



# Cockpit

Issue 7 - Spring 2011

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## Newsletter of the Bournemouth Aviation Museum

### Museum Meeting 31st March - Short Report

#### A Meeting of the Bournemouth Aviation Charitable Foundation Ltd was held on Thursday 31 March 2011 at Adventure Wonderland.

The meeting was called to discuss a range of activities for 2011 and the general running of the museum. Also Mike Cherry would be proposed for election to be a new trustee. Between the agenda being issued by Paul Rushton and the meeting there was a dramatic announcement that both he and Steve Rhymes were to stand down from being trustees. This left a serious gap in the management and general running of the Museum as both had committed considerable time and energy in their roles. Fortunately from the meeting, in addition to Mike we now have additional trustees in Alan Howell, (see below), Alison Morris, David Marsh and Marcelle Ferneyhough. Also, to help out in the shop Mike Merry has stepped forward.

### Club Meeting Report 'Wessex Aviation'

At the February meeting, Mike Phipp gave us another of his highly informative and well illustrated talks with the follow up on Wessex Aircraft Manufacturers. Mike opened with Cunliffe Owens's operation at **Eastleigh** shortly before WW2, the works had been opened to build the civilian Clyde Clipper under licence from the American designer. However, on the start of the war, work turned towards repair and overhaul of Supermarine aircraft and they also produced Seafires. After the war the civilian feeder liner Concordia was built but failed to gain orders. Despite building the three rotor W11 helicopter for Cierva, the company did not survive the failure of the Concordia and the company folded in 1948. Just to the North **Hursley Park**, between Romsey and Winchester, became the home of Supermarine's admin and technical facility following the

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### Personal Profile - Alan Howell

As mentioned above, Alan Howell has been elected as a new Trustee to the Museum. Alan has a professional background in production management and customer service in the book publishing and book printing industries and was partly responsible for a very successful series of aircraft books in the 1960's which sold in the USA and many European countries. His lifelong interest in aviation was re-energised when he became a volunteer at the Museum and he is determined to do whatever is necessary to help the museum move forward.



### Aircraft Update

The vampire is now looking smart with its canopy in place and white undercoat paint scheme.



### Club Meeting Report

Report for Club Meeting of 6th April titled Aviation around Poole Bay by Kevin Patience will be in the next issue of Cockpit

### Club Meetings:

1st June, 7pm, BAC 1-11, Peter Clark, Ian Haskell, Nik Read & Richard Church

**Next Event** - Saturday 11th June - Emergency Services Day

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## Club Meeting Report Cont

destruction of the factory at Woolston in 1940. Design and prototype construction included Seagull (Air Sea Rescue flying boat), Swift and Seafire until 1952 when Supermarine moved to **South Marston** to the East of Swindon. This site had been used for Miles Master production (an important trainer for Hurricane and Spitfire pilots) Short Stirlings, after destruction of the Rochester works. Later the Mk21 Spitfire was produced followed in the 1950s by the Attacker, Swift and Scimitar. Other work included making the VA Hovercraft before the site was bought by Honda for its new production plant and testing facility. Between the wars, Supermarine's main factory was at **Woolston** where flying boats were to the fore. Then followed the Spitfire in 1938. VA hovercrafts were also built at **Itchen**, just up the river from Woolston, in a factory that made Spitfires and Walruses in earlier times. Across Southampton Water from Itchen lay **Hythe** where Supermarine made the Southampton, Seagull and Walrus. The works had previously been run by the Admiralty in WW1 for the construction of flying boats. Round at **Portsmouth**, Portsmouth Aviation had been in the maintenance field but in 1946 the 5 seat Aerocar was made but sales failed. At the same airfield Airspeed was making a series of aircraft in the '30s such as the Ferry, Envoy, Courier and the famous Oxford for which production ran through to 1945. In 1939 a second factory was opened at Christchurch and in 1940

deHavilland bought out Airspeed. In 1960 the operation had moved to **Christchurch**. As Airspeed was consumed by deHavilland the Christchurch production of the Airspeed Ambassador was followed by DH Vampire Venom and Sea Vixen.



Picture - Airspeed Ambassador courtesy Mike Phipp  
Across the water on the Isle of Wight there was Saro in **Cowes, Sandown** where the NDN produced Fieldmaster, Firecracker and Nymph with Richard Noble making the ARV kit plane and of course **Bembridge** where the famous Islander is made.

To the North of Wessex, **Newbury** was the home of Elliotts who made Spitfire sub assemblies and Horsas and post war the Olympia glider. Spitfire Vs were made in a former bus depot at **Salisbury** and **Old Sarum** nearby is well known for the ill fated Edgley Optica. Post war **Thruxton** saw the Jackaroo Aircraft converting Tiger Moths but their own design the Thruxton Paragon did not succeed. Moving to Dorset, **Tarrant Rushton** was used for the production of Sea Hawk rear fuselages and Flight Refuelling's conversion of aircraft to drones.



## Vintage Transport Day

In marked contrast to last year the weather was a lot kinder being rain free and not bitterly cold. This was reflected in the attendance with more than 120 vehicles in the car park for much of the day. As usual the buses were prominent outside the museum with smaller vehicles, primarily re enactors, filling the spare space inside. Rides were provided by both single and double decker buses. This event proved to be a good start to the season.

