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### Engineering Report (Geoff Etridge)

**Broburn Wanderlust:** A trial fit of the wings was carried out and some adjustments have to be made. Keith Searle has made new pins for the wings as we had none. Chris Maitland has finished the tailplane rework and we are now sorting out the control connections. We have made external release levers for the canopy as there was no way you could gain access to the cockpit in the event of rescuing anybody in difficulty.

**Fairey Gannet:** Cleaning is ongoing in preparation for painting.

**Wind Tunnel Model:** This is coming along very well thanks to Graham Prickett and Martin Higgs.

**The Skyvan, Spitfire & Mini-Delta** are all going well.

**Magister & Master Models:** Mick Aldridge is making good progress on these.

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### June Meeting (Keith Freeman)

Geoff Hallett entitled his talk “Just 15 miles to Christmas” a slightly obtuse title due to “Christmas Common” being just about at the centre of a circle that describes RAF Benson, RAF Medmenham, Hughenden Manor and HQ Bomber Command at Knap Hill, High Wycombe. This circle during WW2 enclosed the sites where photo reconnaissance, photo interpretation and RAF navigation maps update service took place plus Bomber Command’s subsequent distribution and coordination with nominated RAF stations and squadrons for planning bombing missions and assessing the results. All done by the appropriate aircraft under the direct command of RAF Benson.

He then went on to show how 3D photos (created by computer software now from original ‘double shots’) and Google Maps could be used to follow the paths of aircraft as they were flown in WW2.

An interesting and illuminating talk on a part of the RAF’s history that’s not talked about very much - and all of this on our doorstep!

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### July Meeting (Keith Freeman)

Laurence Hayward, started by listing the various transport aircraft used by the RAF in the 1950s and 60s – from the Dakota on through the Valetta, York, Hastings, Beverley, Pioneer (Single and Twin). Armstrong Whitworth, meanwhile, worked on the AW66. They took ideas from the C82 Packet, C119, Nordatlas, Bristol 170. For speed of design, economy and other reasons they tried to use the wings from the Shackleton (really too heavy and replaced with the C2 version). Another “pinch” was the engines from the Viscount (that had no reverse pitch) and even used portions (tail to wing) of the Meteor NF14.

In January, 1959 the prototype (*G-AOZZ*) was flown. The advertising included the boast that it could carry 8 Minis (did it mention they were packed in side by side?). Eventually they built, at Baginton, 10 Argosies for the civilian market and 56 for the RAF. The civilian operators included Riddle Airlines, SAFE Air (New



Zealand), Duncan Aviation and BEA. In all 21 civil users flew the Argosy with the last one retired in 1991.



The RAF used them from March 1962 with 70, 105, 114, 115, 215 and 267 squadrons having them at various times and places. Their presence and use were invaluable both in 1966 (the Indonesian crisis) and 1968 (Turkish invasion of Cyprus) and proved a reliable workhorse at all other times.

In December 1967 the RAF had begun receiving Lockheed Hercules (first flown in 1955) which had more engine power, were faster and could carry a larger load. This sounded the death knell for the Argosy in RAF service although it was not withdrawn from service until

1978.



Today there are seven on display at various aviation museums/sites, 3 civilian and 4 of the RAF's "whistling wheelbarrows"!

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### August Meeting (Keith Freeman)

Changing the venue from White Waltham to the museum upset a few members – but the attendance (though not actually recorded) seemed about the same as previous years. There was more than an adequate supply of (free) food and drink and I believe everybody enjoyed the relaxed situation and opportunity to chat to their heart's content. A pity, perhaps that the weather precluded any gathering outside (perhaps to compare the museum's mosquitoes with those at White Waltham!). Thank you Jean & Ken for suggesting and organising what I hope will be an annual event.

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### Historic Aviation News

**May 13:** The Historic Aircraft Collection's extraordinarily rare, WWI-era Airco DH.9 light bomber took to the skies over Duxford Aerodrome for its first post-restoration flight following fifteen years of dedicated conservation and restoration at Retrotec Ltd. in Westfield, East Sussex. The aircraft hadn't flown under its own power for the best part of a century, and it is currently the only original WWI bomber flying anywhere in the world!



**May 22:** The short-haul Tupolev Tu-134 passenger aircraft – which was banned from European Union airspace in 2002 – has performed its final revenue service in Russia. Flight 6R-693 (RA-65693) operated from Mirny, the administrative centre of the Mirninsky District in the Sakha Republic, to Novosibirsk's Tolmachevo Airport and in doing so closed a long chapter of commercial operations for the iconic Soviet-era aircraft. As of 15 May the aircraft (built in 1980) had accumulated more than 31,000 flight-hours. The type,

which first flew in 1963, was designed to accommodate up to 80 passengers. The EU flight ban meant that the Tu-134s— one of the most prolific mass produced Soviet civil aircraft with more than 850 units, including



the pre-production prototypes – were constricted to use only on domestic routes inside Russia and the countries of the CIS region. It is, however, the current significant increase in aviation fuel costs that has proved to be the death knell for the Tu-134. This, the final commercially-operated Tu-134 aircraft

will take its rightful place in the Air History Museum at Novosibirsk, whilst all the country’s remaining transport Tu-134s remain in service with the Russian ministry of defence.

**Jun 3:** The first post-restoration flight of the Canadian Warplane Heritage Museum’s D-Day veteran C-47 Dakota RCAF FZ692 took place. On June 6, the C-47 will lead the museum’s Avro Lancaster and B-25 Mitchell along with several current RCAF aircraft in a fly-past to commemorate the 75th anniversary of Canada’s participation in D-Day.



**Jun 6:** JU-AIR has initiated the overhaul of its three JU-52s. The overhaul will be carried out by specialist firms and will take about two years. The airline will recommence flight operations again in spring 2021. As a preventive measure, in light of their age, all of the load-bearing elements of the wings that are relevant to safety will be replaced. With no new parts for the eighty-year-old aircraft available on the market, hundreds of individual components have to be replicated. To do so, the original parts will be measured digitally. Then

components, such as the wings, tail unit, and steering will be modelled on a computer. The resulting computer-generated data will then be used to build new parts. This course of action, will allow some 90% of the elements of the wings to be replaced. The engines of the three aircraft will be replaced. Spare parts are no longer available for the BMW “type 132” radial engines used to date. JU-AIR has therefore decided to replace these engines with Pratt & Whitney Wasp R-1340 radial engines. Although these engines are no longer built, they were produced in such large numbers that they are still widely available around the world.



**Jun 10:** The famous name de Havilland has been revived with the news that Longview Aviation Capital Corp, owner of Viking Air, has completed the purchase of the Q Series (formerly Dash 8) aircraft programme from Bombardier, creating a new company: de Havilland Aircraft of Canada Ltd.

**Jun 20:** Newark Air Museum have

announced the installation of the scaffolding by the tail of XM594 has been completed and some access underneath the front part of the Vulcan is now possible again. They will also be embarking on another ambitious restoration and repainting project, this time on Avro Vulcan XH558. This work will be carried out with major support of the aircraft’s owners, the Lincolnshire’s Lancaster Association. *(Photo Credit: Nigel Bean)*



**Jun 27:** Boulton Flight Academy’s Supermarine Spitfire Mk.IX MJ271, aka the ‘Silver Spitfire’, has flown for the first time following her restoration with the Aircraft Restoration Company in Duxford. **Aug 5:** On schedule G-IRTY took off from Goodwood Aerodrome its a round-the-world trip. G-IRTY, will fly west heading first to Greenland and then the US. It will cross into Russia, fly south to Japan, across China, Bangladesh, India, Pakistan, the Middle East and into southern Europe. The journey is expected to take about four months, covering 27,000 miles (c 43,500km) – returning home in December. The memorial flight is part of RAF’s centenary

celebrations.



**Jun 29:** RAF Museum Cosford's rare Supermarine Spitfire PR.XIX PM651 will be a part of the museum's activities during the Summer of Spitfire, which kicks off today (Armed Forces Weekend) {June 29<sup>th</sup>, not the day you're reading this! KHF}. The Summer of Spitfire will feature a season of family activities centred around one of the world's most iconic aircraft.

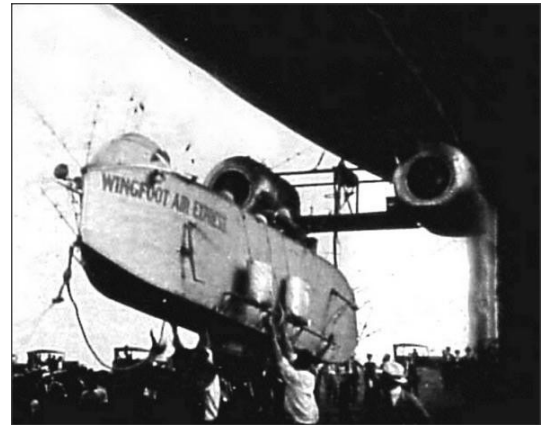
**Jul 3:** Vintage Wings of Canada's Goodyear FG-1D Corsair was damaged when it departed the runway during landing at Gatineau Executive Airport in Québec. John Aitken, the pilot, suffered a broken rib and a broken nose. The extent of the damage is unknown but Paul Tremblay, chief mechanic at VWoC, said that "we'll definitely be able to get it going again".



**Jul 15:** The Collings Foundation's combat-veteran Grumman F6F-3N Hellcat Bu.41476 made its first post restoration flight yesterday in New Smyrna Beach, Florida.

**Jul 21:** 100 years ago the Goodyear

airship *Wingfoot Air Express* took off from Grant Park, Chicago, on its third flight. It had, in fact, made its maiden flight that morning and another later in the afternoon. As the airship passed over the Illinois Trust and Savings Bank, it turned into a "mammoth red ball of fire." Four parachutes emerged but only two of the crew survived - Henry Wacker, the chief mechanic, and John Boettner, the pilot. They became known as members one and two of the Caterpillar Club, an organization formed in November 1922 consisting of people who had successfully used parachutes to make an emergency jump.



**Jul 20:** British Airways was created in 1974 with the amalgamation of BOAC and BEA . But to celebrate the 100<sup>th</sup> birthday (counting all the previous incarnations of taken-over or amalgamated companies) they have specially painted aircraft – one flew at Fairford IATA with the Red Arrows escorting it.

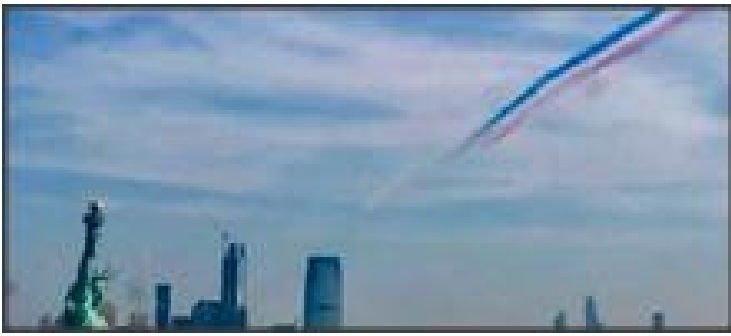
**Jul 27:** The de Havilland DH88 Comet Racer, known for

winning the 1934 England-Australia MacRobertson Air Race will fly over the original de Havilland airstrip in Hertfordshire to celebrate the 70th anniversary of the first flight of the DH 106 Comet - the world's first commercial jet airliner. No airworthy DH 106s remain.



**Aug 20:** NATS operations director Juliet Kennedy said: "We recorded our busiest-ever day, with 8,863 flights handled by controllers on 5 July. We are now regularly managing more than 8,000 flights a day so that's not to say this record won't be broken again over the summer."

**Aug 22:** The "Red Arrows", led by the United States Air Force "Thunderbirds" Air Demonstration Squadron, performed a stunning display over the Big Apple, painting the New York's skyline in red, white and blue smoke trails. Hundreds of thousands of onlookers watched as the formation of 19 aircraft flew down the Hudson River and



around the Statue of Liberty in what has been called a “historic flight”.



**Aug 26:** Al Haynes, the pilot who is credited with saving dozens of lives has died. United Flight 232 had an engine failure and loss of many flight controls while he was at the controls in 1989. With the help of three other pilots, he manoeuvred the DC-10 to a miraculous crash landing in

Sioux City, Iowa, and 184 of the 296 people on board survived.



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## Dates for your Diary

### September

7/9 Goodwood - Goodwood Revival

21/22 IWM Duxford - Battle of Britain Airshow

### October

1 MBA Meeting

6 Old Warden - Shuttleworth Race Day

### November

5 MBA Meeting

### December

3 MBA Meeting - B777 incident at LHR - Adam Spink

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## Editorial (Keith Freeman)

Lots of room and nothing much to say – not sure if this is an editor’s nightmare or just the opposite... as usual I’ll pad it out, further down, with more than usual Tail End Charlie ‘funnies’.

General panic, earlier this week, when my filing system (a box) was knocked over (“B\*!#!\* builders”). I had to call upon Ken to sort out which talk was given in June and which in July. I’m left wondering how many of you would notice if I’d got them in the wrong order!

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## Tail End Charlie

On final approach to Runway 23 in a D-18 Beech at Mansfield Lama Airport, Ohio, we received this inquiry from the control tower:

Tower: Beech N8504 please confirm nose wheel extension?

Beech 18: After looking at each other in surprise and much laughing, we responded: "Mansfield Tower, N8504, we don't have one!"



*{Maybe this was the view from the tower?}*

My friend was flying his Mooney 201 around the world. Needless to say, it was way over gross weight, flying with ferry tanks under a ferry permit.

On departure from an Australian airport on a hot morning, he was only able to manage about a 200 FPM climb to his initial altitude of 5,000 feet.

Controller: "Do you want to continue your climb, or would you like to stop there and rest for a while?"

A few years ago I was returning to KHLN after an evening flight. It was a beautiful night and well into dusk and not another voice on the radio when I made my call into HLN.

N3969B: Hln tower cub 3969B, eight miles Northeast, inbound landing Victor.

HLN tower: cub 69B, not in sight, report three-mile right base runway 27.

N3969B: OK, 69B, we'll call you three-mile right base 27, but I bet I'm about the only light on out here on this quiet night.

HLN tower: Ah, don't be so sure. I cleared Venus to land just the other night.

The HLN tower controller was Dave Mason who later retired and now has a FAA waypoint named for him.

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## No Prizes !

Did anyone get this (did anyone bother?) well, the answer is **GETJET** The log is, apparently of a dandelion and signifies the many routes they hope to operate...

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