



AAALOSG Newsletter No: 6 July 05

## **AALO Supporters' Group Newsletter** **28/7/05**

*Nic Holman (Pres.)   Phil Kingsbury   Clive Richardson   Charles Scott*  
*Max Waldron (Founder Member)*

*Dear friends and supporters,*

Welcome to our second newsletter of 2005. Due to work commitments, my trip to Mississippi, and our various show attendances, more of which later, I've not had as much time as I'd like to contribute to the newsletter this time. Consequently I am greatly indebted to Phil for stepping in and swapping roles for a quarter. Phil has kindly written much of the following with a little editing from me.

It has been a great year for the project so far and before I hand over to Phil for the details I'll give you an overview of how we're doing.

The Supporters' Group were able to donate £500 to the restoration last November and this year, with the estimated cost of the November trip at around £4000 we hope to contribute at least £1000, a lot of that raised through merchandise and Phil Kingsbury's artworks, sold at events and air shows. Memberships also help boost the total so renewals are important.

The Supporters' Group itself continues to grow, both through your memberships and through our increasing attendances at events and air shows. Phil, Clive and I have been out attending events, selling merchandise and memberships and increasing the public profile of the project, Charles has been increasing our memberships and Max has been increasing our profile in the aviation press, both in the UK and abroad.

In respect of the restoration great progress has been made and continues to be made towards flight. After the wonderful progress and morale boost of the November UK visit last year, both our US team members and the UK team have been working on various restoration tasks, all contributing towards the end goal. Two of the British team electricians also spent a week in June working on XS422 at Stennis. We continue to attract a growing number of supporters and patrons who are all doing their bit towards the restoration. For example, we now have a company, Votech, at Stennis who are manufacturing our reheat dolly. We also continue to have the great support of our fellow Lightning preservers in all aspects of what we're doing, from the welcome the SG always gets from the LPG at Bruntingthorpe, where on our most recent visit Charles Ross & the LA were generous in giving us a space in their marquee, to Milton & Dave at the Gatwick Museum, who are restoring XS422's Air Turbine Gearbox.

We've also had some generous donations this quarter, including Peter Olden, one of our Life Members, who gave us two of his collections of pewter aircraft models to raise much needed funds. More details of those and how you can purchase them later. We also give much belated thanks to Alan Wood, who has created outstanding reproductions of the ETPS crest to go on XS422. Sorry Alan, you slipped through our net. Again more details on Alan's fine work from Phil, later.

The project is also delighted to officially welcome Paul Ross to the team to head up our marketing offensive. Max will continue with PR duties and media relations alongside Paul's new role. Paul is a long time Supporters' Group member but has chosen to share some of his time and marketing expertise to the benefit of the project. Paul holds a senior position with a large international Company and so is well equipped to go after a major sponsor for the return to flight.

I'll hand over to Phil in a moment but while on the subject of marketing and growing the public awareness of the project I'd just like to remind you how you can do a little more for the restoration. Memberships are very valued as they give the project a stream of revenue, which can be relied upon, to a large degree, to provide a level of funding for the project annually. If each existing member can recruit just one friend, colleague, or relative then we double our membership and thus the money raised. Please have a think if there is anyone you could introduce to the Supporters' Group. Also, if you feel you would like to upgrade your membership to Lifetime then let Charles know via the form on the last page. Life members qualify for a complimentary embroidered name badge with the side profile of XS422. (These can be seen on the merchandise page of the SG website).

Thank you for your continued Support. Phil and I, plus the rest of the team, hope you enjoy the newsletter.

Nic Holman - President

### **Electricians' visit – June '05**

*Pics by Nic: J&B working on the wing root: The cockpit June '05: The completed wing root. The completed stick top:*

The main news for this newsletter has to be the trip that John Sherry & Bo Brocklesby made to Stennis, the third week in June, accompanied by Nic and his camera to record it all for posterity.



Over and above the main November trip made by the core team the idea of sending out a smaller contingent more often is relatively new although long time followers of the restoration will recall that Graham Tagg was out for the reassembly on his own with the assistance of Mike Shallbetter, at that time the US chief mechanic, and other American members of the team. It is sometimes difficult for the serving RAF team members to all get their leave at the same time so smaller numbers more often and spread across the year works well.



In this case as well, the work that John and Bo have been able to complete has given Bill Norman a clear line of sight on work he had on his to do list.

John and Bo arrived on the evening of the 15<sup>th</sup> of June, Bo with a suitcase full of donated micro switches, which endeared him to US customs and guaranteed him just shy of the full search at Houston. They had just 6 days to complete all the electrical tasks that Phil Wallis, John and Bo had agreed before leaving the UK.

John and Bo have both previously worked on XS422 although not together and they quickly settled in to their work and became a good proactive team, essential on an aircraft of XS422's vintage as the problem solving is not always in the paperwork.

As a result of John and Bo's labours, predominantly focusing on the fuel system electrics, the wing roots are now completed (see photo at right), the terminal blocks and wiring looms forward of the wings are completed, and the fuel system cables in the main fuse looms are joined, largely completing one fuselage loom.



Additionally, terminal blocks in the cockpit floor were identified, marked, photographed and then removed, as well as the same blocks from ZF597's cockpit, which is also housed at Stennis. Generally the blocks were found to be in good condition although the identifying took a while as many were faded. All the blocks have been returned to the UK for restoration or replacement and John will hopefully be back at Stennis in November to secure them back in the cockpit floor.

With the blocks out, Bill Norman, our US Chief Mechanic, can now complete his cleaning and prepping the floor of the cockpit with no obstructions. The way things are going there is a strong likelihood that in late November, once the terminal blocks for the sticks are re-sited in the floor then the floor panels can go back in, a large number of which are new from our spares.

Finally, John & Bo were able to complete the fiddly and tricky task of reassembling one of the stick tops with its micro-switches (see photo at right).

All in all, a very worthwhile trip.



### *Also in America*

**Bill Norman** continues to do sterling work in between his other commitments. His primary task at the moment is working on the cockpit, getting it ready for the rebuild, earmarked to start in earnest this coming November.

Project Champion, Andrew Brodie, is still working his charm on the powers that be, at Stennis to acquire a some-time requested '**L**' **hanger**. This will be a great asset to the project as it would bring together all our spares now at Stennis, but currently homed in the hangar, as well as two lorry trailers. Bob Newton, Tom Bonsor, Bob Simms, Bill and the rest of the American team will have a major job on their hands to organise and shelve all the spares.

The acquisition of this extra storage would then free up a container and trailer which could be saleable assets.

Bob Simms is currently working on updating and reworking the original **AALO website** along with web designer, John Turpin. The site which is hosted in the US has, by our own admission, been somewhat tired lately. It should soon be back in business and well worth a visit for background to the whole project.

You can find the site at:  
[www.lightningusa.org](http://www.lightningusa.org)

Pic is Stennis (looking north) from the Boeing Stearman



### *Events and Shows*

*So far the three amigos have raised around £1200 through air show visits this year. The shows we attended included the following...*

#### *Shoreham Aero Jumble 19th March*

Last September Nic Holman and Clive Richardson attended the Aero Jumble at Shoreham, so it seemed like a good idea to kick start the 2005 season in March with another shot at the

same event. Nic, Clive and I spent the day in the huge marquee and while we met some great people and sold a few more bits and pieces, it was generally a quiet day.

Despite the excellent hospitality afforded us at Shoreham it has turned out to be a poor outlet for the SG so we are unlikely to attend again. We did however get a tip off about a little show down in Hampshire that, although a combined car and aircraft event, attracts a lot of people. So it was that we found ourselves journeying down to Popham airfield in early May.

### *Popham Aero/Auto Jumble 2nd May*

The Popham event appeals to a mix of aviation buffs and car fans alike and is located in a very friendly airfield setting in Hampshire. The AALOSG was offered a slot in the big marquee and this proved to be ideal as it was a hot day and plenty of people, in an attempt to get out of the sun, passed by our stall. The event organisers provided two tables and these were found to be perfect for displaying our two AALOSG banners for which Jon Roth kindly provided the funds (see photo). The good news is that the airfield manager, Dick Richardson, allowed us in for nothing as he had been associated with Lightnings at West Raynham in an earlier life! He is very supportive of any Lightning preservation project, especially, as in our case, the object is to make another one airworthy. Thanks again to Dick Richardson, the Popham airfield manager. We will definitely be attending next year's event.



Other similar events are held at this lovely little airfield and there is another one later in the summer, if anybody is interested: on Sunday 14<sup>th</sup> August - this is a new event which will be an aero jumble, Vintage Piper and Douglas Bader Foundation Fly-in. This will be a pure aviation event, so I am reliably informed.

### *RAF Cosford Families' Day - Sunday 12<sup>th</sup> June*

Courtesy of our Chief Engineer, Phil Wallis, Nic and I attended the RAF Cosford families' day in June. We enjoyed a great location in one of Cosford's Jaguar hangars with plenty of interested and interesting passing public and RAF personal. This was our first foray to a show on an RAF base, so we encountered a very receptive audience to what we're doing and joined up a few more members.

Many thanks to Phil and Jenny for putting us up for the night. The chilled beer was very welcome after setting up in the hangar on Saturday night!

### *RAF Waddington Air Show – 2<sup>nd</sup>/3<sup>rd</sup> July*

One of our newer engineers to the project, and already a popular and respected one is Paul Oughton and it is to Paul that we owe a debt of gratitude for initiating our attendance at our best and most profitable show of the year so far and his home base, RAF Waddington. A bit more paperwork than we're used to and an unwelcome drain on our finances – insurance – but well worth the punt as it turned out. This is a big show on the air show calendar and takes place over two days so a potentially huge catchment area for publicity and sales. It is also one of the few big shows near the Lightnings' old operating bases on the east coast.

Three very long days for the team but cheered along by unexpected friends who turned up to say hello. Team members, Geoff Cummins, Nick Woodhouse & our own Charles Scott, along with his brother, Tony, all came along, as did several of our SG members and some regular visitors to our stand at Bruntingthorpe. Good to see you all.

We'd also like to thank Jason & Becky Skinner, long-time friends and team members, who did their bit for the cause and put Clive and myself up for the weekend, despite having barely unpacked the boxes in their new house.

Nic was also able to find accommodation with a good friend so thanks to all the support team.

As of Waddington we now have a pretty professional shop front for the project. It's taken a couple of years to build up but we now have a brand that people are starting to recognise at shows. It is a happy balance, of course, as we don't want to spend so much on publicity material that we are no longer fund raising but breaking even.

The banners that Jon Roth has donated are a real attention grabber and now have added impact from the photographic banner that Nic has donated. Our own

Mr fix it, Clive Richardson,

has made a great job of constructing a table-top presentation case for all the merchandise and my pictures too, in fact so good a job is it that Nic and I were unsure as to whether it was the brand new stickers we had on sale that were attracting the crowds from the other side of the walkway, or the brass corners that Clive had used to finish off his cabinet.

The only addition we'd now like to make to complete the shop front is a couple of the fishing pole style flags featuring our logo and a Lightning. In time we'll invest towards these but if anyone fancies sponsoring us for these and so earning a mention on the Supporters and Patrons' page of the website, then let us know.



After costs, the show raised in the region of £500.

### ***Bruntingthorpe 10<sup>th</sup> July***

This proved to be a very quiet affair for the first public Lightning run of the year. Charles Ross, of the Lightning Association, very kindly offered us one end of his marvellous marquee, which gave Clive and me plenty of room to spread out and, of course, plenty of shade from the fierce summer sun. We welcomed a visit during the day from Phil Wallis and Max Waldron, who took some time out from aircraft movement supervision to come and have a chat about how things were going. Later in the day, Ed Durham, still sporting his characteristic handlebar moustache, also paid us a visit.

The pace was very slow compared to Cosford and Waddington but it was nice to be able to chat with our visitors and again, when we felt the time was ripe, to release more 'coinage of the Realm' from them and into the AALOSG coffers. One chap who came to see us had joined the supporters' group as a result of Max's article in the current issue of *Aeroplane Monthly*.

Once again, our thanks go to Charles Ross for sharing his marquee with us.

### ***Other News***

#### ***Aero jumble***

I thought that rather than bury this in my President's note at the top I'd put this in the news section where I hope it might get read and acted on. Phil, Clive and I have tried unsuccessfully to incorporate the wealth of aero jumble that the restoration has generated into our air show visits and in discussion with the AALO exec have come to realise that perhaps we are addressing the issue from the wrong angle. When we have taken items to Shoreham for example, we have encountered buyers with very particular needs. As a result we have concluded that rather than transport large quantities of spares around the country we could perhaps employ the power of e-bay to move some of the items and raise funds from the spares we don't need.

Currently, no one on the core team has the time to deal with this so we have decided to approach the Supporters' Group. We are essentially looking for a volunteer who is up to

speed on the e-bay site and perhaps can give a few hours a week, at a time of their choosing, to market the spares.

If you would like to increase your involvement beyond your membership fee and feel you'd have the time to become Mr Aero jumble then please let me know.

**Nic H.**

## **November Trip**

Time races on and it will soon be time for the November visit by the UK team of engineers. This year Phil Wallis is assembling a formidable team of engineers with a lot of core team members returning and, with leave patterns and availability, a staggered visit seems most likely. This will be of huge benefit as it ensures major work can take place on XS422 throughout most of the month of November, as well as engineers being able to work more efficiently in a less populated hanger with little competition for tools and ladders, and not forgetting the pool table in the evening....

If you would like to sponsor one of the engineers by contributing towards their airfare or accommodation, or have any friends, relations, or contacts that might be able to secure discounted flights or car hire for the team in November then please drop a note to Nic ([nholman@globalnet.co.uk](mailto:nholman@globalnet.co.uk)). You would be following in the generous footsteps of Graham Bird, for example, who last year sponsored the container shipment of parts and equipment to Stennis to the tune of \$1500.

## **Alan Wood**

Very belated thanks go to a long time friend of the project, Alan Wood. We previously featured an article written by Alan in a previous newsletter; however, it clean slipped our minds to pay Alan very important thanks for four outstanding pieces of artwork that Alan has created for XS422. As XS422 sits in the hanger at Stennis, closer inspection of the fuselage, just below and in front of the wing, reveals a faded and chipped ETPS crest. As XS422 nears flying again and the painters move in, courtesy of Alan, the aircraft will be proudly displaying a brand new crest. Alan's artwork is impressive and not content with recreating the decals, Alan has also produced two crests with the same logo, one of which has been donated to the AALO. These plaques were presented to all students who successfully completed their course at the ETPS.



Many thanks from the team go to Alan for all his work.

## **Peter Olden**

Special thanks must go to one of our supporters, Peter Olden, who kindly donated a number of approx. 1/144 scale, pewter aircraft models to help raise funds for the project. The Royal Hampshire Art Foundry issued these pieces and he bought a number of these in the 1990's (the Handley Page Victor and its presentation box is pictured). We were able to sell a number of them at Waddington and, consequently, this helped with fund raising as he had intended. Many thanks for that, Peter. He also has a set of other pewter aircraft that he wishes to donate and these, he says, should be sold as a set. He bought the limited edition set of



three WWII bombers (Lancaster, Halifax and Wellington) in the 1980s complete with a certificate signed by a number of famous ex-WWII airmen. If anyone is interested in this, details can be supplied.

If you would like to purchase the limited edition set, or any of Peter's original set of pewter aircraft then please e-mail Nic for details. [nholman@globalnet.co.uk](mailto:nholman@globalnet.co.uk)

### *More Media exposure...*

Max Waldron continues his drive to see us published in every aviation publication, both here and abroad, and to that end he's not doing badly. 'Flypast' (April '05) had an article in the news section entitled: Lightning on the Home Straight. Those more keen eyed among you will have noticed the Supporters' Group saluted on the High Society page of August's Aeroplane Monthly magazine. Not just concentrating on the home crowd, a lengthy piece has also been accepted for Germany's answer to 'Flypast'.

In particular, it is hoped the piece in the popular Aeroplane Monthly magazine will encourage some new members to come out of the woodwork.

### *AALOSG Website*

We have had a couple of criticisms about the lack of regular updates on the Supporters' Group site ([www.lightning422supporters.co.uk](http://www.lightning422supporters.co.uk)) which is always welcome, keeps us on our toes and lets us know that folks are at least viewing the website, often forgotten about in the shadow of its older brother, the main AALO website.

Because of the nature of what we're doing with the restoration of XS422 it inevitably takes time to progress. Consequently, the website will reflect this while, we hope, providing an interesting place to visit.

The news page now has all the newsletters since our creation, with the exception of this one. If you have only just joined you can back track and take a look at earlier progress, news and photographs. If you've been with us a while then you will have all the newsletters so are probably looking more for photographs.

Nic is currently working on the addition of another couple of photo gallery pages, drawing on the growing AALO library of photos by Max Waldron.

Take a moment to look at the merchandise section to see if there is anything you fancy and don't forget you can use your SG member's discount. It's a simple case of printing off the order form and sending it along with your cheque to Phil Kingsbury. We'll then post out your order.

### *Polo Shirts*

We are still interested in producing an AALO polo shirt, available to buy to the general public and based on the team shirts that many of you will have seen Nic, Clive and me wearing at shows. So far we have no idea what the take up would be as we have to put in a decent order to keep the cost down. We've mentioned these before but are keen now to know potentially how many supporters would like to buy one. We have to order in a reasonable number to keep the cost down so the more folks order the cheaper they should be; expected to be in the region of £17 + post and packing.

The design depicts our Lightning in the vertical with "Mississippi Thunder" written underneath. You can see how they look in the team picture on the previous newsletter and as modelled by the president in some of the photos in this newsletter. Colour available initially would be dark blue or we may do a limited run in white.

Please contact us and let us know if you'd be interested, your size and what colour you'd prefer. We'll do a formal order and take payments if we get enough of a response.

### *Project Investment Issues*

The subject of investing directly in the project was mooted in the last newsletter (Number 5, February 05) is open to all and you are invited to let us know if you'd be interested. There are

shares available in AALO and, again, if anyone is interested please contact Nic or Andrew Brodie direct.

Again, just a gentle reminder that if you get a new e-mail address or change it, please let Nic, Phil Kingsbury or our secretary, Charles Scott, know so that we can do the necessary!

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*Please enrol me as an AALO Supporters' Group member as follows:*

*1 year @ £20 (    )*

*Lifetime @ £150 (    )*

*Please complete the following information in block capitals:*

*Name:* \_\_\_\_\_

*Address:* \_\_\_\_\_

\_\_\_\_\_

*E-mail address:* \_\_\_\_\_

*Tel. no.:* \_\_\_\_\_

*Send your application to:*

*AALOSG Secretary, Greenways, Vicarage Lane, Hordle, Lymington, Hants, S041 0HS.*

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