

HAWKER HURRICANE MARK I RESTORED IN ENGLAND

A friend of Frank Christian, Nick Winton, was at the April Breakfast Fly-in. Nick is from England (actually, Scotland) and was not principally here for the fly-in, but for the Master's. He said he did not fly, but his father, now deceased, was a pilot in World War II. He said that a plane similar to one of those his dad flew, a Hawker Hurricane Mark I, was recently restored in England. He said he would send more information about it, and his dad.

About his father, Nick wrote "I don't have that much information on my Dad. He is mentioned in a book called [Mohawks over Burma](#) by Gerry Beauchamp and he flew in Malta as well. We know he was born in 1918, learned to fly at Cambridge but was not called up for the Battle of Britain. After the war he bought a Scottish estate, Dalmunzie and turned the house into a hotel. It had a nine hole golf course and a train! We have since sold the hotel but retain the golf course. He died in 1996."

As for the restoration, Nick wrote "I attach photos of [Hawker Hurricane Mark I] R4118 before and after. The three pilots on the plane were still living when the plane came back from India. I stood in for my father. Thanks for your welcome to the Pea Patch."

This is from the restoration Website:



Hawker Hurricane Mark I, R4118, was delivered new to 605 (County of Warwick) Squadron at Drem on 17 August 1940. During the Battle of Britain it flew 49 sorties from Croydon and shot down five enemy aircraft. After being battle damaged on 22 October 1940, the aircraft was rebuilt and taken on charge by 111 Squadron at Dyce on 18 January 1941. There it was flown on patrol over the North Sea and was again in combat. In December 1943, R4118 was crated at Cardiff and shipped to India as a training aircraft. However it was never



needed and remained in its packing case in Bombay until 1947. It was donated to a university for engineering instruction. The fuselage was stood outside in a compound with the propeller, wings and tailplane laid on the ground. There it remained until June 2001 when Peter Vacher was able to conclude six-year-long negotiations and R4118 was loaded into a container. The aircraft has been restored to flying condition over the past three years. Meticulous restoration was undertaken by Hawker Restorations Ltd. in Suffolk. This included fitting every piece of equipment which was in the aircraft during the Battle, such as the first of the VHF radios (the TR1133), the Identification Friend or Foe unit, the original 8 Browning machine guns, and the camera gun in the starboard wing. Two of the pilots who flew R4118 in the Battle of Britain are still alive.

You can see the Website at: [Hawker Hurricane Mark I, R4118 restoration](#)



Saturday, May 21: PIG PICKIN' AT THE HACIENDA DE GAY (7GA3).

Don Gay's son, DG, is graduating from Georgia Southern College on May 14, 2011. He wants all his pilot friends to celebrate the event at the Hacienda De Gay on Saturday, May 21, at 2:00 PM and to enjoy a "Pig Picken' Low Country Boil" at the Hacienda De Gay (7GA3). Directions: Remember to land coming in over the pond on runway 17, NO MATTER WHAT THE WIND DIRECTION IS! The runway is grass, 2000 feet long, and is 75 feet wide but has an open space of 100 feet on each side of the runway. The airstrip, starting at the pond edge, has a gradual incline for about 500 feet, then tapers off to a slight incline to the opposite end. After landing, taxi back down the runway to the pond and someone will guide you to parking. If no one is there, taxi between the little "outbuilding" and the pond to the parking area. The runway is located two miles EAST of Garfield off paved highway county number 289.

Land directions: If coming into Garfield from Millen on Highway 23 go into Garfield and turn left (east) at the signal light. Go through Garfield up the hill. At the top of the hill turn left on Augusta Road. Follow that road for a mile or so until you see 6250 Elam/Airstrip Road (or may be called Don Loves Langga Airstrip Rd.) -- Turn left there and follow the runway to the house. EVERYONE IS INVITED! BRING YOUR FAMILY, FRIENDS AND GUESTS. Come enjoy the food, friends and camaraderie.

Don Gay's phone number is: 478-982-8526. His e-mail is: dgay.savannah@glsp.org

Mark Reineck, President of EAA Chapter 1272, Sandusky Airport, Fremont, Ohio, sent this message to our chapter:

“My son Alex will be doing an internship for Club Car in Augusta, June through September, and is seeking a room/apartment or house to rent while he is in town. He's a great responsible kid (junior in Engineering at Ohio State). If anyone in the chapter has space or knows of any opportunities please let me know.”

Sincerely, Mark Reineck 419-355-3904 cell. E-mail: flynvetmfr@aol.com

LAWMAKERS TO USE ATC INCIDENTS TO PUSH AGENDA

Some lawmakers are planning to use incidents involving air traffic controllers as ammunition in their efforts on aviation legislation. Republicans see the uproar over the incidents as a way to seek disciplinary remedies for egregious air traffic controller mistakes. Meanwhile, the union representing air traffic controllers is striving to gain federal approval for fatigue-prevention techniques, such as controlled on-the-job naps.

(Information adapted from *AOPA Aviation eBrief* April 25, 2011)

SUN 'N FUN TIEDOWN TESTS



When the tornado blew through Sun 'n Fun on April 7, it left a trail of overturned airplanes. Product tester that he is, Aviation Consumer editor-in-chief Paul Bertorelli (of AvWeb) immediately set about interviewing aircraft owners to find out which tie-downs were used where. After a couple weeks' of analysis of the data, he's concluded there are no definitive conclusions about which tie-down is best — but there are a lot of lessons to be learned. One



writer wrote "I think a story could be done on tie downs. I noticed in a video at Sun 'n Fun a row of

planes blown away, yet two remained tied down. They had three-legged yellow tie downs. Quite a testament to their holding power. So many secured planes were damaged by planes that got loose." Another writer wrote “The answer is it depends on soil, rain, wind, rope, proximity and just plain luck. But there are some takeaways. I spent a day following the storm surveying the damage and talking to owners to find out which tiedown systems worked and which didn't. Conclusion: None of the commercial kits that I found worked 100 percent, nor, as far as I can tell, did any of them fail 100 percent.” The "yellow three-legged" tiedown is The Claw, the most popular commercial system by far. It consists of three aluminum legs joined at the center and anchored with three long spikes driven through eyelets in an inverted cone. For many owners, it worked a charm. "I'd use them again in a heartbeat," said Dan Mercurio of Van Bortel Aircraft. "They held great." Mercurio had a Cessna 182 secured outside the main hangar area. On the other hand, in the American Legend booth, Dave Graham's experience wasn't so positive. One of Legend's Cubs blew into the tent after the Claws securing it pulled out and one of the legs snapped. A test showed that this product holds much better if the pull is vertical, so put it directly under the tiedown ring. (Information adapted from AvWeb April 25, 2011)

[Read more and join the conversation.](#)

[Sun 'n Fun Tiedown Tests](#)

Also, a good article on tie downs, with plans, illustrations and knots: [Tiedowns](#)