

# CLASSIC

# WINGS



Vol. 14 No.4 2007 Issue 62

## SUPERLATIVE SPITFIRE

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**HEINKEL UNVEILED IN GERMANY**

Highlight of the 'Ju-Days' held over the weekend of 11th-12th August at Bückeburg, Northern Germany, (where flights are offered in a Junkers Ju-52), was a brand new static Heinkel He 162 A-2 'Salamander' which was built in secret in the last three years by Jens Grosse-Kampmann and his friends Urban Mühlkamp and Jochen Niessner in Siegerland, West Germany.

The Heinkel project started in 2003 with the collecting of parts and documents, resulting in the securing of a large collection of original fuselage parts, among which is an original instrument panel. By January 2006 the fuselage was completed and prepared for painting; the wings were reconstructed from factory drawings and were mounted in July 2007. The cockpit was fully equipped with an ejection



Jens Grosse-Kampmann

seat installed. All that remains is to manufacture a suitable canopy. To date an original BMW 003 jet engine has yet to be found and the engine installed is a Russian PYA 19-300 jet engine.

The jet is finished in the colours of He 162 A-2 wk nr. 120077 'Red 1' of I./JG 1, the original of which is displayed the Planes of Fame Museum, Chino, USA. Wearing the legend 'Nervenklau'

it was the personal machine of Lt. Gerhard Hanf. He has got this nickname from his ground crew because he used the warning horn of his motorcycle at every opportunity! At the moment two other static He 162 projects are underway in Germany, one for a planned exhibition at Rostock and another in Bavaria. Peter W. Cohausz

**EAGLEROCK AIRBORNE AFTER 70 YEARS!**



Via Walt Bowe

In a remarkable 'time capsule' story, this rare Alexander Eaglerock has now flown again for the first time since 1936! Owned by Walt and Carlene Bowe, the aircraft was acquired in a complete and tidy condition, following many years of storage. That suggests a miracle of preservation however what actually happened was that the aircraft was acquired as a project in the 1950's having been stored since 1936. New owner B.A. Hutton restored the big biplane, completing it in the late 1960's but it never flew as its owner/restorer

became ill. The Eaglerock just sat in storage in the Hutton family hangar in the dry Kansas climate until the Bowes purchased it in 2000. Subsequent work was all of a mechanical nature, the airframe having remained in good shape, including the Irish Linen fabric covering. Walt is getting a great deal of enjoyment from flying the Eaglerock for more than just the obvious reasons. "I have a soft spot for Eaglerocks as my grandfather worked for a dealer "Becker Flying Service" of Orchard Park, NY. They were a prominent distributor for Alexander Aircraft. In fact my grandfather owned a couple himself, which he barnstormed in various locations in Pennsylvania in the summer and Mississippi in the winter".

The photograph shows Walt and Carlene with good friend Denny Trone who is a wizard on early engines like the Curtiss OX-5 in the Eaglerock. Interestingly, Denny had tried to buy this same Eaglerock from its previous owner over 40 years ago!

**LODESTAR ON ITS FEET!**

From 11th-31st August the CF-CPA team headed back to the tundra and the Lodestar featured in our previous edition. The purpose of this expedition was to raise the aircraft from its resting place of 47 years in order to assess the damage caused by the crash landing. With the aircraft lying in a bog, working conditions were difficult to say the least, however with the help of an improvised hoist and jacks the aircraft was lifted high enough for the undercarriage to be lowered onto planks which allowed the removal of both engines and wings. Initial structural assessment showed that there is a definite possibility the aircraft is in ferry able condition. The team will take summer 2008-09 to fit serviceable engines, repair the left wing, change pulleys and cables, fit the minimum instruments

to be legal and in March or April 2010 will take off from the frozen swamp. There will be 4-6 feet of snow on the ground so it should take a week to prepare the runway. The plan is to flatten the snow in the mornings with a snowmobile pulling a roller and let it set during the day whilst the sun hardens the surface. After a week of this process the runway

is as hard as tarmac. Staying with things Lockheed and Canadian, Lodestar CF-TCY which belongs to the Canadian Museum of Flight is going to be moved from Delta Heritage Air Park to Abbotsford for restoration at the University College of the Fraser Valley Aerospace Technical School.



Via Marcel Deschamps

**PARROT SKETCH**



Jim Raeder

One of the doyens of Curtiss P-40 restoration, John Paul of Boise, Idaho, has had some dramatic colouring to his familiar two-seat P-40N 42-106396/N1195N. John acquired the damaged P-40 during the 1970s and subsequently returned it to flying condition to join the P-40E AK933/N94466

that he'd restored during the late 1960s. The Paul family have established the Warhawk Air Museum at Caldwell, Idaho, where the P-40s have been joined by a range of other machines in a well established display. The two P-40s, both ex-RCAF, were shipped to Hawaii during 2000 for the filming of the movie Pearl Harbor resulting in viewers

getting excellent views of John's P-40s! The colours applied to this Warhawk, despite their outlandish appearance, are entirely authentic and represent the colours worn by P-40Ns operated from Napier Field, Alabama from late 1943. It certainly makes a change from the all too familiar shark's teeth!

**WW1 RARITIES UNDER RESTORATION**

The Brussels Air Museum is in the process of restoring two German aircraft operational in the latter part of WW-I, the LVG C.VI and Halberstadt Cl.V two-seaters which were both used for artillery spotting and reconnaissance. LVG C.VI, 5141, is well into a restoration that began in the early 1990's. However during this initial restoration the fuselage suffered some damage while attempting to move it and this effectively halted any further work until an assessment was made of what needed to be done. It wasn't until 2004 that a new team of volunteers resumed work, firstly carrying out preliminary research which discovered the aircraft is the 'sum of many parts', as were most 'reparation' aircraft allocated to Allied Air Forces post WW-I, as a result of the Treaty of Versailles. The fuselage (below) was constructed in October 1918 and it is almost certain that it didn't see combat before going to the Belgian military. It arrived at the museum in 1925 and is thought to have operated commercially for a time in Germany,



although much of its history remains a mystery. Restoration has progressed slowly due to other aircraft taking priority, but work on the fuselage has included the reconstruction of the section between pilot and observer this being the area where most damage had occurred, all the internal cables have been treated and the whole interior re-varnished awaiting the controls, fuel tank and seats to be installed. The wings were re-covered in 5-pattern lozenge during the 1990's but the re-appearance of rust on some of the metal parts will necessitate the removal and recovering of the fabric (a lengthy job at best) whilst the 240 hp Daimler Benz IVu should be completed within the next few months. Meanwhile the sole surviving Halberstadt Cl.V, 3471/18, wk.nr 1368 is in the process of being

dismantled as a prelude to restoration. Wooden parts of the tail have been refurbished and work is now proceeding on the lower port wing. Again this is a 'reparations' aircraft whose history remains unclear, Belgian Air Force roundels having been found under the over painted crosses indicate that it saw service with the Belgian Military as early as 1919. Hopefully when the systematic dismantling of the fuselage begins some clues as to its precise date of manufacture may be forthcoming. The team would like to hear from anyone who has any construction drawings for the type or any information that may be helpful in the restoration.

Thanks to Mike Lewis, David Piron, Nicolas Godfurnon.

