

The Newsletter from the British Aviation Preservation Council



Control Column is back

Welcome to the first edition of our new newsletter, Control Column.

However, the name Control Column is not new. The name was first used in 1963 as the newsletter of the Northern Aircraft Preservation Society and distributed free to its members. In March 1967 it was reborn as the journal of three aircraft preservation societies – Northern, Lincolnshire and The Historic – with a cover price of 1s 6d and was instrumental in the formation of the BAPC in October 1967.

We have revived the name in this our 50th year as a tribute to those early founders of aircraft preservation. We hope you approve and will send in lots of reports to the Secretary for the second issue.

What can you expect to find in Control column? You will find news and offers of items for swap, sale or wanted. We will bring you updates and information on legislation which could affect the way your Group operates and every three months we will share the Member reports submitted to the Secretary with every meeting return.

If your Group news is not in here, it's because no one thought to share it with us so make sure your Group return is sent in!

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New Year's Honours

Our congratulations go to BAPC Member, Sheila Perry of Wadebridge, Cornwall who was awarded a BEM in the Queen's New Year Awards for Services to Second World War Heritage.

She is pictured in the Officers Mess at the Davidstowe



Airfield and Cornwall at War Museum where she is Curator and Commanding Officer (says husband Steve)

Photo by David Flower, Tintagel

Reports from our Members



Medway Aircraft Preservation Society are due to receive two Harrier GR3 rear fuselage sections this month from a private owner. The task is to build one good example from the two plus using other supplied components. This is a planned long term rebuild of several large subsections into a reconstructed Harrier.

Another long-term project for MAPS is working with the AW Whitley project. Currently they have 5 propeller blades (the 6th has been completed and returned) and are working on a Frazer Nash front turret preparing it for paint spraying

They are gradually compiling a list of previous restoration projects from their mass of files, folders and photographs. This is to bring their records partially into line with the idea mooted at a BAPC meeting some while ago. Currently the material is being organised into project specific folders and also being sub classified as to its content. This is all being recorded on computer. Eventually it is planned to scan everything to bring everything into line with the BAPC ideal!

MAPS has just received £200 from ASDA's community token scheme and are advising other member organizations to contact their local store. (They are now in conversation with Tesco for something similar!)



Preparation work at **The Aircraft Restoration Group's** new Museum and Heritage Centre at Fishburn Airfield in County Durham is progressing well and they now have a hard core base down and are awaiting some decent weather to be able to access the site to get concrete laid before erecting their first Romney building for use as workshops.

Work continues on the Eon Primary glider which is in the process of being painted.

Their Dove has had a full face lift with new paintwork, new window glazing and the engines have been oiled and inhibited to protect them and all intakes and vents sealed for winter.

The ex Swiss Venom has been refurbished and is currently bagged up against the elements.

With the help of Dumfries and Galloway Aviation Museum, they took delivery of an Air Speed Oxford mk V long term project, one of two they shall be doing once the workshops have been erected.

Work will also be restarting then on the Westland Whirlwind Fighter Project. Work has been continuing on the drawings and research to make the finished aircraft as accurate as is possible.



The British Balloon Museum & Library report that it's a quiet time for ballooning. Dark evenings and wet fields don't encourage balloonists out much!

However, the Icicle meeting in early January went ahead as planned and 23 balloons came out of their bags but poor visibility (low cloud and fog) precluded any activity (except for a couple of inflations) on the Sunday!



East Midlands Aeropark Heritage Aircraft Collection has completed their new Romney and put a temporary front on until they receive the roller shutter door. LED lighting has been installed and their Wessex has already taken up residence inside it. They have had the Buccaneer in to try it out for size but this is now outside again until they get the new doors.

They have got all the lighting working in their VC10 using leds in all the cabin lighting units.

The Nimrod has had all the internal 28v bulbs replaced by led bulbs which makes it better for visits.

They are getting all their site paths and car parks covered with tarmac planings from the airport's main runway which has been resurfaced.

They are awaiting delivery of their latest acquisition, a Saro Gloucester Protector crash tender which is due to arrive in March.



Catford Air Force are busy looking at making a full inventory of everything in their archive. A massive job as cataloguing many thousands of items will take some time.

They need to upgrade their storage building but it's in a conservation area with an article four direction on it. As a result, they are awaiting a pre application meeting with the local conservation officer but there's a fee, currently £500, for pre meetings even though the application itself is free.



The Wight Aviation Museum does not yet exist as a legal entity however it intends to become a Limited Company Charity in due course. It is a membership organisation made up representatives of the aviation community on the Isle of Wight, The Britten Norman Aircraft Preservation Society, the Royal Aeronautical Society, The Royal Air Forces Association, The Hornets Model Aircraft Club and Solent Aviatrix.

They aim to operate an Aviation Museum and Heritage Centre at Sandown Airport on the Isle of Wight by combining a working museum with significant aviation themed events, whilst also providing a repository for all aviation related artefacts.

Agreement is in the final stages to secure a long term lease on the airfield to build a new working and flying museum which will operate as a visitor attraction, education facility and research base to present the story of the Island's rich aviation heritage to the public.

Two examples of this engineering excellence, the world's oldest BN-2 Islander G-AVCN C/N3 and Spartan 3 seater G-ABYN/ZK-ABH both built on the Island will start this collection.



The Bristol Aero Collection are now called Aerospace Bristol and recently moved Concorde G-BOAF into its new home on their newly developed multi million pound Museum site which is planned to open this summer.

A Bristol 170 Freighter has been acquired in New Zealand and preparations are being made to dismantle it and ship it back to Bristol.



Back on the Isle of Wight, the **Brittan Norman Aircraft Preservation Society** is proceeding well with the Restoration of Islander G-AVCN and expect to have it assembled by the end of 2017.

BNAPS report that work on repair and reconstruction of the wing involves some 6 – 8 of the team at any one time and is the most critical area of the project. New sections of wing skin have been successfully fitted using commercial grade aluminium sheet cut to size by the supplier.

Work has continued on other components and the fin, rudder, flaps, tail plane and one aileron are ready for spray painting. Surface preparation is continuing of the elevator and main landing gear leg fairings. A section of the second aileron is being re-skinned. A replacement rudder trim tab has been made and is virtually complete.

The side wall internal fuselage trim has been made. The wall to ceiling trim panels have been fitted out with a set of passenger service units (light, switch and air vent).

Useful donations of parts have continued including exhaust system parts and air baffle plates for the engines

Work is proceeding to prepare the landing gear and make up the parts, cables and accessories for the aileron controls



At **Newark Air Museum**, visitor numbers have decreased over the year as compared to 2015 with a significant reduction in the numbers of ATC Squadrons visiting this year.

Work on their Café & Toilet project has reached the final stages and the Museum are pleased to have spent circa £150k with local companies

A comprehensive programme of events being organised for 2017:

Indoor Aeroboot / Aerojumble on 4 March

Hastings & Shackleton 40th Anniversary Weekend on 20 & 21 May

Cockpit-Fest & Aeroboot on 17 & 18 June

1940s Weekend on 12 & 13 August

Indoor Aeroboot / Aerojumble on 14 October.

A new Restoration Manager is now in post and work on the Shackleton repaint continues as the weather permits. Elsewhere, work progresses on the Monospar with fabric being applied to the fuselage & the TriStar procedures trainer is now being assembled in Hangar 2.



The Lincolnshire Aircraft Preservation Group's Hampden team have been assisting with moving displays at East Kirby prior to the stripping of Lancaster NX611 for it's return to flight servicing.

A 3-bladed propeller has been donated to The Hampden Project by the Skegness RNLi team. The propeller, believed to have come from Hampden AD970, was recovered by the lifeboat crew in 1992 when shifting sands uncovered a blade tip and was posing a hazard to local craft. The commissioning and delivery of a new Shannon class vessel meant that the space occupied by the propeller impinged on that needed to house the new larger lifeboat. This necessitated organising the removal from the lifeboat shed and transportation to East Kirkby in less than a week.



The Vulcan to the Sky Trust has made several announcements about the safekeeping of XH558 at Doncaster Sheffield Airport:

The Trust were forced to move XH558 from Hangar 3 to another location out of public view.

Philanthropists will match public donations as the Trust have to slash costs to survive until a new home is ready but tough decisions had to be taken and wide-ranging redundancies were announced at every level.

However, the Trustees remain determined to return Canberra WK163 to the airshow circuit and Vulcan XH558 to regular taxi runs.



The Gatwick Aviation Museum are currently clearing out one of their storage areas at the museum and will be sending out a list of things that may be useful to other Museums sometime in the near future.

They are also getting ready to roll out Lightning 53-671 for its first public engine runs.



Bentwaters Cold War Museum has been very busy where work has progressed steadily on the long road to returning Jaguar GR.1A, XX741 to a taxiable state. Following a lengthy period on jacks carrying out undercarriage retraction and nose wheel steering fault rectification and checks, work moved on to the Microturbo air generator system. Following a run without ignition to check for fuel leaks, three successful runs at 85% power were carried out. This was the first time the air generator had been run for 23 years. It is anticipated that the two Adour 104 engines will be checked out and fitted later this year.

The re-build of A-10A Thunderbolt, 80-0219 has been largely completed but some serious corrosion was discovered in the tailplane forward spars and the rectification process has held up any further work. The restoration and re-paint is still on target to be completed before the museum's 10th anniversary celebrations in September.

The re-build of Lightning F.53, ZF581 is nearing completion with re-painting due this year. This all depends on the progress of the A-10 which is taking priority at the moment. ZF581 will be electrically live at the end of its restoration.

Meteor F.8 WH453 has been a very long-term project. The conversion from D.16 to F.8 was not quite as simple as first thought but because of the level of stripping of D.16 parts prior to their acquisition of the airframe so a return to an F.8 was their only option. There is now a dedicated team working on WH453 and progress has taken on a quicker pace. At the end of the restoration, WH453 will be electrically and hydraulically live.

Hunter GA.11 XE707 has been prepared ready for repainting in an early FRADU scheme. This is also due to be carried out this year and again will fit in with the A-10 repaint.



The Boscombe Down Aviation Collection has completed the restoration of Sycamore XJ380 for the second time. If anyone knows the whereabouts of 3 main rotor blades for the Sycamore we would be interested. The restoration of JP XR650 is also nearing completion with just the roundels to complete. When finished it will be moved outside alongside the Hunter F6 as a second gate guardian. On February the 14th BDAC goes to 6 days a week summer opening.



The South Yorkshire Aircraft Museum (Aeroventure) have reported increased visitor numbers and have made many improvements to both their facilities and collections.

A grant from WREN has allowed a new roof to be put on one of their main display buildings, greatly enhancing conditions within.

A new arrival is HMS Endurance's last Lynx helicopter giving the Museum a "first and last" pair of Antarctic patrol helicopters.



It's looking likely that the Ansty satellite workshop of the **Rolls-Royce Heritage Trust** will be demolished this year and the Coventry & Ansty Branch of the Trust will be relocating to Derby.



Winter maintenance has continued at the **Real Aeroplane Company** and they expect their latest Jungmann restoration project to be flying soon. They are also looking forward to new hangars later this year.

Wanted, For Sale or Swaps

If you can help with any of the requests below, contact the Secretary.

At **Brooklands Museum**, significant progress continues to be made with the HLF-supported Brooklands Aircraft Factory project and related exhibit conservation work. The Bellman hangar was fully dismantled by Xmas then restored and progressively repaired off-site before the first steel sections were returned and reassembled in the hangar's new position beside the Race Track. By early February the steel frame was structurally complete again (re-using over 95% of the original steelwork) and re-cladding the roof began on 20th Feb. Unfortunately some of the original hangar bottom door wheels and the runners were found to be beyond repair and although they had some spare wheels, at the time of writing they urgently need to source more of these parts – ideally they should be from another Bellman hangar but otherwise they face having them specially made at significant cost.

Medway Aircraft Preservation Society is restoring the very rare Short Scion G-AEZF and is making good progress generally. However they have had great difficulty in finding instruments, especially the engine mounted examples. Damaged or incomplete examples would suit their needs. Any leads would be most welcome from fellow members.

Engine mounted instruments – viewed through cockpit window!

Name	Type	QTY
RPM Indicator Smiths	AV499	2
Oil Pressure Gauge Smiths	AV455	2
Oil Temperature Smiths	??	2

Flying Instruments in Cockpit

ASI Smiths	AV549	1
ALT Smiths	AV576	1
Fore and Aft level Smiths	AV733	1
Turn and Bank indicator	Reid and Sigrist type B	1
Compass Smiths	AV745	1
Clock 8 day Smiths	AV687	1
Triple Brake Pressure	Dunlop	1

Tangmere Military Aviation Museum are offering six surplus Gloster Meteor mainwheel tyres. This type has a ridge around the edge.

The Aircraft Restoration Group are looking for Cheetah engines or parts to make up a pair of static engines. They are also looking for an ignition harness for a Goblin jet engine and a ground tripod for an Eon Primary or Slingsby Grasshopper Glider - or drawings to build one.

Boscombe Down Aviation Collection has completed the restoration of Sycamore XJ380 for the second time. If anyone knows the whereabouts of 3 main rotor blades for the Sycamore they would be interested.

The East Midlands Aeropark Heritage Aircraft Collection are still in need of a port Whirlwind helicopter main leg and are looking for a lot of Lynx parts for the restoration of their Lynx mk3.

The DeHavilland Museum is trying to find passenger seats for a Dragon Rapide.

The Ulster Aviation Society is looking for straps and other webbing for JP3 ejection seats

The South Yorkshire Aircraft Museum requires a main wheel for their Sea Prince

Bournemouth Aviation Museum are looking for a company that could supply some material for their 737-229 flight deck. This aircraft was built in 1972 and ended it's service with Palmair in 2007. The captain's and co-pilot's seats have stood the test of time but sadly the fabric has now fallen apart and they now need to try and locate a pair of covers as soon as possible so that they can re-open the Flight Deck to the public.

Thefts from Museums

A WW2 RAF sector clock, stolen from Hook Memorial Hall, near Goole, has been recovered! Police are questioning a 57-year old Hook man. Thanks to the 3800 of you who shared the picture of the clock on Facebook and made it " too hot to handle! "

Some time ago, a control column top, stolen from VTTST, was recovered in the same way thanks to a social media campaign.

If you find that something has been stolen from your premises, send details to the Secretary as soon as possible for distribution to our wider community.

Missing Logbook

Historian Alexander Bateman has been jailed for two years for the theft of a log book belonging to 617 Sqn's Sgt John Fraser. Though to be worth around £10k, Bateman has refused to reveal it's location to Police or Sgt Fraser's family. Have you been offered it? Contact the Secretary.

Heritage Volunteer Conference 2017:

Creating a supportive environment for volunteers to flourish.

Tickets for the second conference by the Heritage Volunteering Group are now on sale. This year it's at the National Museum of Wales on 8 May.

The tickets are on sale through Ticketline and the Museum of Wales website at <https://museum.wales/cardiff/whatson/9466/Heritage-Volunteer-Conference-2017-Creating-a-supportive-environment-for-volunteers-to-flourish/>

Do you use CCTV?

You will need to register under the Data Protection Act

The UK is recognised as a leading user of CCTV and the public are used to seeing CCTV cameras on virtually every high street. Such systems continue to enjoy general public support but they do involve intrusion into the lives of ordinary people as they go about their day to day business and can raise wider privacy concerns.

The public expect CCTV to be used responsibly with proper safeguards in place. The Information Commissioners Office (ICO) have issued guidance to help organisations who use CCTV to comply with the Data Protection Act 1998 and to help them inspire public confidence that they are using CCTV responsibly.

Images of people are covered by the Data Protection Act, and so is information about people which is derived from images – for example, vehicle registration numbers. Most users of CCTV will be covered by the Act, regardless of the number of cameras or how sophisticated the equipment is.

<https://ico.org.uk/for-organisations/guide-to-data-protection/>



National Living Wage rise from 1 April 2017

From 1 April 2017 a National Living Wage of £7.50 per hour for workers aged 25 and over is set to be increased. Entitlement to the National Living Wage will include not only employees and workers, but also apprentices aged 25 and over, casual labourers and agricultural workers. The Low Pay Commission will recommend any future rise to the rate, but it is anticipated that the National Living Wage will rise to at least £9.00 by 2020.

Failure to pay employees the correct rate of pay will result in penalties being levied against the employer and this can be up to 200% or double the value of the underpayment owed, unless the full amount owed to the employee or worker is paid within 14 days.

The maximum fine for non-payment will be £20,000 per worker and failure to pay could result in an employer being banned from being a company director for up to 15 years.

Be aware that if your payday for March's wages is after 1st April, you must pay at the new rate.

The Government has published guidance notes on the National Living Wage which can be found at: <https://www.gov.uk/national-minimum-wage/employers-and-the-minimum-wage>

These rates are for the National Living Wage and the National Minimum Wage. The rates change every April.

	25 and over	21 to 24	18 to 20	Under 18	Apprentice
October 2016 (current rate)	£7.20	£6.95	£5.55	£4.00	£3.40
April 2017	£7.50	£7.05	£5.60	£4.05	£3.50

Auto Enrolment

Auto enrolment affects all UK employers with at least one member of staff.

Employers will be required to set up a qualifying workplace pension scheme, enrol all staff that are eligible and make contributions towards it. And your staging date (the date YOU must comply by) is approaching fast.

We'd be letting you down if we didn't flag up the heavy fines, hassle and embarrassment if you don't comply.

Trust us; this legislation will be measured and monitored closely by The Pensions Regulator and non-compliance isn't an option. Further information and guidance is available from the BAPC Secretary

Like the adverts say, don't ignore the Workplace Pensions.

Are you prepared for your
Pension Auto Enrolment
Staging date?

