansion ensures we do more than simply

Andy Wood

Jungmann D-ET0Y has recently joined the Brighton 'fleet'



maintain our name and reputation for being Yorkshire's only home of vintage and classic aeroplanes.

With 81 vintage, classic and LAA types we are once again almost full despite the new hangar space. However, we do have a little capacity for a few more aircraft and any interested owners should contact Ian Ross.

Many VAC members will have visited Brighton before and those that haven't will I am sure have heard of us. Brighton is home to the Real Aeroplane Company, The Real Aeroplane Company

collection of aircraft and the Real Aeroplane Club.

Located 5.8 nautical miles north of Goole and 5.8 nautical miles east of Selby, our East/ West 850-metre grass runway rests on the southern edge of a former WWII bomber base where once Wellington, Manchester, Halifax and Lancaster bombers roared. During the Cold War RAF Brighton was once again at the forefront of the UK's armoury with the Bloodhound missile. Much of the former RAF base is still visible from the air, although with overhead joins not being

Via Charles Sunter



Brighton's Hawk Trainer wears colours it sported as a Magister in WWII

The Jeep 'follow-me' truck



permitted picking the detail out whilst flying the circuit to the south is best left to the PAX. Or you could visit the Club website where you will find original images and a fuller history (realaero.com).

The Real Aeroplane Club came into being when Tony 'Taff' Smith bought the airfield in 1989. From that point forward the airfield set its stall out as the home for vintage aviation in the north of England,

and the Real Aeroplane Company (RACo) collection of aircraft started to grow alongside those 81 owned by private members.

The RACo collection boasts some of the rarest aircraft in the UK:

- Aeronca 100 G-AEVS (1936/ 7)
- Arrow Active 2 G-ABIVE (1932)
- Miles M14A Hawk Trainer 3 G-AKAT (1940)
- Fokker DR1 Triplane Replica G-BVGZ (1994)

- Ryan ST3KR G-RLWG (1942)
- Luton LA4A Minor G-ATCN (1965)
- Comper C.L.A.7 Swift Replica G-LCGL (1993)
- Yakovlev YAK 18A G-CEIB (1958)
- Dart Kitten II G-AEXT (1937)
- Bucker Jungmann G-TAFF (1934)
- Bucker Jungmann G-CUIE (1954)
- Max Holste Broussard G-CIGH (1960)
- Avions Fairey Junior G-AMVP (c.1957)

Each and every one of these aircraft are flown on a regular basis, making good use of the delimited airspace we maintain to the north of the runway. This delimited airspace is also where our Display Authorised pilots work up to and practice their air displays.

We pride ourselves on taking care of visitors and look forward to welcoming you. If you wish to stay overnight camping is fine, or if you prefer, we can arrange local accommodation and transport. For your aircraft we have fuel, oil and plenty of parking.

My fellow Brightonites and I look forward to welcoming you to our beloved airfield. ■

Book Review

THE JAVELIN

Amberley Publishing

ISBN 978-1-4456-8113-9 (print)

ISBN 978-1-4456-8114-6 (e-book)

Paperback. Price £15.99

www.amberley-books.com

The post war years saw the design and advancement of aircraft with a growth in technology at an unprecedented level. There were a number of new designs of which the Javelin was one.

This book charts the development of what was the first production delta wing aircraft to see service with the RAF, as well as being the

only all-weather fighter until the English Electric Lightning. All subsequent versions are described with technical specification, serial blocks, operating units, and squadrons.

The aircraft saw active service in Germany, the Far East, Cyprus and most notably in the Zambia / Rhodesian Crisis and its role in these areas is covered.

The book is well illustrated in both black and white and colour the reproductions of which are first rate. For its compact size the book provides a wealth of information on this iconic aircraft.

Paul B Loveday



A trio of Tigers, with Messenger, Hawk Trainers and Proctors readied to race



Pure nostalgia

By Peter Turner

In Britain, immediately post-war, there was no longer any role for a 1930s-style Air Circus to encourage air mindedness. Most folk had yet to experience a journey in an airliner, but extensive use of air power during WWII meant that many former service personnel had already travelled by air and everyone else had at least witnessed high performance aircraft. However, it would now take some ingenuity to regenerate public interest in light aviation. Before WWII air racing had been a popular spectacle and this was now being rekindled. The first post-war race was held at Lympne in 1946. The British air racing scene gradually re-established

itself over the next decade with challenges held around the country for a variety of trophies. By the mid-1950s a programme of these events, known as the National Air Races, was established and organised by the Royal Aero Club. This involved elimination rounds at different airfields throughout the racing season. These were to identify finalists to compete in the last gathering of the season, culminating in the King's Cup Air Race. In 1955 this finale was held at Baginton Aerodrome – known today as Coventry Airport. Recognising the publicity potential offered by this high-profile gathering, the Lockheed Hydraulic

Brake Company of Leamington Spa, sponsored a trophy for a new type of contest. This would be an international aerobatics competition to be held during the same meeting at Baginton. It generated considerable interest and entrants came from far and wide – one competitor bringing his Steiglitz biplane all the way from Argentina!

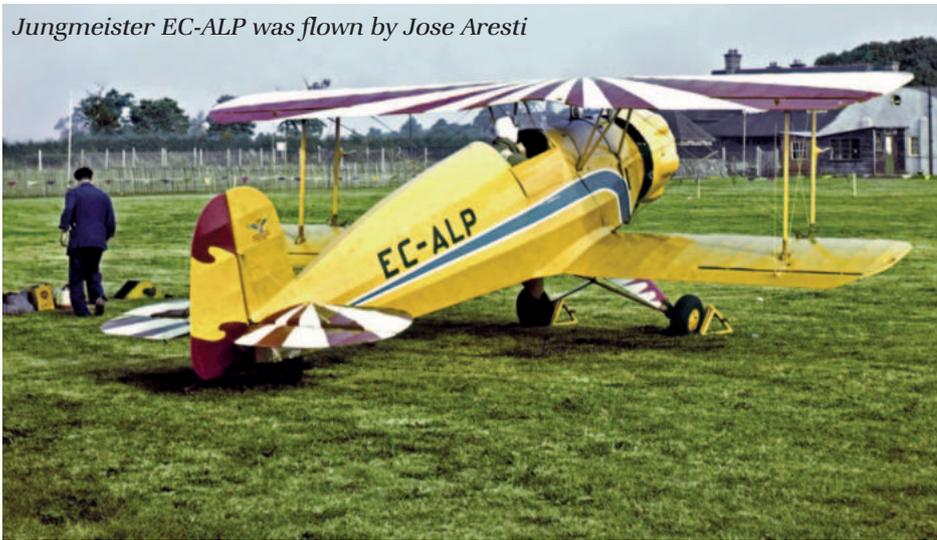
A young Peter Turner soon heard about this upcoming event and, being an avid enthusiast, was determined to get there. That visit to Baginton in 1955 sparked in him a level of interest in classic aircraft that has never since dwindled. Peter is a VAC member and now owns a significant collection of dismantled Miles aeroplanes which includes multiple examples of Gemini and Messenger.

Peter now shares with us his impressions as a spectator at that evocative 1955 gathering:

Mew Gull G-AEXF being fuelled prior to the 1955 Kings Cup



Jungmeister EC-ALP was flown by Jose Aresti



From the late 1940s through to the early 1960s British-built light aircraft were the most prominent of types on the UK register. Looking through the hallowed pages of 'Ian Allan Civil Aircraft Markings 1955', probably 98% of the light aircraft listed were manufactured by Avro, Airspeed, Auster, de Havilland, Miles or Percival. Foreign-built aircraft were very much in the minority as opposed to today. There were though a few Topsy Trainers, Aeroncas, a Globe Swift, a Hirtenberg, and the Zaunkoenig on the register.

Having spent most of my early years plane spotting at Elmdon Airport (as Birmingham's airport was known) and going annually to the RAF air show at Castle Bromwich, a chance to go to King's Cup Air Race at Baginton aerodrome was not to be missed. On Saturday August 20th, three of us left Solihull in our friend's Austin 7. None of us had ever been to that aerodrome and what a surprise was in store. On our way around the A45 Coventry bypass, when reaching probably two to three miles north of the airfield, we saw a whole line of visiting aircraft flying towards Baginton. The sky was full of light 'planes: Austers, Messengers and Geminis plus the Aeronca 100 G-AEWW, its registration just visible as it crossed very slowly above us, with the lovely sound of

Tim Batham



The Kings Cup Trophy as it is today – seen at the 2018 Shuttleworth Race Day

its JAP engine. All of them had to be on the ground by 2.15 pm. What a start!

I subsequently learnt from Mr. Batho, the Aerodrome Manager, that "aircraft just turn up and, provided they arrive within the times allowed for visiting aircraft, there is not a problem"! No applying for a slot time and no PPR. Possibly few light aircraft had radio in those days, but all safely arrived at the aerodrome. After queuing in traffic for a long time in adjacent Rowley Road we finally got into the aerodrome, along with 20,000 other people. As we parked up, Mew Gull G-AEXF touched down, apparently on a test flight with a replacement propeller, fitted on site by de Havilland engineers, after its own

propeller was damaged when it hit the number markers on the ground earlier in the day. The replacement propeller had been borrowed from G-AHNA, a Proctor I owned by A.S.K. Paine. The general layout of the aerodrome for this meeting saw some demonstration aircraft and one of the Lockheed Aerobatic Competition aeroplanes parked on the flight-line in front of the general enclosure. These included: Dragon Rapides G-AMJK, G-ALGE, G-AGDP for pleasure flights, Coventry Aeroplane Club's Auster Autocrat G-AGYH and Tiger Moth G-ALUC, Avro Shackleton WG 557 from St. Eval and Westland Dragonfly S51 WG723 from RN Gosport. Argentinian Focke Wulf Stieglitz LV-YZM was on view, but the rest of the Lockheed Trophy aerobatic contenders were safely tucked up in the hangars until their competition started.

On the southern boundary of the aerodrome about 90 visiting aircraft were parked in neat rows at right angles to the boundary. This miscellany included 24 Austers, 15 Messengers, 10 Tiger Moths, 8 Gemini, 7 Proctors, 3 Taylorcraft, 4 Dragon Rapides, 3 Hornet Moths, 2 Argus, 2 Chipmunks a pair of RAF Devons and single examples of various types including an Aeronca, Cub, Consul, 2 Monarchs and even Wicko G-AFJB!

A lot of these visiting aircraft came from aero clubs around England. In those days many were painted in their clubs' colours, for example: Brooklands Aviation aircraft sported red top and black lower fuselage with silver registrations and wings, Bristol & Wessex's machines had a blue top with pale blue lower fuselage and silver registration plus silver wings, while Lightplanes Lancashire's aeroplanes had a dark blue fuselage with silver trim plus a red rose motif and silver wings, whereas Wolverhampton

Aviation's aircraft scheme was light green and dark blue trim. All the air racing aircraft were parked on the western end of the airfield. Their morning programme, which started at 10.00 am, comprised the finals of the various individual air races included in the event. The Norton Griffiths Challenge Trophy was for Tiger Moths only, the Kemsley Trophy included a Messenger, Comper Swift, Hawk Trainer 3, Chipmunk and a Hawk Major, the SBAC Challenge Cup included a Falcon Six, Hawk Speed 6, Mew Gull, and the Sparrowjet. The Sparrowjet was withdrawn as Fred Dunkerley her owner experienced a family bereavement. The Goodyear Trophy was for Miles Geminis only, The Air League Cup for Percival Proctors only and finally the Grosvenor Cup which included a Topsy Trainer, Taylocraft +D and an Aiglet Trainer. After all these races had been completed, those competitors with the most points were entered into the King's Cup Race.

The luncheon interval lasted from 1.00pm until 2.30pm during which dozens of the visiting aircraft arrived. However, later one Miles Messenger pilot radioed in with a problem during the afternoon displays and so was allowed to land then. However, the commentator was dubious as to the reasons stated, so was that pilot just late arriving?

As well as racing and aerobatic events the day included a flying display involving military aircraft, which included: 6 Sea Hawks of 800 Squadron from Brawdy, a Westland Sikorsky Dragonfly of 705 Squadron Gosport, four Canberras from 35 Squadron Marham, an Avro Shackleton of 228 Squadron St.Eval, a USAF Boeing B-29, 4 Fairey Gannets of 820 Squadron, Eglington and four Hawker Hunters of 54 Squadron from Odiham.

Then came time for the King's Cup Air Race. This was the 23rd

A/J Jenks collection/ Ron Bass



occasion on which this trophy had been contested. It was a very exciting affair seeing Tiger Moths, Austers, and a Comper Swift being chased around the circuit by the faster Proctors, Gemini 3, Falcon, Hawk Speed 6 and the Mew Gull as a result of the handicapping system. The listing shows the start and final places for this race. The Mew Gull piloted by Peter Clifford won, averaging 213.5 mph in spite of having that borrowed propeller fitted. The only aircraft not to finish the race was the Comper Swift, which was retired due to an oil leak and just made it back to the aerodrome.

New for this year was the first ever Lockheed International Aerobatics Competition. There were seventeen entrants including aircraft from Argentina, France, Germany, The Netherlands, Spain and of course Great Britain. The winner was Leon Biancotto in his Stampe, second was Alain Hisler in his Sipa Minijet and Francois d'Huc-Dressler came third in another Stampe. The British were hindered by their aircraft (including Tiger Moths plus a Hawk Trainer) not having inverted fuel systems, which therefore could not perform many of the aerobatic manoeuvres their foreign rivals achieved. Although the day's flying programme ended at 6.30 pm it was followed by a parade which involved the winning pilots of the King's Cup Air Race and Lockheed Aerobatic Trophy competition. Talk about value for money! However, as shadows

A/J Jenks collection



Lovely graphics on the 1955 Air Pageant programme

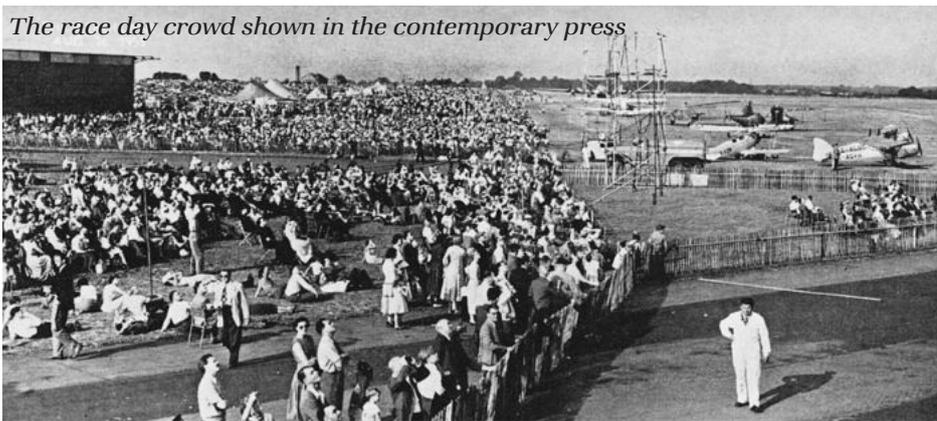
were lengthening, the visiting aircraft were waiting to leave. Suddenly a deluge of aircraft started up and taxied to the grass runway in use. For the next thirty-five minutes there was a continual flow of aircraft taking off towards the east. Once they arrived over the scatter-point they turned on track for their home airfields.

Two aircraft departures stand out for different reasons. Airspeed Consul G-AJXG of BKS ploughed down the runway, the pilot seemingly almost oblivious to other aircraft, with the sound of its two Cheetah engines roaring away which was awe inspiring. Just after this, the pilot of cream and red Miles Messenger G-AJOE decided to take a short cut back to Wolverhampton and took off across the airfield – straight towards the car park where we were standing. We did not need binoculars to read

"Aeroplane" classic image of the King's Cup start



The race day crowd shown in the contemporary press



Monarch G-AFJU



the registration! The registrations of others leaving were more difficult to see – it took until 1956 to confirm the identity of G-ALAH Messenger 4A, which was painted in gloss black with red registration outlined in white. One of the last planes to leave the event was the silver and red Topsy Trainer G-AFRV of J.H. Reed based at Woolsington (now Newcastle International Airport), which travelling at 75 mph or so would not get there before it got totally dark.

Many points about the atmosphere that day remain in my mind. I particularly recall the infamous sewage works, situated near to where the present-day control

tower is sited. An odour crept over the airfield late in the afternoon when the wind changed direction and smoke billowed from the chimney. For those of us parked at the back of the car park it was not too pleasant. Situated just over the airfield boundary in the south west corner was the Alvis test facility. The droning sound of the Leonides engines being tested non-stop could easily be heard when there were no aircraft movements. I also recall that on the far side of the airfield, dumped outside the Armstrong Whitworth factory, was the fuselage of A.W. Apollo VX220 and that, although not in the display, Anson G-AMDA flew over

the airfield towing a magnetometer during the afternoon.

Most aircraft enthusiasts who attended have commented that looking back this was probably one of the best air racing days held at Baginton. (Air racing events were held at Baginton from 1950 onwards and between 1954 and 1966 this included the annual King's Cup race. Ed.)

I have included as much detail as possible, from my own records, together with reports from Air Britain members but, as this event happened 63 years ago, there might be the odd error!

Thanks to: 'Aeroplane' magazine for monochrome illustrations, Mike Hooks and Alf Jenks Collection / Ron Bass for colour photographs, plus James at Blueflame for compiling data.

Postscript:

Peter has compiled a tabulated listing recording each aircraft present. Although we don't have room to share that here, a copy is available via the Editor. Amazingly, he now owns two of the aircraft which visited Baginton that day, namely Messenger G-ALAH (repatriated from Spain) and Gemini G-AKDK (repatriated from Denmark) both now stored with the rest of his Miles collection. The Comper Swift which retired from that King's Cup race was G-ABUS, which survives in storage. It was flown in that 1955 event by David Ogilvy, now our Club President! ■

Bristol Scout 1264 (Part 2)

By David Bremner

When backlit the wing construction is very evident

Tim Badham



Introduction

Bristol Scout 1264 is the only airworthy Bristol Scout in the world. She is a faithful reproduction of the one my grandfather flew in 1916 with No. 2 Wing RNAS in the Eastern Mediterranean, and incorporates the stick, rudder bar and magneto which he brought back as souvenirs. In the last issue 1264 had taken her first leap into the air in July 2015 in the hands of Gene DeMarco, the world's most experienced WWI pilot.

Testing Times

Gene returned to New Zealand leaving the remainder of the test flying in the more than capable hands of Dodge Bailey, Chief Test Pilot of the Shuttleworth Collection. Both are supreme examples of piloting ability, but in totally different ways. Gene flies instinctively and is regarded as having the best hands in the business. Dodge has spent most of his career as a test pilot and can accurately analyse the

performance and handling characteristics of an aircraft. He flies all of the Shuttleworth Collection's machines, and if you haven't heard him talk about taming the DH88 Comet and operating the Sopwith Camel, make sure you take the opportunity!

For a first of type, the LAA will normally require 25 hours of flight testing to make sure everything is bedded down correctly. In our case this was reduced to 2.5 hours including adding large quantities of lead to the nose and tail to check the handling at extreme centres of gravity, full throttle climbs for five minutes, and stalls and steep turns. It's a tribute to Dodge's efficiency, and the validity of Frank Barnwell's design that we were all done within that time frame, with no modifications needed.

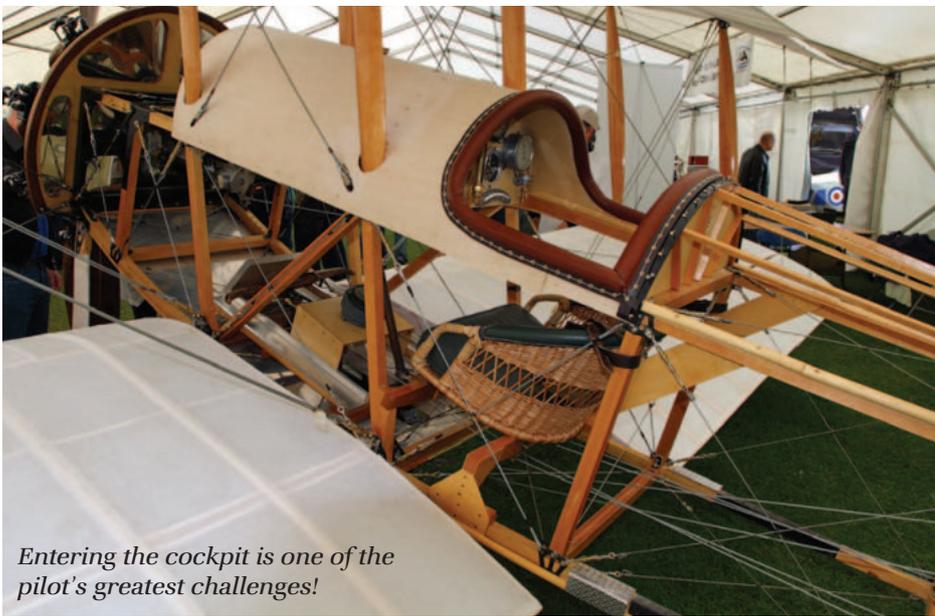
In fact, as soon as we were done, Dodge asked if he could fly 1264 in the last Shuttleworth show of the season. The LAA and the CAA put themselves out a good deal to

get the Permit to Fly through in time, and it made the hair on the backs of our necks stand on end as we swung the prop and watched Dodge take off in front of a 7,500 capacity crowd. They nearly succeeded in getting a three-ship formation of Bristol Scout, Bristol Fighter and Bristol Monoplane assembled, but were upstaged by the appearance of the Avro Vulcan.

DIY

It was a magic moment, but there were even better things to come. Four days later, we assembled 1264 on the grass at Bicester in perfect conditions – flat calm and bright sunshine – so that we could fly her ourselves.

I was asked to go first, and I spent a long time going around every bit of her trying to find an excuse to call it off. I failed, and – as with the first flight – the excitement was tinged with a feeling of regret that the building process was well and truly over now, and we were embarking on a new phase in the project.



Entering the cockpit is one of the pilot's greatest challenges!

Starting the engine is a lengthy ritual; you sit on the axle and lubricate all the rockers while your assistant turns the engine over. At the same time you check each of the plug leads and plugs. Then you take a rag and wipe the commutator ring clean, while your assistant turns the engine over again. At some point in this process, one of the cylinders will empty about half a pint of black castor oil onto your knee.

Next you fill an oil can with petrol and stand on the port wheel to prime each cylinder through the exhaust valve, your assistant turning the engine over once more.

Then you open the inspection hatch to turn on the oil supply and connect the HT lead.

Only then does the pilot clamber into the cockpit and get strapped up. Once he's settled in place, he checks the magneto switch (there is only one) is switched off and opens the fuel cock before opening the fine control and throttle to get fuel through to the carburettor. The ground crew checks that fuel is flowing out of the drains and the pilot shuts the throttle. He checks mags are off and swings the propeller a couple of turns to mix the petrol and gets the propeller at the correct position at the start of a compression ready for starting. A



The rotary engine was restored in New Zealand

final check – chocks in place, second ground crew standing by with fire extinguisher – and the ground starter calls “Contact”, the mag is switched on, and he gives a mighty heave. The compression ratio is very low, so there is little resistance, and provided you pull it through 180°, she will generally fire first pull on the priming.

The pilot opens the throttle halfway as soon as she fires and lets her settle for a few moments. One of the ground crew then hangs over the tail while he runs up to full power, adjusting the fine control to obtain maximum revs. Be prepared for one of the most visceral of experiences. There's no windscreen; if you haven't put

your goggles on you won't be able to keep your eyes open. The sound of the engine is almost drowned out by the wind rush. If you've flown other 80hp engines, this is an order of magnitude more exciting. But there is a risk of overheating, so you try to do this as promptly as possible, and then go back to half throttle and use the blip switch to reduce the revs while the chocks are removed.

And then go flying

The view forward is non-existent until you open the throttle, but as soon as you do the tail lifts and all is revealed. And in about 80 yards you are in the air at around 45kt, and you notice two things. First, the stick is pushing back at you and you need to positively push forward to maintain that speed, and second, the tail is squirming all over the shop. But the rate of climb more or less matches similar modern aircraft at 700 – 800fpm and is very exhilarating, and if you hang in there, you'll soon have sufficient air under the wheels to get things under control. If you speed up to around 60kt the stick more or less balances in the middle. And once the clinometer (like a slip ball, but with a bubble instead of a ball) is in the middle, the forces are generally pretty light. Turns require good co-ordination but forget about the precession effects of a rotary engine unless the turns are vertically banked. It's not as oily as the stories lead you to expect. Most of the oil from the engine goes downwards and on a short flight you are unlikely to notice it.

The speed range is 35 – 75kt. The book says more like 80-85kt top speed, but I can't claim to have quite reached that. I normally cruise at 60kt with the top of the cowling right on the horizon. The view out is pretty good and stick and rudder forces are more or less zero. But don't let go, as both controls will tend to move to the

limit of travel if you do.

If you reduce throttle below about half, the engine pops and bangs and sounds very uncomfortable. So, for a long descent you open the throttle and shut the fuel cock. After a second or two the engine goes quiet, and windmills over very slowly. It's the most magical moment of flying as you can hear the wind in the wires and feel the wash from each propeller blade as it slowly turns over. At 50kt, the sink rate – unbelievably – matches my modern aircraft at 700fpm. And this is with a completely dead engine producing maximum drag. Astonishing!

The stall occurs at 35kt and is absolutely straightforward, the controls remaining effective all the way through and out the other side. This is one time it's best to leave a trickle of power on as you wouldn't want the propeller to stop.

When you get down to a safe height, turn on the fuel cock and wait for the engine to fire up. Your heart only stops for a few seconds! The circuit is very straightforward, and I generally aim for 60kt on the approach using half throttle which gives around 800rpm and a gentle descent. Control of the rate of descent is achieved with the 'blip' switch on top of the stick, which temporarily cuts out the ignition. Landing must be exactly into wind, and on a softish surface to allow the tailskid to grip. Control is excellent throughout the final approach, and it's not difficult to land dead stick and three point. The undercarriage is surprisingly strong – I have given it several good workouts – but the most dangerous part of the whole flight is the rollout, over which you have little or no control. If you're exactly into wind, and the ground is reasonably soft, you will roll perfectly straight for about 30 – 40yd and heave a sigh of relief. If the tail starts to swing, you will have to take your finger off the

Tim Batham



The diminutive Scout on the move at Old Warden

Tim Batham



The stick and rudder bar were both used by David's grandfather

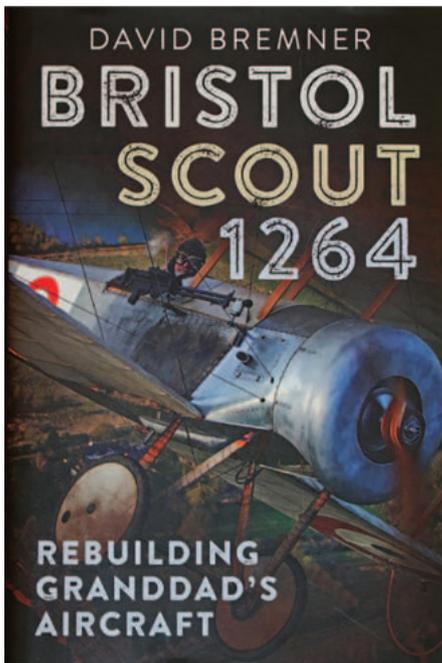
blip switch to get air over the rudder in order to straighten things out, but this will result in a wing rock due to the torque, and you will start to accelerate again. If you let it swing too far, the wheel will buckle, the undercarriage will dig in and she will probably tip over on her nose – or even on her back if you are going too fast. And that's when you will wish you had left your finger on the blip switch so that there is some chance of saving the propeller, which is very expensive! Taxying is possible using a combination of blip switch or low throttle and rudder but be aware that she is quite likely to turn in completely the opposite direction to that expected.

In 1915, the Scout was said to be

capable of loops, spins, flat spins and even flick rolls. I can't vouch for any of these manoeuvres but believe it's entirely possible. I think it must have been the first aircraft to have that combination of speed and handling, and it's no wonder everyone who flew it at the time loved it so much.

Although I do most of the flying, both Rick and Theo have done so. Theo has only 300 hours on microlights and it's a tribute to the Scout and to his care and sensitivity that his flights have all been absolutely faultless.

We had achieved the summit of our ambitions with this project, but we weren't finished yet. Even more astonishing things were just over the horizon! ■



Book Review

Bristol Scout 1264 – Rebuilding Granddad's Aircraft

Author: David Bremner

Published by: Fonthill Media Ltd.

£25.00.

This is the astounding story of how three small items, found in a shed, spurred a 14-year project of discovery, re-creation and endeavor. In June 2016 David Bremner took off from Thassos in a Bristol Scout, just as his grandfather had done precisely 100 years before - during the Dardanelles campaign of the Great War. David held the same control column and his feet were on the same rudder bar his grandfather had used. How was this possible, as the last surviving Scout built by Bristol had been scrapped more than 80 years ago? This is not a dry enthusiast book, but rather a fascinating and detailed insight to a Great War pilot's adventures in Greece, the origins of a highly capable (but under-recognised) British aeroplane, and the massive engineering plus logistical challenges in recreating the Scout to original condition. Written in an engaging and highly readable style this is must-read.

Tim Badham

Around the World at 80!

To celebrate his 80th birthday, VAC member Jim Jones intends to make a remarkable journey and fly around the world! He will be joined by his wife Dot, who will be filming the journey and helping with the navigation of their Cessna. At eighty years old most octogenarians are absorbed with sedentary pursuits but this couple will be doing something truly out of the ordinary and for a good cause. They have chosen to raise funds in aid of the Alzheimer's Society which helps support people, and their families, who are struggling with the effects of dementia.

The flight will begin at Liverpool and take around 40 days to complete depending on the weather and service requirements of the aircraft. The route will cross 20 countries and Jim and Dot will be landing at many small airfields and visiting places not usually on tourist itineraries.

Jim prefers to use a Cessna Skylane which is a single engine light aircraft with a range of a thousand miles. The aircraft is a four-seater but the space where the rear seats are usually located will be taken up by the safety equipment which includes a dingy and survival suits. These items are mandatory when crossing oceans, which on this flight include more than two thousand miles of the Atlantic with refueling stops at Greenland and Iceland.

Jim has taken more than a year to plan the route, organise permissions to enter the airspace of some countries and avoid the

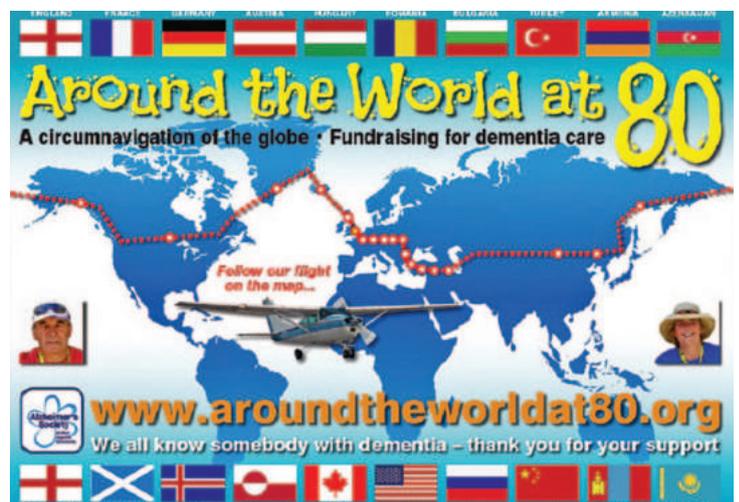
problems caused by the present political climate. Once airborne he will have the weather to deal with, this can include severe winds, storms, fog, rain, snow, ice, dust and possibly some volcanic activity. The cramped conditions of a light aircraft cockpit which is smaller than a car and being buffeted by the weather are not to everybody's liking.

Less than three 'around the world' flights are made each year, that's two hundred and twenty-five since the first such circumnavigation in 1931 by American pilot Wiley Post. He took less than eight days and that time is very difficult to beat even now, eighty-five years later.

There are guidelines that must be adhered to. It has to be: the same crew, same aircraft, a single journey with the same start and finish point and the aircraft cannot be transhipped across the oceans. Jim's intention is to follow the original Wiley Post route as closely as possible, allowing for the present political climate.

Jim and Dot have created a website where more information and news can be found about their plan to circumnavigate the world. This also gives fundraising details. We wish them all the very best with this incredible endeavor. ■

<http://www.aroundtheworldat80.org/>



50 Years on – A Bulldog Celebration!

By Anne Hughes

It was no surprise to aviation enthusiasts in 1969 that Beagle had decided to design a military trainer. As far back as 1966 at Farnborough Air Show when the Beagle Pup mock-up was put on display plans were being discussed, designs had been sketched on the drawing board, and in 1969 the prototype Pup G-AVDF had been modified to test fly the more powerful 200hp engine in an adapted Pup design. It was time too for the RAF to consider how to replace the now ageing Chipmunk with another British-designed trainer.

In Shoreham on Monday 19th May 1969 the weather was set fair. In the afternoon the QFE was 1017.5 and in the Beagle hangar preparations were being made for the first flight of Beagle Aircraft Ltd.'s latest aircraft, the long awaited military Beagle Bulldog. J.W.C. "Pee Wee" Judge, Beagle's chief test pilot, and David Cummings prepared for the flight and the day must have brought back memories of the first flight in G-AVDF two years previously. From the report of the flight "Pee Wee" noted that although the engine started easily the oil pressure was slow to build up. The alternate air intake gave a drop of 60 R.P.M. but there was no change to manifold pressure, followed by an aborted maximum power run when the aircraft 'moved remorselessly forward against full brake (on concrete).' Ground idling was at 740 R.P.M. All went well with the take off, made with 10° flap and elevator and rudder trimmers at zero tab. However, all was not well with the flap selector which 'snapped off flush with the console and from that point the flight continued flapless!' Returning to Shoreham after a 55 minute flight a few minor comments were made

Tim Baddham



Retired examples are appearing in museums as seen here in Malaysia

Beagle Archive



Bulldog 002 on its first flight

regarding the positioning of various gauges for visual checking during flight.

The following day there was a photographic sortie with Beagle Pup G-AVLN. The Pup was crewed by Charles Masefield and P.F. Brown and "Pee Wee" commented, "This is probably the first occasion when a new type has done formation aerobatics on its first [aerobic] flight!" Despite a full order book, the demise of Beagle Aircraft Ltd in

Bob Leslie Archive



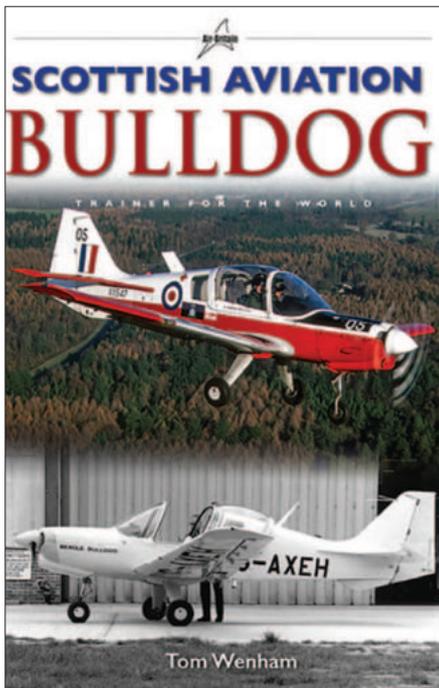
Pup prototype testing a 180hp engine for the Bulldog

Tim Baddham



Many ex RAF Bulldogs are now in private hands

1970 meant that the Bulldogs would be built by Scottish Aviation in Prestwick. They were much loved training aircraft for the RAF pilots and in Sweden where they were bought by the Royal Swedish Air Force. Those that remain as airworthy are still cherished by their owners, many of whom had trained in them in the University Air Squadrons. We are looking forward to gathering as many S.A. Bulldogs together as we can at Turweston on 19th May this year for a celebration of a British icon! You are very welcome to join us! ■



Book Review

Scottish Aviation Bulldog – Trainer for the World

Air-Britain's latest softback book, 'Scottish Aviation Bulldog – Trainer for the World', covers the story of the Bulldog from its inception at Beagle, the move to and production by Scottish Aviation and its service in air forces around the world. Subsequent use by private owners is also detailed. It gives the reader everything he or she needs to know about this aircraft. The book is by Tom Wenham (author of False Dawn, Air-Britain's book on Beagle). It is profusely illustrated with colour and black and white photos. There are new and highly accurate three-view line drawings by Paul Jackson, excellent colour side views by Juanita Franzi, and of course a full production history. The book will be launched on 19th May at an event organised jointly by the Beagle Pup and Bulldog Club, Light Aircraft Association and Vintage Aircraft Club to mark the 50th anniversary of the first flight of the prototype, to be held at Turweston aerodrome in Northants. The book will then be available from Air-Britain Sales at www.air-britain.co.uk. ■

Anne Hughes

Reminder that the VAC has a new bank account...

Please check with your bank that your standing order for membership (£25.00 due on 1st April each year) is now set up with the bank details below.

Bank: Lloyds Bank plc, Ashford (309028) Branch

Account name: Vintage Aircraft Club

Account number: 73453760

Sort Code: 30-90-28

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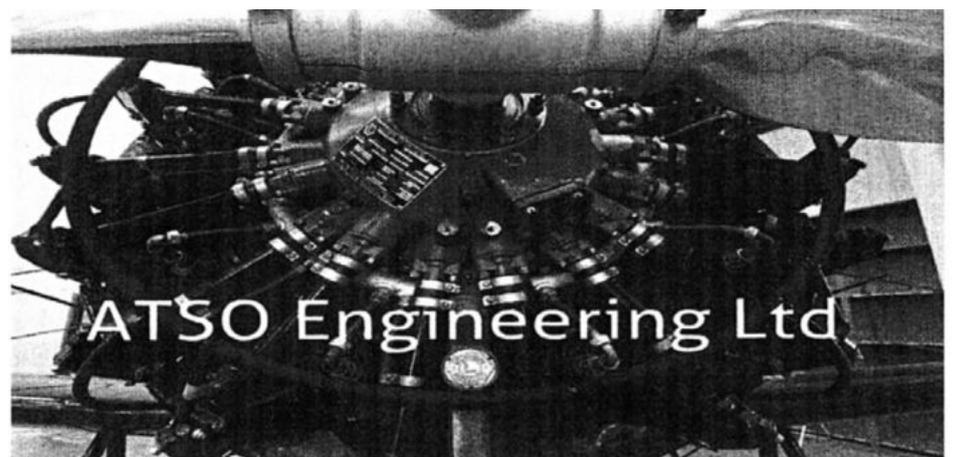
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Dates for the diary 2019

Saturday 13th April – VAC Daffodil Fly-In, Fenland

Saturday 27th April – VAC information stand at Duxford Safety Day

Sunday 28th April – VAC Spring Fly-In, Turweston, with Guild of Aviation Artists' painting day.

Monday 6th May – Vintage Fly In – East Kirkby. VAC invited. Lancaster and Mosquito taxi. Air display and talks. £10.00 landing fee includes event.

Sunday 19th May – Bulldog 50th Birthday Event – Turweston Aerodrome. Celebrating the first flight of the prototype Beagle Bulldog.

Saturday 8th June – VAC Duxford Bonus Day

13th-15th June – VAC at Aero Expo

Sunday 23rd June – **Bicester Super Scramble** – VAC Aircraft for ground display.

29th – 30th June – **VAC 55th Birthday Celebration Weekend at Brighton.** Camping, BBQ, transport to accommodation and a tour of the hangars all on the cards!

22nd-25th July – Husbands Bosworth VAC invite from VGC.

Sunday 27th October – AGM VAC All Hallows Fly-In, Turweston. Start collecting your spooky stories now!

Further details about the Club, contacts and events can be found on the Vintage Aircraft Club website www.vintageaircraftclub.org.uk

Vintage Aircraft Club

c/o Light Aircraft Association

Turweston Aerodrome, near Brackley, Northants., NN13 5YD

Refueling at Brighton

Via Charles Sumter

