

Vintage and Classic

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The Journal of the Vintage Aircraft Club

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The aim of the Vintage Aircraft Club is to provide a focal body for owners, pilots and enthusiasts of vintage and classic light aircraft by arranging fly-ins and other events for the benefit of its members.

The Vintage Aircraft Club is affiliated to the Light Aircraft Association and supports the General Aviation Awareness Council.

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

Chairman's Notes

Hopefully you will be reading this edition of Vintage and Classic in perfect spring sunshine. If you are, it will certainly be in contrast to the weather in which I am writing this, with snow blasting past the window and glacial temperatures preventing my getting any work done in the hangar.

This year's wintry weather has set us an unenviable club record. Never since the creation of the original Vintage Aeroplane Group in 1964, have our three early-season fly-in events been cancelled. This year all three events have been snowed off!

My thanks and apologies to all those at Sywell, Leicester and Turweston, whose plans to host us were thwarted. In particular it was hard to believe the contrast in conditions between last year's "Spring" Rally at Turweston and this.

At least we can look forward to a bumper turn out at our next gathering, the Daffodil Rally on 13th April. Is it just me who finds it a bit ironic that the Fenland Flying Club's pre-ordered bunches of daffodils are being placed in a refrigerator to keep them fresh till we arrive?

In addition to the bunches of daffs, look out inside this magazine for another great reason to fly into Fenland. Top air-to-air photographer Keith Wilson is keen to photograph some of the VAC member's aircraft and will be on hand with a de Havilland Canada Chipmunk camera ship and the photos will then be made available foc. to both the pilot and for

publication in our magazine. It should be stressed that for both safety and logistical reasons, Keith will only do this after a one-on-one dialogue and agreement with the owner/pilot ahead of the event. More on this truly unique opportunity can be found inside the magazine.

Another event in which the VAC is not the organiser, but is delighted to act as a facilitator, is the Shropshire Aero Club's 'Vintage Weekend' at Sleaford airfield on 18th and 19th May. The SAC members including VAC member Tony Taylor, our contact for the event, are really working hard to make the weekend a success, with vintage and classic car displays complementing the fly-in, as well as free landing and parking, special concessionary fuel prices and much more.

All this of course, is in addition to Sleaford's attractive location in the heart of the Shropshire countryside with views (we hope) across to the Welsh hills. Already I understand that members from around the UK are planning some fairly epic flights to fly in and camp for the weekend. Once again, for more information take a look at the following pages.

Another great opportunity for a camping or B&B weekend is of course the VAC gathering at Bembridge on the Isle of Wight on July 20/21st. Thanks to the hard work of Abi Reynolds and Gary Loveday, along with VAC member and Pietenpol builder as well as Vectis Gliding Club contact John Chape, we are looking forward to a great weekend. See you there!

Meanwhile another date for the diary, is the much awaited return of the de Havilland Moth Club to a specially prepared grass strip at Woburn for the International Tiger Moth Rally on 17th and 18th August. The event has a superb garden party atmosphere and in addition to de Havilland types, we are in negotiation with the Moth Club for a certain number of VAC member aircraft to be invited to join the party. Watch this space!

Finally, a little on our continuing discussions with the LAA. At the beginning of March, I made a presentation at the LAA National Council regarding the VAC, its history as a founder strut of the PFA/LAA and our role as a focal body for owners, pilots and enthusiasts of vintage and classic light aircraft, allowing knowledge and expertise to be shared more widely than within specific type clubs.

I am delighted to say that this was very well received. LAA Chairman Roger Hopkinson, among others, is keen that a solution is found to the hurdles in the revised LAA regulations that make it difficult for ourselves and others to retain Member Club status. I hope these deliberations, just like my currently snow covered apple tree, will bear fruit once the winter snows have gone!!

HAPPY LANDINGS!

Steve

Members Notices

Vintage Event at Sleaford

The club has received an invitation for members to attend the Vintage Vehicle event at Sleaford over the weekend 18th / 19th May. Vintage aeroplanes are invited. The event is strictly PPR and will be subject to a NOTAM. For details contact Tony Taylor by email arwt@btinternet.com or telephone **01785-850172**, or Sleaford Aero Club on **019369-232882**. Camping by the aircraft will be available on the airfield. There will be a fuel concession and / or a voucher for a free return visit. On contacting the airfield for PPR inform them that you are attending the Vintage Event to ensure your free landing / parking. (2 hard runways and 500+ metre excellent grass strip 05/23, Avgas, UL91, super restaurant all available).

Retroair Photography

The work of VAC member Dave Jackson in photographing classic / vintage aircraft with models dressed in period costume has appeared in this magazine in the past. Dave is looking to carry out more retro projects at new locations. Farm strips could be used to create a bygone era scene as would an aviation workshop scenario.

He can be contacted via his email :- retroair@hotmail.co.uk to enable you to liaise with him. Any and all offers of locations, and aeroplanes will be gratefully received.

Bembridge Weekend

Full details of the weekend fly-in at Bembridge will be found further on in the magazine. You will also find a booking-in form for you to fill in and return. Providing this is received before 16th July it will act as your notification for PPR. In any event you will need to check the Vectis Gliding Club website to obtain details of the circuits and joining instructions. Bembridge is an active gliding site and operates two different circuits.

New Members.

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

R. Chamberlain	Claverdon
D. Hulme	Croydon
P. White	Plymouth

Cover Picture:- Photo:- de Havilland Canada DHC.1 Chipmunk 22A G-AOSK / WB726 at Turweston

Photographer:- Paul Loveday

2013 - Snow - Snow - Snow.

Our first three flying events have been completely wiped out by SNOW! In all my years with the club I have never known the loss of three events in a row.

The first event of the year, the appropriately named Snowball Rally planned to be held at Sywell was so badly affected by its namesake that it was cancelled well before the date. It was looked on philosophically with thoughts that February's fly-in stood a better chance of happening.

We were wrong again. The second event of the year was to be the Valentine Rally, and again the weather

won, and that had to be cancelled. Snow causing problems everywhere. Never mind there is nothing we can do about the weather and the Spring Rally in March should make up for it.

Obviously the weather was going for three in a row. The Saturday evening weather charts showed just cloud during the day, and on looking out early on Sunday morning the ground was dry the sky did not look too bad. However it started to rain a short while later on, this then turned to snow and that was it. It started to settle.

Ever hopeful we travelled the short distance to Turweston where we met

up with the marshalling team and learnt that there would be no improvement that day. It would appear that there was a narrow band of snow across the country and we were right under it. Airfields not too far away were clear but rain was forecast. With no prospect of any flying we called it a day.

Fenland in April - don't even think about what the weather has in store!

Report Paul Loveday

Photographs Paul Loveday and Paul Morton



Paul J Morton Photography

BEMBRIDGE 2013

Planning for the 2013 rally to be held at the idyllic airfield at Bembridge on the Isle of Wight over the weekend 20th - 21st July is now well under way.

On Saturday 23rd February an advanced party led by Gary Loveday and Abi Reynolds visited the Gliding Club at Bembridge to discuss the event. Taking into consideration that this event is helping to keep the airfield in operation it is hoped that as many as possible of the membership will be able to attend.

Arrivals, by air.

Arrivals for the event will be accepted from Friday 19th July. All visiting members will need to carry their membership card with them, to enable a reduced landing fee of £10.00. Non-members will be charged a small premium which we as a club will be able to keep. There will be one free overnight stay for any visiting aircraft.

The club will be providing a marshalling team who will have been fully briefed by the Vectis Gliding Club prior to the event. Due to the gliding activity there is only one designated parking area for visiting aircraft.

The airfield is strictly PPR and the contact numbers are Telephone: **01983873051**.

PPR by [E-mail](#) through the website which gives full details. (24 hours or more in advance). Pilot name/Aircraft type plus registration and ETA.

Bembridge Radio Frequency: 123.25

At present and this is unlikely to change there is no fuel available at either of the airports on the island. Fuel will be available at Lee-on-Solent.

Arrivals, by road.

The Isle of Wight can be reached by vehicle ferry from either Southampton (Red Funnel) to East Cowes or Portsmouth (Wight Link) to Fishbourne. For foot passengers there is also a fast jet service Southampton - West Cowes, or Portsmouth - Ryde. There is also the hovercraft service from Southsea to Ryde. The airfield can be reached by public transport from both Cowes (via Newport or Ryde) and Ryde.

Accommodation

There is plenty of accommodation on the Island for those who require it, and it is recommended that the Isle of Wight Tourist Board is the best way. Alternatively information from the Moth Club has resulted in the following. Harrison Bristow Holiday Lettings who are situated in the town of Bembridge **Tel 01983 872183; Mobile 07789 534518; or www.hbholidaylettings.co.uk** - the VAC has no details of the standard of the accommodation or the rates charged.

There is also a static caravan site close to the airfield. Sandhills Holiday Park Peacock Hill, Bembridge PO35 5QB

For those hardy souls amongst you there is the opportunity to camp alongside your aeroplane.

Food will be available all day from The Propeller Inn. For those staying late or over Saturday night a social evening has been arranged with food provided, for those taking part. Although a final cost is not known at this time. If you wish to attend a £5.00

non-returnable deposit towards the cost of the food will be required, to be paid on arrival otherwise food will only be available from the menu at your own expense. There will also be live music at The Propeller during the evening.

If you intend to arrive Friday and will require food please contact The Propeller in advance.

The event has been circulated on the Island and in keeping with the Vintage and Classic theme it is hoped that there will also be some classic cars and motorcycles on display.

The Britten Norman Aircraft Preservation Trust will also be present and it is hoped to have some B-N connected aircraft present as well. It is hoped that there will be an exhibition of aviation art by Ivan Berryman. This website gives access to the BNAPS history and newsletters. **www.ivanberrymandirect.com/history.html**

Let us have as many members as possible attending what should be a great weekend at this excellent airfield with its excellent hostelry on site.

Gary Loveday / Abi Reynolds



DAVID OGILVY'S PILOT'S NOTES - THE PERCIVAL PROCTOR

This edition's period pilot's notes from Club President David Ogilvy are particularly appropriate as David and Trish Fenton were this year worthy winners of the VAC John Blake Rosebowl for their painstaking restoration of Percival Proctor G-AKIU. Illustrated in period below, it now resides at Mike Collett's new Classic Air Force Museum at Newquay in Cornwall. Seen here in its original configuration.



At one time the type was a familiar sight at airfields across the UK. Between 1939 and the end of production in 1955, a total of 1,143 Proctors were built built for military use, but due to issues with gluing of its wooden construction, only a handful of survive today.

Back in the 1950s and early 1960s, VAC President David Ogilvy was a regular flyer of the type, so who better to tell tell Steve Slater, "How did it fly?"

From a pilot's viewpoint many aeroplanes – especially military ones – tend to go downhill as they are developed. The Proctor was no

exception. Wider, deeper and longer, and therefore heavier than its predecessor, the Mark 4 was a very different aeroplane to the pre-war Percival Gull-derived models which preceded it.

My first contact with the type was in 1950, when I was in the RAF, resulting from a casual call on a Group communications flight, which had an Anson and a pair of Proctor 4s, when I

asked the flight commander if I could fly one of the latter. We had not met before, but I showed him a logbook (it was mine!) and he said, "Good. You've saved my day. Jump into 157, do a couple of circuits and call back

to pick up Group Captain ... to take him to Hendon. I have some Pilot's Notes somewhere and by the time you come back I will have found them." Can anyone imagine this happening today?



Briefly, the Proctor was a low-wing cantilever monoplane, with the 210 hp Gipsy Queen II six-cylinder

inverted in-line providing the power and a two-blade variable pitch propeller to absorb it. A walkway on each wing centre section provided access to the cabin, which had forward-opening doors on each side. The general impression within was quite business-like, with plenty of space for maps and other odd items; the only point that I can remember with mild disfavour was the spade grip control column, which was too short.

Starting, with the centrally-mounted propeller control in full coarse, (which was foreign to my thinking, especially in relation to larger engines) was otherwise standard and the Queen uttered a comforting and fairly deep exhaust burble at low rpm. When the engine was running smoothly and the oil pressure had settled to about 50lbs/sq.in, the propeller control could be moved to the full fine position, from which setting the pitch range was checked at 1,800 rpm. If all was well, a full power check produced 2,400 rpm and the boost gauge

should normally show 0.

Once on the move, adequate differential

braking was available by setting the handbrake (the lever was between the

front seats) two or three notches back.

At its maximum weight of 3,500 lbs, the Proctor 5 was quite a heavy aeroplane and certainly felt it on take-off. The book showed a run of only 250 yards at full load, but I would be prepared to challenge that claim.

oscillations, while the port wing took the lead over its opposite number in frequency of dropping. Planned spinning and aerobatics too, were off the menu.

no VIP passenger on board) when I touched down on one runway, the tail came down at the conveniently placed intersection and I finished the run on the other!



Percival P.44 Proctor 5 at Cambridge

A crosswind from the left could be quite helpful, for one from the other side coupled with rapid throttle-opening and delayed foot-work could produce a more man-size swing than one might expect. It was an aeroplane that was happier (or its occupants were) with a fair ration of forward speed and the recommended climbing figure was as high as 95 mph IAS using initially 2,400 rpm and full throttle, reducing to 2,100 rpm when economy was the order of the day. 85 IAS and full power produced nearly 700 fpm when everything was favourable.

In calm weather the Proctor offered a comfortable cruise, but in rough conditions it was not kind and at full load it suffered a slight longitudinal instability which could prove mildly aggravating. Full throttle in level flight produced about 150 mph (the book quotes 157) and at the other end of the scale the flaps-up stall occurred at 68 mph IAS. This was preceded by vibration on the control column (an early stick shaker?) and a series of up-and-down nose

lever offered three positions, with an intermediate setting for take-off, but it was slightly strange in that it was up when flaps were down and, of course, vice versa.

Over-the-fence speeds of 75 and 80 were recommended for powered and glide approaches respectively, so by light aircraft yardsticks the Proctor was not a machine for the shortest of landing runs.

The landing itself suffered from the cushioning of ground effect and was not really crisp in bumpy or crosswind conditions. The Proctor could swing quite markedly in suitable conditions and particularly when the tail came down on a "wheeler". I admit to one serious sin (fortunately with

The Proctor was not a happy aeroplane at slow speeds and flap lowering was permissible at a comfortable 100 mph IAS. The

Although some people disliked the Proctor and anyone seeking the type's vices would have little difficulty in finding them, I enjoyed several trips flying 4s on communications work. I did not meet an early-mark Proctor in the Service, but flew a civil Mk 3 some years later.



Percival P.44 Proctor 3 at Sywell.

Being slimmer and lighter, it was livelier and more pleasant to fly, with the recommended approach speeds (and the stall) more than 5mph slower. It was faster, too, with a cruise at 150 mph and a climb rate genuinely touching 1,000fpm, so altogether was more of a pilot's flying machine than its successor.



G-ACWB looking like sternpost has been freshly glued

Unfortunately, the Proctor was a major sufferer in the saga of wooden aeroplanes and their alleged glue failures. In 1949, one specimen, in fact, did suffer structural failure in flight and others were found sick on subsequent inspection. The one major case, apparently, was not in any way due to a design shortcoming, but was the result of using unseasoned timber in the mainspar.

It is indeed unfortunate that so many very sound aeroplanes of wood construction have been scrapped prematurely because of the ultra-stringent precautions and limitations that were imposed. In the main a wooden aeroplane tells someone when it is in need of attention.

A conscientious inspection reveals a panel that may have parted from its main member, while known trouble

spots such as sternposts can be rectified by generous use of the glue-pot. Towards the end of some aeroplane's active lives, it became a practical joke to ask for a load of glue to stuff into the rear post as part of the everyday pre-flight check!

Photographs via David Whitworth, from the collection of the late Gerald Lawrance, digitised by Tony Clarke.



GAIET Proctor 5 'Windmill Girl' at the Festival of Britain air races 1951



G-AOBD Proctor 4 awaits its fate. This aircraft was never converted and was burnt at Panshanger in November 1957 as no doubt were the others.

TEMPELHOF TIMEWARP

All the recent discussion about Heathrow and its potential replacement by a new airport led me to wonder, if it were to be replaced, what would happen to the current site? A recent trip to Berlin's historic Tempelhof airport points to one solution. It is being transformed into an exhibition area and huge park.

For those who don't know Tempelhof too well, it was one of four airports which served Berlin during the old 'iron curtain' days before the demolition of the Berlin wall and German reunification. Schönefeld, which will sometime in the future become Berlin's new main airport, was in the Russian sector, Tegel in the French-controlled area, Gatow in the British, while Tempelhof was in the American sector.

The three latter airports were pivotal of course, to the success of the Berlin Airlift and Tempelhof, under American command continued to be a vital link to the city as the Cold War intensified in the late 1950s and 1960s, becoming the main terminal for American military transport aircraft accessing West Berlin. One little known Tempelhof fact is that in 1971, Gail Halvorsen, one of the pilots of the legendary 'Candy Bomber' C-54 transport which dropped sweets to children during the Berlin Airlift, returned to Berlin as the commander of Tempelhof airbase.

There are also stories told by Pan-Am and BEA veterans of their 727s, Tridents, Viscounts and Vanguards, of East German MiGs trying to force them from their Tempelhof approach corridors to trigger international incidents. And then there was "the suit" a nattily attired American assumed to be a CIA spook, who plied

crews with Camel cigarettes and suggested they throw away noise abatement procedures and blast low over Checkpoint Charlie on full throttle, to keep the Russian guards on their toes!

Tempelhof's history goes back much further. Orville Wright was one of the first to fly from the field in 1909 and Deutsche Luft Hansa was founded in Tempelhof on 6 January 1926. However, the airport buildings which we see today were built between 1936 and 1940, intended to become the gateway to Europe and a symbol of Hitler's "world capital" Germania.



One of the airport's most distinctive features is its large, canopy-style roof, which protected passengers from the elements and was able to accommodate most contemporary airliners during its heyday in the 1950s, 1960s and early 1970s. Another odd fact; Tempelhof Airport's main building was once among the top 20 largest buildings on earth, but it had the world's smallest duty-free shop.

The airport closed in 2008, but its iconic architecture remains unsullied. Its sweeping terminal and hangar complex is now Berlin's premier exhibition center and will in the future host a new Tempelhof museum, while the remainder of the airfield is in the process of being turned into a park and open space.

While no aircraft will ever fly from the airport again, the new "Tempelhof

Free Space" is designed to continue to give the feeling and open aspects of the former airfield. New housing developments and technical parks are placed around the perimeter, allowing the central area to have unbroken vistas to the Berlin city skyline.

Inside, the former terminal remains a



time warp. Strict conservation orders have ensured that the check-in and immigration desks, embarkation signs, art-deco doors and even old-fashioned baggage scales remain in place.

A couple of vintage sailplanes, the last Tempelhof aircraft residents, are suspended from the ceiling.

One final fact is that in 1936, architect Ernst Sagebiel designed the 1.3km-long airport roof to act as an 85,000 seat grandstand with the intention of Tempelhof hosting a massive air display. Of course there were other demands on German aviation by the time the airport was finished, but it set my imagination racing. What an airshow that might have been!

A note: Steve has been working in Berlin on some 'top secret' research for a future book and TV documentary. If sufficient VAC members are interested, he is happy to help organise a short visit to the city, flying into Tegel or Schoenefeld, visiting Tempelhof and the Deutsche Technical Museum as well as other locations. Anyone interested should drop Steve a line at ss@kingpinmedia.co.uk or 01494 776831.

a HOMECOMING FOR FRED?

Perhaps one of the best known of the 'pioneer' homebuilt aeroplanes in the UK is the original FRED, G-ASZY. The 'Flying Runabout Experimental Design' was developed and flown by Eric Clutton, first in Stoke on Trent, Staffordshire and subsequently following his emigration



to the USA, in Tullahoma, Tennessee.

Eric has been flying both the FRED and a very nicely restored Luscombe until recently, but he is now 85 years of age and is becoming concerned that he is slowing down and (even though he devised a new "disabled access") is becoming less able to get in and out of FRED. He has expressed a wish to see his old friend return to a museum in the UK. The timing is certainly right as November 3rd, 2013 will mark the 50th anniversary of FRED's first flight.

With the quick-folding wings and removable tail feathers, FRED will fit into a regular 20' shipping container.

However quite understandably Eric needs to sell, not donate the aeroplane, given his limited income as an elderly pensioner living alone. He is asking \$10,000 for FRED (which seems reasonable as its Continental A-65 alone is worth almost half that).

museum that would give FRED a place of honour and website creator Matthew Long has stated he would be happy to lead a fundraising campaign to help make that happen.

Matthew says "I run the Clutton FRED web sites on Eric's behalf. I have no commercial interest in this whatsoever; I just like FRED and enjoy helping Eric. This would be a wonderful gesture of appreciation to him after all these years in amateur aviation. I wonder if you have any suggestions of museums that might be interested in adding FRED to their collections."

If any member knows of any museum or potential owner that would be willing to provide a home for this historic aircraft, please contact either Steve Slater or the editor and the details will be forwarded to Matthew.

The disabled sticker on the door is an example of Eric's sense of humour!

Including shipping costs, it is anticipated around £12,000 ought to be enough to purchase and ship FRED, support an exhibit and defray the costs of a trip by Eric for a dedication, perhaps to coincide with the 50th anniversary of that first flight. Eric would particularly like to find a UK



Annual Dinner and Awards Evening

Our Annual Dinner and Awards ceremony has, for a quarter of a century, been organised by Peter and Anne Smoothy at the Littlebury Hotel in Bicester. This year's event continued all their past successes with good food, great company and a glittering array of trophies.

Guest of honour, Dick Richardson, was another highlight. The majority of us know Dick best as the aerodrome manager and welcoming face at Popham in Hampshire. He is also a master raconteur. He talked us through his connections with interesting aircraft from Cold War Vulcans, to returning the BBMF Lancaster to flight and then crossing the Atlantic with another Lancaster in the 1970s, as well as managing the Strathallen and Shuttleworth Collections.

There was also a fascinating tale of 'what might have been', had Popham's owner Charles Church not died prematurely.

His dream was to create an airfield and aircraft collection to rival Old Warden or Duxford. Just imagine!

Dick retires later this year, and I was proud to present him with a bottle of vintage champagne to aid his relaxation. Meanwhile we had some excellent trophies and recipients of our own.

First up was the recipient of the **George Davidson Cup**, for outstanding achievement or contribution to vintage light aviation.



Rupert Hibbard was a worthy winner for his adventures in taking Druine Trubi G-APBO to the RSA Rally at Blois in France. He also only missed out by inches, from claiming the Mo Thompson Trophy in the spot landing competition, won by European Luscombe Club chairman **Nigel Barrett** at Oaksey Park last August.



Another worthy recipient was **Mark Miller**, who received the **Denis Fry Cup** for a VAC pilot who has shown consistently good airmanship over the last year. In addition to his engineering work at de Havilland Support Ltd,

Mark manage to attend VAC events last year in Auster Autocrat G-AGTO, Hornet Moth G-AELO and Dragon Rapide, G-AGJG.

The Ernie Lingard Trophy for services to the club, was awarded' to **Paul**

Loveday. Son Gary picked up the



trophy on his behalf, as the day coincided with a chance for Paul to experience a trip the Settle-Carlisle railway behind a streamlined Gresley A4 Pacific steam locomotive. (An early birthday present)



Meanwhile **John Broad** broke off from being awards photographer to receive the John Edwards Trophy for contributions to organisation and flight safety.



The 'Auster Joystick', **VAC Group Trophy**, was awarded to Pete Wright on behalf of the UK Pietenpol Club.

They operate the late John Morris's Aircamper G-OHAL, to allow builders of the type to fly an example ahead of their own aircraft's completion.

The **John Blake Rosebowl** for a vintage aircraft restoration project will be presented in due course to **David and Trish Fenton** for Percival Proctor G-AKIU.



Dave Scott for his book on the history of aviation in the Wycombe area.



The **Desmond Penrose Trophy** for Vintage Aeroplane of the Year was presented to **John Day** for his recreation of a full-scale Fokker E.111 'Eindekker', authentic even down to wing-warping.



Clewley Trophy (Avro Plaque) for support of club events, was **Trevor Jarvis** whose immaculate Beagle Terrier, G-ATBU, is always a welcome sight.

Finally, one cannot go without saying a big thank you to John Broad and Trophies Steward Rob Stobo, to Barbara Rose for organising the raffle and to event organisers Peter and Anne Smoothy for all their efforts.



David Jackson was the worthy recipient of the **VAC Photography Shield** for his work in combining retro-fashion and retro-aeroplanes, whilst the framed Tiger Moth painting which is the **Tony Harold Memorial Trophy** for artistic or literary ability, went to



Last but not least, **Charlie Loveday's** enthusiasm and photographic skills made him a popular winner of the Graham England Trophy, awarded to a

I would also like to thank the staff of the Littlebury Hotel for all their hard work, which helped to make the evening a success.

Here's to next year!

Steve Slater

LOOK WHO'S TALKING.

This article has been adapted from information supplied by Kevin Crowley, an Air Traffic Standards specialist at the CAA and issued by the CAA Corporate Communications.



Verbal

misunderstandings never turn out that well, but in aviation they can be fatal. For a pilot, the difference between an instruction, and the supply of information, can mean the difference between a safe flight, and an incident or accident. Effective communication relies on a two way process, and as well as speaking a common language it helps if both parties are conscious of just who they are communicating with as this determines how a pilot should interpret the language used. Knowing what to and what not to expect from each service, and the phraseology used in the provision of each service is something any pilot with a Radiotelephony licence will have covered in their training. However, knowledge fades and misconceptions creep in with time.

A brief clarification of the services provided and how the pilot should interpret and respond may prove helpful.

Air Traffic Control Service

Controllers will provide instructions and clearances to pilots of aircraft that must be complied with at all times unless the commander of the aircraft

considers it unsafe to do so. This will be within controlled airspace and / or an ATZ in class G as well as on the ground including the order of landing and clearances for departure.

Any uncertainty or failure to hear any instruction fully should be queried with ATC and this includes failure to see another aircraft that should be ahead. Remember that not all ATC units have access to radar and so rely on pilots keeping a good look out.

At an aerodrome with ATC pilots may be given both clearances such as "cleared to take off" or "cleared to land" as well as instructions such as "Go around, I say again, go around, acknowledge".

Aerodrome Flight Information Service – AFIS

Instructions, which must be complied with, are only given to aircraft while manoeuvring on the apron and taxiways up to the holding point or on completion of the landing roll, back to the parking area. In all other circumstances AFIS only provides information and advice.

When reporting "ready for departure", the Aerodrome FISO (AFISO) will say "take off at your discretion"; be very aware that the decision is now the pilots as this is **not** a clearance and if there is any doubt the response should be "holding". If the AFISO passes information on relevant aerodrome traffic and requests "report lined up", the pilot must decide whether it is safe to enter the runway. If the pilot has any doubts then the safest action is to hold and report to the AFISO accordingly.

When landing, the call from the AFISO will be "land at your discretion", which means nothing is known to conflict but the decision is again the pilots to continue as this is **not** a clearance. If the runway is or becomes occupied the AFISO cannot instruct a go-around, and the pilot must make this decision advising the AFISO accordingly.

In relation to back-tracking a runway, an AFISO may instruct a pilot to do so by use of the phraseology 'Back-track' when utilising the runway for taxiing. However when reporting ready for departure, but require a back-track because of entering the runway at an intersection, the phraseology will be 'At your discretion back-track'. In the latter case the pilot must assess the information which the AFISO has passed on other aerodrome traffic and decide if there is sufficient time to safely back-track the runway for departure, taking into account the next landing aircraft. If there is not then advise the AFISO accordingly, telling him/her that you are 'holding'.

Whilst flying in the vicinity of an aerodrome an AFISO will provide information on other known traffic in the area. AFISO's do not have radar and so the information will have been obtained from other pilots calling in and will not include aircraft that are non radio or that have not made contact making a very good lookout essential.

Air Ground Communication Service – AGCS

No instructions should ever be given as the service only provides

information to assist pilots in the safe conduct of the flight. Any information provided on other traffic will be based on pilot reports, which requires a very good lookout to be made at all times in the air and on the ground. Note that the AGCS operator may not have a full view of the airspace or the aerodrome.

In summary, it is important that pilots are familiar with the services provided at aerodromes, that they assume responsibility for the safety of their flight, and at all times display good judgement and airmanship.

To help pilots communicate effectively, the CAA also publishes a comprehensive reference guide to radiotelephony phraseology, CAP 413, which is available at www.caa.co.uk/cap413. It covers phrases to be used when arriving at and departing from aerodromes, flying cross country, operating at unattended aerodromes, carrying out instrument approaches and relaying emergency messages.

John L Broad

AIR-TO-AIR PHOTO OPPORTUNITY

Some of us may not instantly recognise the name, but we can guarantee you will know the work of aviation photographer Keith Wilson. His work has been featured for many years in magazines such as Pilot, as well in books including his recent best-seller "Red Arrows in Camera".

Keith is also a passionate vintage aircraft enthusiast, and has generously

offered to join us at the VAC Fenland Daffodil Rally on April 13, complete with a de Havilland Canada Chipmunk camera ship, and of course, camera! Any pilot planning to attend the event and who would like to formate with Keith on a photo-sortie is invited to do so.

Keith will be accompanied by his regular and extremely experienced

camera ship driver with whom he has worked as a team for a number of years.

It should be stressed that these activities are not part of the fly-in itself and that for both safety and logistical reasons, Keith will only fly sorties after a one-on-one dialogue and full prior agreement with the owner/pilot ahead of the event.



Any photos taken will be offered to the owner/pilot free of charge and we hope, grace the pages of Vintage and Classic magazine in the future.

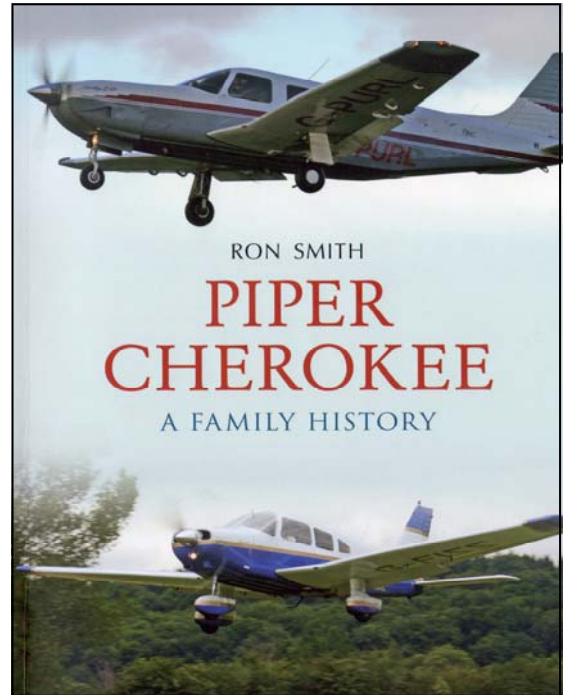
A chance to be framed by one of Britain's top photographers is one not to be missed, so if you are planning to be at Fenland, give Keith a call on 01487 711911 or mail keithewilson@gmail.com

BOOK REVIEW

PIPER CHEROKEE

A FAMILY HISTORY

Author: Ron Smith



This informative and descriptive book written by VAC member Ron Smith describes the development of one of the most well known shapes not only in our skies but over most of the world.

The PA-28 first flown in 1960 was designed to compete with the very popular Cessna 172 which had entered production on 1956. The original Piper airframe was subject to a steady development and evolution. As the book states it also includes the PA-32 Cherokee Six development which includes the Lance and the Saratoga.

The book starts with an overview of the various types of Piper aircraft from the company's inception in 1931 when William T Piper took control of the Taylor Aircraft Company. The company finally passing to Piper in 1935. There then follows a series of brief descriptions of the various Piper types leading up to the original Cherokee.

The initial chapters starting with the PA-28-150 Cherokee in its original form and its subsequent development

including the method of designation is well described and easily understood. The original models with its rectangular wing and fixed undercarriage are described with details of the engines and the changes of name such as Archer.

The major change which applies to the entire PA-28 / PA-32 range was the introduction of the increased span with the tapered outer wing panels resulting in a semi tapered plan-form. Its introduction with addition of new models and the method of identification by its designation is provided.

The subsequent introduction of the retractable undercarriage across the range is well covered as is the use of the 'T' tail and the subsequent reversion the conventional low set horizontal surfaces.

The changes of engines and the outlines of the cowlings with the different types of intakes associated with them providing a means of recognition of the aircraft is very comprehensive and makes for some interesting reading. Likewise the

more recognisable changes in the number and shape of the windows can make identification of some of the design changes more apparent.

The book also covers the production of the aircraft in a number of countries on the South American continent with a comparison of the type designations in these countries. The conversion and modifications of various parts of different models to produce the Chilean ENAER Pillan a tandem two seat military trainer is also covered.

The book is printed on a good stiff paper and well bound. The number of both colour and black and white photographs providing an excellent adjunct to the text. The quality and reproduction of the photographs is good and portray the aircraft well. The tail-wheel equipped PA-28 is somewhat different.

I would recommend this book to anyone interested in aircraft or aviation, it would be an asset to their library providing a very good read, and reference material.

Return of a Cassutt



Purchased in a very poor state this has taken Terry away from his other Halfpenny Green based aircraft his beloved modified Taylor Titch.

This will join another based Cassutt Racer G-CGSU which is owned by a friend who has helped Terry with some of the rebuild and both aircraft its hoped will fly to many a Fly-In this coming year and attend the LAA Rally at Sywell later this year.

After over two years of restoration work Wolverhampton (Halfpenny Green) Airport based pilot Terry Gardner is very close to completing his immaculate Cassutt IIM Racer G-BFMF (cn LAA 034.101.47) and is only weeks away from taking to the sky.

Seen above at a Fly-In at Henstridge Airfield in 1988 G-BFMF in its original colours.

Seen below in its striking new green colour scheme G-BFMF only weeks away from flying again



Originally built in 1982 and based down in the West Country this aircraft has not flown since 1988.

From the Hangar Troll

I sit at my computer writing this column surrounded outside once again by snow! For the aviation enthusiasts of all kinds the start of the 2013 season has been nothing less than abysmal,

The last couple of years have seen a number of our events hit by weather related problems, in this we have not been alone - so things must only get better. So fingers and anything else you wish crossed.

As the year progresses - we are hoping that the Easter Bank Holiday

weekend may see a change in the weather, which will result in an exceptionally good day at Fenland on 13th April.

The observant amongst you will have notice that the date of the Stoke Golding Stakeout has been brought forward, I guess this is something to do with it being the 10th Anniversary of the event. You will also have noticed that it clashes with our weekend rally on the Isle of Wight.

The article from our President David Ogilvy has brought back many

memories of Proctors seen in my much younger days at airfields such as Elstree and Biggin Hill, where these aeroplanes were a regular feature.



Do not forget that your membership is due on the 1st April, and your first opportunity to renew personally will be at Fenland, where the daffodils are already ordered.

See you there,

Paul Loveday

A WEEK AT THE AIRPARK



As we taxied up we received the customary airpark welcome in the form of a landing score and a cold beer then were introduced to an old gentleman in his seventies.

This was Bill Charney. We thought he was the Beech's owner but he soon put us right. He said it owned him and he was just its duty guardian and sponsor.

Aircraft like that don't have owners.

It had been the subject of a major restoration job (4 years) in New Zealand but was now working for a living again, hauling Bill around the aviation communities of Europe during the summer. (It turns out that it was restored by a specialist outfit in the middle of South Island that I visited a few years ago. They restore all manner of the DH moth family). Although I am not an expert in the field, what we had in our hangar was an iconic masterpiece of precise and careful restoration.

All the rivets lined up, the wing stitching was the most precise I have ever seen and everything you looked at was immaculately prepared and

All of us older pilots have a dream aircraft. The one that you could tour with, live with, tinker with and love. One that has charisma and character. For me, although I love my RV, I guess I would nominate a Grumman Widgeon as number one. It's a high wing twin amphibious seaplane big enough to sleep in (I hate tents), comfortable but not too big and so on. But alas it is not completely perfect. I also love Radials. I think they are one of the most inspired engineering designs ever and should be listed along with electric typewriters and Dyson vacuum cleaners as the world's most innovative engineering solutions. A Grumman Goose (with radials) ticks all the boxes but is just a bit too big, so my list includes several iconic radial singles. Closest to the Grumman gang is perhaps a Beaver on floats or the Stinson Reliant that Tony Young has in the roof of his hangar (just to tempt us all). But they are sort of bush trucks, the Jeeps of the air. They are not particularly pretty and a bit weird to fly. I think perhaps the prettiest aircraft in my wish list is a Beech Stagger-wing. It ticks more of my boxes than most. But I digress, a bit:

Earlier in the summer while in France I got a phone call from my neighbour (Flemming) at the airpark. He had a friend who wanted to visit in what he

said was a "quite valuable old plane". Did I have any idea where he might find secure parking for it for a few days? I have a hangar next to my home in France and as luck would have it the RV was in UK. It was empty save a few vehicles so I cleared them out, offered my hangar and thought no more about it.

A few days later, I was returning from a Pyrenean Mountain Pilots Association picnic (another story) with a friend in his Stinson Voyager (also a truck but great to fly), and as we approached the runway I noticed a big red aircraft parked outside my hangar. A perfectly restored Beech Stagger-wing.





presented. But despite this, it flew and worked was covered with the required fine film of oil. A perfect aeroplane.

Well this changed everything. There was no way that we were going to let this opportunity slip though our hands and a Hangar rent in the form of flying time / parking was agreed.

While socialising with Bill one evening the subject of favourite aircraft came up. Surprisingly, the Stagger-wing was not Bills' all time favourite. His real dream was, guess what:- a sea plane. France was very active in the pioneer days of aviation developing several significant long haul seaplanes. Their research, manufacturing, and test facility was at La Biscarrosse on a large lake just south of Bordeaux (not far from us by air). With what remains of some of the facility the French have built an excellent museum of seaplane flying <http://www.sbap.be/museum/biscarrosse/biscarrosse.htm> and adjacent to the town is a large and welcoming concrete runway (which is also the location of another of France's airparks). Bill was adamant that he should visit this, so

he, I (right seat) and Elaine set off for Biscarrosse in the Stagger-wing.

Much of France is covered by restricted military airspace which, unlike the UK Matz's and D areas you have no right to cross.

But, Bill, very cognisant of the fuel cost of the large radial (120l / Hr plus) decided to try for the direct "route" through the mil airspace anyway. He took off then handed over to me for the majority of the flight. The handover was an event in itself as the Beech has a pivoting column, which is swung over from side to side depending on who is flying. While on the ground this transition seems innocuous, but the column position for straight and level flight means the column swing over is obstructed by the cabin braces. This causes a major lurch in the flight as the aircraft responds to a sudden pull



back on the stick during the transition. But apart from that it was a joy to fly.

Easy to trim and manoeuvre and just plane fun.

Our transition of the Mil airspace was an adventure in its own right. Although we knew that there was a risk of transit denial, Bill a retired airline pilot was having none of it. When we got the first denial he took over the Radio and in what I would call a masterpiece of American RT bumbling made the Mil operator want to get rid of us by the shortest route possible so they let us straight through the Mont de Marsan prohibited zone.

We landed at Biscarrosse and were welcomed by the local ATCO who immediately invited us up to his tower. Flemming, Bills contact at the airpark had contacted him to arrange our visit and discovered he was an enthusiast. Not only were we welcomed into the tower but he had made arrangements for free entry to the museum and lent us his car to get there. Who says the French are hostile to Anglo Saxons. So we visited the museum and were made welcome there too. Its an excellent presentation of the History of seaplane flying (not just French) and well worth a journey for an enthusiast, but to cap it all, right at the end of the tour was:- a Grumman Widgeon in what looks like immaculate condition. Bill and I agreed, it has a lot going for it.

A SOCIAL SCENE WITH A TIGER TWIST.

One of the most popular heritage events on the summer calendar, the de Havilland Moth Club International Rally, is set to return to its spiritual home of Woburn Abbey after a five-year absence. In addition to delighting aviation enthusiasts, the event on August 17th/18th is also set to be a mecca for vintage and classic car fans. The event is set to offer the very 'Best of British' with some of the country's top vintage cars and vintage aeroplanes showing off their style in Woburn's unique Garden Party environment.

"Vintage and classic cars were always a special part of the de Havilland Moth Club weekends and owners clubs are already putting the date in their diary" says Stuart McKay, secretary of the de Havilland Moth Club. "We anticipate gathering the vehicles on the hillside to the eastern side of the runway from which vantage point it is possible to look down onto spectacular views of the lakes and the airfield, the characteristic features which make

the setting of a Woburn Abbey Moth Rally so unique."

The historic parklands of Woburn Abbey first played host to de Havilland Moth Club members' Tiger Moth biplanes and their brethren in 1980, but the atmosphere created predates the club by half a century or more. It recollects the golden age of aviation in the 1930s, when flying clubs across Great Britain hosted summer 'at homes' for pilots and guests.

Then as now, visitors were entertained with flying displays, club flying competitions, displays of some of the choicest aircraft and vehicles, and teas. The 'Club Enclosure' marquee at Woburn will therefore offer traditionally British hospitality, bookable in advance, serving a plated lunch along with morning coffee and afternoon tea on both days of the event. For those seeking stiffer refreshment, a pay bar will be available.

The Club Enclosure will offer front row views of world's biggest gathering of

Tiger Moths, other de Havilland types and invited vintage aircraft, operating for the weekend only from a specially prepared grass strip in Woburn Abbey Deer Park. The strip is part of a wartime runway once used by Short Stirling and Avro Lancaster bombers which were flown into Woburn for dispersal amongst the ancient oak trees.

"The enclosure will give the best view of the club flying competitions on Saturday and an air display on Sunday afternoon," says Stuart McKay, secretary of the de Havilland Moth Club. "On the hillside behind the Club Enclosure, vintage and classic cars will complete the setting which makes the International Tiger Moth Rally so unique."

Entry to the Club Enclosure is by advance booking only, via the event website: www.mothsatwoburn.co.uk Club Enclosure tickets are available for Saturday at £25 and Sunday at £30. A weekend Club Enclosure package will cost £ 50 per person.



MOTHS RETURN TO WOBURN
de Havilland Moth Club International Rally
17th and 18th August 2013

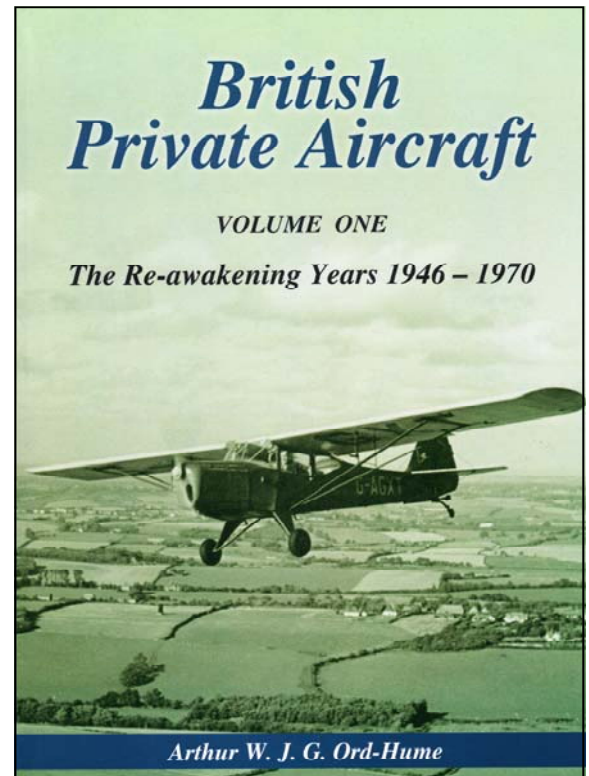
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BOOK REVIEW

BRITISH PRIVATE AIRCRAFT

Volume 1

The Re-awakening Years 1946 - 1970



This superb volume by historian Arthur W J G Ord-Hume details what was to become of the once world leading British light aviation industry.

World War 2 resulted in the unavoidable demise of what we now refer to as General Aviation as all the country's efforts were directed to the ensuing war. Nearly all privately owned aircraft were where appropriate impressed into military service although some were hidden away or escaped the net for various reasons. Some as can be seen were just left in the open to suffer the ravages of the British climate.

The coming of peace in 1945 did not as many hoped mean the return to the pre-war days of flying as the number of rules regulations brought into being made such ideas difficult to realise.

The preface of 6 illustrated pages explaining the reasoning which affected the certification problems especially where homebuilt aircraft were concerned.

The chapter titled 'Introduction' takes the reader through the factors affecting the recovery of the United Kingdom though its financial and other pressures. This sets the scene for the story of the British revival of its light aviation industry.

These two chapters really set the scene and allow the reader to understand just what was at stake and the factors that affected the outcome.

The period between the two wars saw various government schemes that assisted flying clubs were not to be restored at the end of the war. The methods chosen by the government to further light aeroplane clubs are fully described along with the destruction of those airframes deemed surplus to requirements.

The depth of this book is such that it is impossible to cover all of the subjects covered in its pages. The chapter on the aircraft industry. And its fortunes making extremely interesting reading.

The Return of the Home-Made

Aeroplane charts the rise of the number of designs that gradually appeared and with it the birth of what was Ultra Light Aircraft Association which was to become the PFA and nowadays the LAA.

Aero engines are also covered along with what might have been and follows development through to the Rover TP.90 turboprop as fitted to an Auster Autocrat.

The Chronology of aircraft and engines is followed by a listing of makers of British light aircraft, engines and propellers, and the use of aircraft in agriculture.

The book is lavishly illustrated throughout and the reproduction of these photographs is of high quality. Full credit is given by the author to those who assisted in its production.

I look forward to purchasing Volume 2 when it is published and I can thoroughly recommend this book to anyone with an interest in aviation.

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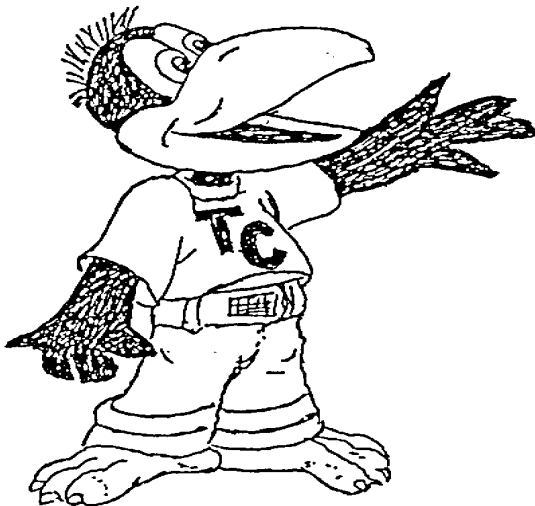
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Dates for the Diary 2013

Sat 13th April

Daffodil Rally - Fenland

Sat May 18th - Sun 19th

**Shropshire Aero Club Vintage and Classic Fly In.
Sleap.**

Sat July 20th - Sun 21st

Bembridge - Isle of Wight

&

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

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