



Issue 25 - Jun - Sep14

Contraails

Newsletter of the Christchurch Aviation Society

CAvSoc

How to build a Spitfire Mk26bV6

Observant and knowledgeable readers may guess that the above Spitfire Mark is unusual. It is - the V6 refers to an Isuzu engine and the Mk26b is a 90% scale kit designed by Supermarine Aircraft for 'home' builders. Martin Laking is the lucky man involved in a syndicate of 12 people who were complete strangers at the beginning of the project. To people who are familiar with the constraints of aircraft engineering the amazing thing is that many of the builders were not even engineers - Martin himself being a local Chiropractor. The kits are designed to be as straightforward to build as possible and construction techniques and skills are developed by the individuals with suitable supervision by Light Aircraft Aviation inspectors. The aircraft was designed by Mike O'Sullivan in Australia in the early 90's but the factory is now in Cisco, Texas with the UK agent based in Enstone, Oxfordshire who wants to have a squadron of Mk26s in the UK. The company has acquired permission to use the name Supermarine Aircraft from the owners of the name who are satisfied that what is being built is worthy of the original.

Key structural parts are factory made with the remainder being CNC cut and pre-drilled aluminium sheeting and additional hardware. The estimated build time is 1100 hours and around 11,000 rivets are involved in the construction. The aircraft was designed as a two seater yet retains the looks of a single seat Spitfire. The wings are designed to be removed simply so as to aid transport and stowage. Martin had hoped that his syndicate would have the aircraft flying last year but delays occurred due to hangarage difficulties as it is necessary for the syndicate to be able to work all year round especially as the build is near Oxford.



"F-PFAF Super Marine Aircraft Spitfire Mk.26 (9705875977)" by aeroprnts - Flickr. Licensed under Creative Commons Attribution-Share Alike 3.0 via Wikimedia Commons

Sea Vixen and Friends

At the Bournemouth Air Festival a never to be repeated sight, in the Sea Vixen's current ownership, was seen in the Heritage Fly Past comprising as we see below the Foxy Lady with Miss Demeanour and another set of Avon engines in the form of Midair Squadron's privately owned Canberra PR9. Rumour has it that Foxy is changing ownership/operator later in September.



Vulcan At last we saw the Vulcan twice at the Bournemouth Air Festival on the Saturday and Sunday with the second display being added in at short notice enjoying superb weather conditions. Flying down from Doncaster the Vulcan also appeared at the Shoreham Air Show. Subject to serviceability the Vulcan will fly on 13th Sep at Duxford.

Lancaster The Canadian Lancaster could not display at Bournemouth because of a supercharger problem on No4 engine experienced whilst taking off from Durham Tees Airport following a display. The BBMF loaned a Merlin but slight differences between the engines has slowed down the work which is now expected to be completed by today 3rd September. Because the Canadian couldn't fly for an event at East Kirby on 2nd September the BBMF chose not to either to conserve hours. Next scheduled flight is 14th September at Duxford, fingers crossed.

Bournemouth Aviation Museum The Boeing 737 (formerly of Palmair) has been opened and is presented in superb condition with the inside a mix of passenger seats and Palmair memorabilia and displays. Events such as aviation talks are now being planned to be held in it.

Last Meeting for 2014

05 Nov14 History of Flight Refuelling, James Kemmitt