

THE GT BEDWYN POST

News and Views

From and For

Members



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COSFORD TRIP SPECIAL EDITION

21st July

This was the eagerly anticipated trip to RAF Cosford to visit the 'Cold War Aircraft' section of the RAF Museum housed there and visit the Large Model Association's Flying Day.

The weather was dull but the wind must have been favourable, as the mini bus picked up at Tony's, at Chiseldon, 5 minutes early. (that's going to be something to live up to). We arrived at Cosford at about 11:00 a.m. in one hop. And '14 old farts and two children' (to quote the driver) disembarked and headed for the museum cafe where unfortunately we were too late for the Breakfast Menu (not that bacon rolls are very healthy anyway) *The first aircraft encountered outside the cafe was the*



The Nimrod in question

Nimrod XV249 pictured here, and this got a really good coat of looking at before moving into the first hangar..

The first hangar is the Research and Development hangar where all the wonderful aircraft from my boyhood visits to the Farnborough Air Show and local



BAC TSR 2 XR220



Bristol Type 188 XF926

flying from Boscombe Down, and later, are stored.

Above is the Bristol 188 Research aircraft used to investigate the effects of heat on aircraft structures as experienced at high speeds.

Left is the BAC TSR2 Which I was lucky enough to see on its maiden flight from Boscombe Down.



On the left there is a picture of the Prone Pilot Meteor WK935 which, as it's name suggests allowed the pilot to lie down whilst flying to see if there was any benefit in this position to cope with the stresses of flying these, now faster, aircraft.

Moving out of the Research hangar into the War Planes Section you are immediately greeted by Spitfire 1 K9942.



Then across the aisle we have Hurricane IIC LF738.

The first Hurricane flew in November 1936



Just across the way is the North American P51D Mustang 44-73415





There are some German and Japanese aircraft also and the first if you follow round is the Messerschmitt Me410A -1 U2

Here we have the Mitsubishi Ki - 46 Dinah whose design was coveted by the Germans. In the left foreground is the manned bomb the Yokosuka MXY7 Ohka.



To complete the trio of twin engined warplanes the is the de Havilland Mosquito TT35 serial TA639



Whilst we were wandering around, meeting at various points and aircraft, there was a discussion by the Avro Lincoln B2 serial RF398, regarding the lineage of the Lincoln with special reference to the Lancaster.

Wikipedia came up with the following information (reformatted):- The Avro Type 694 named the Lincoln was a direct development of the Lancaster and was originally called the Lancaster IV and V but later the

Lincoln I and II. It was the last piston engined bomber to serve in the RAF. It became operational in August 1945 with proposed use against the Japanese mainland but too late. It was used however in the 50's by the RAF in Kenya and Malaya.

It was designed with stronger. Larger, higher aspect wings and fitted with two stage



supercharged Merlin 85's. It had longer range, greater payload and a higher operation ceiling. The first Lincolns joined No 57 Squadron at East Kirby in 1945.



A Lincoln of Central Gunnery School RF532 'C' was shot down 20 miles NE of Luneberg, Germany By a Soviet Mig 15 as it was flying to Berlin on a training flight

32 RAF squadrons were equipped with the Lincoln at various times from 1945 until they were finally replaced by jet bombers by 1963.

Crew of 7. Wingspan 120 ft. Empty weight 43,400lbs. Loaded weight 75,000lbs. Max Take-off 82,000lbs. Max

speed 319mph. Service ceiling 30,500 ft. Armament three pairs of 0.50 in in nose, dorsal and tail turrets. Up to 14,000lbs of bombs could be carried., 4 aircraft have survived, two in Argentina, one in Australia and the Cosford example. There were some conversions to civil use such as the Avro 695 Lincilnian. The final devopment was of course the Lincoln ASR 3 which was the original designation of the Shackleton.



Just outside the War Planes hangar are two polythene 'growers tunnels' where the remains of the Dornier Do17, recovered from the Goodwin Sands this year, are being preserved and prepared for display.

On August 26th 1940 this aircraft was part of a group which attacked Debden and Hornchurch airfields in SE England. It was crewed by Feldwebel Willi Effmert (pilot), Uffz Herman Ritzel (bomb aimer), wireless operator Unteroffizier Helmut Reinhart and Gefreiter Heinz Huhn. This aircraft, it is believed, became separated from the others above clouds



The fuselage of the 'Flying Pencil' in its tunnel being sprayed to remove the salts absorbed during 70 years in the sea.

before reaching its target and was attacked by Boulton and Paul Defiants of No 264 Sqdn based at Hornchurch. Two of the crew were killed in the attack (Reinhart and Huhn) and Willi Effmert managed to crash land at low tide on the Goodwin Sands. Both engines and the cockpit were damaged in the attack and between one and six Dorniers were thought to have been brought down with the loss of three Defiants. The Defiants were considered obsolete when brought into the

Battle of Britain, and the bravery of their crews is to be admired. These aircraft were very soon taken out of the front line and made use of as night fighters and target tugs etc.

The Dornier seems to be largely intact and even the tyres remain inflated. The citric acid spraying and subsequent chemical stabilisation will take up to five years and the aircraft will remain on show all that time.

It will take probably another two years of restoration to bring the aircraft up to display condition and it is proposed to put it on show opposite the Hurricane recovered similarly, at the London site.

These remains are extremely rare as the high aluminium content was scavenged seriously during the conflict to keep other aircraft serviceable.



The engines and some of the other recovered parts undergoing the same treatment in the second tunnel.

This is a £600,000 project funded by the RAF Museum and a grant from the National Heritage Memorial Fund of £345,000.

Unfortunately time pressed before we had visited Hangar 1 where some of the older aircraft are on display. I can remember from our previous visit the Anson, Dove and Pembroke aircraft as used by the Western Communications Squadron when based at RAF Andover, where the glide path passed right over my parent's house.

All the time we were on site you could hear the model aircraft flying and what an eye opener it was to reach the 'flight line. Some fantastic models were on show ready to fly including a Vulcan with (my estimate) a 6.00mtr wingspan. All of the flying was carried out to a very high display standard and certain aircraft really stood out. The Tiger Moth pictured, a Chance Vought Corsair fitted with a model radial engine which sounded authentic, and could that plane move. The jets gave a brilliant display and the pair of 'Red Arrow' Hawks were superb. Too many great displays to mention but the finale with the Vulcan was something else.



Then it was back to the minibus for the trip home, broken by a meal in the Air Balloon at Birdlip. There was an interesting tour of Swindon to round off an excellent day out.

Now for something different. Here is a selection of bits and pieces please identify aircraft and list on the back of ten pound notes. SOLUTION NEXT ISSUE.

