

# *Vintage and Classic*

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*The Journal of the Vintage Aircraft Club*

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**Vintage & Classic**

**Summer 2013**

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*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

**A**t last. The summer seems to have arrived. Well, at least in sufficient quantity to allow me to carry out some flight testing of the Topsy Trainer which, I am delighted to say, is now a going concern once again.



It seems a long 14 months since the Walter Mikron's broken crankshaft prompted the unplanned 'meet the farmer' session at Princes Risborough. The subsequent dismantling, refettling and reassembly operations back at Bicester soaked up many man hours and at the same time served as a lasting reminder of just how good this club and its members really are.



VAC stalwarts such as Arthur Mason, Pete Wright and David Beale deserve particular thanks, as do LAA inspector Matt Boddington and Chiltern Classic Flight guru Alan Turney - to whom I promise I will never ask to borrow a spanner again! Added to them are the

many other fellow members who offered bits, advice and moral support. Thank you all.

Sadly, as you will read in the magazine, we mourn one of the most

experienced builders and flyers of early aeroplane designs in the UK. That John Day lost his life in the very Fokker Eindecker replica for which we had awarded him the Desmond Penrose Trophy earlier in the year, rather brought home the fact that sometimes the pastime we love can exact a cruel price. Lets all be careful out there, huh?

Meanwhile, another incident which thankfully didn't have more serious consequences, created a serious risk of negative publicity for light aviation's cause. Many of the 127,000 spectators at the British Grand Prix were less than enamoured when the Red Arrows' pre-race display had to be suspended because some berk bumped into the RA(T) restricted airspace zone at Silverstone.

As far as I know, the offending pilot was not a VAC member. Whoever it was, or whatever they were flying, it is hard to find a case for mitigation.

Even if the person flying was somehow unaware that one of the biggest sporting events in the country was

happening on their route, the temporary airspace restrictions are always the subject of a NOTAM, which every pilot is obliged to check as part of their pre-flight planning. These days, with ease of internet access to obtain NOTAMs, and tools like SkyDemon Light to help pilots prepare for a flight, an infringement of Red Arrows airspace just should not happen.

OK. Rant over. Now let's look forward to some great events. Hopefully this magazine will arrive in time to act as a final reminder for the VAC gathering at Bembridge on the Isle of Wight on July 20/21<sup>st</sup>. Thanks to the hard work of Abi Reynolds and Gary Loveday, along with VAC member, Pietenpol builder and Vectis Gliding Club contact John Chape, we are looking forward to a great weekend with many planning to camp or stay in local B&Bs. See you there!

Finally, a call for volunteers (no don't run away!) Following on from a very successful and interesting Aeroexpo weekend at Sywell, where our VAC area in the LAA marquee attracted many friends old and new, we will also have a similar display space at the LAA Rally, which runs from 30<sup>th</sup> August to 1<sup>st</sup> September.

It is a huge opportunity for us to "sell" our enthusiasm to fellow flyers and recruit new members. To keep our area buzzing though WE NEED YOU! If you feel you can give up a morning or afternoon through the weekend, then we would be delighted to hear from you. We'll have some great aircraft and projects (some still top secret) on display, so I think we will be getting plenty of attention!

HAPPY LANDINGS!

**Steve**

## ***Members Notices***

### ***Additional Club Fly-In***

**A**s you are all aware the VAC fly-in programme for this year was severely affected by the British equivalent of Global Warming and the first three events had to be cancelled due to snow! It has therefore been decided to hold a fly-in at Turweston on Sunday 8th September where we hope to see as many members as possible.

### ***July Events***

**T**he Isle of Wight Fly-In is over the weekend July 20th - 21st where you will receive a warm welcome from the members of the Gliding Club who run the airfield. Please ensure that you are fully conversant with the airfield joining instructions and you have contacted them for your PPR before take off. Camping on the field is also available. The Propeller Inn is an aviation enthusiasts delight, and speaking from personal experience when I was there in June the food there is extremely good.

**F**or those who do not have the range to get to Bembridge a very popular event that is always well attended by VAC members is the Stoke Golding Stake-Out on the Leicestershire / Warwickshire borders. This is also a two day event with facilities for camping overnight. Food will be available from the all day BBQ.

For full details of airfield operations see their respective websites:- [www.eghj.co.uk](http://www.eghj.co.uk) / [www.stokegoldingairfield.co.uk](http://www.stokegoldingairfield.co.uk)

### ***August / September Events***

**O**n Saturday 17 August 2013 the 'Robin Hood Fly-In' takes place at the historic aerodrome at Hucknall in Nottinghamshire.

**F**riday 30th August to Sunday 1st September is the LAA Rally at Sywell, where hopefully a number of vintage aircraft will again be present. As usual your club will be there and we will through the good offices of Dudley Patterson be situated in the Homebuilder section. So come and say hallo and have a chat. We are also looking for members to come and assist on our stand, not all day of course but a morning or afternoon would be of great help. It will also mean that you would hopefully meet other club members. So please give it some serious consideration and let me or one of the committee members know when you can assist.

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### **New Members.**

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

G. Dellmege	Birmingham	M. Goodman	Daventry
S. Isbister	St Albans	B. Morris	Tring
	A Wankanski	Stowmarket.	

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**Cover Picture Front:- de Havilland Tiger Moth G-ANFL at the Daffodil Rally, Fenland**

**Cover Picture Rear:- Tail dragger line up at the Daffodil Rally, Fenland.**

## Fenland 13th April 2013

Finally and at long last we had our first successful event of 2013 at that very welcoming and friendly airfield at Fenland.



I have admit that the marshallers Lydia and Andrew did beat us there, but that meant that they were ready for the first arrival of the day, member Richard Keech in his Piper Colt. This picture from Richard taken from



the side of Bob Wilies Piper Cub shows some of the 22 aircraft attending, and what at times was deceptively blue sky.

Amongst other arrivals was the immaculate Auster 6 G-ARCS of Robert Fray, seen here taxiing out to return to Furze Farm and the Topsy Belfair of David Beale.

VAC member Dave Jackson who is Retroair was also there with one of his delightful models who in period dress

was to be seen alongside the appropriate type of aeroplane. All credit to this young lady whose outfit was not really ideal for the rather chilly and windy conditions (15kt gusting up to 21kt at times) but she certainly added a welcome touch of glamour to the event.

It was good to see Tim Crowe with his superb book stall, and he for a change along with Carol who was there to book the visitors in and collect any memberships, both being given a position inside the clubhouse.

There were daffodils at the ready for all attending, but Carol found it extremely difficult to get some of the visiting pilots and their crews to accept them. Honestly fellas it doesn't signify

anything!

One of our number intending to attend, Mark Miller turned up at



Duxford only to find that his aircraft were all hemmed in by the based Consolidated Catalina, and with no



way to be able to move it. I do not think that anyone will be able to top that for being prevented from attending.

**Report Paul Loveday**  
**Photographs Richard Keech**  
**Paul Loveday**  
**and**  
**Dave Jackson**

# Vintage and Classic Fly-In, Sleaf, May 18 and 19 2013

Probably the last person who should write an account of an event, of any sort, is one of the organisers. There is bound to be a bit of bias and one does not get much time for an objective look around. But as I have been delegated (euphemism!) to do it, here goes :-

Overall, the event "worked", the combination of military vehicles, classic cars/bikes and a fair representation of our type of aeroplanes was much appreciated by our visitors, many of whom are already asking for the dates of the next one.

We also raised quite a decent amount for the Midland Air Ambulance - final figures not to hand but exceeding £1,000.

Organisers of all three sections worked reasonably well together, many lessons learned and revised expectations etc. to be in place for next year. The Vintage aircraft element was brought into the plan at a late stage. Most of the vehicle organisers had not done anything on an airfield before so we had to do some very late tinkering. This did lead to a slight "hiatus" on the Sunday when the Aero Club CFI ordered a change in our air-park arrangements about half way through the day. My apologies to any one affected, it will not happen again.

## **So to the Event - Saturday.**

The forecast and the actual weather from a few miles North of us was not

good, one potential visitor "scrubbing" as he had less than 500ft. cloud base, the TAFS and METTARS did not give much hope. We were in good VMC but with a testing crosswind on all of our runways, limited local flying was taking place. The poor weather to the North was forecast as moving South during the day which probably dissuaded some "Southerners" from venturing North of Lat. 52. (In fact, we had a general improvement during the day, becoming quite pleasant by late afternoon ).

Richard Keech was first arrival in the Luscombe G-BRHY . He seems to be making a habit of early arrivals, did the same at Fenland - but that was in his other aeroplane, the Colt G-ARNJ, which is now based at Sleaf so he taxied that up to the flight line as well.

There were only four more aeroplanes flying in, including another Luscombe, G-BTJA off a local strip. A Sleaf based and recently restored early C150 was driven up from the Hangars, really to make some semblance of a line.

Because of the light workload, we used the C150 for cockpit visits by children. Much appreciated, many photographs taken and at least one parent took a "Trial Flight" with the Aero Club.

Overall, a quiet day on the flight line, busy for the vehicle elements with many road visitors contributing to the of the Air Ambulance fund collection.

## **Sunday - better forecast, better actuals.**

A steady stream of PPRs from around 0900 with a few weather scrubs so we expected to receive around 20 aircraft. A few came in without PPR, no problem but it does help us to let us know of your ETA.

We had asked pilots coming in to tell Sleaf Radio that they were for the event so that they could be directed to our air-park rather than the normal Club spaces. Most did but those that did not were (usually) asked on first contact.

Sleaf Radio also decided that all tail wheel aircraft would be for us. The system worked reasonably well, a few were mis-directed and two quick thinking incomers in "modern" aeroplanes latched on to the probability that if they did declare that they were vintage, they would get in without a landing fee - they did, but we got them to add to the Air Ambulance collection, so honours even.

The number of road visitors was much smaller than on the Saturday, partly expected because most vehicle displays took place on Saturday, plus the late notification for the aircraft elements. Fewer spectator guides than expected turned up (they had been arranged via the Military Vehicle Trust). So we had to do some careful marshalling on the air-park when some spectators drifted over to us. We kept things safe but not ideal.



Next time there will be specific groups to assist "air-side".



Highlights included the local YAK and the delightful Mustang Replica each doing a "Fly-By", the resident CASA Jungmann pair did a couple of their



low level, stately display routines, they certainly got the spectators attention,



I heard several very complimentary comments. The resident T67 was also doing a few aerobatic experience flights throughout the day.

For me though, the best bit was to park the DH 87 (G-AHBL) next to DH 82A (G-BMPY), on the grass away from any buildings and in sunlight! But I did not have a camera and so far, I have been unable to find someone who did get a photograph - can anyone help?

We had 34 aircraft in over the weekend, Austers were the most numerous type. Our thanks to all of our visiting aeroplanes (and crews), you made the event for us.

With some tweaks and development, this could be a good annual "do". The Shropshire Aero Club are keen, landing fees are waived for this type of event, there is a small price concession on fuel uplift for pilots who pre-register, the airfield is ideally situated with good facilities and the Military Vehicles etc. bring in the spectators. Many of the pilots visiting Sleaf for the first time have said that they will return (also helped by the SAC giving a free landing/parking voucher for another weekend in 2013).

VAC could be the ideal partners with the Aero Club to make the "Fly-In" really successful.

**Tony Taylor**

*Now a report from John Broad who visited on Sunday.*

VAC Member, Tony Taylor extended an invite to the VAC to attend the Shropshire Aero Club's Vintage Weekend, 18<sup>th</sup> & 19<sup>th</sup> May, at Sleaf airfield. This event with vintage and classic vehicle displays adding to the flying theme promised to be very interesting.



Pete Smoothy planned to go on the Sunday with his wife Ann and Rob Stobo and I volunteered to occupy the other two seats. Pete's Robin DR400 looks superb after its seven month restoration and I've always reckoned it an excellent aircraft.

For a change the weather was to be warm and fine, good visibility and not too hot in the brilliant sunshine. Hinton, Wellesbourne, Halfpenny Green and Sleaf being the flight plan that Pete had produced on a Plog from his SkyDemon.

Calling finals for the Vintage event, ATC directed us to the event parking where a slight problem had occurred with aircraft manoeuvring amongst pedestrians. With the engine shut down a kind marshaller explained the problem and requested Pete to turn round and park in the normal aircraft park in front. No real issue with this but an angry and unidentified person attempted to make a huge issue out

of nothing; the only unpleasant person we met that day!

First stop the restaurant, or more particularly to use the facilities and then see what was on the menu. A long queue had formed but everyone stayed cheerful, as did the staff dealing with this huge influx of people. Meeting old friends, chatting about flying, and before we knew it the food had arrived.



From the window could be seen some interesting vehicles to tempt visitors and round the corner a large contingent of military machines with their suitable attired owners and friends. Quite a range of machinery and the detail equipment to go with them was amazing.

Alongside the classic aircraft park were a fine collection of motor cycles, a "half pint" (500cc Jap engine) Cooper racing car and a Vee twin BSA 3 wheeler – lovely.

Aircraft ranged from Dudley's former Robin DR400, now sold and with the new owner flying it that day, to a nice line up of Piper Cub, Auster, a Cessna Bird Dog, a couple of DH Moths and Trevor Jarvis with his Taylor Titch.



Trevor having left Hinton a few minutes before us and had enjoyed the flight in this little yellow racer.

Amongst the cars I thought the delightful Riley drop-head to be

the prettiest and the superb Citroen Light 15 the rarest with memories of the French Policeman Inspector Maigret on black and white TV; showing my age.



Rob was fascinated by a Land Rover that had been extensively modified to take a Cummins turbo-charged truck diesel engine that had been expertly shoe-horned into the normal space for

the engine. A lot of detail engineering very well done. The Morris Minor Traveller with the family having a picnic from the back looked straight out of the 1960's.

Ice Creams were the order of the day from the van in front of the tower whilst watching two Bucker Bu 131 Jungmann performing fly-bys over the airfield.

Apparently there was no landing fee



for those flying in to the event, but I paid up anyway. Fly-in visitors also got a free landing waiver as well.

Tony told us that they plan to hold the event again next year and the VAC are invited to attend making this one to mark in your calendar.

I know we all enjoyed the day and must thank Tony and all the team for making this such a success. The kitchen staff did a fantastic job in coping with all the visitors with such good cheer, thank you very much.

**John L Broad**



Two of the  
Austers  
At  
Sleep





## Round and About

Sunday 28th April saw the first Display of the year at Old Warden with the Shuttleworth Collection.

Billed as 50 years of Displays at Old Warden many of the based aircraft displayed even with the keen wind.



Two notable visitors that displayed were the only true Auster AOP-II (XP254/G-ASCC) and the Boeing Stearman E75 G-AWLO.



**Paul Morton**

Here is a little report about the U.S. Classics event held at Sywell Aerodrome on Saturday 25th May.



First of all, the weather gods were definitely on our side since the conditions were lovely...in stark contrast to what had gone before on the Friday and this made the

attendance of all those who flew in possible. Overall, we had a lovely and successful day as the selection of photos show.



For those who like numbers, we had 32 U.S. Classic aircraft fly in, 3 Aeroncas, 5 vintage Cessnas and 24 vintage Pipers plus 2 club members who attended by road. A marvellous day at a super location and, no doubt, full reports will follow in the respective club magazines and some of the national aviation press.



Our sincere thanks are due to Jeff Bell and all the folks at Sywell who made the event possible and to Hilary Fass and my wife Marj Keech who drove for four and a half hours on the Friday in a car loaded with kit/gazebo etc etc. Thank you all.

Cheers

**Richard Keech**

The Annual Help for Heroes Fly-in at Throckmorton was held on 8th June and amongst the participating aircraft were these



DH.87B Hornet Moths G-ADND / W9385 and this one G-ADNE.



**Paul Morton**

On 15th June one of members Sue Thompson celebrated one of those landmark birthdays.



A well kept secret birthday surprise was arranged by fellow member and long-time flying companion John Coker to be held at Goodwood. The bigger surprise for her was to be a flight in a two seat Spitfire with John Dodds. Unfortunately the good old British weather was such that this has had to be postponed to a later



date.

However the conditions did not prevent a number of her friends attending, of which Carol and I were privileged to be invited. Apart from the weather, the day was a great success as the photographs show.

**Paul Loveday**

## Abingdon Air & Country Show 2013.

With mixed fortunes on the run up to this year's show Neil Porter managed to pull out a corker of a show which was rated by many enthusiasts as the best one yet.

With the deployment of the RAF around the globe, the problems that struck both the Tutor and the Tucano fleets earlier in the year, added to the poor weather for the first quarter of the year, the reduction in display acts and on top of that funding cuts, meant that the usual RAF participation at the show, which is also often the debut for many of the acts, was not available this year. The RAF support was to be just a flypast from an aircraft type from nearby Brize Norton, one of Benson's helicopters – annual and keen supporters – and the Lancaster from the BBMF.



On the run up to the show it looked like Neil would manage a flypast by one of the very few VC-10's left in service before retirement but this was withdrawn with only a few weeks to go due to lack of qualified crew to perform a flypast.

On top of this the initial excitement of the Belgian military sending a Sea King was thwarted when they withdrew the offer as it was required at one of their own shows.



Fair enough everyone thought, then, a few weeks later Neil got the message "would you like a SF.260 instead?" of course the answer was in the positive. Added to this the confirmed return of the Dutch Air Force who enjoyed it so much last year they were planning to bring back the PC-7 again, the show was shaping up to be international

again!

Finally

just to trump it, the Polish Navy confirmed, after a couple of years of hoping but not being able to, that they would be back this

year. All three acts were going to be static but what a line up...

This year the usual marshalling team was slightly smaller than usual and with the change of participation types, we tried a new plan which would mean that the more interesting visitors could be parked in a more visible way. This was very much an

experiment on our behalf but with a new list of participants appearing almost every day in the last week, in some cases it was almost every few hours, it was going to be interesting to see if

it would work. One thing that did stay constant – although the numbers fluctuated slightly in the run up – was the large numbers of Auster from the Auster Club that



planned to arrive. We did try to park them as much as possible together but staggered arrivals and need to fit in other types, including an Army Air Corps Lynx meant that it wasn't quite possible.



With the lack of RAF participation the Saturday, usually a day of pre-show arrivals and display practices, was deathly quiet but with a



incredibly wearing wind that was almost ceaseless and inescapable. We did get to see the Twister and Lynx practice however, as well enjoy the arrival of the international contingent. It was fun chatting to the Polish who, whilst crossing the Channel in their Bryza, were asked whether they were fixed or rotary wing due to slow progress with the head wind.



Show day arrived and the punters walked in flanked by the Polish

Bryza, and Dutch PC-7 on one side and no less than three SF-260's on the other including Tony's Belgian civilian registered one and the Belgian military one. Benson's Merlin arrived and parked up



The Dutch crew claimed to have heard the Belgians also en-route but travelling a lot slower in their piston powered machine than the turboprop PC-7.

as in previous years starting our day off which was almost a constantly steady flow of aircraft. An organisation called Sky



Angels who specialise in Medevac

services and flights turned up with a selection of vehicles and well travelled Jet Ranger G-WIZZ.

My personal highlight however was being the first to welcome back Tony De Bruyn back to Abingdon following his remarkable and on-going recovery from



The static/fly-in types were varied and eclectic as usual with a large number of vintage, classic and homebuilt types this year. The parking of the more interesting types were, as with the display items, themed as much as possible with the Bestmann, "108" and FWP-149 in one area and between the Hurricane and Mustang their trainer type in the form of a Texan/Harvard. The other side of the Mustang were the wing walking Stearman and the Fennec providing spectators with a little bit of an American line up.

The display this year was opened as in every year by the Air Ambulance, which is the reason we were there, raising funds for her continued operation. This year she was flown with a little more vigour than ever before and this was appreciated before she headed out to do her main job and treat people in need.



The display featured the RV-8tors flying a pair of RV-8's (obviously) complete with smoke in a paired display and making his debut in a solo Twister was Will Hilton, who just a few short years (5 to be exact) has gone from Abingdon show car park Air Cadet to display act. Carrying on the aerobatic theme with Air Cadets, Rod Dean displayed an ex-RAF Bulldog in a rare showing for the type these days. North Weald provided four acts, two flying in for their slots and the other flying from Abingdon. Those flying over were a





Willing's Fennec is a perennial regular and despite her size is a spritely display act as she putters along with her distinctive engine note.



Jet Provost T5 and a Gnat, whilst the based acts were Peter Teichman's P-51 Mustang and Aces High's C-47 Dakota. It was nice to see a Gnat display once again, and in "normal" colours and not Red Arrows but the display was a little high and distant for many.

Showing up well against the glorious sky was the bright yellow US Navy schemed Texan which gave out the unmistakable rasping prop note.



The RAF participation from Brize was to be a Tristar, another type coming soon to the end of her service life which took off, flew an extended circuit with a fly through missed approach to Abingdon and landed back at Brize!

Monday remarkably saw no rain as the Poles, Dutch and Belgians all departed as the site tidied up ready to be handed back to Defence Estates... until next year that is...

Peter Vacher's Hurricane was displayed in an impeccable style with a lovely fluid show giving photographers a field day.

The BBMF Lancaster was a welcome returning act from years ago and was ever the Grand Dame that she is and flown accordingly although there was a noticeable absence of upper side views with most of the act being underside passes sadly.

There was sight of one of the new Voyagers flying around and I think many hoped she too would make a larger circuit but to no avail.

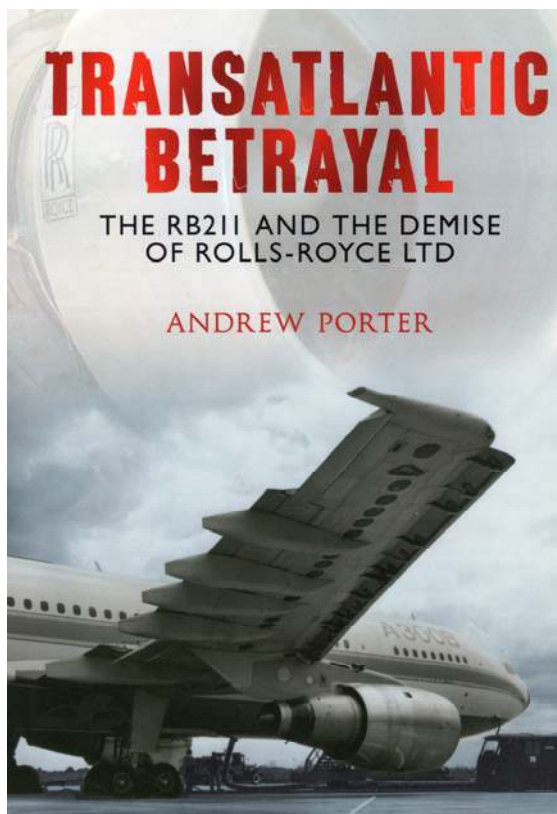


Finishing off the day prior to the fly-in aircraft departures was the AAC Lynx in what is billed as the last year of the back flip as the AH.9 version which will replace the AH.7 cannot flip and as such the crowd watched, many quite stunned, to see the Lynx thrown around and flipped more than once!

Another welcome returning act was the Breitling wing walkers who thrilled the crowds as always. Martin

More photos can be here: <http://www.flickr.com/photos/the-legacy-collection/sets/72157633496219947/>

**Report by G.Loveday**



## BOOK REVIEW

### TRANSATLANTIC BETRAYAL

THE RB211 AND THE DEMISE  
OF ROLLS-ROYCE LTD

Author : - Andrew Porter

Publisher:- AMBERLEY

[www.amberleybooks.com](http://www.amberleybooks.com)

This well researched book tells the story of the circumstances the results of which nearly cost the United Kingdom the loss of an aero engine company that was to become and to remain a world leader in aero engines. Rolls Royce was to become the victim of U.S. and U.K. double dealing on an unprecedented scale. The amount of technology freely given away by its political masters would be a contributory factor.

Rolls Royce prior to the chain of circumstances which are well described in this book was a private company with an enviable reputation for its products. The lineage of its products in the manufacture of the jet engine being described and the company thinking as to the future development makes for interesting reading. Its relationship with its competitors both here in this country and abroad are also explained.

The forerunner of the RB.211, the RB.207 was originally designed for the early ideas of aircraft

manufacturers who were thinking of a wide bodied twin jet. In the end the tri-jet was to become the accepted way forward. With the selection of the RB.211 by American Airlines for the US manufactured Douglas DC-10 saw the forces of US protectionism come to the fore. At this time the US manufacturers did not have a comparable engine.

As one reads this book the problems faced by Rolls Royce both from abroad and from within the United Kingdom become more and more complex. The attitude of the Government of the day beggars' belief especially within the higher echelons of the some of the Ministries and Ministers involved.

For those who enjoy the technical side of aviation this book will meet their demands especially in regard to the technical development of the jet engine as we know it today.

Until reading this book I was unaware of the problems that are involved in the design of the engine

mountings and the shape of the engine cowling. The problems involved with the Lockheed C-5 Galaxy and the Boeing 747 in this respect demonstrate the design technicalities involved. Also the number of different aircraft designs that were only ever to see the drawing board all of which lead in some small way to those we are familiar with today.

As we all know Rolls Royce was bailed out to become a public company and has gone from strength to strength in the business of the production of aero engines, its products powering the latest aircraft from the Airbus stable.

I would describe this book as somewhat dry in parts but well worth persevering with as it gives an insight into the trials and tribulations of a world renowned company.

**Paul Loveday**

# The Bugatti 100p Will Finally Fly

The Bugatti 100p has mystified the few who have known she existed. It's the only airplane built by legendary automobile designer, Ettore Bugatti. And though the aircraft is arguably one of the most sublime designs in aviation, she never flew.

For the last four years, Scotty Wilson, a retired U.S. Air Force fighter pilot, has been working to change that. In a few months, he'll fly his reproduction of the Bugatti 100p.

"She is arguably the most elegant airplane ever designed, an art deco masterpiece and a technological marvel of the era, but she never flew," Wilson says of the plane.



It all began in 1937, when luxury car designer, Ettore Bugatti approached Louis de Monge, a famous Belgium aircraft designer, to build an airplane around Bugatti's race-winning automobile engines.

De Monge's creativity and innovation were unrivaled, and Bugatti knew he was the man for the job. Originally designed to set a world speed record, Bugatti and de Monge also considered entering the 100P into the prestigious Coupe

Deutsch air race. Some believe the 100P would have made a successful, lightweight fighter, and she certainly was an early technology demonstrator.



Unfortunately, these were uncertain times. Depression and war loomed over Europe, causing Bugatti's once successful car company to see its profits stagger. Knowing lucrative, wartime, government contracts were vital for their financial survival, Bugatti and de Monge collaborated, settling in Paris to engineer what was to be the last major project for either man.

The result was the Bugatti 100p, and for a brief moment in time she was the most stunning



aeronautical achievement in existence, even though the airplane had yet to be tested in flight.

Exhibiting the perfect balance of art, speed and technology, the eponymous airplane was classic Bugatti, however Scotty Wilson believes the true genius of the project was undoubtedly de Monge.

"Louis de Monge was a risk-taker, a real leaning-forward type of guy, and he wasn't afraid of failure."



The Bugatti 100p was elegant and purposeful. The svelte lines of her design more closely resembled the smooth curves of the dancers a few blocks away at the Moulin Rouge, than the cumbersome designs of her predecessors.

Uniquely, the canopy was integrated into the shape of the fuselage, creating an undisturbed line from the twin contra-rotating



propellers to the swept, three-fin tail. She was perfect in her simplicity.

“Antoine de Saint-Exupery, the French writer and aviator, eloquently said perfection is achieved, not when there is nothing more to add, but when there is nothing left to take away. That is what they’ve achieved here - perfection” Wilson says.

For three years, Bugatti and de Monge toiled over every detail of their masterpiece, often fabricating custom parts that could have easily been purchased at the local hardware store.

It was now June of 1940, the two engineers were days away from flying their piece de resistance. But as word spread throughout the French capital that an invasion was inevitable, Bugatti and de Monge had a terrible dilemma, disassemble and evacuate, or risk their state of the art technology falling into the wrong hands.

They made the crushing decision to sneak the plane out of their Paris workshop one night, under the cloak of darkness, abandoning their dreams of flying.

The odyssey of the Bugatti 100p took many twists and turns over the next four decades, but presently the original is the most popular exhibit at the AirVenture Museum in Oshkosh, Wisconsin. No longer airworthy, the few who know of her existence had all but given up on seeing de Monge’s sophisticated design take to the skies. That may change this fall.

Scotty Wilson has faithfully reproduced this amazing aircraft with no blueprints and few relevant drawings. However, he is quick to point out this has been a team effort. In the United States, Gregg Carlson, a Tulsa engineer, developed a digital profiler, helping them to



plot the wings’ advanced airfoils. NORDAM helped with the canopy; TESCOP fabricated many parts; Oscar Taylor, Mark McCaskill, and Jeff Lewis collaborated on the landing gear. Tulsa sprint-car guru, Brooks Thompson, is working on the plane’s complicated drive system.

The project has also attracted



international attention and encouragement. J. Lawson (John Lawson pictured above) Model makers, of Nottingham, designed and built the complex propeller gearbox, many have called a masterpiece in its own right. A Swedish theoretician designed the propellers. And after hearing of the project, Louis de Monge’s grand-nephew, Ladislav, travelled from Belgium and spent three months in



Tulsa last summer, helping to build the plane.

“The fact is no one can build an exact replica of this airplane because not enough information is available,” Wilson says. “However, some parts so closely resemble the original, they are interchangeable.”

“Our reproduction is faithful in the important ways. Externally, it is identical in appearance, and aerodynamically it’s identical because we wanted to experience flying it the way they would have flown it. Also, we are incorporating elements of Bugatti’s five patents on the airplane.”

In 2011, the team displayed the incomplete aircraft at AirVenture Oshkosh, one of the largest air shows in the United States, where 800,000 people and 12,000 airplanes attended. “We were the center of the show and had a tremendous response.”

Wilson believes the appeal of this story reaches not only aviation enthusiasts, but also auto, military and history buffs. He plans to finally fly the completed aircraft in the fall, and then tour it around European air shows in 2014.

“Ettore Bugatti is revered around the world, but very few know about the 100p. He built 8,000 cars, and only one airplane,” Wilson says. “It’s time we introduce them.”

As for the genius behind the avant-garde design, the world forgot Louis de Monge the moment the tanks

rolled into Paris in 1940. However, this fall, Scotty Wilson plans to change that.

For more information on this exciting project, visit the Bugatti 100p Project on Facebook.

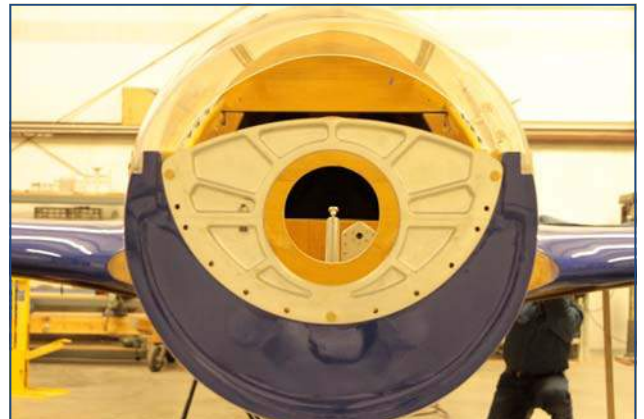
**Jamie Richert Jones**



## The Bugatti 100p Progress



This selection of photographs show some of the work involved and how the aeroplane is beginning to come together.



## Field selection for forced or precautionary landings.

In a magazine article last year I commented on the difficulty of finding a satisfactory forced landing field – had one been required – when flying in northern France in July. In that region and in that season, arable crops are thick and tall whilst pasture fields are in grass because they are small, valley-sided and unable to be ploughed, so neither provide a safe emergency landing area.. With a strong background in agriculture and a mis-spent 1970's and 1980's landing my Auster 'off piste', I tentatively offer some guidance on field selection.

A good field choice will increase the success rate of a forced landing where success equates to no damage suffered by either personnel or aircraft. However, there are more important checks and actions which take precedence over crop considerations. After trimming for the glide, checking for a reason for the engine failure, a large green field is sought and an approach planned. An engine failure above 2000' or a precautionary landing will give more time to put the following guidance on different crops into effect.

Apart from moors, heaths, downland and forests, UK land surface is either grass for grazing livestock or to conserve as hay or silage, or the arable crops of wheat, barley, oats, oilseed rape and maize. Grass fields are ploughed less often so are firmer – but that doesn't mean smoother – and green, although I recall landing once on the edge of Dartmoor in late afternoon light and the grass looked silver-grey. Grass is always your best choice but might be rejected due to the presence of livestock or an adjoining river indicating marshy ground. If you make a successful arrival amongst cattle then guard a fabric covered aeroplane as they have

a taste for licking the doped surface. If livestock are grouped in one area of a large field then this may be achieved by electric fencing, a lightweight temporary structure unlikely to damage an aeroplane seriously. An electric fence is unlikely to be seen from the air but where dairy cows are 'paddock grazed' the paddock subdivisions of a large field are of stronger post and wire construction and to be avoided!

If there can be an ideal time for a forced landing it must be May and early June when farmers are cutting long grass swards and carting it off to make silage. These fields will be firm, fairly smooth and a welcoming pale green colour. Later in the summer similar fields become available after hay making but this operation takes longer especially in poor weather and any remaining bales must be avoided at all costs.

Arable crops are more difficult to assess as they grow throughout the seasons, being sown from September to April and harvested July to September, when some crops such as oilseed rape will be 5 to 6 feet high and very dense. The preparation of a seed bed for these crops by tractor means they cannot be on steeply sloping ground and the surface will be softer than grass until the crop is well established. All arable crops are readily identified throughout their growth by the highly visible 'tramlines'. These are the tractor wheel marks, some 24 or 36 metres apart which are left unsown to allow repeat treatments to be applied without crop damage and the efficient application of sprays using similar width equipment. Tramline technology and powerful tractors with very wide cultivation and spray booms conspired in the early 1980's

to kill off our aerial spraying businesses. The importance of identifying tramlines to the pilot is that any landing should be made parallel to the tramline and not at right angles when the surface is much more uneven.

Young arable crops will appear as a slight green haze in a largely brown soil-coloured field. At this stage the surface will be quite soft so always remember that the moment that the wheels cannot turn fast enough to equal the aircraft's momentum is the instant the tail will begin to lift and a cartwheel is possible. Ideally drop the aircraft on to a soft surface from a couple of feet in a fully stalled state, keep the stick fully back, and the forward motion will immediately be significantly reduced. (I was told once by my passenger that he had viewed my Auster wheels from his side window – but the bungees held.) As the crop grows the enlarging root systems will firm up the surface and the field will appear fully green and just like grass, apart from the tramlines! These arable crops will allow a safe arrival until about the end of April after which their height and density may produce the cartwheel effect described above.

In May and June the dense yellow colouration of the oilseed rape crop is a common sight but you should never land in it as it is a very matted and dense crop. When the flowers drop and the seeds form in July and August, the crop turns brown but becomes even more dense and dangerous. Similarly, in July August and September, the other arable (or 'corn') crops have matured to about 3 foot high and a golden colour and make poor forced landing sites. Once harvested and the large and dangerous straw bales have been



removed these fields of short yellow stubble make good landing areas but you should still try to land parallel to the tramlines (wheel marks) as the very heavy harvesters may leave ruts too deep for aircraft. Unfortunately the pace of modern cultivation is so fast that stubble fields only remain as stubble for a very short period and soon become a new soft seedbed.

Linseed is a much shorter arable crop which has the most attractive pale blue flowers in July. Indeed, many years ago before I was familiar with this crop I remember one flight when

I could not find the shimmering lake in the distance on my map. Fortunately I resolved to keep my course and the 'lake' proved to be flowers on a hillside! Due to the short and delicate nature of this crop, one might make a safe forced landing in it at a time of year when most arable crops are better avoided.

I have recently noticed one new crop which will definitely not welcome a landing. The field appears a reflective blue-grey colour and may sparkle in sunlight when viewed from the South. Unlike other crops they have a remunerative 25 year

contract with the Government and are solar panels. I hope these notes may improve your crop identification and forced landing safety.

***Rupert Hibberd.***

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## ***From the Hangar Troll***

**A**s we are all aware this year has been beset with its own weather problems, but it was good to welcome a number of members who were able to get to Fenland. I appreciate that despite the weather conditions there were parts of the country, some not that far away having their own problems. So all we can do is hope that the events during the rest of this year are more successful.

The Fly-In at Bembridge will give support to flying on that small piece of England which over the last few

years has seen more that its fair share of problems. With the operations at Sandown showing some signs of improvement let us hope that our support of the Bembridge meeting will help promote aviation on the island.

There are reviews in this magazine of three aviation related books but each covering a different facet of the subject. All are well written and no doubt one of the three will appeal. The publishers of the volume on the SR-71 have given the VAC a special deal with a saving on

the cover price as well as p&p being included.

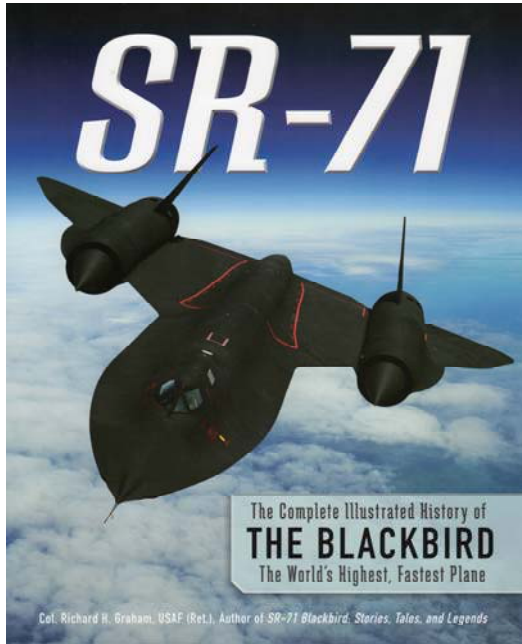
The report of the Bugatti is as far as I know the first to appear in any magazine within the UK and it is good to see that an English company was approached to design and build some of the engineering parts. Well done to that company which proves that we in this country can still produce the best when required.



**W**hilst at Turweston over the Grand Prix weekend some of the occupants of the hangar were pulled out for those attending to see.

Amongst them was this immaculate Tiger Moth which drew a number of complimentary comments.





## BOOK REVIEW

### SR-71

## THE COMPLETE ILLUSTRATED HISTORY OF THE BLACKBIRD

THE WORLD'S HIGHEST FASTEST PLANE

Author: - Col. Richard H Graham

Publisher:- Zenith Press

The title of this book, written by a former pilot who knows the aircraft intimately, truly describes what you will find within its pages. The development of the SR-71 started with the A-12 which originated in 1959 and flew within 2 years of its inception. With the role the aircraft was designed to fulfil the radar cross section was a major part of the design work carried out. The use of Titanium for a major part of its construction along with composite materials being necessary because of the high temperatures the airframe was to experience.

The problems of construction and engine development make for extremely interesting reading along with the difficulties experienced in obtaining the permission to operate the aircraft over North Vietnam. When this was finally agreed to the aircraft, operated from Kadena AB in Japan, proved its worth both in the results obtained, and fact that neither the Chinese or Vietnamese radars were able to detect it.

The operational life of the A-12 was fairly short, with possible uses as an interceptor the YF-12 and for the M-

12 drone carrier failing to come to fruition. The SR-71 was in the process of taking over the role.

The development of the SR-71 is well documented with the question of the safety of the crew should they need to eject from the aircraft at high speed and altitude being answered when one of the aircraft experienced a major engine problem and broke up at Mach 3.18 and at an altitude of 78,800ft. The account by the pilot of the incident makes for riveting reading to say the least. The various incidents involving the airframe losses reveal the intricacies of operating such a complex aircraft.

The allocation of the aircraft to Beale AFB and how it obtained the nickname 'Habu' (a poisonous snake) whilst on detachment to Okinawa is covered as is what was to become an unusual ritual for crew members.

All facets of the operation of this aircraft, from crew selection, through crew training, including Air-to-Air Refuelling to operational deployment, and detachment away from its home base to Okinawa,

Japan and RAF Mildenhall here in the UK, where the first 'completed' operational mission was flown on 7th September 1976. The aircraft at Duxford being the one that flew that mission. The development of the support equipment including the pressure suit is also covered. The profile of a typical mission from take-off to touchdown is well illustrated with both photographs and line drawings. The operation of the engines to control the incoming air and reduce its speed during various aspects of the flight at high Mach numbers is portrayed in a series of drawings.

The retirement of the aircraft, its subsequent short term use by NASA and the preservation of a number of examples completes what is a lavishly illustrated book describing this iconic aeroplane. It is not just a book for the enthusiast but will interest those with an interest in both the Cold War and military aviation.

**Paul Loveday**

**To order SR-71: The Complete Illustrated History of the Blackbird - The World's Highest, Fastest Plane for £20**



David Ogilvy's Pilots Notes on the Percival Proctor in the Spring 2013 issue of Vintage and Classic awakened in me memories of summer 1946 especially the reference to the operation of flaps...lever up flaps down and vice versa. I had come to the end of my tour as an instructor, posting to the Far East and Tiger Force were off and I found myself at Air Ministry, Directorate of Accident Prevention with a desk job but some flying duties.

All of these had flaps operated by moving something in the correct sense. Up was up and down was down. I converted to the Proctor3 with the Metropolitan Com flight at Hendon and made a number of flights in it. On one of these, using the take off setting , I was climbing out over the houses, and at a safe height, raised the

Sincerely,  
Don Perch

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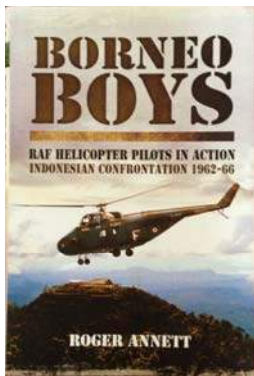
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## Borneo Boys

by Roger Annett

Published by Pen and Sword books.

[www.penandsword.co.uk](http://www.penandsword.co.uk)

With the ever-increasing percentage of rotary wing operations in modern battlefields, it is sometimes easy to forget that not too long ago that such use of helicopters was regarded as pioneering. One of the earliest such theatres of operation, in Eastern Malaysia and Borneo, seems till now to have been forgotten. Roger Annett's new book, *Borneo Boys*, remedies that and is a cracking read too.

When post-war operations in the former Malaya are mentioned, most people will recall British operations against communist terrorists in the 1950s. What seems less well-remembered is that from 1962 to 1966, British and Commonwealth forces fought a bitter conflict on the island of Borneo, as allies to the newly-formed Malaysian government, against the numerically much larger forces of Indonesia which under President Achmed Sukarno had pledged to destroy the new Federation.

The challenge of combatting insurgency along the 1,000-mile frontier which bisects Borneo was immense. On the ground the Gurkha Rifles, British, Australian and New Zealand infantry regiments faced a tough combination of tropical rainforest and mountainous terrain. Air mobility proved pivotal in their ability to 'hold the line'.

"*Borneo Boys*" records the story of the helicopter crews which flew in the theatre during the conflict. It

tells the story, not just in terms of strategic history, but also the first-hand experiences of the rotary-wing crews who flew there.

These include the Wessex and Whirlwind crews of 845, 846 and 848 Naval Air Squadrons, the Army Air Corps units, who found their lower-powered Sioux and Scout helicopters a particular pilots' challenge in the hot and high conditions. They were supplemented by Alouettes of the Royal Malaysian Air Force and a heavy-lift capability provided by the occasionally cantankerous twin-rotor Belvederes of 66 Squadron RAF, which nonetheless remained 'on station' throughout the conflict.

The book focusses on the four RAF Whirlwind Mk 10 squadrons which operated in the theatre; Nos. 103, 110, 225 and 230. They battled the weather, the terrain, poor radio coverage and inadequate mapping as much as insurgent ground fire. However their crews marked a seed-change in RAF helicopter pilot recruitment.

Until the early 1960s, as helicopters were not at the top of the RAF list of priorities, the majority of aircrew were older pilots, who had gained seniority if not promotion. Then, with a new demand for rotary wing pilots; younger officers, including those only newly awarded their wings were increasingly allocated to helicopters.

These "Tern Hill Tyros" rapidly learned their trade. Here there is a VAC connection. John Davy, best known today as the co-owner of de Havilland Hornet Moth G-ADKC, arrived at Tern Hill on January 1964 for initial helicopter training. By August he was in the Malaysia and heading up-country. Aged just 19 years and 11 months, he became the youngest-ever "Borneo Boy."

The use of the helicopters to aid sick and injured civilians was also paramount in winning hearts and minds. This ensured that village elders and tribal headmen denied assistance to the insurgents and thus provided a winning edge on the ground.

Roger Annett's book demonstrates the contrast between the success of the operations in Malaysia with those going on at the same time for America and her allies in Vietnam. For me it led to one of the best quotes in the book.

Often environmental conditions led to radio signals crossing over between American forces operating off Vietnam and the helicopters working in Borneo. On one such occasion an angry American voice shouted "get off our frequency, don't you know we've got a war going on."

An impeccable British voice replied: "Yes, so have we. We're winning ours. How are you doing?" Politeness always pays.



## John Day 1944-2013

John Day, the Great War Display Team's most prolific aircraft builder and among the most experienced pilots of World War 1 aircraft, died in a flying accident on 27 April 2013, while practising with the Team at Middle Wallop airfield in Hampshire. John was flying his beautiful Fokker EIII Eindekker replica for its first appearance with the Team.

He learned to fly in 1982 and becoming disillusioned with 'proper' aircraft he thought he would have a go at building something for himself. His first project was a Bowers Fly Baby, which made its first flight from Fair Oaks with test pilot Neville Duke doing some of the test flying. Having by then caught the building bug John built a set of biplane wings for the Fly Baby so he could fly it in both monoplane and biplane form.

His last major project was his beautiful Fokker Eindekker, pictured above. Thoroughly researched, expertly designed and superbly engineered, right down to using the original wing-warping techniques, this was a masterpiece. For this he was awarded the Desmond Penrose Trophy at this year's VAC Dinner.

John was a superb aircraft builder, excellent display pilot and a lovely man who will be missed by all in the Team and everyone who had dealings with him in the aircraft world. He is survived by his wife Dee and daughter Lisa.

*Reproduced from their website by courtesy of the Great War Display Team.*

*Photographs by Peter March and John Broad*



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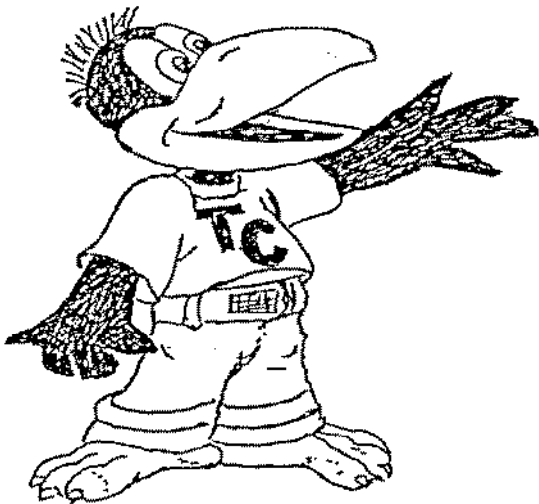
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**Dates for the Diary 2013**

**Sat July 20th - Sun 21st  
Bembridge - Isle of Wight  
&**

**Stoke Golding Stakeout**

**Fri Aug 30th - Sun Sept 1st**

**LAA Rally Sywell**

**Sun 8th Sept**

**VAC Fly-In Turweston**

**October TBA**

**Sackville. Members Only Event**

**Sat 12th October**

**VAC AGM - Bicester**

**Sun 27th October**

**All Hallows Fly In, Wellesbourne**