

BEAGLE NEWS

Journal of the Beagle Pup Club, incorporating the Bulldog Wing | WINTER 2001/2



WHAT'S INSIDE:



John Heaps' Pup has a smart new colour scheme after its respray this Summer.

Pup Design Responsibility Moves to DHS

After Beagle Aircraft Ltd. became bankrupt in 1970, design and manufacturing rights for the then embryo Bulldog were taken up by BAe at Prestwick (then Scottish Aviation Ltd). Commonality with and parentage from the Pup was so strong that SAL were 'persuaded' to adopt design responsibility for the Pup at the same time.

Some 15 years later, the Beagle Pup Club was formed and, having entered into a formal agreement with BAe, BPC members gained access to drawings and other technical information to enable enhanced airworthiness of the Pups. This agreement has lasted some 15 years, mostly on a non-profit basis from Prestwick's aspect, as we have effectively drawn upon the expertise of those whose prime function was to support RAF Bulldogs.

With the Bulldogs going out of RAF service, technical support from BAe was bound to come to an end, or costs for BAe's services would have to become realistic from their point of view – disastrous from ours! Fortunately, both BAe and the CAA were concerned that Design Authority for the Pup should continue to be held by a suitably competent and approved organisation. Enter de Havilland Support (DHS).

On 14 December 2000, DHS was contracted by BAe Systems to take on design

responsibility for all de Havilland 'legacy' aircraft: i.e. Moths (various), Chipmunks, Doves, Herons, Rapides, etc., so it was natural that BAe would view DHS as prime candidate to take on type design responsibility for the Pup. This appointment was formalised on 1st December 2001, with the full blessing of both the CAA and the BPC Committee.

How does this change affect Pup owners? Ray Clegg remains happy to field day-to-day engineering queries and to give advice on difficult-to-source spares, but access to drawings can now be made directly to DHS by owners or their maintenance organisation. Clearly, DHS will have to recover the administrative costs from owners needing drawings or repair schemes, but examples of charges to Moth owners for similar services suggest good value and quick responses. The full range of help from DHS to Pup owners will be covered in the next issue of *Beagle News*. In the meantime, if in doubt, call Ray first.

The BPC Committee congratulates DHS on their appointment to manage the airworthiness of the Pup fleet. The two organisations have already formed a sound working relationship to secure the long-term future of the aircraft. Please see the enclosed letter to BPC members from DHS Chief Executive, Bill Taylor.

Ray Clegg



HITCHING A LIFT

John Heaps rediscovers the joys of engine-less flight



WEIGHT & BALANCE

How to lose 4lbs without trying!

MOROCCO-BOUND PUPS

A "relaxing holiday" by Beagle...



BEAGLE

Journal of the Beagle Pup Club,
incorporating the Bulldog Wing
WINTER 2001/2

NEWS

THE BEAGLE HAS LANDED

Well, the weather did its worst this summer and managed to scupper half of the planned Beagle Pup Club events – comprehensively preventing flying at Tatenhill, and effectively cutting off Rougham and Derby from the outside world (though flying did take place locally at these two events). Even the Old Sarum October fly-in (circulated by email) was called off, and Doug Deas' Bentwaters day was undermined by bureaucracy. However, the sun shone for Buttermilk Hall Farm, and 6 Pups and their crews had a great day out at Shenington Gliding Club (see John Heaps' report on page 5).

Luckily, too, the Great Vintage Flying Weekend at Wroughton enjoyed glorious weather, and a large contingent of Pups and Bulldogs arrived. But once again, my Pup G-BAKW ("Bob") was the only entry for Best Beagle – of course, I am tremendously proud of my array of trophies, but surely there must be some competition out there? There's plenty of time to get polishing – next year's event has been confirmed for 11th-12th of May, and will once again be held at Kemble. Check out www.zolid.com/cirrus for full details.

Enclosed with this issue is another cutaway – the Bulldog this year, once again courtesy of (and copyright) *Flight International*. And finally, the lucky winner of this year's free membership draw was David Russell – congratulations!

Very best wishes for a Happy Christmas and safe flying in 2002.

Tony Hilly



Only 130
polishing days
left until
GVFWE
2002...

The Pup being rebuilt by George Crowe in Southern California is now complete with wings and tail feathers and is having its navcom installed. ADs are almost complete and the annual will be completed thereafter with a new weight and balance and flight test.

The picture shows the Pup at Fullerton Airport where it has become quite a talking point from the many aircraft observers and pilots at the airport who are inquisitive as to its type and origin.

Meanwhile, George and Carol, the owners, have been in Norfolk where, thanks to the generosity of John Bakewell, George has been getting some time in with a Beagle Pup from the Shipdham Aviation Flying Group.

A Bulldog is soon to arrive at Fullerton, alongside the Pup, increasing



the presence of the British contingent at Fullerton and no doubt raising more interest in these two unique and pretty aircraft types.

We now look forward to the first flight of the Pup after 10 years of inactivity, provided the engine checks out fully on ground runs and compression tests. By the next issue George and Carol hope to have air-to-air shots of both the Beagle Pup and Bulldog.



Building Site

The Club's website is due for an overhaul in the New Year, and we'd welcome suggestions from members as to what you'd like to see there. Impromptu brainstorming at the AGM produced strong support for a members-only "parts available" listing (probably based on the contents of John Heaps' garage!), plus discussion forums, FAQs, a brief history of Beagle, past issues of *Beagle News*, links with the Beagle production list, photo gallery, pdf joining forms... Please send your ideas for inclusion to us at pupnews@landb.co.uk.

When Mike Miles joined the Beagle Pup Club last year, he summed up his ambition in one word: Bulldog! And here it is – G-SIJW ex XX630, serial BH120/295. Mike says that it will retain its RAF colours and will live at Shenington, just as soon as he can get it there...

Build Your Own

New member Gary Mosier wonders if anyone can help. He writes: "Since 1971, I have been looking for a plastic model of a Beagle Pup, preferably the Series 1 (100hp), 2nd choice is the Series 2 (150 hp). All I can find here in the United States is an APEX (or is it APIX) model of a Bulldog, and its wingspan is only about 4 inches. I am also looking for a dimension diagram (front, top, bottom, sides, rear) of the Pup 100. I've found a place that will make a scale model of any aircraft (painted in any design—they will match the pictures) for approx. \$175.00 (US)." Please let Gary know if you have any info, or email pupnews@landb.co.uk and we will pass it on.

TALKING OF THE FUTURE

We changed the date, we changed the venue, but we couldn't change the weather. So despite holding the AGM a couple of weeks earlier and in the balmy South East, the motor car was again the favourite form of transport. The couple of dozen members who attended were rewarded with a day that heralded significant changes for the support of our aircraft.

The AGM started with a minute's silence for the recent tragic events in New York and Washington. Roger Hayes submitted a verbal report on the year's activities in which he thanked the Committee for its efforts and Hilly Beavan for the continuing excellence of *Beagle News*. The election of officers brought a new face to the Committee. Alan Harris was elected as Secretary in place of Tony Wright who stood down from the Committee. Alan, who is often to be heard manning the tower at Shobdon, has waited patiently in the wings of the Club for many years, faithfully attending the AGMs, always offering sound advice and counsel. Such service has its rewards and we are delighted to see him elected to the Committee, where his experience of operating G-AZCU will further enhance the engineering aspects of the Club. Our stalwarts, Ray Clegg and Phil Abbott, were

ROMAN BRITONS

Spectators in the Coliseum would have enjoyed this spectacle – uphill, limited TODA, little wind, grass, 100hp, two full stomachs on board. How loudly they would have roared their approval of our noble gladiators as they prepared for the contest of man and machine against the forces of friction and gravity. How they would have gasped as time and again the wicked barbs of taut wire were denied their victims. Would the cautious ones have been treated so generously before returning to combat?

All this excitement followed an excellent fly-in to Buttermilk Hall Farm hosted immaculately by Angela Plummer.



Roger presented Jeff Stevens with the Award for Excellence for his years of service as the Club's Treasurer.

re-elected as Committee members, though after several years of service as Membership Secretary, Phil Abbott has handed the task over to Lynda Wright. (Please let Lynda know if there are any changes to your membership details, and if you spot a potential member lurking in the shadows of a hangar, make sure you get their details and pass them on.)

The Award for Excellence was presented to Jeff Stevens for the meticulous maintenance of the accounts and various other Club activities.

Unfortunately the guest speaker at the Symposium, Charlie Brown, was unable to



The "Yorkshire formation" had made a spectacular arrival and a long line of parked aircraft testified to the enduring appeal of this event. 12 Pups, 1 Bulldog and Brian Richardson's Cessna flew in and about 35 people tucked in to the barbecue. Of course, everyone got off with plenty of room to spare. Just don't overdo the barbecue next time.

Tony Wright

attend. However, the afternoon passed quickly as we discussed the changes in the Design Authority of Pups – see the front page story and the insert from DHS.

Changes to the support arrangements and the completion of the RAF's Bulldog sales could also affect the nature of the Club. These changes and our response to them will be fully communicated to all members when they become significant.

Heavy stuff. However, the rain had stopped and we were able to take the rare opportunity of drinking a post-Symposium pint sitting outside the 1930's Club House of the West London Aero Club whilst watching the sun set over lines of parked aircraft. Dewy-eyed, we assembled back in the Club House for the Club Dinner.

Tony Wright



Top Kennel

Derby Airfield, often billed as the Pup and Bulldog centre of the UK, must now be undisputed holders of the title. As well as the 4 resident Pups, Martin Jones' Airspeed Aviation counts some 20 Pups and 18 Bulldogs on its maintenance books.

The Pup customers have built up steadily – flying in from as far afield as the South of France! – but there has been a recent influx of Bulldogs following the RAF sales. Airspeed ferried the first ex-RAF Bulldog to be based in the UK out of Newton in March 2000, and currently have 11 in hand to be put back on the register.

"The basic work is fairly simple, but Bulldogs do vary considerably as to the amount of money required. If the component lives are poor and, for example, the prop or engine needs an overhaul, it can get expensive," explains Martin.

Sitting at Derby, you can easily imagine that the world is full of Beagles – and that's without all the customers turning up on the same day!

HITCHING A LIFT

John Heaps rediscovers the joys of gliding at the Beagle Pup Club day out in Oxfordshire...

After a gap of over thirty years, I get ready for my flight in a glider with just a touch of apprehension. I strap into my parachute. Not because I'm going to need it you understand, it's because the seat doesn't have any back cushions. That's what I'm told anyway. Then I climb into the front seat and listen to the calm words of the instructor, Mike Miles, explaining what we would do in the event of a cable break. Do we really need to discuss these things, I wonder? The nose of the aircraft, with my legs tucked inside it, looks a bit too close for comfort. Far more sensible, I think to myself, to put an engine there. We wait quietly, as the seconds tick by, for someone – too far in the distance to see – to take up slack in the cable.

The day had started in a nice relaxed way. After a brief delay for the weather, my stalwart navigator (Sue) and I had a pleasant flight from Elstree, extended slightly by the need to dodge a few showers and skirt round an abundance of glider sites. On this particular day the presence of gliders didn't seem to be such a nuisance. I am usually convinced that they deliberately place themselves in front of me simply to interfere with my routing.

Making the approach was unusual. The 'runway' in use was more of a long grass field with a cluster of gliders positioned in one corner. On finals, I watched a glider being launched – it seemed to rise almost vertically into the air, like a kite in a stiff breeze. I was advised to land either to the left or right side of the field to avoid the cable lying along the middle.

Six Pups arrived during the day and their pilots and passengers enjoyed a lazy afternoon tasting the pleasures of Shenington Gliding Club's mobile catering bus and generally basking in the sunshine. Enquiries about when we might get a flight were met with what is, apparently, the gliding world's standard response to such questions: "Oh, you should be able to get a go. Sometime."

In the meantime launches, by both cable and tug, proceeded at an impressive pace – with one every few minutes. The pushing, shoving, positioning and retrieving of aircraft took place in a state of controlled chaos. People were dashing all over the field



in a seemingly random fashion, but the flights were taking place at satisfyingly regular intervals.

At last it's my turn. Now, as I sit waiting for the launch, I reflect on how much I have been looking forward to this moment ever since a fly-in to Shenington was first suggested. The previous time I had been sitting waiting in a glider like this, I was a lad in his early twenties, too ignorant to know any better. I ask myself now who in his right mind would want to put himself through an engine failure after take off on every flight?

No engine, no fuel and we're going up. Thrilling or what?

Suddenly, the cable straightens and we lurch forward. Following through Mike's control inputs, I feel the aircraft rumble across the grass. Then, before I realise it, we're off the ground. The stick moves firmly back and the glider takes up an incredibly nose-high attitude. For a power pilot it feels all wrong, but I manage to resist the urge to push the stick forward to prevent what instinct tells me will be an inevitable stall. The noise of the air rushing past is loud and intrusive and, as I glance sideways, I see the ground receding at a remarkable rate. Mike's measured voice is explaining what's going on, but everything's happening so fast I can't take much in. Within 20 seconds – hardly time to gather my thoughts – we're passing 1000 feet. We level off, release the cable and, magically, the world goes silent.

"You have control, maintain fifty knots," Mike instructs. I tighten my grip on the stick, position my feet over the rudder pedals and tentatively test the control inputs. Stick forward, airspeed rises, wind noise increases. Stick back, airspeed reduces, wind noise decreases. Should be a doddle. In fact, it's quite hard holding the airspeed steady, but I gradually improve. Turns are something



Pups at Shenington

Sue Heaps

else. Like most power pilots when they attempt to fly gliders, I find I am rudder lazy – producing great untidy, yawing turns. Mike advises me to lead a turn with heavy rudder input and watch the piece of wool on the windscreen to maintain balance. Yes, a piece of wool – it's one of the key instruments and it really does work.

Mike directs me to an area of lift. Don't ask me how he knows where it is, it's one of those mystical skills that glider pilots just have. He orders me to turn, I feel a bump up the backside and we start to climb. What a fantastic feeling. No engine, no fuel and we're going up. Thrilling or what? Several times we circle in thermals and each time I glimpse the vario showing a healthy climb. It's like hitching a lift in the sky.

After what seems like a couple of minutes, but is more like about twenty, Mike decides we had better think about getting back on the ground. This should be interesting. Arriving at a point downwind that looks far too close to the landing area, I'm told to push the stick forward and aim for the landing point in a steep curving approach. As the ground looms toward us at an alarming rate, to my relief, Mike takes control, opens the airbrakes and eases us toward the ground.

Climbing out of the aircraft, I feel on a high. I can't hide my exhilaration. It's been brilliant and I want another go. Now.

Many thanks to Shenington Gliding Club for their friendliness and hospitality (although they're welcome to have back the cowshit that accumulated on the underside of my wings any time they like). Thanks also to Hilly, Daryl and Mike for arranging such a pleasurable day.

We plan to hold this event again in 2002 – and hope you're inspired to come and have a go!

QUIT THE WEIGHT WATCHERS PROGRAMME

For those of us who are a little bit conscious about our Weight and Balance, help is at hand. It's official, you can now afford to gain an extra 4lbs and not worry about your Weight and Balance. Next time your spouse takes you for that special evening out, you can indulge yourself just a little bit more with a large helping of tiramisu or, for us Northerners, a good healthy steak and kidney pudding washed down with a couple of pints of Marston's Pedigree. Just think of it, the designers of the Beagle Pup were thinking of you after all.

The reason for all this additional extravagance is very simple – however it does require at least one condition to be satisfied: your Pup must suffer the elements by living outside and being exposed to what now seems to be our constant wet climate. Because Beagle were not exactly perfect in their design process we have all ended up with a section of moulded fibreglass on our leading edges which some of us may have realised when we occasionally polish the wings. During a recent annual a small crack was detected

in this surface and in the process of repair it was discovered that water was draining out through the crack. Further probing and the creation of a very small drain hole resulted in the draining off of approximately 1 litre of water. Curiosity did not stop here, a further litre of water was obtained from the other wing! Investigation of the other Pups on the field revealed the presence of a litre or so in each wing on all of them. The potential consequence of this water freezing and doing irretrievable damage does not bear thinking about. The water does not drain out of its own accord and was discovered following a long session in the dry and after being exposed to some very high temperature dry air conditions.

There is, of course, a slight proviso on giving up the diet, in that one must assume that your Weight Schedule and Centre of Gravity Schedule was performed with water in the wing. If you are convinced that it was, then forget the diet for a while – and mine's a pint please.

David Vale



David Vale's Pup was carrying a litre of water in each wing!

Ray Clegg writes:

As David says, "for those whose aircraft live outside"... Certainly, any water trapped between the fibreglass cuff and the wing proper will eventually lead to bubbling paint and corrosion of the wing skin – with the possibility of more damage if left to freeze. Airspeed Aviation at Derby have come up with what seems a very sensible solution: Two small holes drilled carefully through the fibreglass (but not the wing), followed by the introduction of Dinitrol AV8 to the cavity between the cuff and the wing to dispel present moisture and discourage further damage. Airspeed report they have investigated and are satisfied there are no adverse side effects of applying the Dinitrol (i.e. it is compatible with the fibreglass resin, etc.) and they have submitted the idea to the DA for approval and possible SB action. Further details from David or Martin Jones at Derby.

Promote Yourself

Need a new wardrobe? Then we have just the thing for you. We will be re-launching the promotional goods range featuring a new softer, "wear down the high street" logo. These goods will be available in the New Year when Lynda and the Promotions Executive designate, Tish Paluszkiwicz, will be encouraging you to look your Beagle best for summer.

Contact Lynda Wright,
01494 431289, or
checkmark@avnet.co.uk for details.



Flying into the Yellow Sector

Recent fuel starvation incidents involving Skysport aircraft have prompted Roger Hayes to change the rules on fuel management for people flying his Pups and Bulldog.

Three incidents of fuel starvation is three too many; in two cases the engine stopped in flight and in the third the engine coughed! Why? Because pilots flew the aircraft into the Yellow Sector on the fuel gauge. This resulted in two landings in which, for all or part of the time the engine stopped completely, one of which was a full dead stick landing. Thankfully, in all cases, the incidents ended safely. The common factor was that the pilots continued to fly their aircraft into the Yellow Sector on the fuel gauge for 20 minutes or more.

Pilots are reminded that fuel gauges are not perfect indicators of actual fuel contained in the tanks; no aircraft fuel gauge is that accurate. Secondly, there is always a gallon or so of fuel in the system which remains unusable. Consequently, as the Yellow Sector

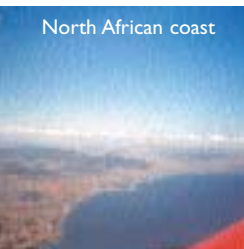
for each tank is only 2 gallons (for both the Pup 100 and the 150) if the aircraft is flown into the Yellow Sector on both tanks simultaneously, after twenty minutes you will be down to about 1.7 gallons on the Pup 150 and only slightly more on the Pup 100. If the gauge decides to read accurately and you have, say, 1.5 gallons usable, you will be flying on air within a few minutes and Presto! an unscheduled landing will result.

Skysport have revised procedures as follows: increase the Yellow Sector calibration to a new safe minimum fuel load of 3 gallons per fuel tank on Pup 150s and Pup 100s (making a total of 6 gallons) and 4 gallons per tank for the Bulldog (making a total of 8 gallons). Pilots should land and refuel before allowing the aircraft to fly into this new safe minimum fuel load.

Roger Hayes

TO MOROCCO (or not) BY BEAGLE

David Vale and Gordon Moir redefine the meaning of the words “relaxing holiday” and discover that problems generally come in threes...



North African coast



Almeira



La Rochelle



Castellon on the Costa Brava



At some point last winter, when the weather was particularly inclement, conversation at the pub turned to the summer. Plans made in comfort, and with fellow frustrated aviators, can take on very optimistic proportions, so when one of your friends suggests that flying to Marrakesh in two Beagle Pups may be a pleasant, relaxing holiday you should instantly locate the nearest dictionary and look up the meaning of ‘relaxing’ and ‘holiday’. This is an adventure, and one you should treasure as a great sense of achievement, but certainly not a holiday to take your partner on.

A Derby Aero Club fly-out to La Rochelle was planned for our departure weekend, so seven aircraft set off for Dieppe to indulge in a seafood dinner and carry on to La Rochelle the next day. But the two stalwart Pups, G-AXJI (David & Robert Vale) and G-AXIE (Gordon Moir) were the only aircraft to actually make it due to some rather turbulent conditions.

At La Rochelle, unbelievably, we spotted a Bulldog – G-BCUS belonging to fellow Beagle Pup Club member, Steve Ollier. Having failed to find Steve’s mobile number, we gave up trying to scrounge a dinner off these rich Bulldog owners only to discover them later when he and his wife Julie sat down at the same bar on the harbour front.

Setting off for the beautiful medieval city of Carcassonne the following day in hot and hazy weather, we encountered our first problem: the GPS (that instrument you are not supposed to rely on) started to play up. Hauling out the GPS from G-AXJI on arrival revealed a loose connection. First problem resolved.

Next came Girona (to clear customs), which was the second stop that our trusty Air BP cards came into their own. Most of

Spain uses Air BP fuel cards which is marvellous, as firstly BP very kindly give you a discount, and secondly it takes them several months to extract the funds by Direct Debit from your bank account.

The ATC service along the VFR corridor round Barcelona was excellent, and down the coast we landed at Castellon (a rough tarmac strip and a dirt strip) and filed flight plans to Almeira taking in Valencia and Alicante on the way. Some areas of Spain have fairly strict VFR corridors and Valencia is one of them. This involves flying off the coast for about 30 miles at less than 1000 feet – in itself not too alarming except the cloud base around Valencia seemed to be about 600 ft. The next section involved either routing around the coast or climbing to 6000 ft to clear the mountains. G-AXJI does not have long range tanks so there was only the option of over the top if we wanted to avoid landing for fuel again. Up we went into now good visibility and experienced some fairly interesting hot weather turbulence and climbing engine temperatures in getting to the giddy height of 6000 ft. Nearly three hours later we were the only arrivals to the huge runway at Almeira at this time of the evening and

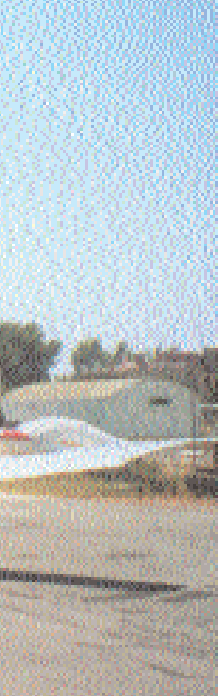


after about six hours flying the first beers were for re-hydration purposes only.

Many people think that having to file flight plans for all flights in Spain must be a real nuisance – but it really is an extremely good and safe idea. Spain has huge tracts of sparse hilly country and in the event of a forced landing you could be lost for ages without the reassurance of a flight plan. The second big advantage is that all your flights have transponder codes and ATC know exactly what your intentions are. ATC in Spain has to be rated as the best we have ever experienced, and certainly deserve a ‘thank you’ when moving onto the next frequency. Their English is somewhat better than the French as well.

The next day we think we should push on to Tangier, but as we taxi out for departure, the right brake on G-AXJI goes decidedly mushy, which we put down to the prolonged downhill taxi and hope after a bit of cooling it will improve. Our route was down the coast of Spain and then across to Tangier east abeam of Gibraltar. The Spanish still really do have a hang-up about Gibraltar – you cannot put it as an alternative on your flight plan – but the friendly Gib controller takes us on and eventually passes us over to Tangier. The runway at Tangier is enormous and not very busy, which is just as well as the brake failed to respond to any encouragement and resulted in a slow taxi to a suitable location to examine the condition.

Next came the emptying of Gordon’s G-AXIE for his supply of tools, the purchase of brake fluid and a hunt around Tangier for Lockheed (or dubious origin) spare master cylinder seals. The trip to



Marrakesh was scrapped and we decided to return to Europe where at least we had 'get you home' insurance through Pilote Plus.

We left Tangier and headed off to Jerez (where the Sherry comes from) where we settled into a hotel for a couple of nights. Jerez was hot, approx 40 degrees, but our decision to take off early on the Saturday morning to avoid Beagle

Pup greenhouse effect was totally thwarted by our Tangier repair on the brakes failing.

Three days later and a master cylinder DHL'd from Derby meant we could set off homewards. The weather in central Spain was very poor with low cloud, thunderstorms and all sorts of reasons for not even attempting to venture back home the easy way. Our only alternative was right round the coast of Portugal and Northern Spain. Three days of flying in somewhat iffy weather eventually got us back to Santander – but by then it was Sunday and we were supposed to be back for work on Monday. We knew that Santander to Derby was a real tall order, but in three legs via Arcachon (if you've never been – go) and Saumur we arrived in Cherbourg at about 8pm to find them closed – and a moment of panic as we had visions of having to sleep in our Pups. The following day we flew in one hop back to Derby through some fairly grotty weather south of Oxford which was not forecast.

Looking back, the most useful piece of equipment we had was a laptop with an internet connection and WAP phones, which meant that we were able to get TAFs and Metars before we set off anywhere. However, as we all know, they are not always accurate. ATC in Spain and Portugal are to be highly commended and the fuel was exceptionally good value in Portugal. Must haves are an Air BP card, lots of sun block and litres of drinking water before you take off.

Next year, we are going to be less adventurous and spend some time in Corsica and Elba having a holiday. Anyone coming?

David Vale



A DAY OUT IN THE REGAL BEAGLE

The Hunter 50th anniversary celebration airshow was scheduled for July 22nd at Kemble, and I fancied going. I didn't fancy driving mind you, so when I was asked if I'd like to fly in, what was I going to say?

The person doing the asking was Neil, a commercial pilot with a knack for connecting with people. By various circuitous routes he'd become involved with a Mr Bassett as his personal pilot. Mr Bassett saw two Beagle Bassetts for sale, and bought them both as he liked the name! One is the aircraft associated with Prince Charles, G-HRHI "The Regal Beagle".

Neil got the OK to use G-HRHI quite late, after all the arrival slots were allocated, but by mentioning what the aircraft was, a slot was found. Just as long as he didn't mind parking in the display area, and would he mind awfully doing a fly-by on arrival? Is the Pope.....etc?

So Sunday dawned and six of us pitched up at Cranfield at 08.00. The walk round confirmed that this is a serious aeroplane, with big engines and a big frame: there are hydraulically operated boarding steps for heaven's sake! It also confirmed that this is an old aeroplane with big levers and big gauges and lots of care needed in engine handling.

A quick call to Kemble to confirm weather and slot time, and at 08.30 Neil smoothly opened the throttles. The Regal Beagle didn't so much leap forwards, as gather pace graciously. It's a Series One with the less powerful engines, and if one calls in sick on take-off the other will merely take us to the scene of the accident! It seems the later Series Two had enough power to climb away on one engine, and that was the one the Americans wisely bought, so none are left in this country.

The weather was low raincloud at 1000 to 1500' as far as the eye could see, and Milton

Keynes, Upper Heyford, Brize Norton and Cirencester all slid

past at nearly 200kts – Brize making it very clear that we were responsible for our own terrain clearance!

09.00 and we're talking to Kemble to clear the fly-by; line up on the display line and we fly by – at 210kts looking up at the tower! The runway seems to go on for ever, and then we're pitching up and rolling gently left, a quick reminder from the tower about the airspace that side and we're rolling gently right! We need the climbing turn onto downwind to slow down, this thing has sooo much momentum. Neil greases us onto the runway and we are marshalled into a space at

the end of the crowd line. Free passes are issued and six went wild at Kemble, with apologies to Enid Blyton!

Needless to say, the show was wonderful – they even put together a fifteen ship formation finale. When was that last seen?

All good things come to an end and we were soon climbing

back aboard and calling for taxi as the last of the Hunters completed their run and break recoveries. We joined the line of departing aircraft and G-HRHI lifted six pilots homeward.

The momentum versus engine handling equation was highlighted again on our return to Cranfield, first stage of flap being deployed over Milton Keynes! There was one in the circuit as we joined downwind – a Tomahawk I think, but perhaps it thought it was a Boeing, because we had turned inside it and were already off the runway when it called final! We parked, climbed out, cleared our bags from the aircraft, and were reliving the whole experience when the Tomahawk taxied past.

It was a wonderful day out in a wonderful old aeroplane, in the company of people who really appreciate wonderful old aeroplanes. When can we do it again, Neil?

Mike Miles

...by mentioning what the aircraft was, a slot was found. Just as long as he didn't mind parking in the display area, and would he mind awfully doing a fly-by on arrival...

COMMITTEE MEMBERS

Commodore:

Roger Hayes

020 8866 0562 (H)
roger.hayes@dial.pipex.com

Secretary:

Alan Harris

01299 824455
Harrisdisplay@btinternet.com

Treasurer:

John Middleton

01543 262055
middleton.bearshay@farming.co.uk

BPC (Eng.):

Brian Richardson

01403 790626
106454.3520@Compuserve.com

Engineering Secretary:

Ray Clegg

01487 840617 (H)
Ray@4mcs.freemove.co.uk

Members:

Phil Abbott

01525 751587 (H)
pabbott@ntlworld.com

Doug Deas

01394 445100 (W)
ddeas@europus.co.uk

John Heaps

01438 869538 (H)
mjldes@msn.com

BEAGLE NEWS

Editor: **Hilly Beavan**

34 Marshall Street, London W1F 7EU
020 7734 3704 (W)
pupnews@landb.co.uk

Assistant Editor: **Tony Wright**

2 Hazell Park, Amersham
Bucks. HP7 9AB
Telephone & Fax 01494 431289
arwright@avnet.co.uk

PROMOTIONS

Promotions Executive: **Lynda Wright**
01494 431289, checkmark@avnet.co.uk

MEMBERSHIP RATES

Full: £48 (Outright owners)
Pilot: £22 (Joint owners, if one owner is a Full Member, or pilots who fly the aircraft, but don't own one)
Enthusiast: £13

Membership Secretary: **Lynda Wright**
01494 431289, checkmark@avnet.co.uk

MEMBERS' NEWS

A warm welcome to all our new members who've joined since the last issue:

Full Member **Chris Waldron** owns Series 1 Pup G-AXNL, which he keeps at White Waltham. He told us: "Like, I suspect, most Pup owners, my first flight in one produced two major reactions; immediate dissatisfaction with various varieties of PA-28 that I was then flying and a lingering desire to own one. The slippery slope was well and truly embarked upon! It all started in 1998 as a result of seeing the two Pups used by Northamptonshire School of Flying at Sywell. I was a convert within minutes of getting airborne, so when I arrived at Goodwood last year and saw November Lima with a "for sale" banner on its propeller, events took on a certain inevitability.

In recruiting the group of pilots who currently fly NL, I see the same effect when introducing potential members to the delights of Beagling. Once airborne there is no going back!"

Dave Beckwith is the new contact member for the Derwent Aero Group, who own G-AXNS, a Series 2 based at Gamston. Already Full Members of the Club, their previous contact has left the group.

Gary Mosier, who has joined as a Full Member, lives in the USA and found the Club through the website. He writes: "My father purchased a Beagle Pup, 100 hp, back in 1971. It was serial number 013; in the US it was registered as N556MA. Three Pups were sent from England. The one we purchased from Miami Aviation (the US distributor) was flown across the Atlantic via Iceland and Greenland. When dad purchased it in 1971, it was certificated as 'experimental' because it came over before the US and England agreed on the Type Certificate. We went through all the flight testing and documentation and eventually got the experimental certificate removed and certificated as Utility. We sold it (mistake) in 1974. WOW, what a plane!"

Full Member **Paul Ford** has joined the Pup Club as the proud owner of Series 1 Pup G-AWKO. He writes: "The plane is based on a grass farm strip at Hundon (Haverhill), close to my factory unit. It has always been a dream for me to fly and from a young age I watched the Tigers at Cambridge. I now have 50 hours on Tigers and 35 on PA28s, so I am a novice as you realise. The Pup is a lovely plane to fly compared to the above, combining manoeuvrability with control lightness and keeping dry(!). I am fortunate to have flown in many classic planes including the B17 Blenheim, ME108, Chipmunks, Bulldogs, T33 and others. Look forward to meeting other Club members next year."



Paul Ford's Pup
G-AWKO



Chris Waldron at
White Waltham

Malcolm Bulley has joined as a Full Member and flies G-AXOJ, a Series 2 Pup based at Rochester. As a youngster he lived near Biggin Hill and used to watch the Pups which were

operated by a flying group at the airfield. Prior to the Pup he flew a Piel Emeraude, a French two-seater taildragger. It was his desire to fly a more practical aircraft for longer distances and capable of aerobatics that drew him to the Pup.

Full Member **Ray Burgess** has recently bought G-BHZR, a 1980 Bulldog that served in the Botswana Air Force. Ray told us: "Since 1987 I have lived and worked in Holland. I have several jobs/companies (one of them writing operating manuals), two children, a background in maintenance engineering and somehow managed also to get a degree from the OU. I started learning to fly in 1990, but it was not until May 1997 that I finally got my PPL, and have since accumulated about 220 hours and gained IMC and Night ratings. Having a company in Toulouse, I bought a TB10 – but sold it in a moment of sanity last February after only flying 60 hours in three years. The sanity didn't last long and in August I started negotiations to buy ZR which had been left at Haverfordwest for two years. My objective is to use the aeroplane to do some cruising, mostly between Holland and its main base, Haverfordwest, and to continue aerobatics training. And my New Year Resolution is to fly more – especially to Beagle and Bulldog events where I can be seen posing beside a highly polished camouflage Bulldog called Winston".