

Viking on the move



Vickers Viking G-AIVG on the move in mid-June. ANDRE FROSSARD AND ANDRE GOEFFERT

AFTER YEARS in storage at the Musée National de l'Automobile at Mulhouse, France, Vickers Viking 1B G-AIVG has moved to a new location for restoration. Built for British European Airways in 1946, this machine entered service with the name Viceroy on April 30, 1947.

Unfortunately, Victor-Golf was declared a write-off after an accident was caused by a tyre blowing out at Le Bourget, near Paris, on August 12, 1953. It moved to Mulhouse in the 1970s for external storage.

Its port wing is in place, but the

starboard unit has been removed and is stored off site. There is no landing gear and the nacelles are empty. The fuselage had been mostly stripped bare, but the instrument panel is in place.

The machine was dismantled and transported in mid-June to Basle-Mulhouse EuroAirport, where it will be restored. This initiative is being supported by, among others, Balair, the Musée Nationale de l'Automobile/Collection Schlumpf and EuroAirport. ERIC JANSSONNE

Kittyhawk rebuild



Restoration work is progressing well on Curtiss P-40E Kittyhawk 41-35984 at Murray Griffiths' Performance Aerospace at Wangaratta, Victoria, Australia. The fuselage is now essentially complete and has been painted as SqN Ldr Dick Creswell's A29-113 – it was in this aircraft he shot down a Japanese Mitsubishi G4M over Darwin in 1942. Also in the workshop are another pair of P-40Ns and at least three Bell P-39 Airacobras. ROB FOX

Globemaster saved

SUBSTANTIAL sections of Douglas C-124A Globemaster II 49-0258 arrived at the Air Mobility Command Museum in the hold of a USAF Lockheed C-5 Galaxy on June 21. The Delaware collection had been actively trying to acquire an example of the important transport for many years and is

delighted to have secured the oldest surviving example.

Parts of the C-124, which were previously in storage in Omaha, have been arriving at the museum for some months and are now all on site. Plans will proceed to restore the machine to its former glory. www

Globemaster II Survivors

Model	Serial	Location
C-124A	49-0258	Air Mobility Command Museum, Dover AFB, Delaware
C-124C	51-0089	Museum of Aviation, Robins AFB, Georgia
C-124C	52-0943	Korean War Museum, Seoul, Korea
C-124C	520994	McChord AFB, Washington
C-124C	52-1000	Jimmy Doolittle Air & Space Museum, Travis, California
C-124C	52-1004	Pima Air and Space Museum, Arizona
C-124C	52-1066	USAF Museum, Dayton, Ohio
C-124C	52-1072	Charleston Air Park, South Carolina
C-124C	53-0050	Hill Aerospace Museum, Utah

Unit relic for RAF museum

A UNIQUE World War Two tally board made from the mid-section of a shot down German Dornier Do 215, was purchased by the RAF Museum at Wintertons Auctioneers, Lichfield, on July 21. There were fears that the 611 (West Lancashire) Squadron tally

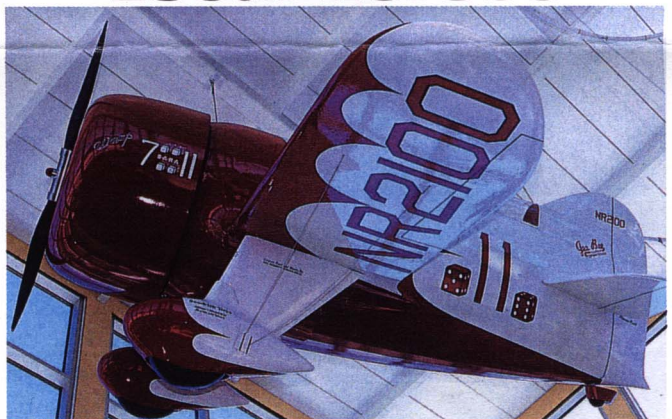
board, which lists the unit's commanding officers and all its wartime victories, including the dates, types of aircraft and pilots responsible, would be sold abroad. The Dornier was brought down over North Wales by the unit on September 21, 1940.



Members of 611 Squadron pictured in 1941. Note the tally board on the right.

ALDON FERGUSON

Local heroes



A fibreglass reproduction of the Granville Gee Bee R-1 air racer has gone on show at the new William C Sullivan Information Center in Springfield, Massachusetts. It is in honour of the locally-born Granville brothers, who designed a series of highly-successful racers in the 1930s. GILES AULIARD

Walrus for export?

A GROUP of enthusiasts is carrying out a feasibility study with a view to moving Supermarine Walrus I W2718 (G-RNLI) flying-boat to its base in New Zealand. The amphibian has been under long-term restoration to airworthy condition by owner Dick Melton in Norfolk – see Supermarine Walrus in focus in the August 2003 issue.

If the project does move to New Zealand, it could be completed in a workshop at the Air Force Museum at Wigram, Christchurch. The task is likely to take several years, and it may be carried out under contract with

professional aero-engineering firms.

Although based in Canterbury, the project will be open to people around the country who will be asked to purchase a 'share' in the aircraft. All being well, the Walrus will have dual flying controls, with additional seating on board for up to four passengers. Water operations are likely to be confined to fresh water lakes rather than salt water and the aircraft will be operated on a non-commercial basis under an experimental registration category. Contact via the FlyPast office.