

Dates for the Diary 2012

Saturday 21st January
Snowball Rally - Sywell
(Incl. Biggles Biplane restoration hangar tour)

Sunday 12th February
Valentine Rally - Old Sarum

Saturday 10th March
Annual Dinner - Littlebury Hotel, Bicester

Sunday 25th March
Spring Meeting - Turweston

Saturday 14th April
Daffodil Rally - Fenland

July - Date to be confirmed
International Fly-In—Bembridge Isle of Wight

4th/5th August
Members only event

6th / 7th October
Members Only

Saturday 13th October
Annual General Meeting and
Members Fly-In - TBC

Saturday 27th October
All Hallows - Leicester

The Vintage Aircraft Club Ltd
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Vintage and Classic

www.vintageaircraftclub.org.uk

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The Journal of the Vintage Aircraft Club

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<p><i>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.</i></p> <p><i>The Vintage Aircraft Club is affiliated to the Light Aircraft Association and supports the General Aviation Awareness Council.</i></p>		
<p><i>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.</i></p>		

Vintage & Classic

Winter 2008

Contents

Page	Title
1	<i>Who's Who</i>
2	<i>Chairman's Notes</i>
	<i>Editor's Column</i>
3	<i>Introducing the new Chairman.</i>
	<i>From the Hanagr Troll</i>
4	<i>Members notice board</i>
	<i>New Members</i>
	<i>Cover picture</i>
5	<i>Norman Brooks</i>
6	<i>2011 Annual</i>
	<i>General Meeting</i>
8	<i>Belvoir and Moths</i>
11	<i>VAC Awards</i>
13	<i>Wings and Wheels</i>
17	<i>Sackville Farm</i>
18	<i>Irish Year of the Dragon</i>
21	<i>Looking forward to 2012</i>

Chairman's Notes

Hello and first of all, to those who joined us at the AGM at Old Warden, thank you for electing me as the Club's new chairman.

Thank you too, to John Broad, who for more than a decade has been much more than the VAC chairman, he has been an indefatigable supporter of light aviation in general. I am delighted I can still rely on his advice.

Indeed we are all lucky to be able to rely on so many club stalwarts, some on the VAC Committee, others (and their aeroplanes too!) who simply enhance the club by regularly gracing our events. The VAC always has been a social as well as a flying organisation and long may it remain so.

Sadly, the week I was appointed we lost one of the club's earlier stalwarts when Norman Brookes passed away at his home in Worthing. Those who visited our table at the LAA Rally in Sywell will have seen (and I hope purchased) some of a recent cache of "Vintage News" magazines which were discovered in the barn of another early VAC stalwart, David Harper.

Those magazines, produced back in the days when word processors, let alone laptops were unheard of, are testament to Norman's tenacity and enthusiasm. His event reports of the era make great reading and I hope we can maybe persuade Paul Loveday (another doyen of the club who deserves the hugest thanks) to perhaps make some space for the odd 'blast from the past' in coming VAC magazines.

The 1970s and 1980s were of course the days when the Club pursued the dream of having its own airfield, to allow unrestricted non-radio movement of vintage aircraft and control of its own rallies and fly-ins. The access generously offered by Bill and Pru Knapton at Fimere effectively allowed the club to treat the airfield as its own for more than a decade.

Those days are now long-gone and though sad on one hand, it is perhaps for the better, as the club no longer revolves around a core of members in just one area. Looking ahead to our next year's calendar with planned events such as the Valentine Rally at Old Sarum, Daffodil at Fenland, Summer Fly-in on the Isle of Wight and Halloween at Leicester, we have clearly spread geographically.

We can probably improve still further, as we haven't explored Northern England, Wales, Scotland or even the



Kentish coast recently. If there are any volunteers who fancy planning a fly-in or an air tour, maybe we can start planning for 2013, when we won't have to worry about flying around Olympic exclusion zones.

The restrictions on flying within the south of England during "running, jumping and throwing things" event next year, whilst a still pain, are now at least a little more appropriate. Largely thanks to an effective lobbying campaign in which VAC members played a significant role.

The main body of restriction is now scheduled 14 July to 15 August 2012, with a smaller airspace restriction covering the London 2012 Paralympic Games from 16 August 2012 to 12 September 2012. If you are not already aware how it works, log on to: <http://olympics.airspacesafety.com>

Meanwhile I wonder whether we can stage a series of Olympian-inspired events at our fly-ins? Perhaps a white mark on a runway could be used for a spot-landing on arrival, with the top three being awarded gold, silver and bronze. Or similarly, if an ETA is given before departure, the three pilots closest to their estimate might be duly rewarded?

At the moment these are just idle thoughts, but why not? It would make us think about our flying - and it would be fun! And isn't that why we go flying in the first place?

HAPPY LANDINGS!

Steve Slater

Introducing our new Chairman - Steve Slater

Steve Slater became the new chairman of the Vintage Aircraft Club at their AGM at Old Warden in October. He was handed the controls by John Broad, chairman for the past decade, who will remain on the club committee.

Steve, whose day job (lucky chap) is a motor racing commentator and writer, is a self-confessed fan of low and slow tail-draggers, having first

owned a VW-powered Luton Minor single-seater, then a Hindustan Pushpak - an Indian-built Aeronca. His current steed is the Topsy Trainer G-AISA and he has also just finished restoring with Matthew Boddington, the "Biggles Biplane" 1914 BE-2C replica.



The VAC is affiliated to the Light Aircraft Association and is effectively the "strut" for vintage and classic aircraft. However Steve is keen that people don't just think of the club as only for those who fly ancient or exotic machines. It is absolutely the contrary.

"The best thing about our fly-ins is the sheer variety of aircraft" says Steve. "Visitors arrive in

everything from homebuilts to classic Pipers and Cessnas, Jodels and Austers. The Club is as much about people as aeroplanes and we have got some of the best. That's what makes our fly-ins and events so much fun."

From the Hangar-Troll

As a result of the last committee meeting there has been a revision to some of the dates / locations of VAC events for 2012. These amendments are shown on the back cover of this issue. As with all events please check before you set out especially as in virtually all cases PPR is required.

It has become apparent, not only within our club but elsewhere in the aviation world that it is becoming harder then ever to interest the younger generation in aviation. The reasons for this are not clear cut and are difficult to define. Some of the reasons put forward have ranged from, flying is now common place — it is if you only consider the passenger jet — to the rise of the 'flight sim' where you do not have to leave the comfort of your own chair.

I believe that we as a club should be doing more to interest the younger generation in what we refer to as 'grass roots' aviation. Walking around at the LAA Rally at Sywell the lack of younger visitors was readily apparent, and this being the type of event where you would expect more young people to attend.

If our club is to survive and prosper into the future it is up to everyone of us to instil into the younger generation a love of aviation. Only in this way can we ensure the hard graft of the likes of Geoffrey de Havilland and others can be cared for in the future.

Is the current fixation with Health and Safety putting off some people from becoming involved. At Sywell where they very sensibly only had marshallers in Hi-Viz jackets, I heard one person on going through the entry to airside say that if he came near to an aircraft with a revolving

propeller he would put his high-viz jacket on! What struck me about this attitude was — a) why was he even thinking of going near a revolving propeller and an aircraft that was either manoeuvring or possibly about to. or b) did he really think by wearing it he was safe from all eventualities.

The club had a problem with its website which meant that the regular upload would not work. Whether or not it was the upgrade to the programme is not known, but the problems have now been rectified, and it is working properly once again.

As a result of recent events including that involving the web site I have become aware that some of your email addresses have changed, consequently information that was sent about VAC matters was bounced back as undeliverable. So I would ask that all members with email please send me a blank message titled 'new' and in that way you can be kept up to date. If you do not have email please send me a short note so that we can notify you by post.

The email address to use is:-

paulloveday48@hotmail.co.uk

and my home address is:-

16, Norton Crescent, Towcester, Northants, NN12 6DN

Paul Loveday

Members Notices

Congratulations

At the LAA Rally held at Sywell between the 2nd and 4th September the following members of the VAC were recognised in the following categories-

Mark Miller.	The John Randall Trophy for the Best Vintage Aircraft. Personal Plane Services Trophy for the best Moth.	DH86B Hornet Moth G-AELO
Stephen Slater & Matthew Boddington	Roy Mills Trophy for the Best Classic Aircraft Pooley Sword for the Best Replica Aircraft	BE-2c Replica G-AWYI
John Broad	Pete Clarke Trophy for his contribution to Air Safety	
Matt Pettit	Frank Hounslow Trophy for services to LAA Engineering	
Neil Wilson	Dave Faulkner-Bryant Trophy for services to the strut system	

At the Air Britain Fly-In VAC member Trevor Jarvis received the award for the Best Terrier / Airdale with his Beagle terrier G-ATBU.

Our congratulations go to them all.

For Sale.

Unused stainless steel Muffler (left hand) Part number 0450400 for Cessna, 120, 140, 150 price £100 for it. Contact Cathy Silk on silktigermoth@hotmail.com

Seasons Greetings

To all members best wishes for the coming festive season and the New Year from Carol and myself and we hope to see you at any of the events in 2012.

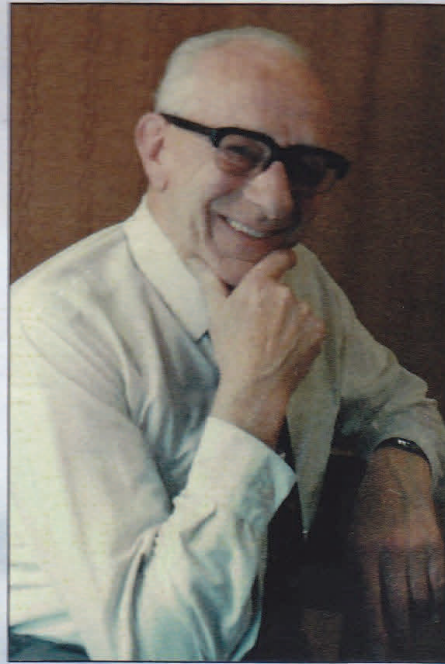
New Members.

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

M. Badminton	Thirsk	T. Darters	Peterborough
D. Graham	Farnborough	J. Irving-Bell	Bridport
	J. Vincent	Brackley	

Cover Picture:-	Pilot: <i>Aer Lingus Stewardess:</i> Photographer: Venue:	<i>Captain Paul Van Lonkhuyzen</i> <i>Georgina Cooley</i> <i>Jason Clarke Photography/ Aer Lingus</i> <i>Dublin on 28th May 2011</i> <i>Aer Lingus 75th Anniversary celebrations</i>
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Norman Brooks 1919 –2011



NORMAN BROOKS

1919 - 2011

Norman Brooks sadly died on 14th October 2011 after a sudden short illness aged 92 years.

Many Club members will remember Norman as an enthusiast of old aeroplanes and as a cheerful friend who regularly attended Vintage Aircraft Club events; he greeted everyone with a smile and he enjoyed a chat with everybody, especially the ladies! Norman would always be seen walking around with his faithful camera hanging around his neck and he took many pictures. Norman loved to fly and being a popular member he was often invited to accompany pilots in old aeroplanes. He flew with me in a Tiger Moth at Cambridge and I know just how much he enjoyed it and appreciated being airborne.

Shortly after joining the Club Norman was elected onto the Committee and became the editor of the Club magazine. He was gifted with a talent for producing humorous cartoons, many of which appeared in the Vintage News; many of us also received a personalised Christmas card from Norman incorporating this humour!

Norman had a very full life and had endured and achieved more than we knew. Early in WW2 he was serving as a soldier in France and was captured. He then survived the enforced march to Poland where he was set to work in the coal mines as a prisoner until liberation at the cease of the

war. It must then have been difficult to adjust and settle to life but Norman certainly did and married Joan and they had four daughters. Norman took employment with Kenyons Funeral Directors and was involved in the funerals of many famous people, including some royals, General Montgomery, Lord Louis Mountbatten and Winston Churchill, to name but a few.

Norman and Joan lived in Chelsea and often manned the Club stand at Fimere aerodrome events, sometimes assisted by one or more of their daughters. Some years ago they moved to the south coast and it became difficult for Norman to attend at VAC events; sadly Joan died a few years ago.

Norman loved the Vintage Aircraft Club and latterly was proud to be an Honorary Member.

We have lost a good friend and we will treasure our memories of Norman. Our sympathy goes to his daughters Deirdre, Fay, Roma and Christina.

Alan J Hartfield

2011 Annual General Meeting

The 2011 Annual General Meeting of the Vintage Aircraft Club was held as promulgated in the Princess Charlotte Room at the Shuttleworth Trust airfield at Old Warden. On Saturday 15th October.

Tea, coffee and biscuits were provided for those arriving early and before the illustrated talk given by Alan Reed of the Shuttleworth Vintage Aeroplane Society. His talk was extremely informative and as well as describing how the collection was formed he gave an insight into the history of the Shuttleworth family and its origins. The accounts of how some of the aeroplanes came to be saved for posterity were fascinating, especially where it concerned the buying of a complete barn full of hay in order to save an aeroplane, or the purchase and disposal of large numbers of oil cans to save others.

Due to time restrictions (these events never do run to the original timetable) the talk unfortunately had to be curtailed, although it would not be exaggerating to state that those present would have been quite happy to let it continue.



Following a short break for refreshments the AGM got underway. Our outgoing chairman John Broad stood down and our new chairman Steve Slater was elected unopposed to the position.



John will be staying on the committee and remain as our link with other organisations such as the LAA, GASCO etc. All other members of the committee were re-elected, and their roles can be found inside the front cover. Two positions however still remain vacant., those of Ground Visits and Flying Events co-ordinators. Neither of these positions require attendance at every meeting, but whoever

takes them on will need to be a member of the LAA for insurance purposes should be prepared to provide a report either written or by email to the committee. If you are interested please contact either myself or the secretary.

There was as you will be aware a proposal that the club should drop its Limited Company status and revert to its original form purely as a club. This was suggested originally to conform to what was expected to be a distinct possibility that LAA insurance cover would be withheld. However it is now known that this would not be the case and the insurance will cover the club in its present form and therefore the motion was withdrawn.

Our merchandising guru Abi Reynolds produced some examples of notelets which had been created by Gary Loveday, and these were well received by the members present, some being purchased on the day. The notelet has a photograph on the front and the back has details of the photograph and the club logo.

There being no other notified business the AGM was concluded and the 13th October 2012 was decided as the date for the next AGM the venue to be decided.

Following a break for lunch we all met up again at 2.00pm where we split into two groups for a guided tour of the collection. One group was led by Alan Reed and the second by Ken Hyde one of the Shuttleworth restorers.

The standard of restoration work at the collection is world renowned and it was extremely interesting to see what was being undertaken in the workshop area. The Hawker Sea Hurricane was undergoing maintenance with its engine out.



The collection's Spitfire is at present 4 years into a 5 year restoration with the fuselage awaiting completion and the fitting of the wings and engine as well as other parts.



The Avro 504 under restoration was stripped down to its component parts giving an insight into the construction of the fuselage and wings. The internal bracing wires in the fuselage being a fitting tribute to the standard of work being carried out.



Also under restoration to what will be a welcome return to flying condition and Shuttleworth Flying Days is the de Havilland DH.88 Comet 'Grosvenor House' Perhaps one day we will see it in company with sister ship 'Black Magic'.



Another highlight at the collection is the recently restored Hawker Demon, which at the time of writing was up for sale for a cool £1.4m. This aircraft having been the subject of a 20 year restoration project.



The collection's DH.51 Moth which is normally all silver and named 'Miss Kenya' has recently become a subject in the latest advert for British Airways having been painted up into the colours of Air Transport and Travel. This aeroplane being the closest available to what would have been originally a DH.9.



To mention all of the superb aeroplanes in the collection would be beyond the scope of this article and I would thoroughly recommend a visit. You may have noted that the aircraft along with all the other artefacts at Old Warden are referred to as a collection. It is not a museum as all apart from the odd one are operational and in regular use.

Having attended one in the past I would thoroughly recommend a fine summer evening when the weather is calm to watch the oldest original and in some instances replicas of early flying machines in the country in their natural environment—the air.



Our thanks go to the Shuttleworth Trust for hosting our AGM and to our guides who without doubt are two of the most knowledgeable persons not only on the aircraft of the collection but on vintage aviation in general.

On a personal note I would like to thank Trevor Jarvis for allowing me to accompany him in his immaculate Beagle A.61 Terrier to Old Warden and return.

Report and Photographs

Paul Loveday

Belvoir and Moths

As a number of you will be aware in the not too distant past the DH Moth Club held its premier event at Woburn Abbey in Bedfordshire. However due to circumstances beyond the scope of this magazine and article the use of that venue came to an end, and a possible new location was sought.



This year for the first time the club moved the location to Belvoir Castle in Rutland. This location providing an opportunity for some very evocative photographs, with an unspoilt rural backdrop.



The event was spread over two days and attracted aircraft from Holland, and Germany as well as all parts of the United Kingdom. In some cases it was a first time for some of the attendees.

A purpose built grass runway had been provided which was separate from the main parking areas and accessed from both ends as well as a mid point. A shorter cross wind runway was also provided which was used by an early arrival on the Saturday but its main purpose was to act as

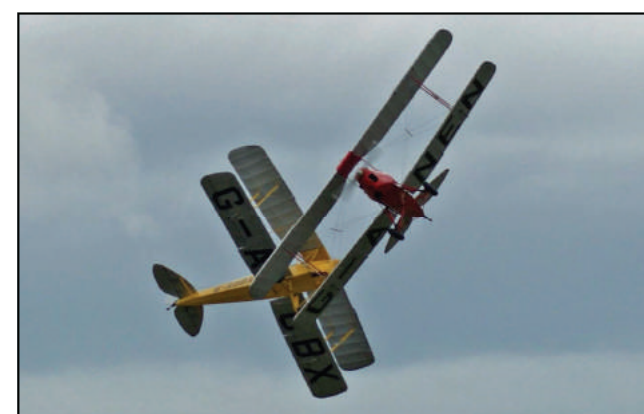
the display line thereby giving all those attending an excellent view of the participating aircraft.



There was an example of the American Moth Corporation DH.60GMW Moth with its Wright Gypsy engine. The distinguishing feature of the aircraft being the location of the exhaust pipe.



Another European visitor was a German registered Tiger Moth the sight of which stirred up memories from the past. Closer inspection showed it to be a winter resident at the Deutsches Museum outstation at Oberschleissheim, a museum I have visited and thoroughly enjoyed on a number of occasions. I can thoroughly recommend the food in the restaurant. The authorities allowing the aircraft to be placed on display in the museum keeping it out of the Bavarian weather.



During the day some of the participating aircraft were providing air experience flights whilst others made use of the cross runway to practice their routines for the following day. Amongst those were the Tiger Nine whose display involves what is I believed termed an 'Irish Break' and is quite an interesting manoeuvre.

The number of arrivals on the Saturday were less than what would normally be expected but the met forecast was not that good. However Sunday's arrivals more than made up for that resulting in the parking area being extended on more than one occasion.

Among the highlights of the day was the diminutive Chilton DW.1 with its 32hp Carden Ford engine which just seems to purr as it propels the aircraft through the sky.



The flying display proper was held on the Sunday and it involved some interesting formations, including the sight and sound of three DH.60 Moths together, a rare sight indeed. Other pairings included various Moth types amongst them being the Leopard Moth of Ron Gammons and the Dragon Rapide of Mark Miller.

The appearances of the Replica Airco DH.2 and the newly restored Be.2c provided a reminder of the early days of DH aircraft. The ground handling qualities of the DH.2 looking decidedly strenuous, and the hand swinging of the propeller to start the machine somewhat hairy to sat the least. (I think I will stick to Tigers!).



The engine of the Be2c (another interesting start - deftly demonstrated by our soon to be new Chairman) occasionally gives out a burst of black smoke providing its own effect of "Archie"



Dennis Neville and his flying circus entertained he visiting members of the Moth Club, their guests and those members of the public that came to enjoy the sight and sounds of vintage aeroplanes. One of the participating aircraft being the only airworthy DH 82 Queen Bee, seen here performing the 'Limbo'.



As can be seen the event was held most of the day with blue skies and some light cloud, but by the time the Tiger Nine display started it had been replaced by lowering clouds. This did not prevent the team from giving their very distinctive display.



As I wrote at the beginning there were participants from Europe who were accompanied by another aircraft not a de Havilland type. One of the accompanying aircraft from the Dutch contingent was a highly polished Cessna 140 recently purchased from the United States. The nose art displayed on the aircraft being that of the wartime mount, a B-25 Mitchell, of its previous owner who was stationed here in England.

For those who wanted something different there was transport laid on for those that wanted to visit that impressive castle, for which a reduction in the entry fee was available.

There were a limited number of stall holders allowed, one of whom was VAC member Tim Crowe. Ron and Val Gammons ran a very impressive auction, as well as bringing their aircraft.

Everyone who attended thought the venue to be one of the finest they had ever been to and it is hoped that 2012 will also be there.

Report and Photographs:- Paul Loveday

Two of the pictures that I could not fit into Mark Miller's excellent article. The rare sight of two de Havilland Dragon flying together and that of the Dragon and Dragon Rapide which took place at the *Flying Legends* weekend at Duxford.

Photographs by Ben Dunnell



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VAC AWARDS 2011

This issue of the magazine is my opportunity to try and prompt a reaction from you, the membership to think back over the past years' activities of the person(s) or group who impressed you sufficiently to be rewarded for their endeavours with one of the VAC awards.

You will find a nomination form within this edition, which you should complete and this must be returned to me before the end of this year. The presentations will be made at the annual dinner in March 2012.

To assist you with your thoughts, the following is a brief resume of the trophies history.

Trophies and History

George Davidson Cup

George Davidson was the treasurer of the original Vintage Aircraft Group in 1969.

Originally presented for consistently showing "superior qualities of airmanship at flying meetings". Now presented to the VAC pilot showing outstanding achievement in a vintage aeroplane.

Denis Fry Cup

Presented in 1965 by Dennis Fry, who was a member of the Vintage Aircraft GROUP - a predecessor of the VAC.

Was initially presented to the member who flew the longest distance in a vintage aircraft to a Vintage Aircraft Group flying meeting. This used to be calculated using a method of amassing points during the year. Points could be lost for taxiing accident, poor airmanship, or arriving late to a Fly-in !

Now presented for outstanding and consistent airmanship.

Ernie Lingard Trophy (Cup)

Presented in 1980 by Mrs C. M. Lingard and D. F. Lingard following the death of Ernie Lingard in 1979. Because of his long standing connections with both the Vintage Aircraft Group and the VAC, this is awarded to the serving committee member showing particular service or contribution to the club.

John Blake Rosebowl

Presented in 1973 by John Blake, Hon Vice President of the VAC .

The award is to the person who has shown outstanding services to vintage aviation, in either ground or aerial activity and does not necessarily have to be a member of the VAC or a pilot.

Usually presented for a vintage aircraft restoration project of note.

John Edwards Trophy

(1/24 th scale model of Comper Swift G-ABUS)

Another trophy transferred from the original Vintage Aircraft Group having been commissioned in 1966 following the death of John Edwards in a flying accident in October 1965.

The terms of reference apply to both ground as well as aerial activity so the recipient need not be a pilot. Is now presented for noteworthy contribution to airfield organisation and safety.

VAC Group Trophy (Auster Control Stick)

Introduced in 1980 by the "VAC Flying Group which was formed to promote training and air touring.

Awarded to a private flying Group which owns / operates a vintage / near vintage aircraft and whose activities are judged by the committee to have contributed significantly to the cause of vintage aviation.

Allen Clewley Trophy (Avro Plaque)

Presented by Allen Clewley in 1985 and awarded to a person or group showing noteworthy and regular support of VAC activities.

Graham England Trophy

(1/20th scale - 12 inch span model of Graham's Rollason Beta, G-AWHW (The Red Baron), hand crafted by Jo Jurd)

Originally presented by Jo Jurd in 1989 following the untimely death of his close friend, Flg/Off Graham J England - RAF. Graham England was a VAC member for the ten years prior to his death in a flying accident in December 1987. He was based at RAF Wattisham at the time flying Phantom aircraft but also flew his own Rollason Beta aircraft and was a totally aviation orientated person.

The award should be made to the, preferably young, i.e. under age 24, VAC member who, in the committees' judgement, has shown qualities such as determination, courage or dedication in the pursuance of any aviation related activity. This includes both flying and non-flying activities.

Desmond Penrose Trophy (Silver Salver)

Presented by Desmond Penrose; VAC member and ex de Havilland test pilot.

To be awarded by the VAC Committee's decision for "Vintage Aeroplane of the year". Typical reasons are a unique feature such as the sole airworthy example or most original of a rare type. Could have noteworthy or newsworthy features, an unusual or interesting history, etc.

Tony Harold Memorial Trophy (Framed painting of DH82 Tiger Moth)

Presented by Marilyn Harold in memory of her late husband, Tony Harold - a past chairman of the VAC in 1994.

Is awarded for Aero artistic or literary ability.

Mo Thompson Trophy

(A connecting Rod from a De Havilland Gipsy aero engine)

Presented in 1972 by Dr I. D. Hay and G. P. Layton following the death of M. O. Thompson. "Mo" Thompson had a particular enthusiasm for the Spot Landing Competition as it encourages the development of the skills required to achieve a successful forced landing consequent to an engine failure.

This is a very worthy reason to run the competition in 2012, all we need are willing volunteers from you, the membership!! The rules are already set out and this could be combined with one of the picnics.

VAC Photography Shield Commissioned by the VAC in 1986.

Presented to a club member for exceptional aviation related photography.

Well, it's now up to you out there to honour those in the aviation world who have been working hard in all our interests to enhance the vintage aircraft scene.

These people are working to ensure that the next generations will be able to see and hear the early days of flight for as long as it is practical to keep the classic machines in the air. Let us recognise some of these people by nominating them for an award.

Please ensure that you return your completed nomination forms to Paul Loveday in order that he can collate the nominations and present them to the committee.

Rob Stobo
Trophy Steward 2011

Turweston Wings & Wheels 2011

The 2011 Wings and Wheels event at Turweston was delayed this year due to the anniversary of 9/11. As a result was blessed with reasonably good weather for the whole of the day. We did watch various rain cells passing in the distance and were glad that was where they remained. Other parts of the country were not so lucky which affected the number of visiting aircraft.

The event opened to the public at 11.00am, however the booking in / marshalling team were there for 10.00am and were set up ready by the time the first aircraft arrived.

Five of the first six arrivals were all VAC members, with the honour of being first going to Arthur Mason in his smartly turned out Pietenpol Air Camper, closely followed by the Auster D6 of Robert Fray.



Shortly after we were treated to the sight of one of the display aircraft, the Fokker Dr.1 Replica as it joined overhead to land, and to be wing walked to its parking position at the edge of the apron. Where another display aircraft was already parked, this being the North American T-66G Texan in its US Navy colour scheme.



An unusual mount for VAC member Alan Gray was that of a Jabiru in which he arrived from Fenland, his usual aircraft the Auster undergoing maintenance at the current time.

The day provided a very good mix of aircraft and at one time it was possible to park the Fokker Triplane alongside the resident Bucker Jungmeister and Peter Holloway's Fiesler Storch to the side.



Another vintage type making a welcome appearance was an immaculate example of the Boeing Stearman B75N Kaydet in colours of a USAAC training aircraft.



During the day helicopter pleasure flights were provided in either an Augusta A109E or a Robinson R44. These being extremely popular with the visiting members of the public. The fact that the Augusta was a former Medivac type made it all the more interesting.

At 1.45pm the airfield shut for the small but varied flying display which commenced with a display from Peter Holloway showing the capabilities and the lines of this world famous aircraft.



As a complete change of type then followed with a display from the North American Texan. The distinctive sound of the propeller tips accompanying the manoeuvres.



Continuing the theme of change of type and outline in the sky the next aircraft to display was the Fokker Dr.1 Triplane providing a glimpse of the earliest days of flying and aerial warfare.



This was followed by an excellent display from the third German type, the Turweston based Bucker Jungmeister.



This year the pilot did not have to contend with the crosswinds that affected his display routine in 2010. His final pass waving to the crowd was appreciated by all attending.



The highlight of the afternoon displays was without doubt that of the FLS Optica flown by the LAA Chief Engineer Francis Donaldson. Aircraft of this make having had a chequered history, it being designed as an aerial observation aircraft to be a more cost effective machine than a helicopter. Its ability to fly slowly and with very little noise, to being able to manoeuvre in a small area of sky and to have a reasonable straight line speed being superbly demonstrated.



What the future holds for this aircraft is probably uncertain but in these days of cutbacks and cost-effectiveness there must surely be a place for it in the world of surveillance in the not too distant future.



The display was rounded off with the Miles M.IIA Witney Straight, the classic lines of this aircraft being shown to perfection.



Our congratulations go to Turweston for providing a small but different display.

The other side of the event was that of the ground based types. With a weather forecast of heavy thundery showers and possible thunderstorms, people were obviously put off making the journey to attend the Wings and Wheels event this year. I would guess this really affected the motorcyclists as the numbers of these were really down on previous years and the thought of riding in a thunderstorm is not pleasant. The forecast was not wrong as I have spoken to some friends who attended other events where the rain lashed down for hours; we were very lucky at Turweston as apart from a few drops it stayed fine all day.

In spite of this there were some very interesting machines out on the field and on the tarmac. Standing out as being particularly superb in the Classic Bike Park was an Indian that had just been maintained and not renovated. The rider



told me it was interesting to ride as it has an advance and retard for the ignition on the right hand twist grip, the throttle on the left twist grip and the clutch is foot operated. Those of you who ride will realise this must take some concentration.

At the other end of the scale our friend Norman Smith had ridden all the way from Bicester on his bicycle powered by a 32cc Cyclemaster unit in the rear wheel, complete with the sweeps brushes and advertising. Parked alongside his machine could be seen another of these devices designed to reduce the effort of pedalling a bicycle, this time the Trojan Mini-Motor, which has a steel roller pressing onto the top of the rear tyre.



Parked around the area allocated for motorcycles could be seen fine examples from all those great companies when Britain produced the best motorcycles in the World. We still do of course. Royal Enfield, Ariel, BSA, Sunbeam, Norton, AJS, Matchless and many others, including of course Triumph, who are now rejuvenated with world beating modern products.

An example of the retro looking Triumph T100 was parked alongside the modern retro Moto Guzzi Classic V7 by the big grey hangar.



Inside the hangar a steady stream of budding racers had a go at winning a medal on the large Scalextric track; including a couple of my friends from the BMW Club

Oxford Section, with John Hillier concentrating enough to eventually win.



Out on the field a superb collection of vehicles had been arranged for people to view ranging from a lovely Rolls Royce to the diminutive Bond Mini-Cars.



The Rover P5 Club had brought along a range of these very British vehicles and the "Leyland Land Crab Club" had more of the old 1800 models than I have ever seen since the days when I worked for Austin Rover. A rare beast was the Australian 'Utility' pick-up truck version, which was only made in Australia.



Porsche, Ferrari, Ford, Morris Minors, Vauxhall, Triumph, MG's in many forms, a lovely old Talbot, you name it and it was probably out there.

Many people were seen to be enjoying picnics, usually spread out from the boots of the cars and it was good to hear from one group that they enjoyed this event so much they make it essential to be there each year.



An unusual visitor in the form of a rather splendidly painted old Volvo Estate car turned out to have a custom suspension, which with the power from 6 huge batteries in the back could dance up and down by pumping each wheel as directed by the driver. Whatever next!

Many took the opportunity to take their vehicles round the arena to show them in motion and to be harangued for details by the commentator for the day, John Matcham. He did an excellent job keeping everyone informed of the activities from his vantage point in the PA caravan.



The highlight for me though was to see the workings of the little Bond Mini-Car and its tiny 197cc Villiers 2 stroke engine. My cousin had one of these and the trip up onto the Yorkshire Moors many years ago has to be one of the funniest experiences of my life! Just brilliant.

Where would this event be without the enthusiasm of all those owners who bring their machines to the show; all we can do is thank them all for their efforts and look forward to seeing them again next year.

Report:- Paul Loveday (Air) and John Broad (Ground)
Photographs:- Paul Loveday, Gary Loveday and John Broad

Sackville Farm



Organising events for any Club that involves being outside is always a problem with the weather as we are in the UK with its maritime climate. The team at Sackville Farm are very accommodating on this issue and allow us to choose at short notice one or other of the two weekend days. This year they even went further and suggested we could move to the following weekend but this would be the date of the AGM at Shuttleworth. As the chairman it fell to me to agree with Tim Wilkinson at Sackville on the preceding Wednesday which of the two days will be the better. This year I had the choice of overcast but cold on the Saturday or brighter and warmer but with a very strong wind for the Sunday; I chose the Saturday. Isn't it annoying when we hear of the excellent mass balloon event that took place in glorious warm sunshine the previous weekend at Sackville Farm and the wonderful flying day of our own AGM at Shuttleworth the following weekend; but that's life.

Arriving at the clubhouse on the morning of our event, the airfield looked cold, overcast and bleak, not at all BBQ weather but we would wait and see. Tim was his usual cheerful self, confidently suggesting it would be OK as he started to set up the BBQ and unpack the various meats.

The first aircraft to arrive was G-DUDZ, the Robin DR400 owned and flown by Dudley Pattison. He was soon followed by the DH Tiger Moth of the G-ANFM group and flown beautifully to a smooth landing by Sue Thompson. The first thing she said was "where's everybody else"? A question soon answered as more machines appeared and the clubhouse filled with happy people. Bob and Sheila Smith drove to the event and many of the Sackville residents came along to enjoy the day.

It was good to see D-EFTI, the Bolkow 207 from Turweston and a shame that it is for sale. Steve Martin brought his very smart Luscombe Silvaire 8F (G-EITE) along for us all to admire.

As the weather deteriorated, lunchtime approached and Tim had cooked enough meat to whet everyone's appetites, he announced we should all tuck in. This caught the ladies in the kitchen area a bit off guard as they were still cooking mushrooms and onions and other good things; no real problems though as it all came together OK. You can

always tell when the food is good as the general noise of the assembled people dies back to just the sound of knives and forks clicking on plates. Tim excelled himself this year with all the meat products being of exceptional quality and just so tasty that some had to go back for a second helping.

As if this wasn't all too good already, there were slices of cake and fruit salad to follow and fill any tiny crevice left. All I can say is "wow that was brilliant. May we hold the event at Sackville again next year please?" Thankfully for all those who missed this culinary treat, we can.

'So, to all those who didn't make it to this year's event I look forward to seeing you at next year's event but with better weather of course.

Outside it had been drizzling a bit but looked like it was clearing. Sue and Tom decided to try to depart but at about 400 feet they changed their mind and dropped back onto the field after a close in circuit. More tea was called for as all waited for the weather to buck up. Tim offered to hangar the Tiger if it turned out too bad and Bob volunteered to drive the pilots back to White Waltham; this is what the club is all about as we all try to help each other. With the clouds now visible, another attempt proved successful and the exodus began with each aircraft disappearing into the distance.

I always find it annoying that as I drove home I had difficulty seeing forward as the sun was shining out of a rapidly clearing sky; just too late!

The Club thank all the team at Sackville for their wonderful hospitality and we look forward to seeing them all, and tasting that fantastic food, again next year.

Aircraft that made it there and back home safely:

G-ANFM	DH Tiger Moth – Sue Thompson and Tom Kinnaird
D-EFTI	Bolkow 207 – Martin Stevens
G-EITE	Luscombe Silvaire – Steve Martin
G-DUDZ	Robin DR400 – Dudley Pattison
G-AYEZ	Jodel D112 – John Newbold
G-AYCP	Jodel D112 – John Carey
G-CBJG	DHC1 Chipmunk 22 - Chris Rees

Report and Photographs John Broad

IRISH YEAR OF THE DRAGON

“Nothing succeeds like success”, so the truism goes, and to be sure the reactivated Aer Lingus de Havilland Dragon has shown us the way in this 75th anniversary year of the Irish flag carrier. After resuming flying on 24th February 2011, the *Iolar* (Eagle) had logged well over 70 hours by its season's end on 15th November. In May it marked the first ever Aer Lingus revenue flight by being the centrepiece of Company festivities in Dublin. During that occasion it took aloft the Irish Minister of Transport and (no pressure!) the Taoiseach Enda Kenny, then later the President, Mary McAleese. All over Eire, also in Northern Ireland and on a single trip to England, the Dragon has been gracing worthy occasions, an on going PR coup in terms of favourable media exposure for her operator. *Iolar* has also given joyrides to enthusiasts as well as VVIPs, just as in the 1980s and 1990s when she and her gregarious crews were such popular visitors to any number of flying events. Hands up those of you still wearing the Aer Lingus shirts and caps handed out at the Cranfield and Wroughton PFA Rallies!

Out of 800 airlines in the world today, only 13 or so are 75 years or older. Even fewer - Lufthansa, Icelandair and South African Airways come to mind - have seen fit to preserve an airworthy monument to their origins. Admittedly the present *Iolar* is not the actual Dragon airframe which worked the inaugural Aer Lingus flight on May 27th, 1936. That service carried five passengers on a two-hour trip from Dublin's military aerodrome, Baldonnel, across the water on the power of two Gipsy Major engines to Bristol. [At this stage Aer Lingus was being assisted by the UK airline pioneer, Capt. Gordon Olley, who provided the aeroplane through Blackpool and West Coast Air Services. Olley's style is still discernible in the colour scheme worn today]

The original machine destined for Aer Lingus was G-ACPY which was later transferred to Irish registry as EI-ABI. Although the economical Dragon was revolutionary for its ability to operate unsubsidised on low traffic density routes, in truth the Dublin-Bristol distance was asking a lot of DH84 performance. Assumedly for these reasons, the second Aer Lingus aircraft was an example of the four-engined DH86. However, when *Iolar* was part-exchanged with Olley Air Services in 1938, the type which became *Iolar II* was a Dragon Rapide – still a twin but with twelve Gipsy cylinders beating away rather than eight. The historic original aeroplane went on to ply the Lands End-Scilly Isles route several times a day, only to be presumed shot down in 1941 by a Luftwaffe Heinkel He-111.

Enter the surrogate *Iolar*! The Dragon that we know today is rather special in a DH scene where the Australian branch of the DH84 family tree, including some new build, has been a big contributor to the remaining active airframes. It has 'provenance' in spades and is still very much the genuine Hatfield-built G-AECZ, as first flown in 1936 by Geoffrey de Havilland Jr and initially in the service of Air Cruises Ltd, a company founded by no less a figure than Amy Johnson. Amy had already had her moments with the transatlantic Dragon *Seafarer* in 1933, but now planned to fly the big spenders of London society to stays at luxury

hotels in European capitals. The Dragon was later sold on to the Straight Corporation whose various regional elements, including Western Airways, used it for joyriding at many coastal aerodromes.

In the early days of WWII the Dragon was taken over by National Air Communications and used by 24 Squadron, until being formally impressed into the Royal Air Force in 1940 as AV982. As such it was used for making official visits by, amongst others, the Ministry of Aircraft Production. After de-mob the Dragon's first post war civil owner was Air Taxis Ltd at Croydon, followed by the Wiltshire School of Flying from 1948. Sold to Ireland in 1950, the aeroplane became EI-AFK and was operated for most of that decade on light charter work and for still more pleasure flying, all in the hands of Captain Darby Kennedy at Weston. After long storage in the 1960s, and to their everlasting credit, EI-AFK was taken on by Aer Lingus in 1967 and ferried to Dublin Airport. There it was repainted to represent the original *Iolar* with the registration EI-ABI. In 1971 it was taxied at Dublin to escort in the first Aer Lingus Boeing 747 after its delivery. However, by 1976 the only flying being done by the *Iolar* was on the end of suspension cables, hung up for long-term display in Dublin's Departures Hall!



For scheming to overturn such an indignity we have to thank that most popular double act in all of vintage aviation, Captain J J Sullivan and Johnny Molloy. With eyes on the 50th anniversary of Aer Lingus in 1986, 'JJ' and Johnny obtained their employer's support to make the Dragon airworthy for the forthcoming celebrations. How well they and the airline's Maintenance and Engineering Department succeeded, with help on the fuselage woodwork from Brendan O'Donoghue, then of the Irish Air Corps, is widely remembered. Suffice it to say that after flight test and certification in 1986 the stand-in *Iolar* became for many years a well-loved fixture on the Irish and UK display, fly-in, and commemorative circuit. A lull in activity between 1991 and 1996 was followed by Aer Lingus once again becoming reflective at the grand old age of 60. Thereafter EI-ABI continued flying until November

2004, when with some of the prime-movers pleading a need to retire once and for all, the Dragon was again laid-up at Dublin Airport.

In these stringent times it is a brave Chief Executive who would commit to any conspicuous item of ‘non-core business’, but by late 2009 Aer Lingus had itself a new CEO, Christoph Mueller, himself a private and glider pilot, and moreover with inside experience of Lufthansa’s Ju52 and Me108 heritage operation. Now noting a 75th birthday of Aer Lingus on the horizon, every encouragement was given to yet again bring the *Iolar* back to readiness. What is more, Johnny Molloy agreed to oversee the overhaul and at the same time to train up a new generation of would-be maintainers from within the Company.



Before long my de Havilland Support Ltd (DHSL) phone rang and telephonic acquaintance was made with John Fields, an Aircraft Systems Engineer on the Airbus fleet and to become a regular correspondent. John was relieved to learn that technical data and ‘top cover’ could be made available to assist the planned disassembly and overhaul, the regulatory noose having tightened even since the aeroplane was last airworthy. And so the die was cast. *Iolar* was hoisted to the safety of a mezzanine area in a cavernous maintenance hangar, stripped of her engines and wings, and worked through in detail over many long evenings by Johnny and his old and new apprentices, some ‘Drivers, Aeroplane’ amongst them. Perhaps the most fundamental task was the precautionary renewal of the multiple tie rods which carry mainplane loads across the width of the fuselage. Refurbishment of the undercarriage compression legs, with their peculiar box-section telescopic tubes, and upgrade of the crack-prone wheel hubs and brake drums, was also timely.

Our DHSL role was simply to lob in bright ideas and recommendations, usually from the safe distance of Duxford! Often we would provide manufacturing drawings to confirm assembly details, or provide leads to sources of parts and materials. In particular it became apparent that for pre-war types such as the DH84, which in post-war England were an extreme rarity, the contemporary Air Registration Board had not been at pains to carry forward any modifications and inspections which arose from early in-service experience. Fortunately, as a Dragon Mk II the build standard of *Iolar* is high enough that scrutiny was passed in these respects, with just one later Rapide item to be read across.

Ironically it was the newest addition which caused the greatest angst! During earlier years, when ‘JJ’, Johnny and EI-ABI were Woburn Moth Rally regulars, one of those Smoothy-esque Turbine Alternators was seen to have appeared on an undercarriage strut to power the avionics. Clearly some forgetful fairy had left it there, but unfortunately they must then have made off with the Modification paperwork. Having piloted two other Dragons with no less heinous installations, and survived, I was recruited to help raise some retrospective justification. Poor John Fields laboured over collation of stress reports and electrical load analyses for DHSL review, we ran the design through a modification classification algorithm to confirm that it was Minor, and I applied some Failure Modes and Effects Analysis. Using this advanced suite of tools I figured out that if the mounting bracket were to come loose, the alternator might slip down the strut and strain the electric cables! The solution? Paint witness marks on the strut so that clip position could be checked on walk round, amend the pre-flight checklist, document the Mod, and harmony with the Irish Aviation Authority (IAA) was restored.

By early 2011 we were down to picking off ‘issues’ as they arose, drafting a Flight Test Schedule for IAA approval, negotiating operational and overflight limitations for the Permit to Fly, defining a future maintenance programme, and discussing the weighing procedure. It was satisfying to compare our top copy of the original Weighing Report raised after G-AECZ’s manufacture. Finally, title to the *Iolar* was transferred to the new Aer Lingus Charitable Foundation. A clear management structure for the aeroplane’s future well-being and usage was defined, with Stampe-owning Aer Lingus Captain Brendan Bruton (a VAC member) as Head of Operations, Oliver Murphy to head up Maintenance, and John Fields drawing the straw for Head of Airworthiness. For DHSL it had been a real pleasure to help with a professional project where the ethos was always to determine what should best be done, and how. [Our exposure is more frequently to enquirers seeking short-cuts or alleviations!]

There then followed a wait for Captain Paul Van Lonkhuyzen’s off-duty time to coincide with suitable test flying weather. Come the day, at DHSL we listened on the Web to Dublin R/T, grimaced at an abort due to a radio snag, then later heard a departure clearance... about a minute before John’s triumphant text of “Airborne!! ☺”. Paul had plenty of prior time on EI-ABI and made light work of the test and shakedown flying; Captain Pat Murphy was equally pleased to get back in the saddle. All seemed set fair for the Aer Lingus 75th Anniversary event... and then along came the volcanic ash crisis! What might the press say if Aer Lingus was obliged to ground its passenger jets while the *Iolar* was seen taking members of the Irish Government for joyrides? The precautionary solution was for me to draft a grave-sounding memo to justify why no immediately ‘unsafe condition’ was likely to result, with a checklist of what to look for and when. At times like this, why stop at one platitude when ten will do? “The black-painted wing struts may provide the most obvious visual indication of deposits” was only my beginning. As it happened the ash threat retreated, but not before little DHSL allowed itself a chuckle over being

credited with more DH84 and Gipsy guidance than CFM Industries and Airbus had provided for the airliners!

Even by Irish party standards the 75th anniversary was well and truly celebrated. I arrived from Heathrow and wandered into the lofty hangar venue feeling a little lost, but locked on to the welcoming nibbles and made for a random table. Who should I find myself sat next to but the IAA Surveyor who had handled the Dragon’s wretched alternator modification! Outside the hangar doors my breath was taken away both by the wind strength and by the great array of interesting aircraft which had nonetheless assembled.



A multitude of staff and family members were filing through *Iolar*, ‘JJ’ and Johnny were endeavouring to police the lengthy perimeter of their restored BA Swallow EI-AFF, and all around were familiar aeroplane types - Chipmunk, Bulldog, Stampe, Jungmann - and high-wing Pipers in profusion. Lindsey Walton’s old Stearman G-THEA (now minus canopy) I had not seen in years, nor Auster Autocrat EI-AEE, ex G-AGVN. It was good at long last to meet the enthusiastic brothers Tom and Billy Rafter, each of whom has an Autocrat and eyes for nothing else. Towering above all was an Aer Lingus A320 sporting a 1960s retro colour scheme.

Thus was the *Iolar* relaunched upon the Irish aviation scene. However, in addition to its busy domestic programme I had already upped the stakes by inviting Aer Lingus to attend July’s *Flying Legends Air Show* at Duxford. My thought was to pair EI-ABI with Sir Torquil Norman’s G-ECAN in its Railway Air Services colours, creating the first chance in England for decades, probably since the 1950s heyday of the Air Navigation and Trading Co, to see two Dragons fly together. Then it occurred that with our own ‘Scottish Airways’ Dragon Rapide, G-AGJG, we might go further and bring together *three* period airline liveries – truly an ‘Englishman, Scotsman and Irishman’ situation!



Great idea though this seemed, it proved to entail more paddling below the waterline than any display-goer could ever know. The *Iolar*’s display pilot was to be former Zlin and current Chipmunk co-owner, Paul Van Lonkhuyzen, demonstrably the man for the job. But first Paul needed to renew his UK Display Authorisation by flying in front of an Evaluator. Erstwhile competition aerobatic ace John Harper kindly travelled from his remote Scottish home to do his part of the deed in the nick of time. Then two days before the event came a call from Paul to say that his team hoped to leave Dublin on Friday, but that the forecast was looking rough. This would not have been quite so bad had I not myself then been standing on a drizzly hotel balcony in Koksijde! Rashly, I had flown the Rapide to fulfil a commitment at a weekday Belgian Air Force display, only to face a very real prospect of being weathered in for the whole *Flying Legends* weekend.

Suffice it to say, with Miller Sr taking his turn at the controls, and our thinking based more on actuals than forecasts, we endured a constantly bumpy ride home to Duxford, not above 1,300 ft the whole way, zig-zagging around weather and with a near limiting crosswind on arrival. When Henry Labouchere positioned in with G-ECAN some hours later, the wind was stronger still. Meanwhile *Iolar* was making a safe crossing of the Irish Sea in the hands of a new Dragon pilot and engineer, Captain John O’Toole, and had landed for fuel at Sleaf as planned. Paul wisely decided to forgo his leg to Duxford until the hoped for calm of the next morning. Our mutual relief on the first show day, when the three biplane twins were at last side by side on the Duxford grass, was indescribable...

Our subsequent displays achieved all objectives but may have emphasised the surprising incompatibility of Dragon and Dragon Rapide performance for formation work. The latter not only has over 50% more power but a relatively more ‘slippery’ airframe. [I swear, Paul and Henry, that my tachos were reading only 1,550 rpm!] Nonetheless, the unique combination of these elegant transport aeroplanes, and the companionship engendered through getting them together, was truly memorable - a perfect finale to Duxford’s small part in the *Iolar*’s latest renaissance.

Mark Miller

Photographs Ben Dunnell (Undergoing overhaul and the line up)

Steve Jordan (Iolar in flight)

Mark Miller (JJ Sullivan, and Johnny Malloy, Visitors to the Iolar)

Looking Forward to 2012

VAC EVENTS

Annual Awards and Dinner.

The 2012 Annual Awards Ceremony and Dinner will be held on Saturday 10th March at the Littlebury Hotel, Bicester. We are very fortunate to have as guest speaker for the evening Air Marshal Clifford Spink CB CBE FCMF FRAeS RAF Rtd.

He started his flying career on the Jet Provost, followed by the Gnat, Hunter, Lightning, Phantom, and Tornado. He also flew the Hurricane and Spitfire with the BBMF and is one of the most accomplished warbird pilots in the UK. He has recently been made President of the BBMF Association and also in March he will become Master of the Guild of Air Pilots and Navigators.

For the presentation of awards to be a success your recommendations of whom you feel worthy of recognition are a prerequisite. The awards and their conditions are listed in the centre of this magazine and a form for you to complete your nominations is also attached.

The menu and booking form is also included with this magazine and a prompt reply to Pete Smoothy will be appreciated.

International Vintage Fly-In.

Arrangements are now in hand to hold an International Vintage Fly-in at Bembridge Airport on the Isle of Wight. The event will hopefully coincide with the 1940's weekend held on the Isle of Wight steam railway.

The full details will be published in a future magazine, by which time I will have been to Bembridge to arrange such items as camping, landing fees etc. Please be aware that as of the publishing date of this issue there is no fuel on the island. The club is looking into this and what arrangements can be made.

Bembridge has a very good pub / restaurant, The Propeller, next to the airfield and it may be possible to have a celebratory meal on the Saturday evening.

Joint Event with the Pietenpol Club

The Pietenpol Club have invited the VAC to their 'Vintage Parasol' meeting to be held at Bicester probably over the weekend of the 16th—17th June 2012.

OTHER EVENTS

Aeronca Club Dates 2012

The 2012 listing of the events of the Aeronca Club are now available on their website. aeronca.co.uk

The US Classics Fly-In will have a press release article in early 2012 as we are bringing back what was a favourite event and we wish it to reach all those pilots flying any US Classic and Vintage types built before 1965. The event will be held at Badminton on Saturday 19th May 2012

Stoke Golding Stake-Out

A very popular two day event held at this grass strip near to the Leicester / Warwick border which members of the VAC have enjoyed in the past. This is a grass roots type of aviation meeting which does not disappoint.

Saturday evening has live entertainment with a Hog Roast provided by a local farmer, a real ale bar, and you can camp on the field if you wish. Saturday 4th and Sunday 5th are the dates for 2012

Luscombe Rally 2012

The VAC have been invited to participate in the Luscombe Rally at Oaksey Park over the weekend Friday 10th to Sunday 12th August 2012. As with all such events Saturday 10th will be the main day.

LAA Rally 2012

The 2012 LAA Rally will be held at Sywell over the weekend of Friday 31st August to Sunday 2nd September.

Turweston Wings and Wheels

The 2012 Wings and Wheels at Turweston will be held on Sunday 9th September.

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