

News Brief in Aircraft Illustrated
August 2008

With kind permission from
Aircraft Illustrated Magazine
THE COMPLETE AVIATION
MAGAZINE

<http://www.aircraftillustrated.com/>

M. Vogelsang via Dr Andreas Zeitler



New look for Yak-3

Yak-3 D-FJAK no longer wears its distinctive red nose following a repaint. The former 'White 12', which had been based in Germany for some years and was actually the first D-registered Yak-3, now appears after a change of ownership in a new and striking colour scheme. Its identity as 'White 100' represents an aircraft of 402 IAP, one of the most successful Russian fighter regiments during WW2. Preliminary work was done by the historian Erik Pilawskii — this is the first

time that a fully authentic scheme has been applied to a 'new-build' Yak-3. The livery was applied by Meier Motors at Bremgarten in southern Germany, where the aircraft is also based.

More information is available on its own website, www.white-100.com, and it can be assumed that the aircraft will be present at many airshows this summer. Just after this magazine comes out, it is due to appear at Duxford for Flying Legends, flown by Mark Jefferies.

DR ANDREAS ZEITLER

FIO receives Rapide

Spain's Fundación Infante de Orleans (FIO) aerial museum received another piece of history on 17 May in the form of DH89A Dragon Rapide G-AEML, previously owned by Ken Whitehead in the UK. The aircraft took off from Norfolk on Monday 12 May and made fuel stops at Rouen, Bernay and La Rochelle in France and Hondarribia in the north of Spain. The trip was marked by bad weather throughout the route, so the aircraft landed at Madrid's Cuatro Vientos Aerodrome seven days after its departure from the UK. After its arrival, the aircraft was stored at Cuatro Vientos until its first public appearance in the static display at the FIO's 1 June event. It is expected that it will fly in the FIO's monthly shows after the summer.

The Rapide has been bought for €225,000 thanks to the patronage of the city of Getafe, where the FIO will move in two years' time after building its new museum designed by British architect Sir Norman Foster. G-AEML is the 34th aircraft in the collection but will not be the last, because the FIO plans to increase its inventory to 40 historic aeroplanes in the near future.

ROBERTO YÁÑEZ

Roberto Yáñez



Far left: The Flying Heritage Collection's Focke-Wulf Fw190A-5 WerkNr 1227 is nearly complete at the Gosshawk, Unlimited restoration shop. Frank B. Mormillo

Left: Another Gosshawk project is this new-build Ki-43 Oscar for Doug Champlin. Frank B. Mormillo

Gosshawk expands

Dave Goss recently hosted an open house event to show off the Phase II expansion of his Gosshawk, Unlimited, Inc warbird restoration and maintenance facility at Casa Grande, Arizona. Because

he would reportedly like to take on a B-17 Flying Fortress project someday in memory of his father, Goss has expanded his hangar/workshop at Casa Grande from 13,000 square feet to 23,000 square feet.

'Dad (David E. Goss) was a bombardier/navigator on B-17s who was shot down on his first mission with the 95th Bomb Group', Goss said. 'That's why I'm in all this. Now, I can take on a B-17 project and still work on projects for other customers as well.'

A number of interesting projects were on view, including the number two new-build Ki-43 Oscar that Goss is finishing up for Doug Champlin. When completed, the Oscar will reportedly be loaned to the Seattle Museum of Flight for public display. The fuselage and tail of Focke-Wulf

Fw190F-8 'White 1', being rebuilt for the White 1 Foundation, and Fw190A-5 WerkNr 1227, formerly 'White A' of 4/JG 54 which was recovered from Russia in 1990 and is now being finished up for the Flying Heritage Collection, could also be seen.

FRANK B. MORMILLO