

# AALO Newsletter June 2014

*newsletter 23*



*photograph by Ian Black*

Greetings friends and Supporters of XS422. It's been a few months since we last reported progress, although there's been a trickle on our Facebook and Twitter feeds that I know many of you follow.

Much has been happening behind the scenes and although the focus thus far has been on the engineering side of things we have a new mountain to climb to reach the ultimate project goal.

In the early months of 2014, and following the successful run of the engines in November 2013, Andrew Brodie has been busy laying the foundation of our FAA approach for the certification of N422XS for display, which now becomes a vital 'in step' part of the restoration and return to flight.

In this groundwork, and with much gratitude, Andrew was most notably assisted by our good friend Art Nalls (owner operator of the only Sea Harrier on the civil register) and his friends and contacts particularly T R Proven, a former FAA inspector. Their experience and guidance saved us much time and allowed us to have a clear focus on the correct way to do the most difficult 'get started' part of the process in an economic way. Earlier research by our own Charles Scott was also invaluable.

In March Andrew was at Stennis with our US Project Co-ordinator, Bob Simms, and during a lengthy meeting a course of action was agreed with the 'baton' handed to Bob to carry forward as our 'Certification Lead' and he is ideally suited for this as his career experience is just right for this high level role.

Later in March Bob personally flew up to Atlanta to initiate our airworthiness application with the FAA and was able to meet with the FAA designated lead for this process.

Bob was able to report a productive meeting, giving a briefing on the restoration so far and obtaining a clarification of our next steps. We have, as Bob put it, "a ton of work to do".

The next stage is to prepare an 'Outline Case Document' which is being submitted to the FAA in June. With Bob's management of the input required, much of this has been completed, and it will be very wide ranging as expected, but more attuned to the requirements due to the help of our team friends. We are also grateful for the enthusiasm of Craig Penrice and Tom Koelzer in preparing the pilot input.

This is merely the first stage of a complicated and significant effort that will involve the whole engineering team, our pilot consultation group, and many specialised friends of the project.

If we are to make flying N422XS a reality then there will also be a significant cost going forward so apologies in advance for notification of some major fund-raising on the near horizon. We will be asking you to spread the word where you can!

### ***Stennis March 2014 ...***

The engineering team, under Phil Wallis made a conscious decision to stay in the UK in March as they were better employed on the FAA groundwork but alongside progressing the aircraft there is also the 'off-aircraft work' to be maintained and for that we rely on our sterling team of UK and US volunteers.

Andrew opted to head back to Stennis, working with the US Volunteer team to continue the legacy of the of the November visit and keep up the momentum of the project.

Dave Snowdy (who had donated the replacements) worked with Bill Norman on the dull but essential job of replacing the spares storage boxes that have succumbed to the Mississippi climate ... not easy as the container we use for storage can be an oven and sweat box at the best of times.

A long time A&P volunteer, Carey Mavor jr was able to join the team and progress the ongoing works on the spare nose wheel and main wheel to effect a longer inflation period. After a stint on the re-boxing Bill Norman was able to assist Vernon Asper with some work on the Nose Jack, as well as XS422's original ATGB (Air Turbine Gear Box), before ending the week starting repair work on the tailpipe door.

In conclusion the volunteer team were able to work up an ongoing task list to carry them through the summer months. Efforts are also being made to grow the US volunteer team so if you live within driving distance of Stennis and have any skills that may be of use to us (including making coffee...) then get in touch.

As an aside to his trip, Andrew was also able to show his support to one of our great supporters, The Lazy Magnolia Brewery Company. On the first Friday of each month the Brewery, based alongside Stennis airport holds an open evening, often with live music and does brewery tours. If you're in the area it is well worth a visit.

### ***A Donation of Services ...***

We are hugely indebted to Paul Fowler and his colleague Jason, at **UNIVERSAL CONTRACT BALANCING** in Bristol for the generous discount they were able to offer in recently balancing two of our Exducers from our stock of Air Turbine Gear Boxes. While we have a top engineering team looking after XS422 there are some tasks that have to be sub-contracted with the natural knock-on costs so any donation of service or discount helps the project massively. If you would like to engage the services of Paul and his colleagues then they can be found at <http://www.balancingservices.co.uk>

### ***Financial Donation ...***

I'd like to take this public opportunity to thank Gary Vincent for once again stepping in with a very generous financial donation to the project. Going forward will be an increasingly costly exercise toward flying so any donations become the life blood of the restoration. You can easily follow Gary's example by donating to AALO via Paypal, simply address the donation to [aalo.xs422@gmail.com](mailto:aalo.xs422@gmail.com)

### ***Photo Gallery ...***

Some of you on the internet may have already discovered our latest photographic offering. Over a couple of weeks recently I went through our entire back catalogue of photographs from the 13 years of restoration and have compiled our most comprehensive online photographic archive. Some 139 images chart the progress and personalities along the way and as more photographs become available I will add those too.

The pictures are on a very user friendly 'Flickr' page so please have a look, share with your friends, and enjoy. <https://www.flickr.com/photos/123533772@N08/>

Additionally, and by way of a thank you to our Lifetime Supporters, you should have now received a special invitation to a 'Dropbox' folder with 5 high res, as yet unpublished images of XS422 to use as screen-savers or print for your wall. (check your spam if you haven't had the invite!)

Something of day to day use which will help the project in a financial way ... We have produced some nicely sized **8GB USB memory sticks** with an image of XS422 in flight on the cover. These will come to you preloaded with the entire 'Flickr' gallery, all the past newsletters, as well as the XS422 video and an introductory powerpoint, should you want to share the project with friends. There is plenty of memory space left for your own storage. We've priced these at £10 inc P&P with the option to add a donation on top. If you are interested then please contact Andrew Brodie on [andrew.brodie@btinternet.com](mailto:andrew.brodie@btinternet.com)



### ***On the Horizon ...***

Preparations are well under way for a **visit to Stennis later in the year**. One of the goals there will be to progress N422XS from ground runs to high power runs.

We're planning a **working weekend at Bruntingthorpe**, in the UK, sometime in July. Dates TBC but we'll get them out to you via Facebook & Twitter and volunteers will be

most welcome. Not the most glamorous end of the project but essential to the greater goal.

Finally, a great anniversary is looming for the Lightning and our buddies at the LPG are planning on celebrating it in style. On the **27<sup>th</sup> July, at Bruntingthorpe**, an event will take place celebrating **60 years of the Lightning**. There will be an auction of memorabilia and it's hoped both LPG Lightnings will be performing.

A good number of the AALO team are planning on being present, myself included, and we look forward to meeting with Supporters and chatting recent progress at AALO. We don't intend to have a stand as such but I will bring some polo shirts and badges should anyone want to do a little shopping.

If you wish to purchase an advance ticket from the LPG then follow this link

<http://www.lightnings.org.uk/product/double-q-shed-scramble-ticket/>

## ***A New Lightning Book ...***



In the next month or so a fantastic new Lightning publication is coming to fruition, a wonderful collection of Lightning photographs by Ian Black. Many of you may already be fortunate owners of Ian's 'Last Year at Binbrooke' book.

Paraphrasing from the sleeve notes for those not in the know ...

*Ian joined the RAF as a navigator in 1979 and his first tour of duty were flying the Phantom FGR2 with 19(F) Squadron in RAF Germany.*

*Ian re-mustered as a pilot and on completion of his flying training he became the RAF's last Lightning pilot, joining 11(F) Squadron in 1986.*

*After the Lightning's withdrawal from RAF service Ian was posted to the Tornado F3 and flew three operational tours with 23 (F), 25(F) and 11(F) Squadrons, all based at RAF Leeming. He has nearly 1500 hours on the Air Defence Tornado, including 250 hours on live combat missions.*

*In 1993 Ian was one of the first RAF pilots to be selected to fly the Mirage 2000 with the French Armée d l'Air, serving with EC 2/5 (340 Squadron) at FAF Orange in Provence. He flew nearly 500 hours on live combat operations over Bosnia and Saudi Arabia.*

*Ian left the RAF in 1997 to pursue a career in civil aviation and is currently a captain with Virgin Atlantic Airways on the Airbus A330/340.*

Ian has always been a great supporter of XS422 and has recently agreed to become part of the pilot's group for XS422 as we go forward to certification.

The new book will be limited to 2000 copies, each individually signed and numbered by Ian. It will be £39.99 as a price point. I understand Ian hopes to be at the above mentioned 60 Year celebration at Bruntingthorpe in July with copies of the book. I'm sure they will go fast!

### ***Hot off the press ...***

While preparing the newsletter for our Facebook & Twitter followers the following news has arrived on my desk.

The project has a surplus Ex-Lightning MB Ejector Seat for sale which we'd like to part with to raise funds for the project. Sensible offers in the low £1000's rather than low £100s will be gratefully considered.

Please address your enquiries to [aalo.xs422@gmail.com](mailto:aalo.xs422@gmail.com)

*written by Nic Holman with Andrew Brodie and Phil Wallis*

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