

Old Timers

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Radials, trainers and transports at Halfpenny Green

Halfpenny Green (Wolverhampton) hosted the Radial, Trainer and Transport Fly-in for the first time over the weekend 29-30 April. To judge by the many responses from pilots and road visitors posted on Fly-in organiser Andy O'Dell's Facebook page, it was an unqualified success. With better flying conditions on the opening day it was not surprising that of nearly 100 arrivals some two-thirds were classic and vintage aircraft, including a dozen 'Beagles' (Pups and Bulldogs). Outstanding amongst these were the public debuts of the rare Waco UEC NC12467 from Enstone and Stinson Reliant NC33543 from Abbots Bromley. The latter was joined by similar V-77 G-BUCH from White Waltham. Glenn James, who had acquired Anson WD413 from Air Atlantique just a few weeks before, made his first land-away at Halfpenny Green, flying in from nearby Sleep where the UK's only airworthy former RAF navigation trainer/transport is now based.

Apart from the big Antonov An-2 HA-MKE that was providing pleasure flights, other interesting radials included four Harvards/Texans – AJ841/G-BJST *Wacky Wabbit* from Duxford; 313048/G-TDJN and N726KM from Gloucester and G-AZSC from Goodwood. A pair of Kaydets – 699/G-CCXB and truly vintage 1961 Stearman G-AROY also joined



Above: Rare Waco UEC arriving from Enstone

Left: Glenn James (right) proud new owner of the last airworthy ex RAF Anson

the radial line along with MS317 G-MOSA from Barton, and gleaming Broussard G-CIGH from Brighton, the latter accompanied by the rather less glossy olive-painted Yak-18A G-CEIB.

There were plenty of Cubs, Austers, Aeroncas and Chipmunks representing the wider 'training' category. Vampire T11 WZ507 was undoubtedly the most spectacular participant – its flame-thrower wet start on the Sunday afternoon being followed by a

runway-shredding takeoff. Unlike most fly-ins there was a good range of ground attractions, with classic and vintage vehicles, a number of sales and charity stalls for the visitors to stroll around and the added bonus of a large gathering of autogyros at the Rotorsport hangar, where the new MTO Sport was making its UK debut. The volunteers who organised this event and the professionals who provided their expertise should feel well satisfied with the outcome.



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Stinson Reliant and Waco UEC side by side, both imported by Steven Moth



Biggest single-engined 'radial' present, the An-2 getting airborne with passengers



Duxford-based Harvard *Wacky Wabbit* headed a line-up of four T-6s



Vintage Stearman G-AR0Y, once the mount of Johnny Jordan



Colourful MS317 G-MOSA from Barton catches the sun



Immaculate Broussard G-CIGH, one of four different types that flew in from Brighton



Soviet-marked Yak-18A also from Brighton



A spectacular 'wet start' by the Vampire T11 on the second day of the fly-in

PHOTO: TIM BADHAM

Mustangs shine at Sun 'n Fun

Sun 'n Fun 2017 at Lakeland, Florida from 4-9 April was unfortunately affected by bad weather in northern Florida and adjoining states for much of the week which kept many aircraft away. As a result the turnout of vintage aircraft was quite poor, with only a dozen or so pre-WWII aircraft present. Likewise warbird numbers and variety were down. Other than Stallion 51's gathering of Mustangs the only WWII fighters were a Corsair and a P-40 Warhawk.

The 30th anniversary of the highly regarded Stallion 51 Mustang operation, based at nearby Kissimmee, promised to be a great event with over thirty P-51s invited, but again weather and some serviceability issues meant that only seventeen attended. However, for the Thursday airshow they pulled the stops out in what must have been one of the best warbird flying displays at a US show in recent years. Stallion 51's Lee Lauderback led the way with an aerobatic display in *Crazy Horse 2*, then with another P-51D joined an F-16 Fighting Falcon and A-10 Thunderbolt for a USAF Heritage Flight routine. A big formation of ten Mustangs and two B-25 Mitchells then made a series of flypasts – somewhat unusual for a US airshow. Approaching seventy years since the start of the Berlin airlift, it was good to see the Berlin Airlift Historical Foundation's Douglas C-54 in attendance; hopefully this will soon be joined by the Boeing C-97, which has recently been cleared to fly by the FAA.

Notable amongst the more modern warbirds was Canadair CF-5D Freedom Fighter N115DV, sold by the Canadian Forces in 2007 to a Delaware company, and a civilian-owned P&W PT-6-powered early prototype PZL-130T Turbo Orlik.

One of the warbird award-winners this year was newly restored Temco YT-35 Buckaroo N4PB/50-0739. A development of the Globe Swift for the 1949 USAF trainer competition eventually won by the Beech T-34 Mentor, it was one of 26 Buckaroos built, with the only major order coming from the Royal Saudi Air Force for ten. This was the first time that two Buckaroos have been seen together for many years as it joined fellow YT-35 N68773/50-0740, a regular fly-in visitor.

An interesting new exhibit at the Sun 'n Fun museum is Boeing 307 N19904. Originally delivered to TWA and then



Colourful line-up of North American P-51 Mustangs at Lakeland



Lee Lauderback performs his signature 'undercarriage roll' during an aerobatic display in *Crazy Horse 2*



Two P-51s joined an F-16 and an A-10 for the USAF Heritage Flight routine



Former Canadian Forces CF-5D Freedom Fighter now owned by a US company



Civilian-owned P & W PT-6-powered early prototype of the Polish PZL-130T Turbo Orlik



Award-winning, newly restored Temco YT-35 Buckaroo N4PB



Sun 'n Fun Museum's former houseboat *Cosmic Muffin*

operated by Howard Hughes as his private transport, the forward section of the fuselage was converted to a house boat in the 70s and lived in the waterways around Ft Lauderdale latterly named *Cosmic*

Muffin. It was finally taken out of the water and acquired by the museum in 2016.

Sun 'n Fun 2018 is scheduled for 10-15 April next year. www.flysnf.org
Report & photos: Nigel Hitchman

PHOTO: TIM BADHAM



Just part of the line-up of Pups and Bulldogs at Turweston on 8 April 2017

Party time: Pup's 50th at Turweston...

'Packs' of Beagles turned up at Turweston in early April. They were celebrating the roll-out of the part-restored prototype Beagle Pup G-AVDF, on the 50th anniversary of its first flight at Shoreham on 8 April 1967. 'Delta Fox' was a hard working prototype and, after completing its role in relation to Pup development was modified to test some design aspects of the subsequent military variant the Bulldog. Following the demise of Beagle and the shift of Bulldog production to Scottish Aviation G-AVDF was withdrawn from use in 1971. For decades it was stored indoors at various museums and other locations until 2015 when the Beagle Pup Prototype Club was established by David Collings, Anne Hughes and others to 'rescue' G-AVDF and set it on the difficult path to fly again (see March *Pilot* Old Timers for the story).

Although awaiting the delivery of the reverse-engineered wing spars, various fittings and the 'Ferrari red' top coat of paint, 'DF' was assembled and lined up with a production Pup and a Bulldog for all to admire on 8 April. On that day there was a total of twenty Pups at Turweston, including 'DF, G-AVLN (the second Pup to fly) and G-AXSD, the latter having been used to supply a limited number of parts for the restoration, along with nine Bulldogs. www.beaglepupprototype.club

...50 years of the Gazelle...

Threshold.aero, a UK organisation that arranges events, photographic opportunities and resources for aviation enthusiasts, held a



One of two French Army SA342M Gazelles that flew in from Etain-Rouvres

Gazelle 50th anniversary event in association with the Museum of Army Flying at the Army Aviation Centre Middle Wallop on 8 April. It commemorated the half-century since the Sud Aviation SA340 F-WOFH was flown for the first time in France. Quickly developed into the SA341 Gazelle with its distinctive fenestron tail rotor, some 262 were produced by Westland for the Army Air Corps and Royal Marines (AH1), RN (HT2) and RAF (HT3 & HCC4). Eighteen, mostly civilian Gazelles gathered for the occasion with three AAC AH1s and a pair (RN HT2 and RAF HT3) from the Gazelle Squadron representing UK military Gazelles. A highlight for many of the visitors were the two French Army SA342M Gazelles that flew in from Etain-Rouvres. Alongside the Gazelles there was a pair of autogyros and four civilian-owned helicopters. The only fixed-wing attendees permitted were former military Austers because of their association with the Army Air Corps. www.threshold.aero

Colourful Gazelle G-CDNO lifting off at Middle Wallop on 8 April



GAZELLE PHOTOS: TOM COLE

...and Wessex Strut's 40th birthday

The LAA Wessex Strut enjoyed its most successful fly-in for many years when over 170 aircraft flew in to Henstridge, Somerset on 23 April to celebrate its 40th anniversary. Strut founder Tony Young, along with current President Dave Stokes, were joined by past PFA/LAA Chairman David Faulkner-Bryant, who had specially journeyed from the Isle of Skye, to cut an anniversary cake. Amongst the visiting aircraft there were at least three that had flown in to Henstridge for the initial strut event on 17 April 1977. Ed Clapham arrived in the splendid

Turbulent G-ASFX that he and Bill Dobie built more than 50 years ago, Martin Holloway in scarlet-painted Stampe G-BAVN and Peter March brought in 1964 vintage Cessna 172E G-ASSS from Gloucester. As it was also the first of 2017's 'Meet the LAA Days' it was not surprising that the fly-in attracted a wide range of homebuilts ranging from an Evans VP-1 and Taylor Monoplane through a host of Europas, Jodels, Eurostars and the inevitable Van's RVs to the Avalanche Aviation-built Just SuperStol G-SSTL, making its UK public flying debut.



Wessex Strut founder Tony Young cutting the cake, closely watched by Dave Stokes (right) and David Faulkner-Bryant

PHOTO: NEIL WILSON



From left to right: Ed Clapham arriving in the fifty-year-old Turbulent G-ASFX; Martin Holloway in his Stampe G-BAVN, which has attended most of the Wessex Strut Fly-ins; one of the older PFA/LAA homebuilt types, an Evans VP-1, landing at Henstridge; and Just Superstol G-SSTL (brand new, but an old timer in spirit!)



In good company at Coventry, *Night Flight* was unloaded in front of DC-3 G-ANAF and the DC-6 Diner

Night Flight 'lands' at Coventry...

Continuing the story from May 'Old Timers', Philip and Charlie Walker's project to restore Douglas C-47A 42-100521 *Night Flight* to fly in the D-Day 75th anniversary commemorations, took a major step forward on 25 April 2017, when its fuselage and centre section arrived at Coventry Airport by road from Southampton Docks.

Remaining components followed a few days later and soon after they arrived Ben Cox and his team at Air Atlantique Engineering set to work to complete the restoration. The airframe remains in very original condition and still carries scars from WWII. There is flak damage with its associated skin repair still evident adjacent to the

crew entry door for example. *Night Flight* will be returned to its June 1944 configuration and will be based at Membury where it served with the 79th TCS USAAF.

Report & photo: Tim Badham
www.facebook.com/MemburyMemorialFlight



PHOTO: NICOLAS HERPELUX

After charity flights in May Aurigny's last Trislander, G-BEVT is expected to be preserved at Duxford

The end is nigh for Aurigny's last Trislander

Aurigny Air Services, which started operations with five Britten-Norman BN2A Islanders in March 1968, flying principally between the Channel Islands of Jersey, Guernsey and Alderney, was so successful that it soon needed a larger aircraft. Sir Derrick Bailey, Aurigny's founder persuaded Jon Britten and Desmond Norman to

...and *That's All, Brother* progresses at Oshkosh

While C-47A *Night Fright* arrived in the UK at the end of April, across the Atlantic at Basler Turbo Conversions' facility in Oshkosh, WI, the Commemorative Air Force's C-47A 42-92847 *That's All, Brother* that led Mission Albany on 6 June 1944 is making good progress. Last year the restoration focused on corrosion mitigation and structural work with the Basler team working hard to retain as much of the original skin as possible. Attention has now switched to reassembling the aircraft and rewiring its electrical system. Other Basler employees, researchers and volunteers are studying both the aircraft and historical records to determine how the interior and exterior of this aircraft were finished. This



PHOTO: CAF

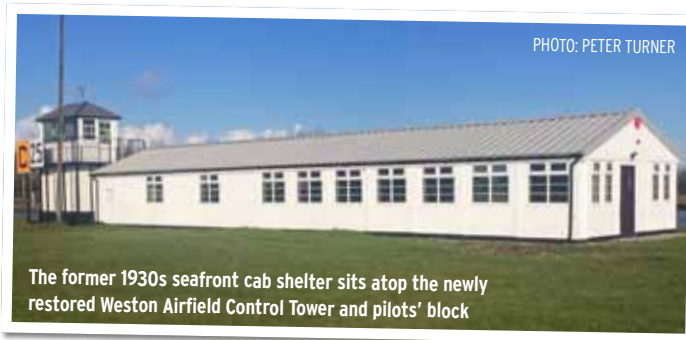
Good progress with the CAF's C-47 *That's All, Brother* at Oshkosh

attention to detail is aimed at restoring *That's All, Brother* to how it appeared on the evening of 5 June 1944 when Lt Cols Donaldson and Daniels advanced the throttles and lifted off with fifteen paratroopers of the 2nd Battalion, 502nd

Parachute Infantry Regiment, 101st Airborne Division who jumped into the dark skies of Normandy in the early hours of D-Day 6 June 1944. <https://commemorativeairforce.org/root/thatsallbrother-updates>

Weston Airfield remembered

The newly restored Weston Airfield Control Tower and Pilots' Block containing the Weston Aviation Exhibition were officially opened on 8 April 2017. After several years of planning and a £134,000 grant from the Coastal Communities Fund, a team of volunteers at The Helicopter Museum (THM) has restored the original 1930s Weston Airfield Control Tower complex adjacent to the museum and fitted it out with artefacts and



The former 1930s seafront cab shelter sits atop the newly restored Weston Airfield Control Tower and pilots' block

displays covering the history of aviation in the area.

The Weston Borough Council agreed to establish an airport on the outskirts of the town in 1935 and the control tower was

built using a redundant cab shelter from the seafront on top. It was a busy general aviation airfield pre-war with airline operations across the Severn Estuary to South Wales.

RAF Locking and the Bristol Aeroplane Co's shadow factories were established in the early days of WWII, the latter producing some 3,600 aircraft by 1945. Production continued post-war culminating in the establishment of helicopter design and production at Oldmixon and rocket engine manufacturing at Elborough. Private and commercial light aeroplane operations also thrived until 2002. Today THM is the only operator still flying from the old airport. www.helicoptermuseum.co.uk

develop the sixteen-seat BN-2A Mk III Trislander. The Islander prototype was converted to this configuration and was first flown on 11 September 1970. Just over a year later Aurigny took delivery of G-AYWI, the first of sixteen Trislanders that it has since operated, and put it into service in October 1971.

In April 2014 the airline announced that it was going to replace the five Trislanders then in service (G-FTSE, G-JOEY, G-BDTO, G-RLON and G-BEVT) with Dornier 228s. The first of these (G-FTSE) was

withdrawn in August 2014. Its front fuselage has been retained as a touring exhibit on Guernsey.

'JOEY', unquestionably one of the most famous 'little airliners' in Europe, was withdrawn in June 2015 and is to be preserved as the G-JOEY Experience in a barn at Guernsey's Oatlands Centre. The aim is to provide an 'inspirational and educational message with universal appeal to young people'. Retired in December 2016, Trislander G-BDTO is currently at the

RFFS Fire Ground at Guernsey. The penultimate retiree G-RLON has a happier prospect as it has been donated to the Solent Sky Museum at Southampton and was flown to Lee-on-Solent on 5 April 2017. It is being stored there temporarily until space can be found for it in the museum's Britten-Norman exhibition.

The last remaining Trislander, G-BEVT is going out with a flourish before it flies to IWM Duxford for preservation at the end of May. Aurigny announced plans for five Charity Pleasure

Flights on 20 May, 'to give people a special chance to take to the skies and tour the islands, on the last of the iconic Trislanders.'

CEO Mark Darby said: "The Trislander fleet has served Aurigny well for over four decades and we felt that it was important we properly marked the retirement of the final aircraft, G-BEVT. It is also fitting to raise funds for the Channel Islands Air Search, which has played such an important role locally and saved so many lives."

Report: Dave Bougard