

Vintage & Classic

The Journal of the Vintage Aircraft Club



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General Data Protection Regulation

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

Aim of the VAC

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

Disclaimer

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

Cover photo: Bristol Scout demonstrated by David Bremner Tim Badham



Anne Hughes

David & Elizabeth Phillips with the sales stand at Turweston

New members

- Phil Butcher from Norwich
- Martin White from Ipswich
- Christopher Roberts from Marlow
- Andrew Caldecott from Bury St Edmunds
- Oliver Wallace from London
- Carol de Solla from Wellingborough
- Ben Chapman from Nottingham

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Letter from the Chair

Welcome to 2019, the VAC's 55th year! Many of you will be enjoying the VAC's celebratory calendar and be aware of the many stunning aircraft owned by our members! I look forward this year to meeting up with you and seeing those aircraft at our many and varied events.

I thought it appropriate on this occasion to include my Annual Report as delivered to the AGM. We have travelled a long way in the last twelve months and look forward to a bright future for the club. Happy New Year and happy landings!

VAC Chairman's Annual Report 2018

The last twelve months in the life of the VAC have brought many challenges for the committee and changes for the club – possibly more than at any other time in the last few years.

Firstly, we had to say goodbye to two stalwarts of the VAC committee who both served for over twenty years holding key positions for the club. Sandy Fage held the roles of both Secretary and Treasurer and Paul Loveday was the club's Membership Secretary and produced our quarterly magazine Vintage and Classic. Not only that, but when we asked who organised this or printed that the answer often was "Paul Loveday"! I would like to record my thanks to both for their years of commitment to the VAC.

We decided to appoint four committee members to replace the two and, as Sandy and Paul left during the year, we now have Peter Wright holding the purse strings, tightly! Peter has worked with Sandy for many months to achieve a smooth transition in his new role as Treasurer.

Steve Slater is one of the very best wordsmiths and has taken over

the role of Club Secretary recording our meetings and pointing us all in the right direction when it comes to committee procedure. Steve also continues to support the Chair as Vice Chair.

We were pleased to welcome Stephanie Giles with her organisational skills to the role of Membership Secretary and her updating of records and communications with members have already proved invaluable as our membership continues to grow.

When it came to finding a new editor for the magazine we were looking for someone with a fresh approach, with experience of writing articles and researching material, who could work to deadlines. A tall order! However, Tim Badham is no stranger to the club and has contributed to the magazine with words and photos over the years and, along with layout artist and publisher, Trevor Jago, who was known to us, Tim stepped forward. He is to be congratulated on his first edition of *Vintage and Classic* and we look forward to future editions.

Apart from replacing retired committee members we are also pleased to have co-opted Trevor Jarvis on to the committee as VAC Safety Officer.

The next challenge we had to address were the issues presented to us regarding GDPR. You will be well aware of the necessity for all clubs and businesses to formulate a procedure for GDPR. We set up a sub-committee, overseen by John Broad, to put our document together and this will be updated as is required. We have published the document on our website.

The time also seemed right for us to change the status of the club back from the limited company that was set up many years ago to a normal club basis. Dismantling

the company has been an intricate business overseen by Peter Wright and Sandy Fage and you will hear more about that during this AGM. This has also led to the decision to write the proposed Club Constitution and again Peter Wright is to be commended for the major part he has played in preparing this document for the AGM.

We have certainly seen an increase in interest in the club from the aviation press and local radio so regular press releases are made to the major aviation magazines and a recent broadcast on Wycombe Radio has helped to give the club a higher profile. We have found increased interest in our Facebook page and thousands of visits to our website. Thank you to Mark Fotherby for his very regular updates there.

I am pleased to be able to represent the club at gatherings of the All Party Parliamentary Group and to contribute on your behalf to the campaigns they manage. John Broad is also to be seen at committee level representing the VAC with several groups including the Transport Trust and GASCo.

It has been a pleasure for the committee to present awards on your behalf throughout the year and especially at the Dinner and Awards Evening at Shuttleworth House. Thank you to all who took part in organising this memorable event and congratulations to our prize-winners. 'Dodge Bailey' was very well received as our guest speaker and we turned the event into a weekend event when he gave us an informative talk around the Sopwith Camel on the Sunday morning.

Talking of awards, we were pleased to announce the recipient of the Liz Inwood Taildragger Scholarship at the LAA Rally in September. After

much deliberation the selection panel chose Jon Hartle to follow in the footsteps of Ben Pilgrim and Jon plans to train here at Wellesbourne.

Time here to thank the many of you who over the last year have supported us at events in many ways and many thanks as always to the work put in by Cathy Silk and team who set up the VAC stall

with enthusiasm and sheer hard work at many of our events. Their contribution to the club both financially and socially is so much appreciated.

I would like to say how much I have enjoyed representing the VAC over the last year as the first lady chairman and how every day in the role produces new challenges and also opportunities

to meet the most amazing aviators and aviation enthusiasts. However, the knowledge that we have the very best of committees, all totally dedicated and committed to making the VAC work for all of us, and a supportive membership is what is keeping the show on the road! Team VAC at its best!

Anne Hughes – VAC Chair.

The introduction to the book graphically describes the actions of Wing Commander Guy Gibson during the dams' raid over Germany leading into the book proper. It also briefly covers Charles Rolls and Henry Royce, their meeting and the parts they played in the formation of the company.

The book then goes deeply into the histories and lives of the men and the formation of the company and its development from the early motor vehicles to aircraft engines. The development of the Merlin from its predecessors along with its basic construction is well documented along with comparisons with engines from other manufacturers.

Various aspects of the development of the Merlin and its installation in numerous aircraft types are covered including the problems that arose. How those problems were overcome throughout the second world war are dealt with in detail. The different versions of the engine, including those built by Packard are described along with a

table listing which version was installed in which aircraft. The chapter on preserved and restored deals in the main with preserved examples of the Avro Lancaster, their bases, operators and how they are operated. These are unique organisations such as the Battle of Britain Memorial Flight, and the Canadian Heritage Museum to name but two. Another section in this chapter deals with an American company, Vintage V-12's, detailing their methods of repair and maintenance of the engine both for display aircraft and the highly tuned racing engines. The last part deals with the development of Rolls Royce engines through the latter stages of the piston engine through to the modern jet engine of today. The book has several photographs in monochrome and colour depicting both engines and airframes, and the founders of the company. All in all, this is an excellent book with a wealth of detail making for an absorbing read. ■

Paul Loveday

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Paperback. Price £14.99
www.amberley-books.com

The BAe 146 has proved to be the most successful British built aircraft of all time, starting as an original Hawker Siddeley design in the late 1970's. The aircraft was first flown in 1981 and its development from the original 100 series to the later RJ version is well documented. The possibilities of a developed RJ can only be imagined.

Its testing along with its

introduction into airline service reveals just how the aircraft was able to meet the demands of the airlines that flew it. The introduction into military service with what was originally The Queen's Flight was a boost to its reputation, the RAF later acquiring two second hand examples. A substantial number of the aircraft are still in service, with an increasing number of airlines, and at least one specialised version. An excellent well illustrated book on an excellent aircraft. ■

Paul Loveday

Annual Dinner and Awards Evening Saturday 6th April 2019

Following upon the success of this event last year, the Committee has decided to hold the Club Dinner and Awards evening once again at Shuttleworth House.

We are delighted that our Guest Speaker this year will be Arthur Williams, who most of you will probably know from his television series 'Flying around Britain' in his Piper J3 Cub.

Places at the dinner are limited,

so if you wish to attend, we advise you to book early. Full details of the Dinner are shown on the Information Sheet and Booking Form enclosed with this magazine. This information, including details of accommodation in the house or nearby, can also be found on the Club website – www.vintageaircraftclub.org.uk

On Sunday morning, the 7th April, you can visit the Shuttleworth

Collection at the group rate of £10.50 per person and a special event has been arranged, with Debbie Land giving an insider talk about the Westland Lysander. More information on this will follow in due course.

If you have any questions about the Dinner, please e-mail Peter Wright on goffa47@gmail.com We look forward to seeing you at the dinner. ■

From the Editor

I am delighted to have received positive feedback about the new format adopted for 'Vintage and Classic'. There is an appetite for further articles about interesting aeroplanes which members are operating or restoring.

In this issue David Phillips shares his passion for a rare machine which he has owned and flown for many years and is presently restoring. Look out for the picture of its unusual 'five-in-one' instrument cluster!

We hear also from David Bremner, about an even rarer type which he now displays but was flown in WWI by his grandfather. If you own, fly or are working on a rare classic machine we would be delighted if you could follow the lead set by our

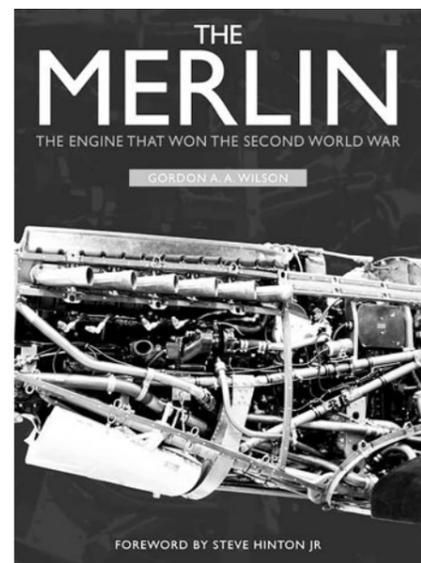
two David's and share some of your experiences.

Talking of experiences - the adventurous folk from the Real Aeroplane Company at Brighton took a Jungmeister and Jungmann over to Denmark to compete in an international championship! It's astonishing that a Bucker Jungmeister first took part in competitive aerobatics 83 years ago. The design has astounding agility and was considered state of the art in the mid-1930s. We learn in this issue how Brighton team fared in Denmark with their BUCKERS.

I look forward to receiving copy from you

about interesting adventures and aircraft, for publication in future issues. Any images should ideally be of high resolution to aid reproduction. Material to be considered for the Spring issue needs to be with me by 17 March. ■

Tim Badham
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Amberley Publishing
ISBN 978-1-4456-5681-6 (print)
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Hardback. Price £18.99

The sound of a Merlin can be described as music to one's ears. The development of the engine, its operational service life, and its successors are covered in this extremely well researched book from its Canadian author.



Tim Badham

Chipmunk departs Turweston

VAC Events

Aviation Spooky Tales

Whether it was the Phantom Fortress or the Haunted Harrier, tales of Duxford's creepy hangar or paranormal investigations in Lincolnshire, the thirty VAC members who arrived to share stories of a spooky nature at the All Hallows fly-in at Turweston left with a few shivers and unanswered questions! In the comfort of the LAA Members' Lounge and replete with refreshments it became apparent that there are many more spooky aviation tales to tell.

Meanwhile, in a cool hangar, the VAC stall was manned by David and Elizabeth Phillips and Tim Crowe brought his irresistible collection of books for us to buy. All thanks to Alan Turney for opening the hangar for visitors to look at the resident aircraft. Among the aircraft that arrived

Tim Badham



Spooky marshals at Turweston!

Tim Badham



Andy Holmes brought 1960 Cessna 182C G-ARAW 116nm from Rufforth to Turweston. From 1970 this spent 10 years in Africa. It's fitted with a banner hook last used in the 1990s.

was Kevin Hale's Auster and Kevin was belatedly awarded with the Dennis Fry Cup for airmanship.

Steve Salator



Anne presents Kevin Hale with the Dennis Fry Cup

Last but not least on the runway was the beautiful Fox Moth which was piloted by Mark Miller and proved to be a star attraction for the photographers! Thank you to everyone who worked hard to make the day another successful VAC event.

Battle of Britain Uxbridge Bunker

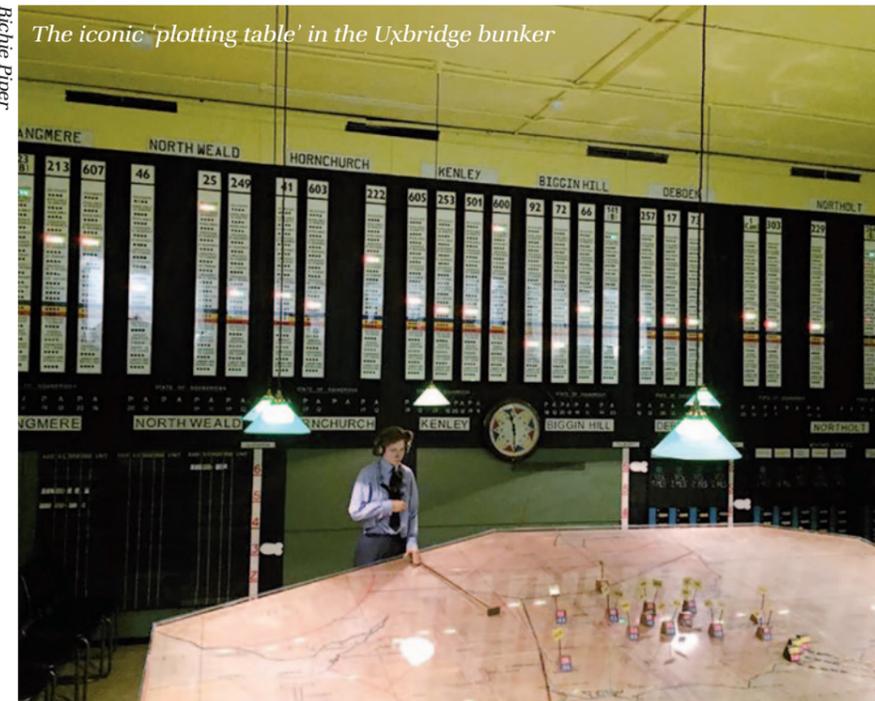
The main question to be asked before members committed themselves to this visit was, can you emulate Winston Churchill and King George VI and cope with the 76 steps that lead down 60 feet to the bunker?! Our tour started by the Hurricane in the memorial garden and we were then transported into the 1940's with a fascinating talk around the original map in the No.11 Operations Room. The room is set up for 15th September 1940, remembered as Battle of Britain Day. It was hard to imagine how the RAF plotters spent secret days and nights underground and then emerged from time to time into a world where nothing was known of their contribution to the defence of our shores.

If you haven't visited the Uxbridge Bunker and museum recently you might want to put it on your 'to do' list. The interpretation of events in the exhibition hall is amazing with interactive exhibits and stories of the WAAF's who were on the front line in the bunker.

I Learnt about Flying from that.....

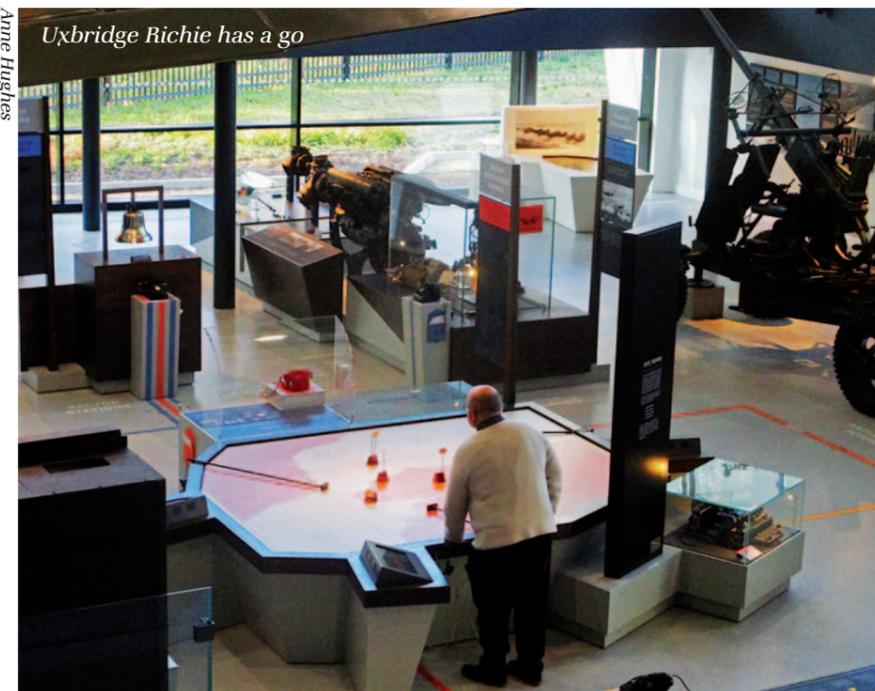
With a group of over twenty VAC members and guests in the LAA Meeting room, mince pies and plenty of 'bonhomie', we were pleased to share all our tales of mishaps and near mishaps at the ILAFFT informal forum. All thanks were due to Air Vice Marshal Lindsay Irvine who chaired the event for the second time along with Christmassy

Richie Piper



The iconic 'plotting table' in the Uxbridge bunker

Anne Hughes



Uxbridge Richie has a go

rewards for the participants! For the second time we left with many more tales to tell and plan to have a third ILAFFT in 2019.

Events 2019

All our events for 2019 are published on the back page and updated regularly in our e-mail newsletter. Following our Aviation Poetry and VAC Nostalgia Evening at White Waltham in January, we have

booked our annual February visit to Sywell Aerodrome where we meet for lunch and later have the opportunity to join the Sywell Aviation Museum's group for their monthly talk. In April we are looking forward to the Annual Dinner and Awards which will be held at Shuttleworth House, Old Warden, for the second year. These and so much more! We look forward to seeing you out and about in 2019! ■

Starck choice

By David Phillips

What on earth is that?

Most other club members exclaim when I tell them I am rebuilding a Starck AS80. "What on earth is that?" The easiest way of answering is to say it is an aircraft that, on first glance, looks like a Piper J3 Cub but is made of wood and ply. That usually suffices but is far from being correct. The AS80 is from a long line of aircraft designs by Andre Starck and the drawings are dated 1949. As far as I can glean, there was a competition organised by the French government to design a light aircraft to get the nation air-minded again after the war. The winning designs if constructed would be given an engine to power them. The AS80 was designed for amateur construction and this one was built by J.R. Lavadoux in Paris and based at Toussus le Noble as F-PGGA. It is construction number 4, the engine was a zero hour Continental A65 of wartime vintage and the aircraft first flew in 1951. I'm pleased to say that this is the same engine that will power her again after her 2nd restoration in my hands.

David Phillips



Starck when acquired in 1976 before its first restoration

The aircraft flew very successfully throughout the 1950's and 60's with various pilots until pushed to the back of a hangar in 1970 having flown a total of 717 hrs. In 1976 she was discovered and purchased by Ben Cooper and brought back to the UK. This is where she enters my life. I had my bright shiny PPL in 1975 and, although always 'skint', I had a dream of owning my own aeroplane. The first thought was building an Aircamper and plans were purchased, the project registered with the PFA and construction of wing ribs started with my friend Gary Thomson. It soon became apparent that there

was no way on earth we were going to complete it. We were both 'courting' at the time and what with all that entailed we were also just keen to fly and use our licences. What we wanted was something to restore and get us in the air in about a year or so. My, we were green but maybe that's not such a bad thing. A friend told me about the Starck and so we went and had a look, Ben showed us the wingless, engineless very tatty fuselage complete with creaking floor and with bits of ply cut out of her and I fell in love with it - talk about rose tinted specs! We decided to buy her for the asking price of

£880.00 and started the restoration. Then life took over, we both married and, what with one thing and another, the Starck was put on the back burner. My friend wanted an aircraft to fly and bought a Piper Vagabond off Cliff Lovell and I became the sole owner of the Starck.

It was all I imagined

I carried on the restoration but realised I needed some professional help if she was going to fly in a sensible time frame and had a lot of work done by Tim Cox and some help by Richard Yates. She first flew again in 1984 and it was all I imagined all those years before. I could fly when and where I wanted, with no restrictions on times and destinations. We flew out of Coventry usually in a 3-ship formation, with my friend's Vagabond and Carl Butler's Taylorcraft Plus D. We flew most weekends, attending Vintage Aircraft Club flying events at Finmere and Shotteswell etc and the big and small PFA rallies and Auster events. I flew her over the channel to do an 11 day trip around France, landing at all sorts of fields and having great adventures. I also flew her to Shaffren Deist 'Old Timers' fly-in with my wife on board, which I thought quite brave of her as the 22 miles of channel crossing can seem a long time at 60kts.

The poor old Starck was a complete write off

They were very happy times with a lot learnt and many flying friends made, several of whom I still see today, but all good things come to an end and mine came down with a bang. I will not go into the details here but at Woburn Abbey in 1991 all the holes in my bit of cheese lined up! Luckily, my friend Gary and I were not badly injured but the poor old Starck was a complete write off. One wing, which

David Phillips



The shattered remains being retrieved from Woburn in August 1991

David Phillips



Getting tlc in Richard Yates' workshop

cushioned the force was a complete mess, the front fuselage and engine were torn away etc. but, being of that generation brought up in the 50's my only thought was "if you bend it you mend it".

Here I have to give my profound thanks to my wife and friends who collected the damaged airframe from the grounds of Woburn Abbey. At the time, I was indisposed with a broken ankle in Bedford Hospital but I thought then that there were no plans of the aircraft and my only chance of rebuilding her was to piece all the bits back together to get the dimensions and so on. They did a fantastic job, even collecting up the bits of the broken screen so I was able to make a template for the replacement. The major fly in

the ointment was, because of cost, she was only insured third party. So, there was no insurance money to rebuild her with and my coffers were empty and also, being self employed, I couldn't work either - a real double whammy!

Second restoration begins

As soon as I could, I started to build some new front fuselage sides under the watchful eye of Carl Butler, but the room to do it was an issue. I therefore concentrated on the engine that had been torn from the airframe and I stripped it to component parts. I took it to John Alliston, who was then working at Kemble. He found that the crankcase was undamaged and the crankshaft



Starck taxiing at Wellesbourne in 1980s

David Phillips

and camshaft were straight, so we had a basis of a good engine. We decided to turn it into an A75 as that increase in power might have saved the accident from happening. John did a lot of work on the engine, giving me basically new cylinders and pistons plus a completely overhauled lower end and rebuilding the original mags and carb. I kept all the items in component form but, moving slightly ahead, they were fully assembled by CFS at Coventry. Now the engine sits in the airframe with beautiful chromed rocker covers. The one thing that people always commented on in the Starck at air days was its beautiful pre-war Badin 5 in 1 instrument cluster. Luckily this wasn't damaged but I sent it to CFS and they have made a lovely job of servicing and testing it for further use. This now sits back in the cockpit.

But what would I do with the airframe? I'm afraid it rather languished for a long time, always at the back of my mind but I was not quite sure what to do. I had joined a Jodel 1050 group at Wellesbourne in 1994 and most weeks there seemed to be something on or planned and life went on. Then I bit the bullet and asked Richard Yates if he would take the project over. This he did and he rebuilt the forward fuselage and control box. He also made a completely new-build port wing, with new spars that came from America as we couldn't get the timber over here and did minor repairs on the starboard one. All this, as you can imagine, took a long time. He also got a set of plans from the Musee de l'Air in Paris after he had made a good start using my dimensions from the broken bits and checking the plans, everything was bang on. Unfortunately Richard became ill and told me he couldn't complete the work, so I moved it to Cathy Silk's Farm where we were rebuilding her Tiger Moth after it's engine failure



Well on the way to full health in 2018



Extremely rare Badin 5 in 1 instrument

and forced landing. Richard had not started on the metal components, so I asked Chris Baglin of Merlin Engineering if he would make me a new undercarriage, cabane, engine bearer and fuel tank. I took the damaged old straightened-out bits to him and his results are stunning. The new items are beautifully welded and everything fitted like a dream. The project was well on its way and starting to look like an aeroplane again. What I needed now was a sheet metal worker to make me some new cowlings; luckily I came across just the right man, Owen Watts a true craftsman for whom only the best will do. Owen spends most of his time in deepest Hampshire rebuilding Luscombes but he

took on my work. He has made, to my mind, a perfect set of polished aluminium cowlings and a pair of polished aluminium spats that are just show stoppers. He also cut a new lexan screen from the template I made decades ago and it was just right. Both wings have now been fitted to the new cabane and "look like they grew there" as the old engineers used to say. As you can see, I have not quite got the Starck flying again but she is nearly there with most of the expenses behind us; but I have met such real craftsmen who have been a pleasure to do business with that I feel very lucky. I am so pleased that I decided to rebuild the Starck - after all it is the only one in the UK! ■

Breighton Boys Skive Off!

By Charles Sunter

The Vintage Aerobatic World Championship was held at Skive airfield in Denmark from 16-19 August 2018. This was open to aircraft built prior to 1955.

Never ones to be put off by distance, the boys from Brighton were up for this challenge and so headed off, flying Jungmann G-TAFF and Jungmeister G-AXMT over to the event, with their trusty Broussard as support ship. To accommodate the maximum range of the Buckers the journey was broken into legs of no more than 1.5 hrs duration. Over two days the team routed Brighton – Sywell – Headcorn – Midden Zeeland (Netherlands) – St. Michaelisdonn (Germany) – Vamdup (Denmark) – Skive.

The competition then 'ragged' over two days, with flying at World Championship level including beautifully performed set pieces, displays to music and team formations. With incredible local scenery to feast the eyes upon and great local hospitality the team had a wonderful time – topped only by the awards they brought home to Brighton.

Les Clark: 2nd place 'Looping the Loop' category'

Les Clark & Taff Smith: 2nd in the Performance Team



Jungmeister and Jungmann over Denmark



The Real Aeroplane Company team having serious fun at Skive

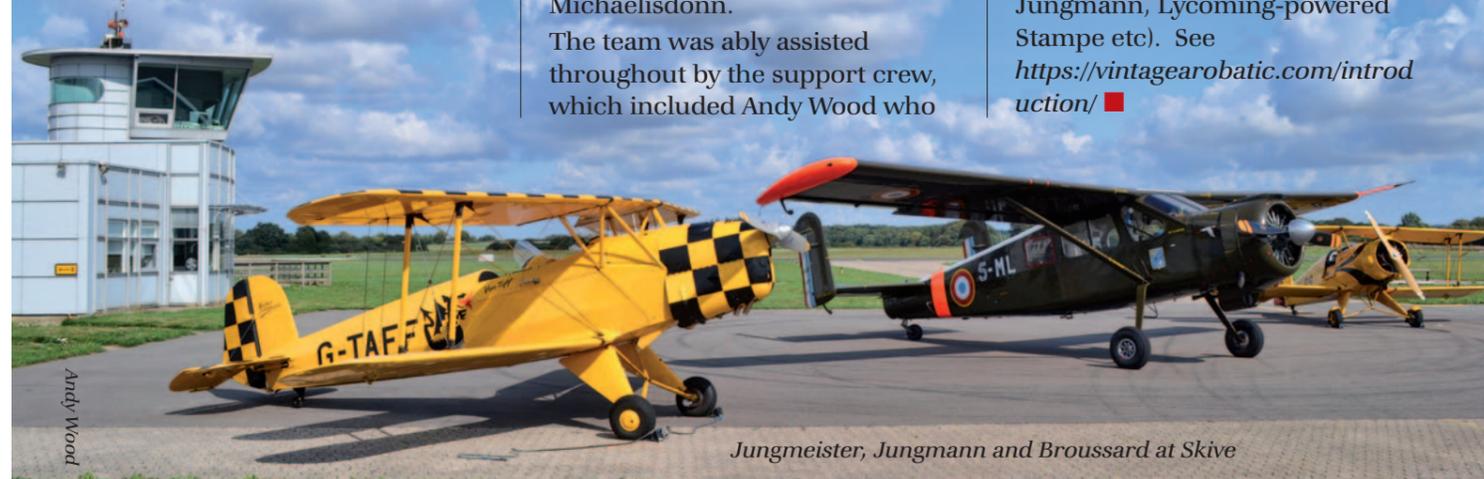
Taff Smith: Sportsmanship Award for passion and dedication to the sport.

The home journey took the same route except that they staged through the naval air base at Nordolz (Germany) in place of St. Michaelisdonn.

The team was ably assisted throughout by the support crew, which included Andy Wood who

took all images.

The 2019 VAWC is scheduled for Gera in Germany, 15-18 August 2019. As well as pre-1955 Vintage types, there will be opportunity for Classics (built 1955 – 1970) and various 'Replicas' (such as replica Jungmann, Lycoming-powered Stampe etc). See <https://vintageaerobatic.com/introduction/> ■



Jungmeister, Jungmann and Broussard at Skive

Stauning the KZ haven

Whilst in Denmark with the Brighton boys, Andy Wood ventured down to Stauning, home of Danmark Flymuseum. This was set up in 1975 by members of the KZ Veteranflyklubben.

A stunning range of aircraft is on show including an Avro 504N and Hawker Dankok. Stauning. This museum is renowned though for its collection of KZ light aeroplanes. These were all designed and built in Denmark between 1937 and 1954.

The KZ range comprised ten designs for powered aircraft, namely the KZ I through to KZ X, plus a primary glider. Four remained as drawing board projects but six types did reach production. In total some 185 KZ aeroplanes were built.

The title 'KZ' is a reference to the initials of the surnames of Viggo Kramme and K.G. Zeuthen. This pair founded the organisation which created the first design, the KZ I. To enable series production of subsequent designs, Skandinavisk Aero Industri (SAI) was set up.

The types later produced satisfied a wide range of requirements. They included sports aircraft, trainers, tourers, observation machines and even a twin-engine air ambulance (which from some angles looks like a Dragon Rapide mated with a Gemini)! The collection at Stauning is well worth a visit as it houses examples of them all. ■



Andy Wood

In 2017 I organised a number of fly-outs for fellow pilots at White Waltham, aka 'The Waltham Flyers'. This year many expressed an interest to visit the Lincolnshire Aviation Heritage Centre (LAHC) at East Kirkby to see the Avro Lancaster VII NX611 'Just Jane'. We wanted our visit to coincide with one of the many taxi-run days that were planned for 2018. Planning began in February and we initially picked a date in early May to visit but had to postpone this to August due to overruns on the winter maintenance schedule on the Lancaster at East Kirkby. Our contacts at East Kirkby were Andrew Panton (airfield manager & Lancaster pilot) and Liz Dodds (personnel officer & guide) and both were so helpful in answering emails and accommodating our questions along the way. East Kirkby is very welcoming for visitors arriving by air but there are certain procedures you must adhere to when doing so. You need to contact Coningsby ATC

Stuart Scott



before you visit. We did it the day before, and they brief you on the arrival procedures. You must not enter the Coningsby MATZ above 500ft QFE and make your way to East Kirkby from the South or North. The airfield is fairly easy to spot from the edge of the MATZ and we all joined from the South and had a clear view of RAF Coningsby to the West, which on

the day we arrived was pretty quiet, due to night flying that week. In fact, the LARS service was not operating in the morning of our visit, so we all made blind calls to LARS before switching to East Kirkby. East Kirkby operates on the SafetyCom frequency so don't expect any response from them and make blinds calls on the way in. We were also asked

East Kirkby by air

By Stuart Scott



Tim Badham

Just Jane being run up at night

not to arrive +/- 30 mins from the scheduled taxi runs (11:00 & 13:30), as the Lancaster has to utilise the runway at that time. Our party, on the beautifully sunny day in early August, consisted of 10 aircraft, a varied selection of vintage and more modern aeroplanes ranging from 3 Jodel's (D140B, D112, DR1050), 3 Pipers (PA22, PA28-140 & PA28-181), two Vans RV6's, a Bristell NG5 and a Europa. The first sight of the runway final can be a little disconcerting as you are not allowed to land on the hard standing, even though the Pooley plate advertises a 950m runway, this was reduced to below 600m when you remove the concrete element. There was though plenty of space to land, just make sure to avoid the 'mounds of silage' at the 24-runway threshold.

East Kirkby airfield was established in the early 1940's as a decoy field for nearby RAF Manby and was bombed on several occasions. Formal airfield construction started in 1942 and the base was ready for operations by mid-1943. The first operational unit was 57 Sqn which arrived from RAF Scampton in late August 1943, their first operational sortie was 27th August 1943. 'B' flight formed the nucleus of 630 Sqn in November that year and their first mission was 18/19th Nov 1943. During Apr 1944 East Kirkby acquired Base Station status and became responsible for servicing aircraft from Spilsby and Strubby. On 17th Apr 1945 a bombed-up 57 Sqn Lancaster blew up at dispersal with the loss of 3 personnel and destroying 4 Lancasters. Towards the end of the war, the base undertook crew training for Tiger Force Ops in the Far East and 57 Sqn became a trials unit for the Lincoln bomber. After a brief spell under Care & Maintenance the base re-opened to host 139 Sqn & 231 OCU from RAF Coningsby with Mosquitos. During the early 1950's the airfield was selected by the USAF Strategic



Air Command and the runways were extended and facilities upgraded. Modified C47 Skytrains were used in clandestine roles to rescue downed aircrew behind enemy lines. By 1958 the USAF started to leave East Kirkby with some of the land being returned to agricultural use, the land was being sold by the MoD. A memorial to 57 & 630 Sqn was unveiled in 1979 and in 1987 farming brothers Fred & Harold Panton established the LAHC onsite at East Kirkby in memory to Bomber Command but also as a tribute to their brother Christopher Whitton Panton, who

was shot down and killed over Nuremberg in Mar 1944. The museum itself houses several unique items and is the only airfield museum in the country recreated to its original design and sited on an original WWII airfield. The main hangar houses a host of exhibits ranging from books, photographs, vehicles, bombs, aircraft instruments, recovered aircraft from crashes in Lincolnshire as well as a tribute to the Barnes Wallis' Bouncing Bomb and an exhibition covering the Dambusters. It is very much a family run operation and everyone who works there is



so friendly and welcoming. Andrew provided me with an overview of the aircraft at the museum and their latest status. The Mosquito NF.11 (HJ711) arrived disassembled at East Kirkby from Elvington in July 2017 and they have been systematically reassembling and restoring her to taxiing condition in conjunction with her owner of 40+ years, Tony Agar. The aircraft is now complete, and the engines are being given the finishing touches before they take her outside to engine run for the first time ever. Once she is running, she will be the only taxi-run state Mosquito in Europe.

The Avro Lancaster VII (NX611) 'Just Jane' restoration is progressing nicely and each winter they target a section of the aircraft for overhaul. This coming winter they will be restoring the port fin and rudder while also completing a lot of survey work and non-destructive testing. We had to ask the age-old question whether the Lancaster will eventually fly, and Andrew answered by saying this was probably some 9-10 years away, so there is still plenty of time to grab a taxi-run should you want one. There is also another Lancaster (KB976) located at the museum, albeit just a front cockpit section.

Owned by Jeremy Hall this was moved from Brooklands to East Kirby in January last year. They are also restoring 2 aircraft owned by Brian Nicholls, a Percival Proctor IV (NP294), which was an extremely important training aircraft from WWII used to train Wireless Operators for Bomber Command. They hope to have her finished next year so that she can go on static display. The Handley Page Hampden I (AE436) is awaiting a little more airframe construction work before they can join the top and bottom cockpit sections together on a special jig. The Douglas C47A Skytrain 2100882/N473DC 'Drag 'Em Oot' is still based at East Kirkby but is operating a lot more this year so she was away at Headcorn at the time of our visit. In between the taxi-runs we had ample time to explore the museum's other exhibits including the Watch Tower, Escape Museum, Early Bombers exhibition and Wellington Display. After savouring some lunch and grabbing a well-earned cup of tea/coffee in the NAAFI/Café there was just time for a group photo before our departure. ■

L-Birds to Normandy 6-9 June 2019

We have received notice of an event being arranged by "L-Birds back to Normandy" to commemorate the 75th anniversary of the Normandy landings in 1944. This is expected to bring about fifty WWII liaison aircraft together in June 2019 at Saint Andre de l'Eure which is sited at the "gateway" to Normandy in France. This airfield was constructed by the Germans but seized by the Allies during the Battle of Normandy

and became an Advanced Landing Ground. Subsequently dozens of C-47s and L-birds were based there. It is planned that during the commemorative event flypasts will be conducted over places of remembrance in Normandy. We understand that the event is only open to those types which were used for military liaison purposes during World War Two (1939 to 1945), but that aircraft must be in their original World War Two colour scheme and

markings. A wide range of such types from several nations are already committed to the gathering, including: many Piper L-4s, several Stinson L-5s, the sole Piper L-14 in Europe, two Auster IIIs, two Storch, a Stinson Reliant and an Argus. If people have questions about the event, or eligibility of a specific aircraft, they should contact Iza Bazin (who is one of the organisers) directly on iza@L-Birds.fr. ■

Bristol Scout 1264 (Part 1)

By David Bremner

Introduction

Bristol Scout 1264 is the only airworthy Bristol Scout in the world. She is a faithful reproduction of the one my grandfather flew in 1916 with No. 2 Wing RNAS in the Eastern Mediterranean, and incorporates the stick, rudder bar and magneto which he brought back as souvenirs.

The Scout was designed in 1913 by Bristol's legendary designer Frank Barnwell to fill the rôle of an unarmed single seat tactical reconnaissance machine, and may be the first truly aerobatic machine, with sufficient performance, manoeuvrability and strength to be thrown around without fear of control lockout or structural failure, and as a result was the subject of extensive experimentation that led to the development of the dedicated single seat fighter aircraft.

Research and Building

In 2002 Theo Willford suggested investigating whether we could rebuild 1264 from the three parts. The starting point was the only



other Bristol Scout reproduction in the world, currently housed at the Fleet Air Arm Museum in Yeovilton. Also at Yeovilton were some other artefacts of my grandfather's – mostly contemporary photographs. The search led us all over the world; the Yeovilton Scout had been built by Leo Opdyke in New York state. He was the starting point, and gave us some, but by no means all, the drawings we needed. He flew it only once, during which it suffered an engine failure, and the damaged airframe was eventually bought by Sir George White, great grandson of the founder of the British and

Colonial Aeroplane Company. Sir George owns the only original parts list in the world, which he photographed for us. A trip to London to visit the Royal Aeronautical Society's archive to view the notebooks in which the Scout was originally designed led to a correspondence with Derek Staha in Houston Texas, who gave us an astonishing cornucopia of scans of original drawings. By 2007 we had authorisation to build to airworthy standard from the Light Aircraft Association, and Theo and I, together with my brother Rick, started the build process, which was completed in 2015, thanks in no small part to a



Gene and David in front of the Rhone

major contribution from New Zealand, which was provided by Sir Peter Jackson's company The Vintage Aviator Limited (TVAL).

We had, more or less, completed the airframe without having sourced an engine. 1264 was originally fitted with an 80hp Gnome, which is a perfectly horrible engine that only actually delivers about 65hp and has an unfortunate tendency to explode. There are no airworthy examples, and even if there were, we would have been pretty unwilling to use one!

Thankfully Granddad had swapped 1264's for an 80hp le Rhône which although considerably heavier delivers more like 92hp and has the same engine mounts. This is considered the most reliable of the rotaries and there are a good number of them in running and airworthy condition. But you can't just go on eBay to find one. Most of them are owned by museums or billionaire collectors, and they simply aren't for sale.

We had approached one such collector in the US whose staff said he had a dozen of them in racks but asking him for help would only lead to a blunt refusal which might offend. The Shuttleworth Collection's Jean-Michel Munn said they had a spare, but they needed it. But he

suggested getting in touch with TVAL's Gene DeMarco, who replied to my initial request with a single word; "Maybe".

Later that year he brought over the RE8, Albatros and Sopwith Snipe which now reside in the RAF Museum at Hendon, and we took the opportunity to meet up. I was interviewed to ensure we were working to TVAL's very, very strict rules of authenticity, and a deal was struck over a handshake. Nothing was ever written down, but we delivered our end and they certainly delivered theirs. In February 2014 we went to New Zealand to watch their astonishing collection of WWI machines being flown at an evening airshow and to see our engine being run on their test bed, which is a converted Model T Ford lorry!

The airframe is actually very simple, and few special techniques were involved in making it. We had to learn to splice cable (Theo's the expert) and to sew the linen fabric (Theo again). The tanks – oil and petrol – are rivetted and soldered, and that required a specialist in the form of Ian Harris. The cowling needed the magic of Steve Moon. But the rest of it is pretty much standard stuff; welding, brazing,

silver soldering, machining and metal cutting are all readily available skills today.

It was a process we all enjoyed enormously; we merged into an excellent team, and there was never a point at which it became a chore. We were delighted with the end result, which while it's not exactly the same as Granddad flew, is still probably one of the most accurate reproductions of a WWI aircraft. On her first public appearance at the Bicester Flywheel Festival in 2015 Sir George White signed the propeller for us to endorse her as a proper Bristol product, and she lined up alongside the only remaining Bristol Blenheim which flew in for the event. They are the first and last production machines designed by Frank Barnwell, and it was a huge buzz for us.

A month later, she'd received her Permit to Test from the LAA, and we awaited the arrival of Gene DeMarco. Part of the deal was that he should be allowed to carry out the first flight, and we had no hesitation in agreeing, since he is most experienced WWI aeroplane pilot in history. The weather turned fine on 9 July and Gene with his colleague Bevan Dewes arrived at Bicester to check her out before agreeing to fly.

They could find nothing wrong. We took her outside to see if their engine would start. It did, first pull! So, while Gene and Bevan went to find something to eat, we towed her out to the downwind end of the field and waited for them to return. Gene climbed in, Bevan swung the prop, and a moment or two later the chocks were removed, and she leapt forward, taking to the air in the shortest of runs.

It was a triumphant moment, of course, but I felt a twinge of regret. The research and building had been so very enjoyable, and they were permanently locked away in the past now.

But things were about to take a turn for the better in ways which we could never have dreamed of. ■



To Czech Republic and back by Belfair – Part 2

David Beale



By David Beale

The Belfair is dwarfed by a more powerful neighbour at Line!

Part 1 in Issue 62 saw David reach Sedan in France in his Topsy Belfair. He was then preparing to depart for Germany en route to Plzen/Line in Czech Republic, where its Mikron engine originated

Crossing into Germany, keeping clear of controlled airspace and avoiding the many military zones very active in the week, was hard to plan. I have had problems in the past when flying in formation with only one aircraft having a transponder and ATC only allowing the transponder-equipped plane through and not the others. So, we always plan to fly around controlled airspace, as if we are non-radio, just in case batteries go flat.

We were in no great hurry as we had planned and booked accommodation at Coburg and did not want to catch up with some weather sweeping ahead of us in Germany. We enjoyed a good breakfast, followed by a nice walk to Sedan airfield past a memorial plaque commemorating Roger Sommer. He had flown with Wilbur Wright from the airfield in 1909. He also had an aircraft

manufacturing plant and set up the world's first pilot training school. He died in 1965.

Navigation was getting harder

The trip across Luxembourg was quite pleasant but I started to find navigation was getting harder trying to find fixes that were easy to identify. On German maps they do not show villages below 5000 inhabitants, despite some being spread out to a significant size while others much smaller and compact being marked. The high ground and the forests are both shown as green shading, making it hard to distinguish which is which. Many smaller roads, that would be marked on UK 'half mil' maps, were missing. Thankfully there were fewer wind farms than in France and plenty of masts to use. 1.5 hours later Worms came into view a long way below as we had been cruising at 4000 ft with a good tailwind for once. It was low on a valley floor, so it took a while to come down as my Belfair G-APIE glides well and I did not want to shock cool the engine.

ATC replied in English and we arrived at what was one of our favourite airfields of the trip. It had a nice runway with a parallel grass glider strip, fuel, a lot of local planes and an excellent restaurant under the tower.

Fed and watered, it was off on our second leg of the day to Coburg. Edmund set off first and climbed rapidly, whereas the Mikron in the heat gave me a much slower climb – so I decided to keep over open ground until 1000 ft AGL and then turn on to course. I completed a cruise climb to 3000ft using the thermals and checked for drift, setting course to my first navigation point. This appeared somewhat earlier than expected as we had a near 30kt tail wind. Onward to what I thought would be the next good navigation point. Er wrong – lots of woods, railway near impossible to see and a town not on the map! O.K., a quick search pattern to confirm but no luck finding the railway. I was very aware of controlled air space close to the south with no obvious ground feature to define it so, rather than wasting time to do a proper

David Beale

Rare Sokol M1C similar to the example based in the UK at Turweston also displayed at Line



search, reluctantly I pulled out my phone and booted up Sky Demon. The first time I have ever used GPS for real. To my relief I found I was bang on track but a few miles past the railway line. I set back on my heading, reset the stopwatch for next waypoint (some lakes) and put the phone back in my pocket. OK, why not use it? Well I find it a distraction, like having the TV on in a room with friends. I can't help looking at it. It probably does reduce work load significantly, but I like to navigate with map, compass and stopwatch – while looking at ground features and emergency landing options. The engine is 80 years old!

I changed to Coburg frequency a long way out and after a while heard Edmund some 5-10 miles ahead call for information. As I reached the same spot I called and soon after had a message from him about a band of low cloud over the city, which he had to duck under then climb to reach the airfield elevation. These were the remnants of the front we had finally caught up with. Climb to land? Yep, checking the airfield elevation, it was high on top of a flattened hill above the city and next to another adjoining hill, that has the restored medieval Coburg Castle, just off to one side of the end of the runway.

I nearly burst out laughing but did what he asked

Luckily, by the time I reached there a few minutes later the cloud had broken, so I did not need to duck under. The tower gave me the wind and runway which was across with a slight tail component (worrying in a tail-dragger). So, I asked to use the parallel grass, aware that there was also an up slope – hence them not changing runway direction for us. The man in the tower was so helpful but very German, asking on the radio as I taxied in to "park 20m back from taxiway". This was to let the motor gliders based there to pass, I assume. But he then asked if I could I park perpendicular to the edge and ask my friend to turn his plane 15 degrees to the left as he is not correctly aligned! I nearly burst out laughing but did as he asked. We tied the planes down for the night whilst a local pilot and his children came to chat and look at the planes. Offloaded, we climbed the modern tower to book in and were greeted warmly by the manager, grass cutter, ATC, and tourist guide. Well the one man that did all of them. After a friendly chat in his excellent English as neither of us spoke

much German he booked us a taxi and suggested places to see and where we might eat. Coburg is a very nice city with two castles. The old one on the hill and a newer palace in town built for Prince Albert and Queen Victoria to stay in when they visited her in-laws. We did not have the time to explore both castles so opted for the one on the hill.

Time was running on, it was early afternoon and we still had the last leg of the journey to do and had already filed out flight plans at breakfast.

They don't get many British GA going that way

The helpful manager opened our flight plans and we transferred to the local area control on our way to the Czech Republic. Edmund, with his superior radio and new transponder, handled the comms for the formation as we routed just north of a large US military base. Back to the area frequency and as we approached the German/Czech border we were handed over to Praha Information. The lady controller was quite surprised by the call, with her initial reply "Er, English! um, pass your message", after which she returned to the normal quick-fire professional questions and responses. It seems they do not get many light British GA going that way!

Plzen / Line hove into view

We both had 0.833 radios as these are already required in the Czech Republic. Plzen/Line hove into view. Edmund landed first and was directed to the parking area. This was a large hard standing with old corroding blast shields and even older flood light towers poking out of the scrub/woods now growing up behind. As I taxied in, we were redirected to a

parking place in front of some old equally rusty-looking hangers with peeling camouflage paint and a Soviet era crest above the doors. Some frantic arm waving looked like we were not welcome, but soon this changed to smiles as we shut down and climbed out. Jan, our host, was there to meet us – along with his friends from the hangers. The doors were opened and the interior was nothing like outside. This was one of the cleanest hangers I have seen, with painted and sealed floors, fully insulated and lit, with offices and workshops around the sides. The hanger housed immaculate machines: a Zlin, a Sokol, a newly acquired Harvard, a Fairchild, several others and a Spitfire! Our planes were found a home and we set off with Jan for an evening in Plzen (also known as Pilsen).

Where better to start than to climb the church tower to look over the city. It was not possible to arrange a brewery tour at such short notice but despite worldwide exports this was not the city's main source of employment, that was the Skoda plant. It's not producing cars but rail locomotives and nuclear power plant components. The old city airport is now a large industrial estate which Jan drove us around with many household names having manufacturing plants, especially from Germany and Japan, as Czech labour rates are lower than neighbouring Germany. The city is a mix of pre-WW2 buildings, gradually being restored to their former glory, wide streets and soviet era apartment blocks now fully insulated externally. It is not a pretty city but a modernised industrial one like many in Europe with some nice buildings, parks and streets.

Saturday morning our host took us to the local gliding club where he was at one time an instructor. A nice place with bunk room and

David Beale



Up to 30000 Po-2s were built but few are now seen in the air

quite a lot of activity preparing for the thermals later in the day with a mix of the latest types and some older airframes still in use. On the way there we passed a site of some of the earliest glider trials in Czech on a slope above the city. All that is left is the overgrown remains of what was once a hangar in the trees that now grow there.

The road back to Line airfield ran parallel to woods. We could see abandoned and overgrown military buildings and barracks plus the remains of the rail head for the site. We travelled parallel to the runway, along roads that could have easily been taxiways, then came to the hanger. One could imagine the place buzzing with military personnel and Soviet era vehicles.

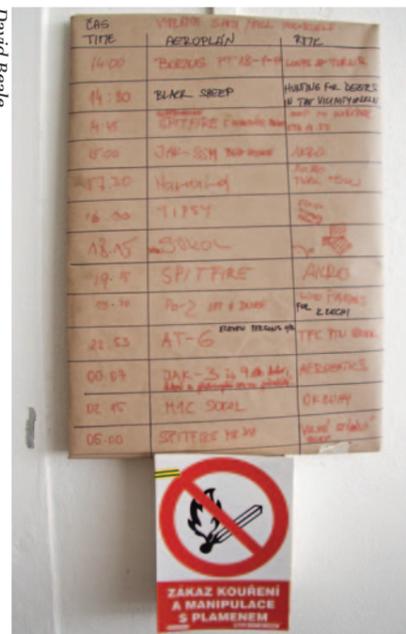
In the hanger there was an aerial picture, taken just after it closed as a front-line soviet fighter base in 1994. It was obvious there were many hard shelters and buildings spread over a large area of woodland linking to the airfield. Jan explained there is another runway some 2km away, part of the massive base but now a Go-Kart track, that was once hidden by trees. This had a clearing at one end so fighter planes could take off (though not land) in case the main base was attacked. Very different to the open-plan lawns and gardens of the ex-US base we

would stop at on the way back which closed at the same time.

Fly past type displays ... I was begged to do the same in the Topsy

The hanger was rapidly being emptied and 'planes taken out to the parking area. We watched one of two immaculate AN-2s depart for a day's parachuting at another airfield as various other planes arrived including a Yak 3. The day was hot. A notice board was put up to book a slot for 'display practice' as this was not an official air-show! A couple of vintage Rolls-Royces arrived, which would later be driven along the runway whilst the Spitfire did several low-level passes over them with photographers in a van ahead. The aerial activity was mainly fly past type displays. These were not at low level with macho pilots out to impress friends and families on the ground, but careful pilots enjoying flying safely and out to have fun. I was asked and begged by a couple of photographers to do the same in the Topsy. I had a UK DA though I doubt that means anything, and I needed a practice, so was cautiously happy to oblige, though I kept higher than I would normally do and further out over the airfield. They seemed to be happy and it was the least we

David Beale



Where else would you see this variety demonstrate?

could do to repay our hosts. Mid-afternoon a fire pit was lit, and a pig was set to roast ready for the evening 'barbie'. All very friendly with leaded and unleaded (non-alcoholic) Pilsen on tap to stop dehydration in the heat. As darkness arrived planes were put back in the hanger.

Homeward bound

After a nice breakfast, we bade farewell to Jan's family and our hosts at Pilsen/Line. Flight plans filed, we departed for Worms and lunch. ATC opened our flight plans and we left Czech Republic via an old Soviet listening and observation tower on the highest peak. Jan and friends have recently restored this as a public viewing platform, the military equipment and wood superstructure to hide the aerals long removed.

Avoiding gliders and parachutists

As soon as we were in Germany we were on glider look out, they were everywhere as it was a hot, clear good thermal Sunday. Worms was very welcoming again. Excellent food, very helpful

tower, friendly locals and lots of activity. Planes and pilots refueled, we set tracks for Bitburg as this was recommended by the owner of the Spitfire at Line. Routing round various glider and parachute drop zones we found Bitburg a massive 3km long ex US air-force cold war air base. Waiting for some parachutists to land, we used a tiny bit of the runway but then had to face a relatively steep down slope on the taxiway to the fuel, parking and tower. This place closed about the same time as Line and was a similar size airbase. It was much more modern, with what looked like buildings built or modernized not long before the US pulled out in 1994. There were several large hangers but little sign of activity other than a Cessna doing a few parachute drops. We had to park outside but after refueling could not find any tie-downs on the apron so it was a long push to the grass.

Monday we arrived at the tower just as it was opened at what seemed to us a relatively late 9:30. and set course to Albert Bray a couple of hours away in what was still hot sunny and almost calm conditions. Somehow, I arrived a few minutes ahead of Edmund. This time we had to wait for les Pompiers to happily come and refuel us, the youngest keen to learn some English, as they took the money and let us into the terminal. Using the Wifi flight plans filed and on schedule for our GAR time slots, we finally managed to find someone to let us out past the security doors with no sign of customs. The fire crew were down with one of the Airbus Guppy's that was preparing to depart, the airfield being home to one of their sub assembly manufacturing plants. Not sure how long they would take, we asked ATC who said we should start our engines, but as it turned out, they were faster – so we held for 5 mins watching it depart and waiting for the wake turbulence to dissipate.

White Cliffs in perfect visibility

The trip back was again in perfect visibility with the white cliffs being visible well before we coasted out, but, as we coasted in, clouds were forming over Kent so we had to descend to about 2500 ft to stay clear. At Earls Colne Edmund headed east for his home strip whilst I routed north-east. By the time I arrived home, exactly on schedule, the wind had got up. There were a few showers around but none to cause a course change and we had beaten the heavy rain by a few hours. So that was the end of our long weekend break, 18 hrs. of very pleasant and not too challenging flying, visiting several new airfields, having time to explore and meeting friendly people in a vintage aircraft – accompanied by a good friend in his recently refurbished Jabiru and taking the Mikron (which powers the Belfair) back to its country of manufacture for the first time in 80 years. ■

Book Reviews

DIE-CAST AIRCRAFT
Amberley Publishing
ISBN 978-1-4456-8374-4 (print)
ISBN 978-1-4456-8375-1 (e-book)
Paperback. Price £14.99
www.amberley-books.com

There are a number of us that at one time or another have purchased a die cast model aircraft. This book reveals the origins of these models and these go back almost 100 years. The methods of production throughout the years are detailed, including the greater use of plastic in the construction. The economic problems resulting in cost cutting and safety legislation resulted in the decline of the products are discussed, along with the introduction of newer models for the east.

A chapter deals with the manufacturers of these models such as Dinky, Matchbox and Corgi, as well as those from America, Europe and the Far East.

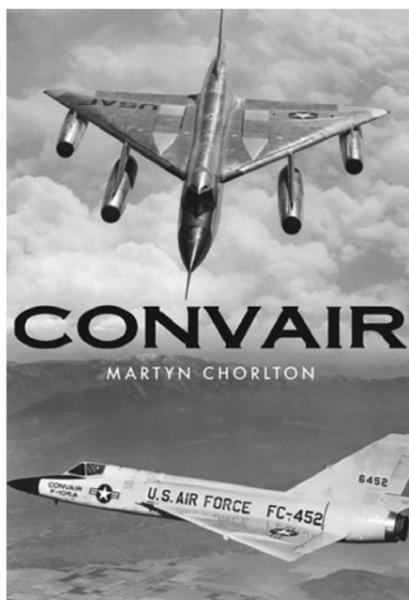
The scope for the collector is well covered as is the care that needs to be taken in preserving a collection. This book is very informative, the text being accompanied with several illustrations of the early models to modern day examples. ■

Paul Loveday



Amberley Publishing
ISBN 978-1-4456-8087-3 (print)
ISBN 978-1-4456-8088-0 (e-book)
Paperback. Price £15.99
www.amberley-books.com

Another in the superb series of books from this publisher this one dealing with a manufacturer of types both military and civilian which apart



from the renown CV-240 and its derivatives were not regularly seen in this country.

Formed in 1943 by the amalgamation of the Consolidated and Vultee aircraft manufacturers the company soon gained a reputation for design and technical advancement. This continued under the General Dynamics banner.

This book highlights the development of one of the largest aircraft ever built the B-36 Peacemaker.

The range of designs portrayed shows just how prolific the company had become in respect of the use of technology, some of it in its infancy. These designs resulting in some of the best-known military fighters of the middle of the 20th century.

The short lived Convair 880 and the 990 are also covered in this well written book along with some rare and excellent photographs. ■

Paul Loveday



Amberley Publishing
ISBN 978-1-4456-7769-9 (print)
ISBN 978-1-4456-7770-5 (e-book)
Paperback. Price £14.99
www.amberley-books.com

This book deals with an airport which rarely makes the headlines in this country, but its contribution to aviation in Scotland is second to none.

The book starts with a brief summary of the early years which is then followed by a description of its role during the second world war, where it really comes into its own. This chapter includes its development until the end of the 1940s.

The history of the airport is dealt with by decades concluding in 2017. This final decade chapter also outlines the possible future of the airport. The use of part of the airport by the Royal Navy as *HMS Gannet* is also covered along with its role as part of Shanwick Oceanic.

Each chapter accompanied by photographs of aircraft seen during those eras. These range from sepia tint to full colour and portray aircraft from regular airliners, to the military types of the past, once regular visitors to the airport, and the more unusual and interesting types seen today. ■

Paul Loveday

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

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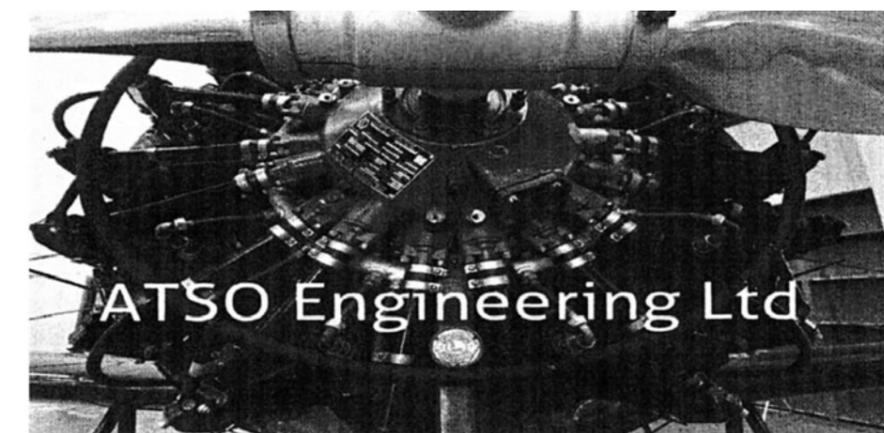
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Dates for the diary 2019

Sunday 17th February – VAC Early Spring Lunch 12 noon – Aviator Sywell. S.A.M. Talk on 'The Avro Canada Story' 14.30. Reserve your lunch (20 places only) by 10th February.

Saturday 2nd March – RAF Signals Museum Henlow

Sunday 17th March – Aerial Adventure Around the World. Words and pictures. Turweston 1.30pm to 3.00pm.

Saturday 6th April – **Dinner and Awards Evening at Shuttleworth.** Booking details are included with this Winter issue of the VAC magazine. Contact Peter Wright.

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

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

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

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

Saturday 8th June – VAC Duxford Bonus Day

13th-15th June – VAC at Aero Expo

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

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

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

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

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

Vintage Aircraft Club

c/o Light Aircraft Association

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

Cessna 120 at Bicester

