



LAA Sywell Rally

> This year's Rally will certainly go down as the marker that says the LAA Rally is back and here to stay. It reinforced the message from last year that our formula for a traditional event tailored primarily for the membership is fundamentally correct – all reports suggest that both members and visitors absolutely loved it.

And, for good measure, the financial model we have in our partnership with Sywell Aerodrome delivers the kind of minimal-risk venture that financial prudence dictates is a sensible approach, and few could think of a better, more appropriate location.

Friday could have been a summer's day in July, blue sky and wall-to-wall sunshine all day encouraged 370 aircraft arrivals. Saturday got off to a slow start due to low cloud at Sywell, with widespread fog and drizzle around the country. By mid-morning it was clearing and we eventually had a nice afternoon and evening. 330 arrivals was down on expectation, and actually something of a surprise because the place was absolutely buzzing with people – the car park was almost full to bursting. Sunday was a washout for arrivals, less than 30, but fortunately the weather picked up and most

rally-goers got away by late afternoon for a safe and pleasant flight home to all corners of the country.

I say 'country', it should of course be 'countries' because for the first time since the Rally was reinstated, we attracted a significant contingent of aircraft from

Right: harking back to an earlier time is Matthew Boddington's and Stephen Slater's BE2c Replica G-AWYI. Built at Sywell in 1969 by Matthew's father, Charles, for a feature film about pilot hero Biggles, the aircraft languished in a New York barn in a state of disrepair until brought back to the UK six years ago. It was restored by Steve, Matthew and Matt's young son Charlie, the third generation Boddington to be associated with the aircraft. The aircraft won the Roy Mills Trophy for Best Classic Aircraft and the Pooley Sword for Best Replica. Young Charlie was on hand at the awards ceremony on Saturday evening to receive his much deserved awards with Steve left, and Matthew right. (Photo: Rory Game)



- what a cracker!
By Barry Holloway

2011



Above: this is the picture that made the event so very special for me. For the first time Alex Henshaw's London – Cape Town – London 1939 record-setting Percival Mew Gull is parked alongside Steve Noujaim's Van's RV-7 in which he broke that record in September 2010. 71 years separate these two very special LAA aeroplanes which say so much about what the LAA is all about.

We must also mention Anthony 'Taff' Smith, pictured right with Steve. Taff not only flew the Mew Gull in from Brighton, courtesy of its owner Robert Fleming, but was awarded the Bill Woodham's Trophy for his own heroic attempt at the Cape record in a Glasair in October last year. (Photo: Rory Game)

mainland Europe, 18 aircraft in fact from Holland, Belgium, Germany, Switzerland and France.

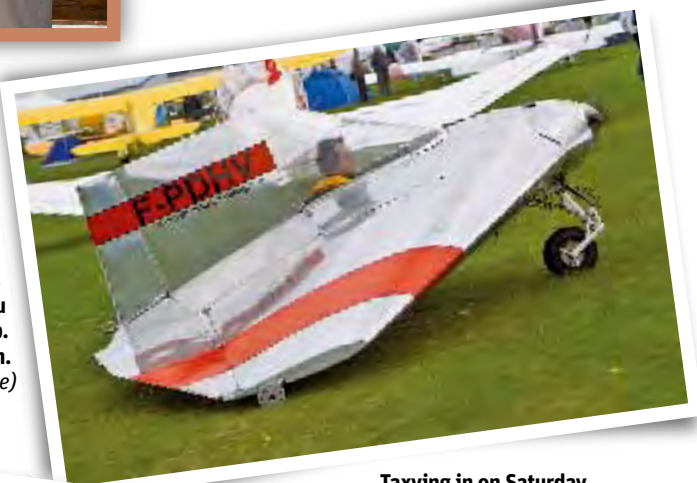
Every picture tells a story, so enjoy the next half-dozen pages which I hope will give those who were unfortunate not to have been there a flavour of the fun, camaraderie and sheer pleasure of being immersed among friends and an array of fabulous aeroplanes for three days in the charming atmosphere of Sywell Aerodrome.

More next month! ■



Above and left: for the second year running, top prize in the Plans Build category, the Air Squadron Trophy, has been taken by a superbly built Jodel, this time by father and son team Lou and John Rex for their Jodel D140E Mousquetaire. They also picked up the Wilkinson Sword Trophy for Best Jodel. A 12-year labour of love, you can only wonder at the hours of blood, sweat and tears that have gone into this incredible feat of aircraft homebuilding. (Photo: Nigel Hitchman & Rory Game)

Surprise visitor was Bart Verhees in his unique Verhees Delta who flew in from Leopoldsburg in Belgium. We first saw the Delta at a Kemble Rally when it was powered by a Rotax two-stroke. It now uses a direct drive 1,600cc Subaru EA71 flat-four rated at 50hp. Cruise speed is 115kt at 13lph. (Photo: Rory Game)



Taxying in on Saturday morning is a rare bird this side of the Atlantic, the Globe GC-1B Swift, an aircraft considered well ahead of its time when it first flew in 1946. Lopresti in the US revamped the design in the 1990s as the Lopresti SwiftFury but production plans came to naught. Renamed Lopresti Fury there remain hopes that it will one day go back into production. (Photo: Nigel Hitchman)

The 120hp Wilksch Airmotive diesel-powered plans built Jodel Mascaret of Peter Fines about to touch down. Problems with the pre-combustion chambers in the WAM120 engine require that they be changed every 50 hours, but otherwise the engines are reported as performing very well. A new 140hp version of the engine is under development, parts from which will be retrofittable to solve the problem in the earlier engines. Mark Wilksch, who is no longer part of Wilksch Airmotive, was at the show and reports that he is engaged in a new aircraft flat-six diesel engine project. (Photo: Nigel Hitchman)



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Nicely matching the dandelions is HAPI Cygnet SF-2A G-BWFN, operated by a group from Yeatsall Farm. An interesting design by American Bert Sisler, the Cygnet features geodetic wing construction similar to that used on the Wellington bomber. (Photo: Nigel Hitchman)



Ian Aikman in his lovely Piel CP1320 Saphir, the only example to have been completed in the UK. (Photo: Nigel Hitchman)



Funny man Robin Johnson made the trip down from his farm in Selkirk, Scotland, in his new Van's RV-7 G-OKER and picked up a Commendation in the Kit Build category. This is his second RV, his first being RV-6 G-ESTR. (Photo: Nigel Hitchman)



Very much the type that kicked off the kit build boom 20 years ago, there are still plenty of Kitfoxes being lovingly cared for and flown by their owners. This is Mike Porter in his Rotax 912-powered Kitfox 4 1200 Speedster. (Photo: Nigel Hitchman)

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Are you sure you've got that right? Pooley's staff fold a chart 'the right way' for another satisfied customer. (Photo: Rory Game)

The BGA's glider simulator proved a popular attraction. BGA, BMAA and the BMFA exhibited at the show – good to see some of our fellow UK flying associations in attendance. (Photo: Rory Game)



We were honoured to welcome the new President of the French homebuilders' organisation, the Réseau du Sport de l'Air, Hedi Belage (right), who presented Europa owner Ivor Philips with an RSA award that he was unable to collect at the Blois Rally.



Take a T31 glider, a saw, some wood and a VW engine and you have a Slingsby Cadet motorglider! Bob Johnson taxis across the apron to top up with the few cupfuls of mogas he used getting to the Rally in this bargain-basement flyer. (Photo: Rory Game)



The Rally, ice creams and biplanes – what more could a young chap want? Obviously not his wellies! (Photo: Rory Game)

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Another vintage gem this year was de Havilland DH.83 Fox Moth G-ACEJ, built in 1933. One of the few Sunday arrivals, it came in from Wold Lodge. Simply magnificent.
(Photo: Nigel Hitchman)



Long-standing friends Martin Jones and Dave Bonsall promised themselves that one day they would be at a Rally together with their aircraft. Over three decades later they kept that promise as Martin's Rollason Beta and Dave's Replica Mustang take pride of place by the airside access gate.
(Photo: Nigel Hitchman)

A Zenair CH701 STOL with a sting in its tail. You certainly wouldn't want to be an introvert with that paint scheme! With its Jabiru 2200 engine the 701 falls within the 450kg microlight category.
(Photo: Nigel Hitchman)



Rally Team members Nigel Ramsay, Brian Hope and Ian Harrison present LAA staff ladies Penny Sharpe, Sheila Hadden and Fiona Storer with flowers for their greatly valued contribution to the Rally effort.



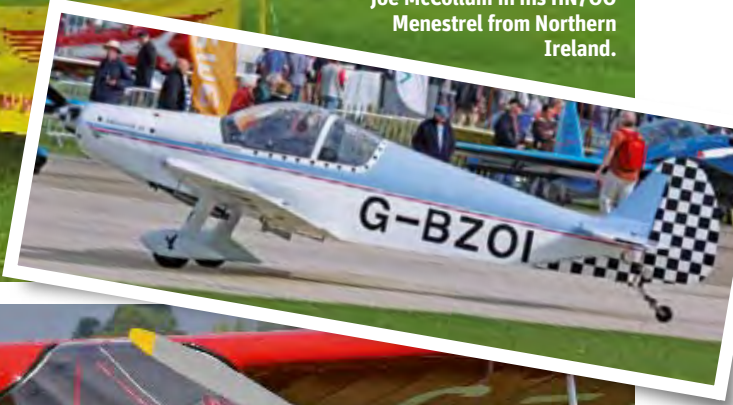
Kevin Dilks of Special Aviation Services was exhibiting at the Rally for the first time and was delighted with the level of interest from visitors. Kevin is the UK agent for Woodcomp propellers and the unit shown is a new CS prop for 200hp Lycomings. The company plans to introduce an electrically-operated CS prop for 150/180 Lycomings later this year, an ideal solution for RV owners wanting to upgrade but having solid crank engines.
(Photo: Barry Holloway)

Only a handful of Midget Mustangs have flown in the UK but now is your chance to own one. 'BXHT is up for sale in this month's Classifieds columns.



Joe McCollum in his HN700 Menestrel from Northern Ireland.

Good to see Zenair making a comeback. A new exhibitor was UK Zenair agent JMS Aero which has been working somewhat out of the limelight for a while. Their kits are very competitively priced and well worth a look if you are in the two-seat aluminium kit market. (Photo: Barry Holloway)



Lovely 1941 Piper J4E Cub Coupe, a gentleman's carriage.