



AALOSG Newsletter No. 12 July 08

[AALO Supporters' Group Newsletter](#) [25/7/08](#)

Nic Holman (Pres.)

Phil Kingsbury

Clive Richardson

Charles Scott

Max Waldron (Founder Member)



Assuming the editor hasn't cut this out (*he didn't – Ed.*), I thought it was high time to sing the praises of our merchandising guru / editor / aviation artist, Phil Kingsbury. I was thinking I didn't have a picture to open this newsletter ... and then I realised I did. Phil has worked hard for the project over the years he's been with us and has produced some great images many of which you are now fortunate to own. His A4 prints, available at the events we attend, continue to be very popular with children and adults alike. The image above is Phil's latest creation and for those of you who missed us at Waddington it will be available at Bruntingthorpe, both as a print (for £2.50) and on a T-shirt (for £11.99).

Greetings friends and supporters of XS422!

Not so long since I last imparted project news but it has so far been a busy and gratifying year. Two separate visits have been made to Stennis already by the engineering team, a concerted fund-raising initiative is underway, and good progress is being made on the project in general.

As ever, progress is funding dependent and through the continued financial support of Andrew Brodie (Project Champion), Jon Roth, who donates the hangar rental each month, monies raised through the Supporters' Group and other donations we are able to tick over. It is hoped to fund two more visits this year and by year end to have found an individual or number of individuals who can take the project into what we hope will be the conclusion of the restoration in 2009. Naturally, with the world doom and gloom regarding the economy people are battering down but we're confident that out there somewhere a benefactor exists who, maybe, just hasn't heard of us yet.

The last page is landscape to give it its proper layout, should you wish to print it off.

- and so to news of the project ...

CJAA (Classic Jets of America Assoc.)

In March Charles Scott, our investment lead, headed out to New Mexico for the annual convention of the CJAA. This was a golden opportunity to meet with both owners and operators of classic jets, based in America. The game plan was, naturally, to seek out potential investors in the fast jet community, but also to gather as much information on being a jet owner in America.

While the initial goal didn't come to fruition Charles was able to make a great number of useful contacts and garner much useful information on possible routes to operating XS422 in the USA. As we've experienced before there were a number of parties interested in operating XS422 once the restoration is complete, which is good news, however it feels a bit like standing by a fast flowing river with your free ride on the other side ... we need to find someone to help pay for the bridge.

Due to a busy schedule of presentations, filled last year, we were not able to give a presentation to the CJAA members. However, Charles was able to take some specially-printed brochures to distribute and an article is appearing in the current issue of the CJAA magazine, thus affording us a little more American exposure.

I've reproduced the gatefold brochure as the last page of this newsletter should you want to spread the word.

Electrical Visit – April 2008



The first of no less than two UK team visits so far this year. John Sherry and Bo Brocklesby headed out to Stennis in early April to continue the work of the Nov 07 electricians and to further progress the cockpit. In a relatively short ten day visit they had their work cut out but had a very successful visit.

John's summary of the trip is as follows:

"We have come to what Bo and I have regarded as the most successful trip yet. Our confidence in the aircraft is at an all time high and we believe that putting real power on to the aircraft in the near future is a viable option. The systems we

tackled stood up very well and although there will be the inevitable snags associated with any project on this scale they are in no way insurmountable."

Bo's summary is equally positive.

"I think that John and I feel the most confident ever about getting XS422 back to flight. After going through Engine Starting, Engine Control, Engine Reheat, DC Power and AC Power we only found two faults. Bear in mind that we went through upwards of 150 transportation joint crimps I think that this is fantastic news. Also, in doing this we managed to identify a couple of the cores that were left hanging on the starboard side of the aircraft and we crimped them to their respective other ends."

John's sentiments on his return to the UK mirror the way the other team members always feel on coming home ...

"The only frustrating thing is we want to do more"



Fuel Integrity Trip – May 2008

Just over a month ago a team led by Geoff Commins were at Stennis to repeat the fuel integrity tests on XS422 that were first carried out in Feb 2007. At that time a number of small leaks were discovered which were repaired both on that trip and during the visit of November last year (see previous newsletters). This was the first subsequent opportunity to put fuel in XS422 and see if all the hard work had paid off.

The aircraft is now refuelled with 324 US gallons in each main plane. This equates to 'full' less 50 imperial gallons per side, as per the test procedure.

The aircraft was then towed around the airfield at Stennis to flex the airframe and then returned to the pan outside our hangar for inspection.



XS422 is now 'fuel-tight' - a great milestone achieved! Under pressure there are a number of seepages but no show stoppers and these will, most likely, be repaired in November this year.

Again, Roger Winkworth joined the trip as a volunteer and among other duties used the visit to build a trolley for the ventral tank. This also accommodates the No 1 engine hatch so they are both protected from damage and are now easy to move. Should we need to partly de-fuel the aircraft it will now be possible to use the ventral tank as a storage vessel.

With XS422 out of the hangar it was an ideal opportunity for Geoff to oversee a major tidy up of our area and in particular prioritise those parts and spares requiring access, something that naturally changes as the restoration progresses. The engines have now been brought out from under the storage racking so they can be more easily worked on and the various GE placed more out of the way for now.



Further good news is that we've just signed a new lease on our hangar space. The side benefits for us include the use of a brand new fork-lift and tow truck.



Thanks to Roger Winkworth for his photographic contributions ...

November 2008 Visit to Stennis

Plans are now well in hand for the annual 'main visit' of the engineering team from the UK, although this will be the 3rd team visit of 2008. So far the team coming together has a propulsion and electrical emphasis but tasks and goals are still being finalised. It is hoped to take over a team of about 8. Any donations towards this trip are, of course, warmly welcomed. There will more news of this in our next newsletter.

RAF Waddington Air Show 2008

It was with some trepidation that myself, Phil Kingsbury & Clive headed up to RAF Waddington air show on the 5th of July. Last year, you may recall, the weather was so appalling that the show was cancelled on the second day. On that occasion we simply covered the cost of being there.

With a 'changeable' weather forecast and a much better site for our tent we at least had the chance of a better weekend.

The team was bolstered on Saturday by our propulsion engineer, Jase Skinner, and on both days by my girlfriend, Nicky.

Saturday was our best day with the weather. We enjoyed a full flying display including the debut public display appearance of the mighty Vulcan which all contributed to a positive crowd. Sales were good and we met a great number of new faces, many of whom were unaware of our project and a great number keen to chart our current progress. Some good contacts were made and we've also had an offer of some Lightning memorabilia to sell and raise more funds.



On Sunday the weather was not so good; although not a total washout, we had a slower but none-the-less productive day.

One thing we tried for the first time was a raffle and, as it turned out, a very popular sales tool. Using two fantastic prints donated last year by Jon Windover we were able to hold one raffle each day. On Saturday the raffle raised around £100 and on the Sunday, closer to £120. Great credit for this goes to Nicky, the 'raffle queen of Waddington', who fearlessly went out into the crowds passing the AALO tent and persuaded a great number of people to buy tickets. It transpired that a many who happily parted with their money didn't even know what the prize was.

The two winners were delighted with their new pictures so happiness all round.

After costs we were able to raise around £300 for the restoration as well as spreading the word a little wider.

We look forward to making a similar success of Bruntingthorpe on the 3rd of August.

I'd like to publicly thank my air show team for their cheerful hard work again this year. While we're not raising millions it is still a third of the monies we like to donate each November to the main engineering trip.

One casualty of the weekend was our 'road show' tent which, as we were packing up Saturday night, succumbed to the harsh Lincolnshire winds. We managed to limp it through on Sunday but had to leave it to the bin men.



If anyone has a 3 metre x 3 metre 'marquee style' tent that they would like to donate to us for future shows or anyone would like to buy us one to help the fund raising efforts then please get in touch. This time around we hope to find a more sturdy, perhaps ex-military, tent.

Instrument Panel Refurbishment

The Instrument panel is now safely back in the UK and John Watson, one of our electricians, is working on its refurbishment. This will involve a thorough clean as well as replacing as many of the pillar lights as we can find (rare doesn't begin to describe their availability) and working up the wiring and plugs to A1 standard.

Separately to this, Rod Barker will be i/c instruments and is already working on their serviceability. When complete it will all go back to Stennis for fitting.

Wikipedia

Along with the rest of the team I've been doing my bit to spread word of the restoration and there's no better place than the web.

I've signed up to be a Wikipedia contributor and the immediate fruit is that you will now find reference to XS422 on the following pages:

'English Electric Lightning'

'Boscombe Down'

'Kiln, MS'

I will shortly be adding Stennis Airport to that list.

Don't forget as well that if you want to show friends, family or colleagues what we are and where we are then have a look at Google Earth ... Stennis International Airport, MS ... in the middle of the runway is a blue cross. Click on it to reveal a photograph of XS422.

LPG Jimmy Dell Memorial Day

On the 3rd of August the LPG will be holding a memorial day for Jimmy Dell with no less than 3 Lightning runs planned. The AAOSG tent (*a different one – Ed.*) will be there and myself and, no doubt, my trusty co-pilot, Phil Kingsbury, too. Hopefully, a number of other AALO faces can make it along too.

We will have our usual collection of fun goodies to buy including our popular polo shirts, and some new T shirts featuring Phil's excellent artwork.

We will also be holding a raffle, after our successful testing at Waddington.

Take a look at the LPG website for more information

www.lightnings.org.uk

JIMMY DELL MEMORIAL DAY
Bruntingthorpe Airfield, Leics
Sunday 3rd August 2008
3 Lightning runs plus Canberra, Hunter & Buccaneer
See the Lightnings in the Q-Shed



'LIGHTNING MEMORIES'
Come and hear from Jimmy Dell's colleagues, what it was like, to fly 'God's Aeroplane'.
AVM Peter Collins, Air Commodores Ken Goodwin, John Spencer, ex BAe Warton test pilot Don Knight, will be reminiscing & taking questions.
Lightning Souvenirs, DVD's, Prints & Refreshments.
Sponsored Aircraft Pulls. All items subject to availability.
Disabled parking available.

Adults £12 Enquiry Hotlines:
Children & OAPs £6 **01243 827266**
Family £32 (2 adults & 2 children) **01234 378827**
www.lightnings.org.uk Gates Open 10.30

Late News ... our first AALO Wedding!

This slipped through the net a couple of months ago but we now have a photo so a perfect time to include the story. We have our first AALO wedding. A couple of years back one of our engineers, Paul Oughton, aka 'The Big O' met a lovely lady called Linda ... in Mississippi. After a bit of transatlantic travel and a few more engineering trips to Stennis, the deal was done and a few months back Las Vegas played host to a wedding obviously presided over by none other than the King of Rock & Roll himself – well almost!

Paul & Linda look forward to settling Stateside hopefully within Linda's Lone Star State of Texas, in the near distant future, but it's not too far to Stennis ...

Congrats from all your buddies and colleagues in the AALO and all the best for the future..



Hangar situation – How you can help

The hangar at Stennis, where XS422 is homed, recently underwent a change of tenants and consequently a new lease was created for us. Out of the goodness of the new main tenants, Dynamic Aviation, we are now the sole other occupants of the hangar. This has huge advantages for us and in addition our co-habitants have a number of major GE (ground equipment) items that we have the use of, in particular a new tug.

The only downside of the new lease is an increase in the monthly cost. We've done well to be on the same rate so far for the project and we've been lucky to have the generous support of Mr Jon Roth in paying this for us. Unfortunately, Jon is unable to stretch to the new higher rent but has agreed to continue funding at his current rate.

We'd prefer not to divert monies earmarked for XS422's restoration to cover this.

Consequently we are looking for individuals who would like to either sponsor us for a number of months or would like to contribute just one month ... 12 contributors would make the year of course. The amount we need to find is just £180 per month.

If you can help or know someone who can then please contact me nholman@globalnet.co.uk

Written by Nic Holman Edited by Phil Kingsbury

The Project



Based at Stennis Airport, MS, the Anglo American Lightning Organisation (AALO) is returning to flight an English Electric Lightning aircraft. There are only four other airworthy examples worldwide and with the successful completion of this unique project our aircraft, N422XS will be the only one in the northern hemisphere. N422XS is a 2 seat trainer.

Designed in the 1950's and in service with the British Royal Air Force from 1960 until 1988, the English Electric Lightning is a Mach 2+ interceptor of a similar genre to the F104 Star fighter, both cold war fighters. Capable of reaching 40,000 feet in just 2 minutes from brakes off and with a greater than 1:1 thrust to weight ratio it is a truly awesome aircraft, with great handling characteristics.

A British built aircraft, it forms part of UK and world aviation heritage. It's shape and design with a high degree of wing sweep, slab fuselage, and engines mounted one above the other make it a unique and eye-catching aircraft. It was a huge crowd pleaser at UK air shows in the 70's and 80's and when flying we hope it will similarly captivate US audiences.

The restoration project is, at all levels, an unsalaried and entirely voluntary operation with the team comprising active duty and retired Royal Air Force engineers, many with experience of the aircraft in service, as well as a number of US volunteers. At one time we had a great number of local volunteers but post Katrina, as people rebuild their homes and lives they understandably have a lot less time to give. The restoration has been in progress for 9 years from the arrival of a giant 'construction kit' in 1998, through to our current position. The airframe is back together and many of the systems on the aircraft are restored. We approximate we are 80% mechanically and 70% electrically complete. The cockpit is now the main focus of attention and is undergoing a 'floor-up' restoration.

As we approach the final leg of the restoration our costs will understandably escalate with for example, the re-certification of the ejector seats, fuel for ground runs, upgrading of instruments, and certification costs. Increasingly the tempo of the restoration project is limited by funding. With the right amount of support the aircraft could be made ready for flight in 12 - 16 weeks.

The Team

Project Champion - Andrew Brodie
World renown classic car restorer

Chief Engineer - Phil Wallis
Rtd. Royal Air Force (RAF) Engineer with over 30yrs concurrent Lightning experience. Current Serco Defence, Science & Technology

Ejection Seat Specialist - Max Waldron
Rtd. RAF. Current BAE Systems

US A&P FAA Certified Inspector- Jon Roth
Current CEO, Vintage Aircraft Restoration Co.

US Project Consultant Manager - Bob Simms
Current Lockheed Martin US

Consultant Pilot – Craig Penrice
Current BAE Systems

Airframe Systems Team

Paul Oughton – Rtd RAF. Current BAE Systems
Dave Tylee – Current Virgin Airways
Milton Roach – Mechanical Systems Specialist
Dave Cruddas – Active duty RAF
Dave Henry – Rtd RAF

Propulsion Systems Team

Lead; Geoff Commins - Rtd RAF & ex BAE Systems.
Jason Skinner - Active duty RAF, Rolls Royce Avon Series Engine Specialist
Dave Yates - Rtd RAF, Air Systems Specialist

Avionic & Electrical Systems Team

Lead - Rod Barker - ex BAE Systems & Met Office Scientist.
John Sherry – Active duty RAF
'Bo' Brocklesby – Active duty RAF
Gary Hurst – Active duty RAF
Dave Dunn – Active Duty RAF & BAE Systems
John Watson – Electronics Specialist
Nick Woodhouse – Electronics Specialist

Additional restoration team members

Dave & Lesley Blisset Ray Whitely
Les Overton Roger Winkworth Becky Skinner
Eileen Henry Irene Commins

AALO Supporters Group

Nic Holman – President Charles Scott - Memberships
Phil Kingsbury – Merchandise Clive Richardson

How You Can Get Involved

We would warmly welcome any approaches from groups or individuals wishing to discuss sponsorship, co-ownership or financial donations.

Similarly we have enjoyed the support of manufacturers and suppliers through the gifting of goods and services and are grateful for any relevant donations of this type.

Some of our existing patrons ...

Desoto – Donation of PRC sealants

Dunlop Aircraft Tyres Ltd

Cooper Tools – 4 full sets of APEX high torque bits

Risbridger Ltd – Hydraulic System Replenishment Pump

Thrifty Car Hire, Gulfport

By joining our international supporters group.

With a wide membership in many countries the Supporter's Group promotes awareness of the restoration as well as raising funds through membership subs and merchandising. Members receive a quarterly newsletter and discount on merchandise and a membership is a great, low cost way of supporting the restoration.

Lifetime membership £150 / \$300

Yearly membership £20 / \$40

Contact Details

Investor Relations

Charles Scott

St.julians1@btinternet.com

Supporters Group

Nic Holman

nholman@globalnet.co.uk

Chief Engineer

Phil Wallis

phil_wallis@btinternet.com

General enquiries

info@lightning422supporters.co.uk

Media Enquiries

Max Waldron

maxwaldron@blueyonder.co.uk

www.lightning422supporters.co.uk

