

Dates for the Diary 2013

Sun 20th January
Snowball Rally - Sywell

Sun 10th February
Valentines Rally - Leicester

Sat 9th March
Annual Dinner, Littlebury Hotel, Bicester

Sun 17th March
Spring Rally - Turweston

Sun 13th April
Daffodil Rally - Fenland

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

August 3 - 4
Stoke Golding Stakeout

Fri Aug 30th - Sun Sept 1st
LAA Rally Sywell

October TBA
Sackville. Members Only Event

Sat 12th October
VAC AGM - Location TBA

Sun 27th October
All Hallows Fly In, Wellesbourne

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Vintage and Classic

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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>				

Chairman’s Notes

By the time you will read this, I am assuming that you are looking forward to receiving that wonderful Christmas sweater from the Aunty, preparing to adjust your weight and balance calculations to take account of the seasonal fare and looking back on another flying year.

Speaking personally of course, my 2012 was spent more in the role of fixing a moribund aeroplane, than flying. But even arriving by road, I was still able to share in some wonderful late-season fly-ins.

Perhaps one of the highlights of the summer was our fly in and barbeque at Sackville Farm. Perfect weather, more than 30 aeroplanes of all shapes and sizes (pilots too!), and of course the excellent barbeque put together by airfield owner Tim Wilkinson’s wife Angie and friends.

Events like this remain at the core of what we offer. To quote one member after the Sackville event: “A very convivial occasion, catching up with old friends and new, in a relaxed, unpressurised atmosphere, with lovely aeroplanes.”

SERIOUS STUFF

Those who attended the AGM will of course also know that one key subject raised was our future relationship with the Light Aircraft Association. Those with longer memories will know that when the VAC was created, it was effectively the vintage aircraft ‘strut’ or associate organisation of the then PFA and indeed is one of the Association’s oldest-established struts.

One of the big advantages of this status is that we benefit from their liability insurance cover, which means should an incident occur at one of our events, the LAA insurers (and lawyers) will protect our interests. In return, our events form part of the vibrant LAA calendar, while our members provide the LAA with a vital resource of knowledge on vintage and classic aircraft.

However the LAA is planning from January 2014 to introduce revised rules and regulations, which create a new two-tier system of LAA Member Clubs or lower level, Associates which do not benefit from insurance cover, or much else it seems.

The intention is that all the current struts and clubs can become member clubs. However there are several inconsistencies including a continuing clause, still in the new regulations despite our flagging it up over a year ago, that “an LAA Member Club is an unincorporated organisation...”

The VAC is a company limited by guarantee and therefore would require a fundamental change to its constitution and the status of its Committee / Directors. We were led to believe throughout recent meetings that this requirement for a club or strut to be unincorporated would be dropped.

There are also clauses that “if the number of LAA members falls below 50% of the overall membership of the club, then recognition may be withdrawn and Membership benefits may be lost” and “non LAA members may join the ‘Member Club’ but only as Associates (without voting rights).”

While these are clearly unacceptable to the VAC, of which only around 100 of our 300 or so members are known LAA members, I remained quite sanguine about the situation. After all we have a further year to work out the details.

However at the last LAA National Council meeting on 24th November, strut representatives were told that they had to sign up to the new rules by 1st December! Given the inconsistencies above, LAA CEO Richard Dunevien-Gordon has received a letter from me explaining that while we wish to maintain our relationship with the LAA, we cannot yet make that commitment.

We will be meeting Richard shortly and further discussing our position at the next VAC Committee meeting on 11th January. So where do we go? Member Club, lower-level Associate status, or even independence? Drop me a line at ss@kingpinmedia.co.uk and let me know your opinions.

Whatever happens, I know we’ll still look forward to a great flying year in 2013. Happy landings!

Steve

Members Notices

Congratulations

The Guild of Air Pilots and Air Navigators has given their Award for Aviation Journalism for 2011-2012 to VAC member Air Cdre Graham Pitchfork. To those of us who have read his work this award is richly deserved.

At the same time they also awarded their Lifetime Contribution to the Aerospace Industry Award to Wng. Com. Ken Wallis. He of course is best known for his work on Autogyros which still continues. However his wartime achievements which are many are less well known and worth researching.

2013 Annual Dinner and Awards Evening

The Annual Dinner and Awards Evening will be held at the usual venue of the Littlebury Hotel, Bicester on Saturday 9th March at 7.00.pm. The evening will commence with the presentation of the VAC Awards (Do not forget to send your nominations in) and after the dinner and some words from our Chairman Steve Slater our guest speaker Dick Richardson. At present the menu for the dinner has not reached me, however should it arrive before this issue is returned from the printer it will be included. Failing this it will be circulated by email, but should you not have email access please drop me a line or telephone and you will be sent one by return. My home address is 16, Norton Cresent, Towcester NN12 6DN and my telephone number is inside the cover. (Ed)

Travelling to France

Member Tony Nowak has offered this handy advice which if you are flying to France could be of benefit to you. For my French trips, I have always used ViaMichelin (<http://www.viamichelin.co.uk/>) to look for hotels close to airfields. You select the "hotels" tab, select France (or as required) for country and then the required town. The website eventually displays a (zoomable) Mitchelin map which shows the airfield and town etc. and distance from town to displayed hotels. Not all hotel groups and chains are displayed but it does give you a good idea of how many are available and distance from airfield. Further Googling can then be done to see if any chain hotels (F1,Ibis etc.) are in the area.

Increase in Membership Subscription

As you will read we have reluctantly had to increase the membership cost due to rising costs. A new Standing Order form for the revised cost is included. Please ensure that you complete where necessary and hand into your bank before the end of March 2013..

New Members.

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

G. Firth	Coventry	I. Foster	Ross-on-Wye
P. Jones	Sudbury	P. Loveday	Banbury
P. Morton	Smetwick	D. Phillips	Leamington Spa
E. Smith	Winchester	A. Spandley	Acle
J. Sully	Hemswell	D. Watson	Letchlade

Cover Picture:- David and Edwina Porter's Wings and Wheels 2012 event at Temple Bruer

Photo:- Mark Miller

2012 Annual General Meeting

The 23rd Annual General meeting of the club was held at Bicester Airfield on Saturday 13th October 2012. The meeting was attended by over 40 members of the club, a large number of which took the opportunity to arrive by air.



The meeting started at 11.45 am and was opened by the chairman, whose report along with a copy of the club accounts which showed a small loss over the year, for the second year in succession.

All of the serving members of your committee were re-elected unopposed. After thanking those present for their continued support he announced that Paul Loveday has made known his intention to stand down at the end of of this term of office.

Despite the club cutting back on expenditure the fact that the club has made a loss again has led the committee to reach the decision that after a number of years, the last increase being in 2008, the annual cost of membership must rise to £25.00 per annum. One of the major increases in costs was the rise in the cost of postage, something which has no doubt been felt by all in one way or another. After a full discussion the motion to increase the subscription was passed unanimously by those present.



VAC merchandising was available and under the watchful

eye of Paige Loveday who also took the money for the buffet lunch which was provided by the Windrusher's Gliding Club, and excellent fare it was too. The club acknowledges the assistance given by the club which enabled your club and those members attending an excellent venue for the AGM and refreshments.

It was a pleasure to see Tim Crowe along with his book stall once again at a VAC event. For those who were unaware Tim has not enjoyed the best of health this year and so his presence at Bicester was very much appreciated.



Following the AGM we were given a short but very informative talk by two of the founders of Chiltern Classic Flight a company based at the airfield. This was followed by a tour of the hangar with an emphasis on the current restoration by the company on three de Havilland DHC.1 Chipmunk aircraft. The example pictured here has been imported back from the United States and returned to its military markings.



To complete the day there was for the more hardy amongst us there was a guided tour of the airfield and its environs with Norman Smith, a distance in excess of 3 miles.

All in all a very successful day, and for those who were unable to make it we will hopefully see you at one of our events in 2013.

Paul Loveday

ALL HALLOWS 2012

The VAC 'All Hallows' fly-in at Leicester on 28th October was despite the weather was well attended by members arriving by both air and road.



The ghouls marshalling team. Although the presence of Banana Man was somewhat rather worrying!!

2012 has been a mixed year aeronautically and the "All Hallows" event was going to be the first event for a while where nearly all of the marshalling team would be together and as usual we entered into the *Spirit* of the event as ever as we all turned up determined to make the best of the day and apart from the usual ghoulish types, we even fielded a super hero!



We all turned up in spurts but did not have a very long time to wait unlike recent years as two VAC stalwarts, Vic Holliday and James Alexander arrived.



They were closely followed by David Beale in 'PIE. The production of large foam hands whilst being marshalled certainly drew an extra smile from the crews.



The aircraft continued to drift in with Alan Grey in 'AH, Chris Rees in his Portuguese AF schemed Chipmunk and Bob Willies in his immaculate Cub.



After catching up with everyone and enjoying one of the Club house's excellent meals before long it was time to go home for our aviating visitors and as it started spitting we soon followed on the way home, via Lydia's to drink her hot chocolate and eat her biscuits. On arriving home there was something quite symbolic for me in folding up my "arm waving" gear and putting it away for the last time for 2012 and reflected on an interesting and varied year both good and not so good.

Report & Photographs Gary Loveday & Paul Loveday
Additional Photographs Paul Morton

Turweston is 70

As a part of the expansion of airfields during the period of the Second World War within that part of England known as 'The Midlands' a number of airfields were constructed for use by Operational Training Units.

Amongst the sites chosen was one just to the East of Brackley and so in 1942 the airfield we now know as Turweston was constructed in the RAF three runway pattern and its first aircraft, Vickers Wellingtons of 12 OTU arrived on 23rd November. They moved out to Edgehill in April 1943 and were replaced by B.25 Mitchells of 13 OTU, followed for a short time by Douglas A20 Bostons of 307 Ferry Training Unit. In July Turweston became the satellite airfield for Silverstone, the Mitchells and Bostons moving out in the August.

These were replaced by Wellington IIIs of the conversion and handling squadrons of 17 OTU. They were joined by the Gunnery Flight Wellingtons and Miles Martinets.

July 1945 saw the withdrawal of 17 OTU's Wellington aircraft followed by the bomber defence training flight in August. The airfield closed on 23rd September 1945 with all flying ceasing at the beginning of November.

As can be expected Turweston saw losses of both aircraft and aircrew during its relatively short period of operation. To commemorate those airmen who served with 17 OTU the British Racing Drivers Club erected a memorial near to the main entrance to Silverstone circuit.

The airfield saw a resurgence of aviation with the Brackley Gliding Club operating at weekends during the 1970s and 80s, the gliders being winch launched.

The airfield as we know it today re-opened in 1994 and has been in operation ever since. Its runway has been extended to 1200m from its original 600m and the airfield also benefits from a parallel grass runway / taxiway.

The airfield can be seen at its most busiest over the weekend of the British Grand Prix and weather permitting during one of our fly-ins.

As 2012 was the 70th anniversary of the opening of the airfield Turweston decided to commemorate the event with an open invitation to people to visit by air or by road. The history of the airfield was portrayed with photographs of the various types known to have flown from the airfield along with a listing of aircraft losses and what happened to their crews.



Despite the airfield being fogged in until after lunch over 50 aircraft visited during the afternoon. The day was rounded off with the visit of Peter Teichman in his Spitfire PR.XI, a fitting end to a very good day.



From Bleriot to Boeing - An American Odyssey

Sitting in the centre seat of a 1946 Bell 47G helicopter, flying over the site of the air show that is Oshkosh 2012, made me think about how my journey had got me to this position. I had not seen my cousin, Mike or his son and daughter, Matthew and Elicia for many years and realising time keeps passing rapidly set out to do something about it. After discussing some dates a great plan evolved where I could fly to Boston to meet up with the family and set out on a road trip to Oshkosh with Mike, staying in his pop-up camper that we would tow



behind his Dodge Caravan. On our return to Boston I would have the chance to see the Vans RV6 (N447MG) that Mike and Matt had built in 2007 plus see all the new family members since my last visit.

Mike had the camper ready and we soon had all the stuff stowed in the van including rations for the trip prepared by Mike's wife, Margaret, and a couple of bicycles. The thought of driving the 1200 or so miles in two days, especially after getting off a transatlantic flight and the time change, struck me as being a bit daunting. The road system and the cruise control on the van made the journey relatively easy as all we had to do was steer and follow the route. It is rather amusing though when the GPS tells you that the next turn off will be in over 100 miles and even that is only a link to the next route. The overnight stop was at Cleveland and then on to Brodhead airfield, just past Chicago where they had a vintage fly-in, arriving on the afternoon of the 20th July after a journey from Boston of 1100 miles.

I thought this was going to be a vintage aircraft fly in but it was really a Pietenpol Aircamper event but with some other nice machines either resident or flying in. If anyone wished to see some of the many variations of the basic Pietenpol design, this was the place. Different engines

being the most obvious but variations in the undercarriage were a close second. It was nice to see examples powered by the original Ford Model A engine with the radiator stuck up in front of the pilot.



A rumour that a Bleriot was to fly proved true as the distinctive sound of a blipping engine came from near the hangars. This machine is a very faithful replica airframe but does have an original Gnome Rhone rotary engine of some 50 horsepower. The intrepid pilot not only took off but completed a number of circuits in this superb aircraft before blipping the throttle again to bring it in for a gentle landing.



Later that evening the owner of the Bleriot kindly answered lots of questions about the build and operation of the aircraft. The design and maintenance of that Rotary engine gave a good indication of just how far advanced they were back in those early days of flight. A fascinating explanation captured on video by Mike.

Amongst the visitors, a unique Namu Bowers Model 4 could be seen and as the caption said, it is the only one.

Just a short hop to the north of around 120 miles brought us to the event that is the EAA AirVenture at Oshkosh. Everything is just huge from the line of booking in booths to, well, everything! Maybe a few facts and figures from this year's event will give an idea of the sheer size. Attendance was approximately 508,000 people with 2078 visitors registered at the International Visitors Tent from 71 nations. More than 10,000 aircraft landed on one of the three parallel and three positions of the main runway, plus the other main runway and the grass runways. There were 2,489 show planes and 978 home-built, 907 vintage, 336 warbirds, 105 ultralights, 97 seaplanes, 35 aerobatic and 31 rotorcraft. There were around 897 Media representatives from five continents. As we know how difficult it seems to be in the UK to get volunteers to help at events, at Oshkosh they had 4,800 doing everything from cleaning the toilets to standing out in the hot sun for a week directing traffic, all with a smile and eagerness to help! At least 8 huge marquees had workshops where people could learn how to build, assemble, weld, and cover aircraft; all with hands on teaching. Another huge marquee was set aside for education of young people, culminating in them constructing a spark plug holder in aluminium, complete with rivets. Around 500 presenters gave more than 1600 presentations in 45 venues across the grounds.



We had set up the camper on the Scholler camp site amongst the other approximately 30,000 who make temporary residence there for the week. Every type of shelter can be seen from Mike's friend Ian in his tiny one man tent to massive "Recreational Vehicles", often towing a car to be used when on site plus a two wheel machine to get down to the display area.

But enough of the numbers pack the cameras, some snacks and water bottles, get on the bikes, and pedal down to the showground. That was how we got an overview of the site from the Bell 47G that was one of three doing flights from the grass Pioneer Airport set

within the grounds of Oshkosh, and only \$50 a go. Those who wished to experience flights in larger machines could fly in one of the two Ford Tri-motors for \$80, the B-17 or the B-29 Fifi. The rides in the bombers were from Appleton Airport just a short, free, bus ride away.



I wanted to see the vintage aircraft park first and after locking the bikes in the large bike park down near the huge open air cinema, we made our way on foot to the fields set aside for the rows and rows of wonderful old machines. The first machine by the entrance to the vintage area was another superb Bleriot replica, this time with a radial engine mounted on the front. In the UK we are overjoyed at seeing an example of such machines as Waco's or the Beech Staggerwing but here there were rows of them shining in the strong sun. In amongst them could be seen examples of rare types I had never heard of, including the reserve Grand Champion, a 1929 Laird Speedwing. Near to the Vintage Aircraft Association 'Red Barn', the vintage wing of the EAA and celebrating their 40th anniversary, could be seen the very rare 1928 Buhl Sport Air Sedan.



The EAA have so many awards to present to so many different categories that it would fill this magazine with the list. I recommend you have a look at the EAA website at http://www.airventure.org/awards/judging_vintage.pdf to see the complete listing.

One of the many anniversaries being commemorated is that of the 75 years of the Piper Cub and ranged along the side of the flight line could be seen a sea of yellow wings on more than 180 examples. Ever heard of a three

cylinder Cub? No, neither had I but when the Cub was first produced with the little 40 hp Continental A-40 engine it was thought that more power would be an advantage.



The Papoose Company produced a three cylinder radial engine of 50 hp, which was fitted to the J3 making it the J3P variant. With a very short time before overhaul and some reliability issues, this was soon dropped but an example did make it to the show on a trailer.

With a severe drought across much of the USA and especially the Midwest, I expected it to be a bit warm but most of the time it never dropped below about 80 F and on a couple of days hit more than 100! This caused some to rename this year as “Hotkosh” and had some ‘T’ shirts were printed to show it. They make sure everyone stays hydrated though as drinking fountains are ranged across the site.



Amongst the visitors at the show were some who had made exceptional journeys. Helmuth Lehner stopped off at Oshkosh on his way round the world in his Slovakian built Aerospool Dynamic WT9 Microlight. This machine is powered by the Rotax 912S of 100 hp and he cruises it at 130 knots where it burns around 4.5 gallons per hour and with the long range tank fitted allows 19 hours of flying. Having already flown from his home town of Linz, Austria, he had flown across Europe, Asia and the Pacific Ocean. His homeward flight was via Halifax and the Azores to be back in Austria by August 11th.

Those of you who are members of the LAA, and you all should be, will have read the report of Graham Newby accompanying Ian Seager in Ian’s Cessna 182 flying from the UK to Oshkosh along with a TB-20 and a Beech Baron in the LAA magazine, Light Aviation. I’m pleased to report that they all arrived safely at Oshkosh and returned home OK.



A fine vintage machine that also made the Atlantic crossing was the Junkers Ju52 supported by the Luggage Company Rimowa, whose design of cases follows the ribbed skin construction of the venerable Junkers. Powered by three BMW 132 engines the aircraft cruises at around 138 mph; or as the pilot put it, just a bit faster than a Zeppelin! This machine took part in one of the many air displays during the week and gave a very spirited performance, turning tight, low and slow; wonderful.

Whilst on the subject of the air shows, there is one each afternoon but during this time other massed formations or individual aircraft fly overhead. These range from the B-17 and B-29 with their passengers to the mass Vans formation team helping to celebrate the 40th anniversary of Vans Aircraft. Seeing massed formations of Harvards or T-28’s is just superb. Other celebrations continue in the main displays, such as the spectacular pyrotechnics going off on the ground as a dramatic re-enactment of the attack on Pearl Harbour takes place. Modified AT-6, BT-13 Vultee and Harvards marked as Zero’s and Kate’s attack whilst P-40’s attempt to drive them off, just as in the film Tora, Tora, Tora. They try to make the explosions powerful enough for the heat and the shock wave to be enough for the audience to feel like they are real bombs.

The Doolittle raid on Japan where B-25’s were launched from aircraft carriers on a one way mission also had a re-enactment to celebrate the 70th anniversary with three superb examples doing short take-offs and low runs past

the crowds. Support for the troops came from Douglas DC -3’s, or C47’s as they should be known in this job, plus the very rare C-46 Curtiss Commando.



Going back to the Cub anniversary a chap supposedly stole a Cub and proceeded to fly some amazing low level swoops and manoeuvres whilst being shot at by his brother with a shot gun. These characters were Greg Koontz and the Alabama Boys flying a 1946 Cub which finished by landing on a platform on top of a truck.



Speaking of landings, in one of the hangars was a flight simulator set up for visitors to try and fly a Wright Flyer. Mike convinced me to have a go of course. The two wooden poles to the left and right of the seat did things that were not exactly intuitive and therefore had to be remembered carefully. I seem to remember the right one went backwards and forwards to operate the wing warping to turn left and right. The one on the left did elevator but the top could be twisted for the rudder and attached to this was a lever, like a bicycle brake that operated the throttle. Full throttle and off we go; a bit of up and the thing is airborne. Now for a turn with the wing warping balanced by a bit of rudder; so that’s push the right lever and twist the left?! Oh, it’s going down so pull the left, straighten the rudder by centralising the twist and correct the turn by pulling the right lever; agh, not that much! Having got it sorted I attempted a landing on the simulated grass and pulled that off brilliantly, even the instructor said so; then I had a senior moment as I forgot to close the throttle and crashed into a tree!! At least when Mike had a go he just crashed from height, as most people seemed to.

Enough of this fun, looking round the other items in these hangars some ideas for the future could be investigated. Fan Wing aircraft (<http://www.fanwing.com/>), a British invention that seems to work and a prototype is being built. Diesel engines to run on Jet fuel as Avgas supplies diminish. Electric power in various systems is beginning to show promising results. To see electric aircraft flying we went to the Microlight grass airfield set up at one end of the site with its own grass runway and display area. Amazing pieces of aeronautical engineering could be viewed at close quarters and seen operating from the field.



To escape the heat and bustle of the airfield, a short drive to Lake Winnebago and the seaplane base brought yet another dimension to the event. Lovely Cessna 185’s and other classic machines on floats can be seen bobbing about in the sheltered cove, viewed from a small tour boat. Amphibious versions of float and seaplanes flit between the main show and this water base making it a very pleasant place to be.

Evenings could be spent watching a movie on the giant cinema screen set up on the airfield or attending a music event on another of the stages. Before showing the film ‘Red Tails’ the story of the Tuskegee Airmen, some of the surviving members described their experiences making the film even more poignant.

The final show on the Saturday evening left visitors in no doubt they had been attending something very special. The Aeroshell team (<http://www.naat.net/>) flying formation aerobatics in their AT-6 Texans in the dark with pyrotechnics erupting from the airframes just has to be seen to be believed. Another aircraft fitted with lights across the airframe danced to the music; fantastic. And to finish the evening and the whole event, a wall of flame lit by a jet powered dragster that nearly blew you over and melted your clothes with the heat.

Report and Pictures John Broad

VAC TROPHIES

This issue of the Newsletter is my last opportunity to try and prompt a reaction from you, the member, 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 2013.

To assist you with your thoughts, the following is a brief resume of the trophies history and the criteria for their awarding.

Trophies and potted 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 the late John Blake,

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.

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.

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.

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.

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.

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 again in 2013. This year it was held in conjunction with the International Luscombe meeting where it was won by and presented to Nigel Barrett.

VAC Photography Shield

Commissioned by the VAC in 1986.

Presented 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.

You will find a nomination form enclosed with this issue of your magazine which you will need to return to Paul Loveday at the following address:-

16, Norton Crescent
Towcester
Northants
NN12 6DN

Your nominations need to be with him by 10th January 2013 in order that the committee can make their final deliberations.

Rob Stobo

Trophy Steward (2012)

Wir Farhen Nacht Alte Warden

...In Peter Holloway's amazing Fieseler Storch

One of the highlights of my flying year came at the VAC's Spring Event at Turweston, when Peter Holloway asked whether I'd like to accompany him back to Old Warden in his unique Fieseler Fi 156 Storch. Of course the answer was an immediate 'yes', I'd figure out how to get home later.

When I use the word 'unique', I mean it. Out of around 3,000 Storches built during the war years, only around a dozen in the world remain airworthy and Peter's is the only example in the UK to be flying behind an original 240hp air-cooled inverted V8 Argus engine.

Peter's endeavours to achieve this were remarkable. Suffice to say it took several years and three complete rebuilds of an engine for which no spares are readily available, before Peter achieved his goal.

Compared with L-4 Cubs and Austers which fulfilled similar spotting roles for the Allied Forces, the Storch is huge. It's slatted and flapped wing spans nearly 47 feet, the same as a Fairey Swordfish and more than 10 feet greater than its rivals.



Climbing aboard again emphasises the aircraft's size. You climb up two steps on the undercarriage strut and enter through the large gull wing door on the starboard side, and once aboard I found myself looking *down* onto the Slepcev Storch, 1/4-scale replica parked alongside.



As Peter runs through the starting sequence you are again reminded that this is no ordinary aeroplane. The muffled wuffle of the big V8 offers a completely different soundtrack to a flat-four or in-line Gipsy engine.

The Storch comes with other unique operating procedures too. For example you do not hold the stick back as in other tailwheel aircraft during the power checks. To reduce weight, the fuselage tubes are very thin and it is possible to actually bend the fuselage!

Visibility on the ground and in the air, as you would expect from the huge 'greenhouse' is spectacular. As is of course, the take-off.

Peter had suggested that with a fairly heavy fuel load and a warm, still day (remember those?) the Storch might not be as impressive as expected. He was wrong, as the wuffle from the front gained in intensity, I suspect that the aeroplane was feeling ready to fly even before full throttle was achieved and the Storch elevated, rather than climbed out at around 100 kph.



100kph or 60 mph is also the cruise speed at which point it is, conveniently for fuel calculations, burning 60 litres per hour or a litre a minute. More maths point to 1 litre per mile, or 5 miles per gallon. On a long cross-country therefore this aeroplane is less fuel-efficient than a Spitfire!



But that is missing the point. The view from the glasshouse is almost akin to travelling in a Zeppelin gondola and as we arrive overhead Old Warden, a quick display practice demonstrates the Storch's most amazing features.

First of all, Peter winds on the yellow handle connected via a bicycle chain to lower 15 degrees of flap, at the same time vigorously retrimming to handle a nose-down pitch change. Then at something crazy like 80 km/h indicated he boots on full left rudder to initiate a flat turn.

In any other aeroplane, you'd now be a stall/spin casualty, but the Storch wuffles round, generating a sideways g-force in the cockpit as maps and belts flutter in the airflow entering the cockpit from odd directions. "Bonkers isn't it?" Comes the chortle from the front seat.

A few more gyrations at aerodynamically mind-bending low speeds and we wuffle down the approach at a stately 80km/h, for a tail-down wheeler landing on the long-travel undercarriage to protect that fragile fuselage. An amazing and unique flying experience - and a big thank you to Peter for sharing it!

Steve Slater

The Michael Beetham Conservation Centre

The Michael Beetham Conservation Centre at R.A.F Cosford opens its doors to the general public on only two occasions during the year. In November of this year the centre opened for one week and both Gary and I took the opportunity to visit this centre of restoration work for the RAF Museum.

On entering the workshop the scale and the high standard of the work that is carried on there became readily apparent. The first aircraft to come to ones attention was the stripped out fuselage of a Hawker Siddeley Kestrel FGA.1, a forerunner of the Harrier.



Further on into the facility we came across the Handley Page Hampden TB.1 which had been recovered from Russia. As will be seen the work of restoration is in its very early stages and it will be some considerable time before being available for display.

The other major work being carried out is on the Vickers Wellington T.10 which until a few years ago could be found at RAF Hendon. I actually first saw this aeroplane at RAF Biggin Hill when I was somewhat younger. The fuselage has been stripped of its covering revealing the geodetic construction which helped to make this a very strong aeroplane.

The next opportunity to visit this superb facility will be in



March 2013 and I thoroughly recommend that you do so.

Paul Loveday

AN INDIAN SUMMER

Despite some grumblings of forecast bad weather for both events, in terms of local conditions at least, two of our October events were blessed with idyllic 'Indian Summer' conditions and as a result, a great turn-out of aircraft and members.

SACKVILLE SUCCESS

As always, the decision made on whether it is Saturday or Sunday for our strictly members-only fly in to Sackville Farm just north of Bedford, was made only in the week ahead of the event. This year the tea leaves and dangling sea weed were duly analysed and the barbeque lit on the Saturday, 6th October.

In the event, after a misty start to the day conditions were perfect and in the absence of airfield owner Tim Wilkinson; his wife Angie, Sam and other Sackville flyers did us proud in terms of a warm welcome and day-long food and drink.

David Beale's Topsy Belfair, Michael Fage's Cessna 175 and Arthur Mason's Pietenpol, plus rarities including Max Hoares HN.700 Menestel and the Gammons' brace of DH85 Leopard Moths G-ACUS and G-AIYS, two-thirds of the UK population!



One visiting member summed it up perfectly. "Sunshine, great company, relaxed atmosphere. Just as we remember old fly-ins used to be."

BICESTER - BURSTING POINT

This year, we decided to attempt to enhance the attractiveness of our AGM by offering the chance to fly in to the event in the unique time warp environment of Bicester Airfield. Currently up for sale by the MoD, it is one of the last into-wind (no marked runways) 1930s grass flying sites in Britain.

Thanks to a fortuitous break in the weather, more than a dozen aircraft made it to the airfield, conveying 20 of the 40 attendees for the AGM. Such was the turn-out that the Bicester Gliding Centre briefing room was filled to bursting-point. So were we all too, after Maria from the Gliding Club provided an excellent post-AGM buffet lunch.



The variety and number of aircraft was spectacular. Of around 36 (I lost count) arrivals headed by early-bird Trevor Wilcock in his Binder, German-built, Emeraude CP.301S to Ginge Sunley in, on, or under his microlight depending on your point of view, we numbered massed Cubs, Jodels, and Austers, as well stalwarts including

Meanwhile big thanks go to Tim Crowe for arraying his book shop, to Alan Turney and David Spicer, founders of Chiltern Classic Flight, for a look at their new heritage flying training and engineering operation at the airfield, operating and restoring a fleet of DHC-1 Chipmunks and a recently restored Piper J-3C-65 Cub. For the future we may expect to see some interesting warbirds.



Many walked off their lunch in fine style with an airfield archaeology route-march led by Norman Smith, while others simple enjoyed the fine array of assembled aircraft including a splendid line-up of Austers and Beagle tail draggers thanks to Alan Gray, Trevor Jarvis and John Morley, as well as the rare Beagle Airedale owned by Stephen and Malcolm Isbister.



Other types of note were Chris Rees's DHC-1 Chipmunk which may even have once been based at Bicester, Martin Sims Pitts S-1C and John Sully's Taylor Titch.



There was also intense competition among those who contested the VAC "Air Brain" quiz. Gary Loveday and Charlie Loveday were commendable runners up. Arthur Mason came close to victory, but slipped back with a woeful performance on the "Bistory" section, despite his being based at the airfield! The winner therefore was Mark Pearce, to whom we owe a bottle of "Chateau Bicester" red wine when we next meet.

Who says AGMs are boring?

Steve Slater

From the Hangar Troll

As 2012 draws to a close I would like to thank all of you who have contributed to the magazine over the past 12 months. You the reader have benefited from some excellent articles and hopefully these will encourage you who have yet to do so to write something.

So make it a New Year Resolution, not one to break, to provide something that will titivate the interest of your fellow members.

If you come to one of our events or another club's event write up what your experience of the event was. You may help to encourage others to do likewise. Where possible

please include some photographs, especially of what you consider interesting types. You can send anything by email or on CD.



Please give it some thought and make my life difficult in the compilation of the magazine.

Apart from that both Carol and I wish you all a very Happy Christmas and a safe, peaceful, and prosperous New Year.

Paul Loveday

THE FAITHFUL MAGGIE

As the type celebrates its 75th birthday we are delighted to provide an insight into an almost forgotten trainer by our President, David Ogilvy. As an instructor in the 1950s David logged 1,600 hours on Miles Magisters at airfields including Elstree, Denham and Burnaston, Derby. Interestingly, when David helped found the "Vintage Aeroplane Club" in 1952, Magisters and Tiger Moths were deemed ineligible as "too modern."

When we think of a light, low wing monoplane with power-operated flaps and an ability to cruise at 115 mph, we would be forgiven for assuming it would be a fairly modern piece of kit. Yet no, the Miles Magister entered service in September 1937 as the first mass-produced monoplane trainer in a world still geared to the biplane era

The Magister started life as a Service aeroplane. About 1,300 were built for the Royal Air Force, but its background was a logical development of a long line of Hawk monoplanes built by F. G Miles from the early 1930s for club and private flying.

The all-wooden Miles machines were built on the now defunct aerodrome at Woodley near Reading as competitors to the many Moths produced by de Havilland. It had many followers and there was much good-natured banter about the relative merits of the two types, which between them equipped the numerous Elementary Flying Training Schools during World War II.

Aviation happened in massive doses then, it was not unusual to have more than 100 hard-working Tigers or Maggies based on one relatively small grass airfield with neither radio or air traffic control. Aerodrome circuits were far busier than today; though it was made a little less traumatic by the use (usually) of only one type, with all aircraft operating around the pattern at similar speeds.



But let us look at a Maggie in the flesh. With a Gipsy Major I to provide the power, the Magister had all controls fully duplicated, except that in the front cockpit the instructor had a master switch which could override the student's magneto switches in the rear. The control column was unusually thick and handling seemed more pleasant when this was unofficially replaced by the slimmer stick from a Tiger Moth.

The only unusual control was the small knob on the lower left of the cockpit for operating the pneumatic flaps. This worked horizontally forwards from up, through neutral to the down position, with an arrowed gauge alongside working in a similar sense. Unless exercised several times to exhaust the system, the flaps moved very rapidly and achieving the intermediate position for take-off needed practice to attain.

The Magister taxied well on grass or a hard surface, but the cable brakes were difficult to set up with comparable effectiveness on both wheels. Constant circuit work, with all the ground manoeuvring that went with it, often produced brakes that were soggy, or even more frequently with one biting and the other almost useless. Take-off was rather protracted, for the Magister was rather more than a man's weight heavier than a Tiger Moth for the same available power. Hugging the ground, but with a hard ride from the oleos, it accelerated well once free; the recommended climb at 70mph IAS gave 700 fpm, in which condition it needed a generous ration of left rudder.



View and comfort level were markedly different between the two cockpits. In the front, visibility in all directions and the draught level was unexpectedly lower for an open machine; flight without goggles was practicable for all conditions except the relative high speeds needed for aerobatic entries. The poor person in the rear though had

lots of wind and not much view, but the latter was an excellent introduction to anyone destined to be a fighter pilot.

At the level cruise of about 1,950 rpm and 110 mph IAS (Very useful by comparison with the Tiger Moth's 85) the Maggie plodded on happily, ignoring all but the worst bumps and with positive stability all round. The ailerons were heavier than I would choose, but they were immediately responsive. At low speeds more bite would have been useful.

The stall was a real stall, occurring at 52 mph IAS in the clean state, but 7mph lower with the large all-though flaps in the fully extended position. Strangely the right wing almost invariably dropped quite markedly at the 'flaps-up' stall, but far less noticeably in the 'dirty' state. Spinning, which would occur without effort with sloppy or delayed stall recovery, was at a rapid rate and steel

In their early days Maggies presented recovery troubles, but long before I met the type the customary fuselage strakes had been fitted and these made for happier times. Nonetheless the Magister tolerated no half-measures. Only full rudder - pause - full forward stick would stop it going downhill until there was no further to go.



RUGGED SOLIDITY

Some aeroplanes invite aerobatics. The Magister did not. Although cleared for all normal manoeuvres, it suffered from a rugged solidity that made it ideal for circuit work or cross-country exercises, but made it feel too heavy for energetic manoeuvres.

Loops were uneventful from an entry of not less than 130 mph, but ham hands or heavy feet coupled with low airspeed could produce an unintended flick out, similar to a Harvard. Slow rolls were much more difficult; the first half produced no problems, but rolling out with too much

rudder caused the elevators to be blanketed. Without top rudder the nose dropped hard, with rudder the nose dropped through elevator ineffectiveness. These were some who found answers to this, but I was one of many who failed.

The Maggie was very happy in the circuit, with really effective flaps and a marked trim change with each alteration in flight condition. A flat, clean glide at 70 mph changed to a remarkably steep descent with full flap, the limiting speed for which was 75 mph IAS.

Flapless approaches were an interesting test of a pupil's accuracy, for a 5 mph excess at the threshold on a calmish day could use all but the largest airfield. These were important exercises however, because flapless approaches were advisable in crosswind conditions, especially on a paved runway for which the type wasn't designed, where there was a tendency for pronounced swings coupled with a tendency for the into-wind wing to lift.

This was because the flaps ran continuously through the centre-section and the air had no escape route. The problem was reduced when some operators disconnected the centre flaps and fixed them in the up position. However many a Maggie undercarriage, the tubes of which were intentionally weak to prevent damage to the mainspar to which they were fixed, failed in the field under heavy side load.



Some pilots disliked the Magister, certainly it possessed its share of design shortcomings. The effect of the rudder blanketing the elevators, an interesting demonstration even at height in level flight, made side slipping near the ground a recipe for a short life, while the need for a positive spin recovery put in in disfavour with others. However a trainer should call for care on a pupil's part and I had a great respect for its ability to do its duty well.

After the war, many Magisters were demobbed and picked up avidly by flying clubs and private owners. In civilian guise the Magister was known as the Hawk Trainer III and in this capacity I was fortunate to do some instructing on the type. I enjoyed it.

Unfortunately though, in the late fifties the airworthiness authority of the time, the Air Registration Board (long before anyone had invented the CAA) decreed that the Maggie's glued wooden joints were creaking and refused to renew any Certificates of Airworthiness in the Public Transport category. This put an end to the type's use by clubs or flying schools, although a few lingered on in private ownership.



Today, only three survive in airworthy condition in the UK, two of these are based at Old Warden, one of which is owned by the Shuttleworth Collection and the other by VAC member Peter Holloway.



Although now therefore a rare sight after three quarters of a century the Maggie deserves a place in our line of history. It was a starter of the monoplane era in which we live today.

David Ogilvy

Photographs David Whitworth's FlickrR archive from the collection of the late Gerald Lawrance, digitised and made available by Tony Clarke.
Paul Loveday Collection

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Ailes Anciennes - a French Interlude

At the end of October my long suffering wife and I drove to Toulouse to visit our younger son Stuart, do some sight seeing which of course would include something with an aviation flavour.

I had decided to visit the museum which has its base at the main airport at Blagnac on the edge of the city. Stuart had already supplied me with the brochure giving details of location and opening times etc, and I had checked on Google Earth as to where to park. The museum is only open on a Wednesday and at weekends and so the plan was to visit on Wednesday as Stuart would be at work.

So Wednesday after lunch I set the Sat-Nav up and off we went only to find that where I had expected to find the museum was now a car park! As all the buildings around are those of Airbus Industries I approached a person leaving the Airbus site and with my little French asked where the museum was. It turned out that I had picked an American who said it had moved to Space City which I knew was somewhere the other side of Toulouse and so after watching a few departures including the prototype A380 and a reasonably new IL-76 which was the last one to be built in Tashkent in April of this year we returned to our apartment. Going onto the internet I found that the museum had in fact transferred to the other side and end of the airfield and I could have gone there after all.

As we were due to depart Sunday morning and we were going into the city on Saturday I had given up any hope of getting to visit the museum, but luck was in as we returned to the apartment by the middle of the afternoon. So it was back to Blagnac and try to find the museum, which I did with the help of another person who turned out to be an Australian!!

The museum had actually moved during the week of 20th October nearer to the site which it will eventually take up on completion of the buildings to house it. Not all of the exhibits can be accommodated at this site, those such as Concorde, Caravelle, A300 prototype and Guppy being situated on the airfield near the A380 manufacturing complex.

On entering the museum which is run purely by volunteers it was I found well worth persevering despite the frustration of misdirection on the first attempt. The site itself is quite small which means that some of the exhibits are located fairly close to one another which makes for some awkward photography in a number of instances. As this is a temporary site they have done their best to include as much as possible.

Some of the types found there were familiar from my younger days. One of the aircraft undergoing restoration is a Breguet 765 Sahara, and is the last of the 19 that were built. Some were later converted for freight work and used by Air France into Heathrow. As can be seen this somewhat large aircraft will be quite impressive when completed.



As can be expected the majority of the aircraft on display have a military background. The French national aerobatic team the Patrouille de France being represented by two different aircraft. The first a Dassault Mystère IV No. 44



and the second the Aerospatiale CM.170 Magister.



The French armed forces are well represented with aircraft from both the Aéronavale and the Armée de l'Air. The Breguet BR 1050 Alize a three seat anti-submarine aircraft of the Aéronavale along with two versions of the



Nord Noratlas, one of which is shown here still bearing traces of camouflage.



The well known Dassault Mirage series of delta winged aircraft is represented by the IIIE version complete with the 50th Anniversary markings of Fighter Squadron 3/3 Ardennes.



An example of an earlier of French Air Force type is the Sud Ouest SD 4050 Vautour.



The Gloster Meteor NF-11-8 is from a production batch built by Armstrong Whitworth.



Also in the collection there are a number of examples of aircraft from other air arms including a superbly restored de Havilland DH.115 Vampire T.11 of the Royal Air Force, a Hawker Hunter, formerly of the Swiss Air Forces, Greek and Belgian Republic F-84 Thunderstreak.

Civilian types are also well represented including a Douglas C-47A Dakota which some may remember from

its days here in the UK at White Waltham.



A type not often seen in this country a Morane Sulnier MS.733 Alycon.



The Dassault Falcon 10 is the second prototype of what has become a long line of executive jets bearing the name Falcon. The first prototype being lost in an accident.



There are a number of helicopters in the collection but these being grouped together were not photographed.

Under restoration is the only WW2 aircraft a Douglas A.26 Invader. The standard of work being carried both on site and at various other locations is of the highest quality and can be followed on their website at www.aatlse.org It is of course in French but translates well.

As can be seen from this brief glimpse the museum although in the throes of the movement of its exhibits whilst the new buildings are constructed is well worth a visit should you find yourself in the Toulouse area. The airport is served with direct flights from Stansted, and Gatwick by Easyjet and from Heathrow by British Airways, (flight time about 90 mins) so I think a day trip is in the offing for 2013.

Paul Loveday

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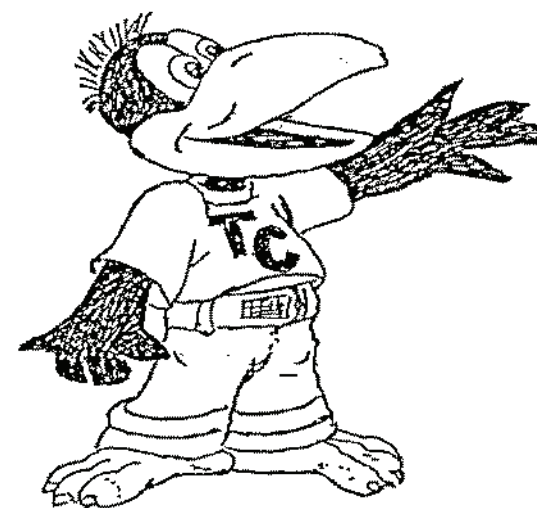
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