

News Brief in Pilot August 2008
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STOP PRESS

Vulcan - will it display?

By late June Vulcan XH558 had made seven flights, including visits to RAF Cottesmore and RAF Coningsby, as part of the test programme. With only minor avionics issues outstanding after it landed at Bruntingthorpe on 9 June, there was, to quote Andrew Edmondson, engineering manager of the Vulcan to the Sky Trust (VTST) "Great relief that XH558 had finally reached the end of her test programme. All of the

certification paperwork generated by the VTST engineering team has been completed and collated by Marshall Aerospace and presented to the Civil Aviation Authority (CAA) for review and grant of the all important Permit to Fly."

The next stage, a short series of training flights, commenced on 23 June, enabling the display crew, led by David Thomas to prepare for their Display Authorisation. Four days later there was a major

breakthrough for the cash strapped VTST. Aerobytes Ltd, a company that supplies flight safety and fuel software to the aviation industry, made a significant donation that will enable the Vulcan to appear at RAF Fairford for RIAT and the Farnborough Air Show in July. These appearances are subject to the CAA issuing the Permit to Fly and the crew's DA in time. Further information on sponsorship and donations: www.vulcantothesky.com



YAK UPDATE

Yak-3 White-100

Yak-3UA D-FJAK, took to the air again on 16 May as *White-100*. The new colour scheme is the result of discussions between its owner Chris Vogelgesang, War Bird Colour Services and aviation historian Erik Pilawskii. *White-100* represents a Yak-3 that was part of 402 IAP (Regiment), formed in 1941 and staffed mainly by experienced test pilots drawn

from the Scientific Testing Institute of the Soviet Air Force (VVS). The Yak-3 entered service in 1944 with the Soviet Air Force.

D-FJAK was built at Strela in Orenburg in the early 1990s, the result of co-operation between the Yakovlev Design Bureau, Strela and Flight Magic, Santa Monica, California. It is powered by a US Allison V-1710 engine, in place of an original Klimov that is currently not available. *White-100* is based at Bremgarten, Germany. REPORT/PHOTO Mark Vogelgesang.



Chris Vogelgesang's Yak-3UA painted as *White-100*

B-17 threesome



B-17G *Liberty Belle* due in from Georgia

The Fighter Collection announced in June that for the first time since the filming of the movie *Memphis Belle* in 1989 three B-17 Flying Fortresses were expected at Flying Legends at Duxford on 12-13 July. The resident B-17 *Sally-B* G-BEDF and the Paris-based *Pink Lady* F-AZDX, will be joined by Don Brookes' *Liberty Belle* N390TH that is making an epic journey from Douglas, Georgia.

There was some doubt in late June that *Sally-B* would be able to join *Pink Lady* and *Liberty Belle* in the flying display at Duxford. Elly Sallingboe revealed that the UK's only airworthy B-17 had been grounded at Duxford with engine problems.

She explained, "A replacement engine was fitted but in early May this failed during a test run. All concerned were devastated when an alternative engine also failed during its first flight. We hope to resume our flying programme in July".