



# Cockpit

Issue 8 - June/July 2011

Registered Charity No 1034671

## Newsletter of the Bournemouth Aviation Museum

### Your Museum needs you

The Bournemouth Air Festival starts soon and we need all hands on deck to make this a financial success for the museum.

Volunteers are needed at the museum or in the square in Bournemouth. The Bournemouth site can get very busy and a minimum of four people is required to service the stand-the more the merrier. Bring family and friends and enjoy the atmosphere and help to sell the goods.

It is not possible to prepare a rota, but there is a list in the workshop at the museum if you can give an indication of what you are prepared to do, or just turn up anyway. 8am is ideal but a bit later is still welcome. We must make as much money as possible during this week and, of course, over the next holiday weeks to enable our survival.

At the Museum 10am - 5pm each day

At the town centre: Wed 17th 8am - 5pm,

Thu/Fri 8am - 9pm, Sat/Sun 8am to 7pm

**Please support your museum**

### Personal Profile - Mike Cherry



Mike has been visiting the museum for a considerable number of years and was asked to become a Trustee eighteen months ago being appointed in February. He is a Qualified Accountant and after 16 years he continues to work in London for the Royal Academy of Music (University).

Mike says 'I am desperately trying to make sure the income is equal to the expenditure but this is not going to happen quickly.' He adds 'We also need more volunteers desperately to survive at all.' This of course is the plea above for help.

### Club Meeting Report

'Aviation Around Poole Bay' by Kevin Patience

Kevin became interested in historical aviation following a divers training course in the RAF and whilst at Malta in the 60's he had dived on a sunken Spitfire and Maryland recovering parts of both.

The growth of aviation in the area around Poole during the early days included William McArdle who had owned a garage in Bournemouth and sold up to become Bournemouth's first aviator. Jointly he ran the flying school at East Boldre near Beaulieu and competed in Bournemouth's centenary air pageant in 1910, held at Southbourne airfield, at which Charles Rolls was killed. The first Schneider trophy race following WWI was held in 1919 on a triangular course from Bournemouth Pier to Swanage, across to Hengistbury Head and back to the pier and the winning Italian team stayed in Poole Harbour. (Later the race was voided.) After WWI famous manufacturers started up around the coast at Southampton and the Isle of Wight – Supermarine with RJ Mitchell and

Continued overleaf



### Aircraft Update



Our Leopard once again takes pride of place at the entrance to Bournemouth by the roundabout near the railway station. The evening of 25th July saw a small team from the museum reassemble the aircraft from the kit of parts on the back of a lorry as seen above.

### Club Meetings:

5th Oct 11 Part 2 BAC 1-11, Peter Clark, Ian Haskell, Nik Read & Richard Church

Next Event - Help for Heroes Day 1st October

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## Club Meeting Report Cont

the later Schneider Trophy aircraft arguably being the most prominent. Meanwhile Alan Cobham started his company Flight Refuelling in 1934. In Southampton the Shorts C Class flying boats had started a regular service and by using higher take off weights they found they did not need flight refuelling to cross the atlantic.

During WWII the flying boat operations moved to Poole harbour and there Maia (of the Shorts Mayo composite) was sunk in May 1941 by a German bomber. In 1940 Poole harbour was laid out with several air strips and now became very busy with the combination of Royal Naval Air Service at Sandbanks, BOAC operations at Salterns Marina and the normal powered boat activity from companies such as British Power Boats and RAF Hamworthy. Flying boats / seaplanes now consisted of the Pan American Clippers, RAF Catalinas, BOAC 'Sunderlands' and



Fleet Air Arm Walrus', Kingfishers (See picture at left) and Fairey Sea Foxes. At the beginning of WWII a brand new ordnance factory was built at Sopers Lane, Creekmoor, to the North of Poole Bay, which produced the 20mm Hispano-Suiza cannon used in Spitfires and Hurricanes. Aircraft casualties were inevitable in the Poole Bay area; a BOAC Catalina hit a log in March '43; other casualties included a Hurricane, Spitfire and Mosquito and in the surrounding areas a B17 at Lytchett Minster, a Halifax at Kingston Lacey and a He111. Brownsea Island played its part

by providing decoy fires, to misguide bombers, and gun emplacements facing the entrance to the harbour. As the war came to a close flying operations returned to Southampton and the last flight from Poole to Durban was on 12Mar47 so closing an eventful chapter in Poole's history. Kevin provided many pictures and anecdotes throughout his fascinating talk.

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## Snippet

Al Stacey, an RAF Warrant Officer, has acquired our Grasshopper Glider which he hopes to restore to flying condition. He owns a T21, aT31, a Prefect, and a Swallow plus another Grasshopper, which are all hangared at Hullavington alongside 621 Gliding School (ATC). Rumour control says that four of these gliders flew in dual aero tows at Fairford RIAT on the Sunday so our glider appears to be in a good home.



Picture of the grasshopper's tail in its trailer storage area.



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## Emergency Vehicle Day

Despite dry weather there was a disappointing poor showing by the public to the 999 day which was attended by Fire vehicles, Police vehicles and the re enactors.

The museum was even supported by a fire engine on the airfield which chose to test (or display) its foam equipment during the day.



Land Rover fire tender in excellent condition in front of the Vanguard



Green Goddess guarding the Harvard



Ex Met Police Special Escort Group, BMW K100 alongside the Piston Provost

