FUNDACIÓN INFANTE DE ORLEANS

FIO DIGEST

MUSEO DE AVIONES HISTÓRICOS EN VUELO

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Noticias FIO

Entrenamiento a puerta cerrada

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Noticias FIO

"Querido amigo:
Lamentamos mucho si se dio el caso de que el pasado día 6 no pudiera conectarse para asistir a la retransmisión en streaming del entrenamiento FIO en formato habitual de exhibición dominical.

Hemos de aclarar que la retransmisión fue posible gracias a la generosidad y ánimo de colaboración de "Hangar 4", que en su programa de retransmisiones utiliza la vía Facebook de acceso. Alertados de ésta circunstancia, los técnicos nos proporcionaron un enlace que debería haber facilitado la conexión directa, pero ésta, aún siendo posible, resultó más complicada de lo que en principio cabía esperar, y no estuvo en nuestra mano resolver la incidencia por otra vía.

En la valoración de acciones a tomar para el resto del año, la prioridad es mantener la condición de vuelo de la Colección mediante el programa de mantenimiento de aviones y entrenamiento de las tripulaciones en curso, siempre y en cualquier caso a puerta cerrada.

Sería nuestro deseo seguir ofreciendo la retransmisión en streaming de estos entrenamientos, pero hemos de valorar la posibilidad de hacerlo ya que, en adelante, deberíamos asumir su coste, y no resulta fácil en las actuales circunstancias. De darse la oportunidad, tenga la seguridad de que ofreceríamos una vía de conexión sencilla y directa. Ojalá podamos hacerlo. Les mantendremos informados a través de la página web y medios digitales.

Todo nuestro agradecimiento a nuestros donantes y seguidores que como Vd. se interesan por la FIO y su situación. Intentaremos seguir a la altura que la actual coyuntura exige y ellos merecen.

Reciba un cordial saludo en nombre del Patronato."

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HISTORIA DE LA BÜCKER N/S 203

Sale de la fábrica de Cádiz el 14 de diciembre de 1944 con motor HIRTH y es entregada a la Maestranza aérea de Sevilla el 10 de octubre de 1945 con los numerales en el fuselaje 33-198

Se hace cargo del avión el INTA en Torrejón. Tres años después, el 2 de octubre de 1948 va a la Maestranza de Albacete para una revisión general. Tardan dos años en esa RG y sale ya con el número EE3-198, con motor HIRTH.

El 24 de marzo de 1950 se hace cargo el Grupo de Estado Mayor de Getafe. Dos meses después, el 25 de mayo de 1950 en Getafe sufre un accidente y el 10 de agosto de 1950 vuelve a la Maestranza de Albacete para reconstrucción.

El 5 de febrero de 1951 es destinada a la escuela elemental de León y el 16 de agosto de 1953 es destinada a la escuela elemental de Badajoz.

Vuelve a la Maestranza de Albacete el 6 de mayo de 1957 donde permanece hasta su baja definitiva el 26 de octubre de 1957. En esa fecha se manda a la escuela elemental de aprendices de Logroño para la formación de mecánicos de aviación.

Las transformaciones de las Bücker con motores Hirth a motores Tigre se hicieron en 1958, con lo que este avión se salvó de esa transformación porque lo dieron de baja del servicio en 1957.

Actualmente está en proceso de restauración, tiene la matrícula EC-MCP, y esperamos se integre definitivamente en “La Colección” en el verano de 2021.

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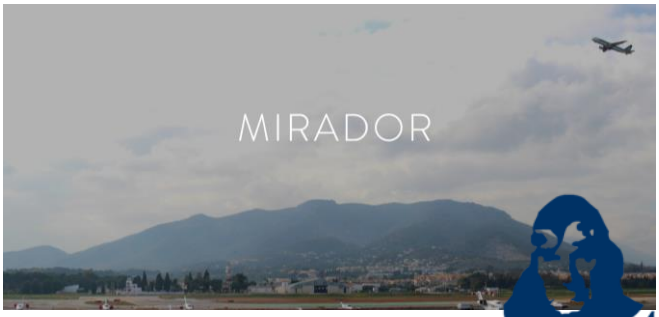


Its Luftwaffe scheme by now looking decidedly faded, the then Confederate Air Force's CASA 2.111H N72615 flies near Midland, Texas, in 2000. FRANK B. MORMILLO

Getting to know 'Pedro'

Until its tragic loss in 2003, the Confederate — later Commemorative — Air Force's CASA 2.111 was among the most characterful warbirds around. For its pilots, the Spanish Heinkel with the British engines had its challenges

WORDS: BEN DUNNELL

History has tended to do the Rolls-Royce Merlin-engined CASA 2.111 a disservice. As with the Hispano HA-1112 Buchón's relationship to the Messerschmitt Bf 109, it has often come to be seen as an ersatz Heinkel He 111, a glorified movie prop, rather than receiving the recognition it deserves in its own right. Yet the 2.111 — the 'Pedro', as it was nicknamed locally — was an important operational aeroplane, used in anger by the Spanish Air Force years after the German original had been consigned to the scrapheap. And it has played a significant role in the recollection of the past, too.

Without the 2.111, the *Battle of Britain* film may have been impossible to make. The catalyst effect it had on the preservation of airworthy historic aircraft might never have happened. That movement took in the 2.111 itself, by far the most readily available representative of the He 111 family. The Spanish type's career as a warbird proved chequered. Many hoped to keep them flying, but few did. Worse, there were two fatal accidents. The first, on 11 December 1977, took the lives of Neil Williams, his wife and two crew members when G-BFFS — destined

TOP: In service with the Escuadrilla de Entrenamiento del Mando de la Defensa Aérea (Air Defence Command Training Squadron) at Son San Juan until 1967, 2.111H T.8B-124 sported the codes 982-3. KEY COLLECTION

MIDDLE: N72615 at Rickenbacker AFB, New York, in October 1977. It had flown in so as to accompany sister aircraft N99230 on the last two legs of its ferry flight to Harlingen. VIA PETER HOAR

ABOVE: Sitting on the apron at Harlingen, the 2.111s flank another Spanish-built, Merlin-engined version of a German type, the CAF's HA-1112-M1L Buchón N109W. On delivery, N72615 wore the codes 1H+GS, said to stand for 'One Heinkel, Ghost Squadron'. VIA LYNN WILLIAMS

for Doug Arnold's collection at Blackbushe — crashed in the Sierra de Guadarrama mountains, north of Madrid. The second, near Cheyenne Regional Airport, Wyoming on 10 July 2003, claimed the last flying 2.111, along with its pilot and co-pilot.

That aircraft, N72615, belonged to the Commemorative Air Force. It had been one of the stalwarts of the CAF fleet for more than a quarter of a century, since being delivered to the then Confederate Air Force's headquarters at Harlingen, Texas, in September 1977. By that time the design may have been long in the tooth, but this airframe wasn't.

Constructor's number 118 was one of 13 examples that were fitted with Jumo engines at the factory, but not delivered as such because CASA was told to re-equip them with Merlins. This process complete, the dual-control 2.111H transport was taken on strength by Spain's Ejército del Aire on 17 September 1960, being given serial T.8B-124. It is known to have served with three units: the Escuadrilla de Entrenamiento del Mando de la Defensa Aérea (Air Defence Command Training Squadron) at Son San Juan; 402 Escuadrilla at Tablada, with which unit it received a white-topped VIP transport scheme; and finally 403 Escuadrón, part of the Servicio Cartográfico y Fotográfico at Cuatro Vientos.

It is unlikely that T.8B-124 took part in the *Battle of Britain* filming, since the movie fleet was provided by Ala de Bombardeo Ligero 27, then stationed at Málaga. At least one transport or trainer variant can be seen in period images of the *Battle of Britain* aeroplanes lined up at Tablada, but Ala 27 had both 2.111G and 2.111H models on its own strength. By the time of T.8B-124's retirement, camouflage had replaced the VIP look, but this is not in itself confirmation of a film role since the 2.111s left in service after that time were put into the same scheme when they underwent major overhaul.

The aircraft made its final flight in air force service on 8 February 1975 and was struck off charge on 15 April. Registered G-BDYA to Doug Arnold's Warbirds of Great Britain operation during May 1976, the following month it was ferried from Spain via Bordeaux and Gatwick to Blackbushe, still in Ejército del Aire

ABOVE:
One 2.111 viewed from another, as N72615 formates on N99230 between Little Rock and Harlingen, with the CAF's SB2C Helldiver also in attendance.
VIA PETER HOAR

colours. While at Blackbushe the 2.111H was repainted as a Luftwaffe He 111, ready for its delivery flight to the Confederate Air Force, and a new life with its Arizona Wing at Falcon Field in Mesa.

With the CAF, it also took on a revised appearance. The transport was transformed to more closely resemble a He 111 bomber, with the addition of dorsal and ventral gun positions, complete with dummy armament. A dummy gun was later fitted in the nose position, and a vertical bomb rack mocked up for the benefit of visitors to the interior.

CAF pilot Larry Perkins first flew the aeroplane in the early 1990s. He took on the job of type training pilot, and immediately discovered one problem. "The aircraft manual was unusable", Perkins says. "It had been translated from German to Spanish and then to English. Therefore, it was necessary to write a training manual for the pilots I trained and tested."

This is important with any aircraft, of course, but especially with a type as rare and, to some extent, quirky as the 2.111. It was, continues Perkins, "easy to fly. However, it had some very unusual flight characteristics. It appears that the designers in 1933 may have incorporated in the He 111 all of the ideas they thought might work. It had trim tabs, servo tabs, anti-servo tabs and floating tabs. The aircraft had flaperons, meaning the ailerons deflected about half as much as the flaps when the flaps were extended. Aileron authority was greatly diminished with flap settings in excess of about 40°. There was not enough roll control authority to prevent the aircraft from rolling when configured with full flaps and only one engine producing maximum power."

What's more, it would "experience rudder and aileron hard-over. You could apply full rudder in one direction and full aileron in the opposite direction and remove your hands and feet from the flight controls. The rudder and ailerons would remain fully deflected. The aircraft would maintain the yaw and banked attitude. The He 111 may be the only airplane ever manufactured that would exhibit those traits."

Mel Tiensvold concurs. He began sponsoring and flying the aircraft in 1990, and says, "You could crank the ailerons over and just sit there, and it would skid through the air without the ailerons coming back. Same with the rudder. It would stay that way until you brought it back. That was quite interesting. But overall it was quite a stable airplane. You just wouldn't do what it didn't want to do. If you went along with its characteristics, none of them really affected you."

Perkins explains, "I trained the guys to only land with 40° flap, which gave you 20° ailerons. When you got down around 30-35°, you started getting more drag than lift. If you went 50° flap, 25° aileron, you could move the yoke about 5° and from then on you weren't doing anything. But in day-to-day flying, landing at 40° flap, you didn't notice all the tabs and that sort of thing."

> *"It appears the designers may have incorporated all the ideas they thought might work"*

The stall characteristics demanded attention. The procedure, he says, was, "If the airplane was buffeting, ailerons in the middle. When it stopped buffeting, it was a normal airplane and you could use aileron and rudder together to level the wings. It would almost always roll to the left in a stall because the spinning blade on the number one engine increased the angle of attack out on the left wing. If you put right aileron on, it would continue to roll until you neutralised the ailerons."

In operational terms, with its late-series Merlin 500s and sufficient radiator size, the 2.111 did not suffer from some of the problems of ground overheating that other aircraft equipped with the Rolls-Royce powerplant did. "You had to keep moving", Tiensvold remembers, "but unless it was extremely hot we didn't really have any issues. The water-cooled system was actually quite efficient, as long as you had air going over the engine". However, he adds, "It would overheat real fast on one engine". And of the single-engine climb characteristics, he says bluntly, "They were negative. You went downhill. Even at sea level, you weren't going to last too long."

Perkins experienced that first-hand on 21 April 1998, when he was pilot-in-command during a post-

PILOT REPORT CASA 2.111

Airborne from CAF HQ at Midland in October 1994, the 2.111 sports the markings of a He 111 from Kampfgeschwader 51. PETER R. MARCH

The dual-control cockpit of the 2.111H variant. Despite the extensive glazing, CAF pilot Larry Perkins comments that visibility wasn't the best. FRANK B. MORMILLO

maintenance test flight from Falcon Field. With him were co-pilot Mike Walton and flight mechanic Chuck Waldemyer. The brief was for a steep climb-out. "The operating engine would quickly overheat during an attempted single-engine climb", says Perkins. "You had to sacrifice climb angle for air speed to prevent failure of the remaining engine due to overheating. Therefore, you were not able to climb very much after an engine failed. There was not enough cooling airflow for the V12 engines at one-engine-inoperative climb speed."

So, when both engines suffered a complete power loss at about 500ft, beginning with the number two Merlin, Perkins put the nose down to the approximate attitude for single-engine flight and initiated the necessary procedures: apply maximum power, retract the flaps and gear, identify the problem, verify it and feather the prop. "However, the number one engine failed before we could complete the engine failure procedures for the number two engine."

Larry pitched the aircraft nose-down to an estimated 'no engines operating' glide angle and made a shallow left turn to line up with a fairway on the nearby golf course. It was then he noticed a couple of golfers on the fairway, but there was no other landing option. With no engine noise, they wouldn't hear the oncoming aeroplane. "That was the first time during the entire event that caused us a great amount of concern. During the debrief, one of our colleagues suggested we should have opened the aircraft window and yelled 'fore'. I told him the problem was that we were going to be 'playing through'."

Fortunately, with the 2.111 at an altitude of some 100ft, one of the Merlins restarted at full throttle, followed a few seconds later by the other. Perkins performed a shallow climb to gain more than enough altitude to glide back to Falcon Field. Once that margin had been achieved, he decided to do an experiment. He again adopted a circa 10° nose-up attitude and held it for a few seconds. "Both engines simultaneously experienced complete and total power loss. It took several seconds with the aircraft in a glide pitch attitude to restore engine power." Larry pulled both throttles to idle and performed an idle-power approach and landing.

Given that the aircraft was suitably fuelled, and the fuel system fully operative, what caused it?

THE 2.111: A BRIEF HISTORY

The CASA 2.111 story dates back as far as 1937. At the end of that year, in the midst of the civil war, the Spanish Air Ministry signed a contract with Heinkel for licence production of the He 111. However, it was not to bear fruit for some years. While Heinkel-built machines served in Spain with the German-manned Legion Condor, the Spanish nationalist air arm and then the post-civil war Ejército del Aire, not until September 1941 was a contract agreed with local concern CASA. It covered the manufacturing of 200 examples. These were supposed to be He 111P models, but ended up being He 111H-16s, and production was much delayed. Only in 1944 were sufficient components to build 10 aircraft received, transported from Germany by rail. With them came a complete, dismantled He 111 to use as a pattern.

A pair of 2.111B2s operated by Ala 26 at Albacete is led by serial B.2I-40. KEY COLLECTION

Engines were another stumbling-block. Over three months from May 1944, Junkers despatched 60 Jumo 211 units, but with Germany's wartime situation deteriorating there would be no more from that quarter. The first CASA 2.111, as the type was designated, took to the air with Jumo power on 23 May 1945, but such were the supply problems that full-scale production did not immediately follow. An effort by CASA in 1948 to adapt the aircraft to use the Hispano-Suiza 12Z-89 proved unsuccessful, so when Jumo 211 supplies became available from French sources in 1949 it was decided to revert to the German powerplant.

Not until June 1950 did the first 2.111A bombers begin being delivered to an operational unit, 11 Regimiento de Bombardeo at Tablada, where the type was also manufactured. In total, 130 Jumo-engined 2.111s were built, of which 117 were delivered. The 13 other airframes — four 2.111F trainers and nine 2.111E transports — ended up being completed with Rolls-Royce Merlins.

While production of new Jumo-equipped 2.111s continued as late as 1956, it was clear another engine solution was required. This came in the form of the Merlin, first proposed as far back as 1948. The version used was the Merlin 500/29, a derivative of the Merlin 24 series. An initial prototype conversion involved 2.111A-1 serial B.2H-77, which thus became a 2.111B with serial B.2I-1. It was assigned to the Grupo de Experimentación en Vuelo at Torrejón on 21 March 1952 for flight-testing, followed by operational evaluation with the Escuadrón del Estado Mayor from September 1955. The first two series production aircraft with Merlins, both 2.111Ds, were accepted on 17 September 1955. The Morón-based Ala de Bombardeo Ligero 27 brought the Merlin-engined aircraft, in 2.111B form, into the air force's operational inventory during the latter part of 1956.

New production of Merlin-powered 2.111s totalled 70, while 65 more were converted from Jumo-engined examples. Of the nine 2.111G trainers, five were conversions from 2.111Fs with Jumos, while four were never delivered with the German powerplants and converted to use Merlins, just like all nine 2.111H transports.

The 'Pedro's' baptism of fire occurred during the so-called Ifni War, the conflict against Moroccan insurgents in Spanish West Africa. A first deployment by the type in connection with this campaign was made by Jumo-engined aircraft from Ala 25 in March 1956, their operating base being Gando in the Canary Islands. Merlin-engined machines took over thereafter, beginning that July with a detachment from Ala 28. From the end of July 1957, all deployed 2.111s from different units were placed under the control of the Gando-based 291 Escuadrón. Few details of their operations have ever been released, but 2.111Bs and 2.111Ds conducted machine gun and bombing attacks against enemy positions, and reconnaissance sorties, between November 1957 and February 1958. The conflict ended on 20 March 1958, but 2.111 deployments continued for some time.

The last 2.111 in Spanish service soldiered on until 14 February 1975. This was 2.111D-1 B.2I-27, operated latterly by 406 Escuadrón at Torrejón. Upon its sale to American collector — and Korean War F-86 ace — Dolph Overton, it was given civil registration N99230 and ferried initially to Blackbushe in the UK, from where it flew to Harlingen, Texas in October 1977.

Running up its Merlins is 2.111D BR.2I-131 from Ala 27's 272 Escuadrón. KEY COLLECTION

The CAF added the dorsal gun position to the 2.111H to make it more closely resemble a He 111 bomber, though at this stage in the mid-1990s it was not equipped with a dummy weapon.
BILL CRUMPLAMY

VARIANTS EXPLAINED

Jumo engines

Variant	Role	Serial prefix	Remarks
2.111A	Bomber	B.2H	
2.111C	Bomber/reconnaissance	B.2H, later B.2HR	
2.111C	Photography	B.2HR	
2.111F	Trainer	T.8	Dual controls
2.111E	Transport	T.8	Basic 2.111E with dual controls, 2.111E1 without; none delivered with Jumos, instead converted to Merlins

Merlin engines

Variant	Role	Serial prefix	Remarks
2.111B	Bomber	B.2I	Early 2.111Bs used Rotol propellers; retrofitted with de Havilland units, and 2.111B1 built with them; 2.111B2 added Sperry autopilot
2.111D	Bomber/reconnaissance	BR.2I	
2.111D1	Photography	B.2I	Fitted with oxygen system for high-altitude operations
2.111G	Trainer	T.8B	Dual controls
2.111H	Transport	T.8B	Dual controls

"The maintenance people reset the fuel pressure to 20psi during the heavy maintenance. That would be about the correct fuel pressure for pressure-type carburettors. However, the 'Heinkel' had float-type carburettors. The proper fuel pressure for float carburettors was about 7psi. The higher fuel pressure could cause flooding of the engines and result in a wet-cut. Greater deck angles would cause flooding at less fuel pressure". Mike Walton said he would never fly the 2.111 again, a vow he kept. It was with another co-pilot, Russ Allen, that Perkins made a test flight with the fuel pressure at the proper setting, and found that all was well. One discovery was that a loss of power could be induced by pitching down to about 0.5g.

Ergonomically, the aircraft left something to be desired. "You'd think with the glass nose you'd have great visibility", says Perkins. "Well, I don't care where you looked in that thing, there was something in your way. Also, I flew it in heavy rain and high humidity a few times, and that glass nose fogged over on the inside.

"The aircraft had no floorboards, so you had to put your feet in stirrups at the bottom of the rudder pedals. You flew it with your heels rather than your toes. If you used your toes, you got the brakes. That was the hardest thing for people checking out on the airplane — getting them to take off and land without getting on the brakes". What's more, the CAF's flight manual stated that the wheel brakes should not be used when the tailwheel was still off the ground, except in an emergency, given the risk of a pitch-down and consequent propeller strike. If this proved necessary, so was the application of up elevator.

The manual's recommendation was to conduct wheeler landings, rather than three-pointers. "Elevator authority may be inadequate to make a successful stall landing with landing flaps extended", it pointed out. "Further, the stall characteristics of the aircraft are unforgiving, and may become a factor if a stall landing does not work out as planned. In addition, the tailwheel is not steerable and does not lock."

"The Merlins sounded beautiful", Tiensvold states, "but the only problem was that they were short-stacked right into the cabin. This meant you had to wear noise-attenuating or noise-cancelling

headsets and also earplugs, otherwise it would destroy your hearing. But, boy, it sounded sweet. Going downhill, it would just crackle, and you'd see the flames coming out of the stacks..."

But it would be wrong to concentrate on the 2.111's idiosyncrasies. After all, it generally flew well. And taking it around the USA was often an entertaining experience. Recalls Perkins, "We had a flight engineer who was a retired Los Angeles policeman. He was German, and he would wear a German uniform with the Pickelhaube, the helmet with the point on the top. When I walked up to the airplane he clicked his heels together. He was so good at it."

"It always had crowds around it", says Mel Tiensvold. "We would fly to different towns and display it, and what we did was fly over the town for 10 minutes, or if we saw any golf courses, football games or marinas we'd fly over those. The particular sound of those engines would draw people out to the airport. That was a better advertisement than being on TV. When we landed, one of our guys would lift the hatch, get out, look at the crowd and say, 'Are we in Berlin?'"

It all came to an end on 10 July 2003. En route from Midland, Texas to Missoula, Montana, the 2.111 was to make a refuelling stop at Cheyenne, Wyoming. During a straight-in approach, the crew — who had not long converted to type — reported a power loss on the port engine. The aircraft, Larry Perkins says, "could not maintain altitude at that density altitude with only one engine operating". A controlled off-airfield landing was not possible, and N72615 crashed some two miles short, going through a chain-link fence, colliding with a parked car and finally hitting a construction site for a school bus washing facility. The wreckage was consumed by fire. Pilot Neil Stamp and co-pilot Charles Bates were killed. The reason for the power loss could not be ascertained.

No other CASA 2.111 has returned to the air since that tragic day. Given the type's substantial heritage, whether in the Spanish Air Force or on screen during *Battle of Britain*, this is a shame. For better or worse, nobody who flew the CAF example will forget the experience of operating that last flyable survivor. A

ACKNOWLEDGEMENTS:
Thanks to José Luiz González Serrano, author of the 2017 book *Los C-2.111 'Pedro' de CASA.*

ABOVE:
A new appearance from 2001 onwards saw the 2.111 repainted into the desert camouflage of a 2./KG 26 He 111H-6, as flown in the Mediterranean theatre during 1942-43. By now the former transport was looking much more warlike, with dummy guns in all positions.
PETER R. MARCH

'CONNIE' AND THE CASA

The late Wilson 'Connie' Edwards flew everything during the *Battle of Britain* filming: Hurricane, Spitfires, Buchóns, B-25 Mitchell camera-ship and, yes, the CASA 2.111. He first sampled it during 1968's early shooting at Tablada, near Seville, and then again when two aircraft were brought to Duxford. "Beautiful-flying airplane", the Texan said in 2018. "When I got back they asked me, 'What d'you think?' I said, 'I'll tell you one thing. You can tell a happy Heinkel pilot — all the enamel's broken on his teeth'. I came in and just three-pointed it. They told me the tail struts wouldn't take three-pointing, so I had to wheel-land. The Spaniards, every time they hit they would bounce and make a little 'crow-hop', just like DC-3 pilots. The DC-3 always touches down and skips. Well, I learned way back with American Flyers [the firm where Edwards got his instrument rating] — they said, 'You always three-point if you don't have a load'. Ol' Reed Pigman, the owner of American Flyers, said, 'I don't want you kids burning up my brakes'. It taught me a trick I used thousands of times, which was that when you're coming in everybody always trims everything out, nose-up, and it hits and bounces. Reed Pigman said just to crank the trim tab forward one round before you lower your elevators, and it'll grease in. Well, I greased [the 2.111s] in every time, but none of the rest of 'em could."

Omaka Aviation Heritage Centre expondrá la colección de John Smith

El 7 de agosto de 2019 moría a los 84 años John Smith en Nelson, Nueva Zelanda. En un cobertizo de su propiedad en Mapua, John Smith guardaba un auténtico tesoro. Amante de la aviación, desde los años 50 había estado visitando frecuentemente desguaces y chatarrerías para rescatar de la destrucción la herencia aeronáutica neozelandesa. En sus terrenos, atesoraba, entre otras piezas un De Havilland Mosquito, dos P-40, un P-51 Mustang, una De Havilland Tiger Moth, componentes y motores de un reactor Vampire y varias cajas más con piezas y repuestos. Durante años, esta colección permaneció a buen recaudo y solo conocida por los más entusiastas aficionados a la aeronáutica histórica, a los que tampoco fue fácil visitarla, por el carácter reservado y solitario de John Smith. Aunque a sus puertas llamaron varios coleccionistas, John Smith nunca cedió en vender su tesoro. Una de esas pocas veces fue el Lockheed Hudson NZ2049, que fue regalado a Billy Reid en 2007 y que actualmente se expone en forma de Diorama de un Hudson abatido en la selva, en el Omaka Aviation Heritage Centre, en el aeródromo de Omaka, en Blenheim, Nueva Zelanda.

Mosquito FB.Mk VI NZ2336 en el cobertizo. Tras él se puede apreciar el morro del P-51 Mustang.

Foto: Graham Orphan, cedida por Omaka Aviatión Heritage Centre

Y precisamente a este centro, a Omaka Aviation Heritage Centre irá destinada la mayor parte de su colección por deseo de los familiares de de John Smith, su hermano George y su hijo Rob. Dicho centro ya ha comenzado las gestiones para el traslado y restauración de los aparatos, mientras que los P-40 ya se encuentran en proceso, se ha abierto una recaudación de donaciones para el traslado del Mosquito, para el que es necesario expertos en su traslado y vehículos especializados para evitar daños en esta rara pieza. La intención es exponerlos de forma estática la mayor parte de las piezas.

En referencia a los ejemplares que se rescataran, podemos reseñar:

El Mosquito NZ2336, fue construido como TE910 y entregado a la RAF en 1945 al MU nº 27 (Unidad de Mantenimiento). En 1947 fue suministrado a Nueva Zelanda, donde sirvió con el 75 Squadron hasta 1952, siendo dado de baja en 1955 como excedente militar con 80 horas 35 minutos de vuelo. Ese mismo año, fue comprado por John Smith.

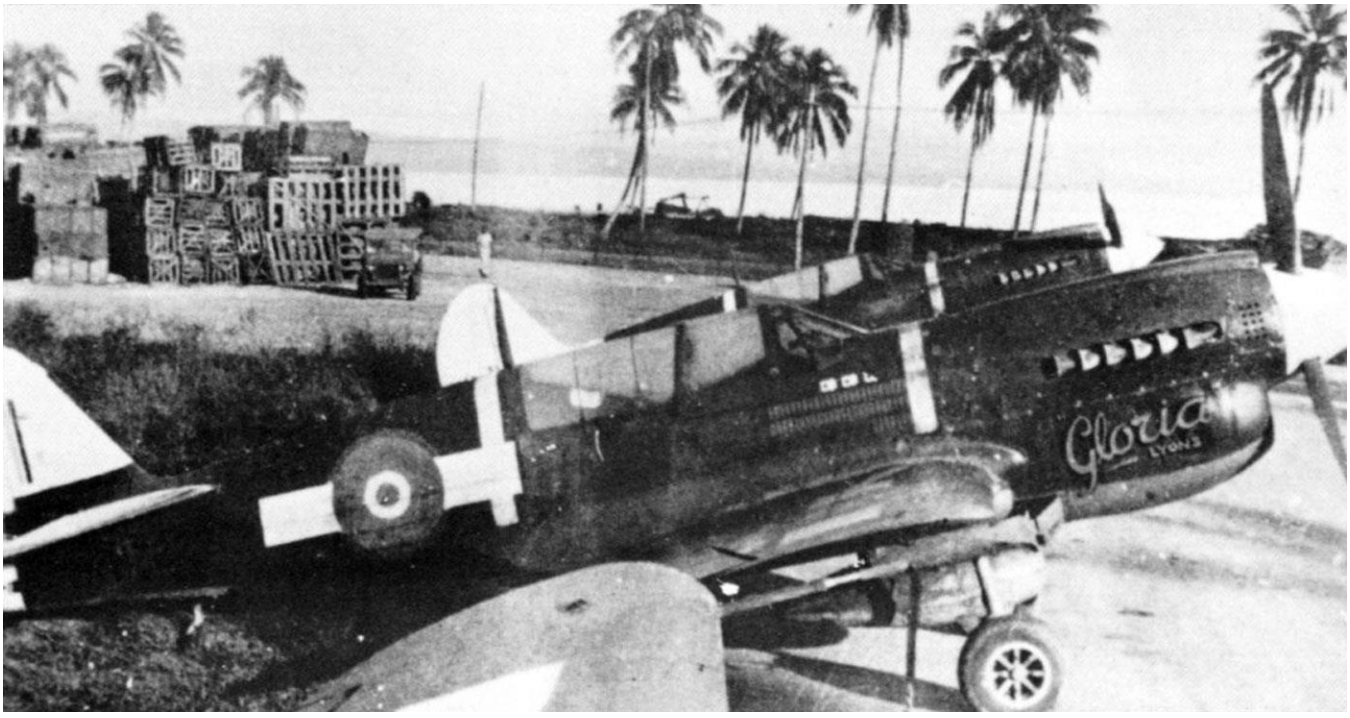
El P-40N Kittyhawk NZ3220 entró en servicio en la RNZAF en 1943, participando en operaciones de combate (aún se ven sus marcas de misiones de ataque) y siendo el tercero en ser bautizado “Gloria Lyons”. Fue bautizado así en honor a una adolescente hospitalizada por tuberculosis espinal en el hospital de Christchurch y que se hizo amiga por correspondencia de dos armeros de un escuadrón de la RNZAF, que decidieron “adoptarla como mascota”. Tres P-40 y un Corsair, acabaron llevando su nombre. El NZ3220, ha sido el único en sobrevivir a nuestros días. La joven Gloria, consiguió superar su enfermedad, siendo vista por última vez en el hospital en 1954.

Kittyhawk NZ3220 “Gloria Lyons”. Se puede apreciar aún las marcas de misiones de ataque en su fuselaje. El aparato, ya ha sido trasladado a instalaciones para su restauración.

Foto: John Harrison, cedida por Omaka Aviatión Heritage Centre

El otro Kittyhawk, NZ3043, es un P-40E que sirvió en el 17 Sq. antes de pasar a una unidad de entrenamiento.

El P-51D Mustang NZ2423, fue registrado por la USAAF como 45-11513 y entró en servicio en 1945 con la Fuerza Aérea de Nueva Zelanda como NZ2423. Vivió sus últimos días como remolcador de blancos, siendo el último P-51 en ser retirado de la RNZAF en 1957. El futuro de este avión aún es incierto, a la familia Smith le gustaría recuperarlo para que volviese a los cielos, algo viable, pero caro, siendo necesaria la reconstrucción total de las alas que fueron seccionadas para su traslado hasta la propiedad de John Smith.



P-40N Kittyhawk NZ3220 Gloria Lyons en 1944 durante su servicio en el 4º Service Unit de la RNZAF en Bouganville.

Fuentes:

www.omaka.org.nz (comunicado y fotos cortesía de Rachael Brown)

https://www.stuff.co.nz/national/121990112/treasure-trove-of-hidden-historic-planes-including-rare-wwii-mosquito-to-see-the-light?fbclid=IwAR2_6bje1qyL5mhsgRSBHFsanSIRmGKpaFEAzwwZf5b4456_f10k29Du5NI

CARICATURAS

Autor: Juan Antonio García Ruiz

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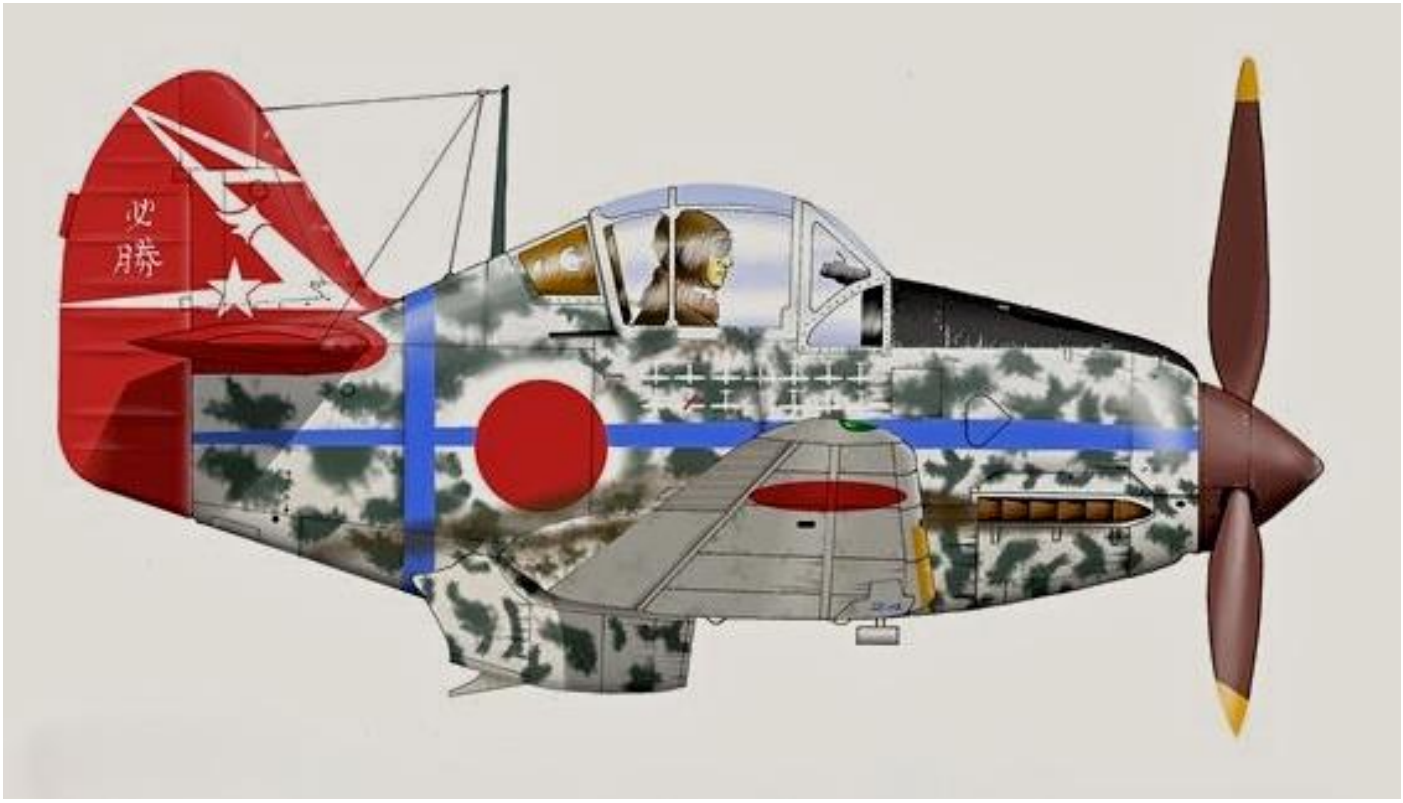

Kawasaki Ki-61 ¨Hien¨

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Mikoyan Gurevich Mig-15 ¨Fagot¨

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Lockheed C-141B ¨Starlifter¨

CARICATURAS

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En este número terminamos la colección de CARICATURAS

Agradecemos a nuestro infatigable colaborador Juan Antonio García Ruiz su trabajo.

Muchas gracias Juan Antonio

Colaboran en este número:
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Diseño original de Luis Díaz

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