



Welcome to BAMnews Spring 2023

BAMnews has been created to provide news, project updates and information for our many friends and followers. It includes some insight into the operation and organisation of the museum, updates on new exhibits and ideas for future projects. There is also information for potential new volunteers.

A lot to report this issue including a number of new exhibits.

CONTACT

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Website – www.bamhurn.org

Email – enquiries@bamhurn.org

Facebook – www.facebook.com/BmthAviationMuseum

ADMISSION

Admission - £7.00 adult, £3.00 child. Annual memberships are available

Prebooked groups are welcome. Please call for rates

No unaccompanied children (under 16) permitted

No dogs except service dogs

OPENING HOURS

Open summer 10.00-17.00, winter 10.00-16.00

Last admission 1 hour before closing

Closed Christmas Day and Boxing Day

HOW TO FIND US

Sat Nav BH23 6BA. The museum is directly opposite Hurn Airport and shares the same site and access as Adventure Wonderland

CHARITY

The museum is a charitable organisation controlled by the Bournemouth Aviation Charitable Foundation Ltd. (charity number 1034671). The museum is operated entirely by volunteers. There are no paid members of staff although specialist contractors are sometimes employed.

NOTICES

- The site is outdoor and mostly grass which can be uneven, wet or muddy depending on the weather. Care should be taken on the steel and wooden steps in wet or frosty conditions.
- Please respect roped-off areas around the site. These are placed for safety reasons.
- Always keep an eye on children, encourage them to walk rather than run and not to rush up or down the steps.
- Children are not permitted inside the airliners without adult supervision
- Remember this is a museum and have respect for the exhibits. Our volunteers can spend years restoring and preparing these for public display.

BOMBERS

English Electric Canberra PR.7 front fuselage **

Avro Vulcan B.2 MMR front fuselage * ***

Handley Page Victor K2 tanker front fuselage



HELICOPTERS

Westland Wessex HAS3 complete **

Westland Wasp complete

Westland Lynx complete (being restored)

FIGHTERS

Gloster Meteor NF14 complete **

De Havilland Sea Venom complete (being restored)

Hawker Hunter Mk 6 complete **

English Electric Lightning F.53 front fuselage **

Sepecat Jaguar GR1 complete



AIRLINERS/CARGO

Vickers Viscount 806 front fuselage **

Vickers Vanguard cockpit simulator ** ***

BAC 1-11 Ss 479 major portion of fuselage ** ***

Boeing 737-200 major portion of fuselage ** ***

Handley Page Dart Herald front fuselage **

BAe Jetstream 31 front fuselage

CORPORATE JET

Hawker Siddeley 125 whole fuselage **



Comprehensive information for all the exhibits is available from the website

* You can normally go inside

** You can normally sit inside

*** Audio/visual display

Access can be restricted by adverse weather or safety considerations

AIR TRAFFIC CONTROL

Listen to Bournemouth Airport air traffic control and watch aircraft movements on the screens in the Mobile Control Tower and inside Cabin 1

TRAINERS

Percival P56 Provost complete
De Havilland Vampire T11 **
North American Harvard IIB complete
Hunting Jet Provost T3 cockpit
BAC Jet Provost T5 complete **
Folland Gnat T.1 (being restored)



LIGHT AIRCRAFT

Chichester-Miles Leopard
Grumman AA-5B Tiger ** (we have a few)
Colomban MC-12 Cri-Cri
Air Command Autogyro

ENGINES

Our covered engine shed contains a range of piston and jet engines including a number that powered aircraft in the museum



VEHICLES

Chubb Spearhead rapid intervention vehicle
Bedford TK Mobile Control Tower ** ***
Volvo Double Decker bus **
Bedford Fire Engine **



OTHER DISPLAYS

In-flight refuelling
Model Cabin
Ejector seat in Cabin 1 ** ***
Simple flight simulator in Cabin 1 **
Red Arrows Display in Cabin 1

MISCELLANEOUS

We have a range of drones, missiles, guns and armaments. Also, a number of curiosities including an airship gondola and gigantic propeller thought to come from a Zeppelin.



News and updates for friends and followers of
Bournemouth Aviation Museum

SHELTERS

Our volunteers have been busy extending and repairing roofs and building additional shelter. The Vampire shelter is complete and the shop and adjoining volunteer area now has a continuous roof. A new sheltered area complete with seating has been created adjoining Cabin 1. This will protect visitors from rain or sun depending on season and be used for children's parties.



EASTER EVENT

Children's entertainer Outalimits hosted a children's disco and entertainment at the museum on Good Friday. The museum provided a pop-up café to supplement drinks, ice creams and light refreshments available from the shop. The crowd was good and everyone had a wonderful time. The event may be repeated.

CESSNA FLIGHT SIMULATOR

Work on this professional simulator is practically complete. The software just needs a few final tweaks, all the trimming is finished and the briefing room has been cleared and furnished. The system is to be trialled with some guinea-pig groups and then made available to the public – probably to small organised groups supervised by an instructor at an appropriate cost. Further details will be provided when known.

PROPOSED EXTENSION

The museum is hopeful of acquiring addition space to extend the site by about 25%. The first stage in a long process is to secure planning consent and an application is currently running through the system and therefore in the public domain. The site is on green belt land and any development is sensitive. However the museum has always been careful to comply with planning requirements.

The museum has acquired many new exhibits since 2009 when it moved to the site and is now running short of space.



BOURNEMOUTH AIRPORT and AIR FESTIVAL

The museum has a great location for overlooking the airport and has viewing platforms for visitors to use. Every day there are commercial flights by the likes of RyanAir and EasyJet and seasonal charter flights by TUI. One of the taxiways runs parallel with the road to provide an excellent view of the aircraft.

During the Air Festival in September people like watching the Red Arrows, Typhoon, Lancaster, Chinook and many other show aircraft landing, taking off and moving around the airport. Opening hours were slightly extended last year to include late Red Arrows and Typhoon airport movements. Pilots and support staff do pop into the museum from time to time during the show to meet staff and visitors and to bring various goodies.

Last year we featured a pop-up cafe selling hot drinks, home-made cakes and savories which proved to be very popular and supplemented the availability of cold drinks, confectionary and especially ice creams from the shop.

HAWKER HUNTER GA.11

The Hawker Hunter cockpit was the first of our new exhibits this year and arrived in February. It is owned by one of the volunteers and previously displayed at the Hovercraft Museum at Lee-on-the-Solent.

It was built in 1955 as an F4 and later converted to a GA.11 (weapons training version). In October 1972 the aircraft visited RNAS Lee on Solent for the fitting of a landing light and suffered a mishap when leaving. The aircraft over-ran the runway and finished in the sea. The airframe was recovered and moved to UKAEA before the cockpit was restored by our volunteer and his team and mounted on a trailer.

We now have two Hunters, this one and the F.6.



FOLLAND GNAT T.1

The Gnat arrived early April. It came in sections and will require a lot of work to reassemble and restore.

The aircraft was built in 1963 and delivered to 4 Flight Training School in September that year. A largely undistinguished training service ended in 1978 with a crash following engine failure. The aircraft was then used for ground instruction and partly stripped for spares. Later history is sketchy and included some restoration and a period of storage.

The aircraft type was built in single seat fighter and two seat trainer versions. India used many of the fighters and the RAF used trainer versions. It was famously used by the Red Arrows before being replaced by the Hawk



DE HAVILLAND SEA VENOM ECM.22

The Sea Venom arrived a week after the Gnat. It also came in sections and will also require a lot of work to reassemble and restore. In common with the Vampire, the Sea Venom has a wooden fuselage which complicates restoration.

The aircraft was built in 1954 as a FAW.21 and delivered to the Royal Navy in 1955. Having spent some years with trials units, it was converted to an FAW.22 with more powerful Ghost engine in 1959. The following year, it was one of six further converted to an ECM.22 (electronic warfare version). It served with 832 squadron conducting exercises in the UK and Mediterranean before moving to the Air Direction Unit in 1967. It was withdrawn in 1969 and passed through a number of museums before arriving at BAM



WESTLAND LYNX

At the time of writing the Lynx has still to arrive. When it does, some work will be needed to prepare it for public display but not so much as the Gnat and Venom.

The Lynx is a multi-purpose military helicopter developed by Westland and widely used by the British army and navy and around 20 European and overseas armed forces

Our Lynx was built in 1977 as an HAS.2 for the Royal Navy and later upgraded to an HAS.3 and then an HAS.3(ICE). It started service life at Yeovilton before serving on HMS Sirius, HMS Southampton, HMS Battleaxe, HMS Newcastle and HMS Iron Duke. Final deployment was to the Falkland Islands in 2007 where it joined the ice patrol ship HMS Endurance.



DE HAVILLAND VAMPIRE and SHELTER

This was covered in the Autumn 2022 BAMnews. Since then, the shelter has been completed and work has restarted to restore the aircraft. Long periods of cold, damp weather through the winter and spring have hampered the work but hopefully good progress can be made in the coming months.

At this time, the autogyro, Cri-Cri, airship gondola, Concorde model (which is also being restored) and new Phoenix drone share the space. The Goblin engine - which is the actual unit from the Vampire - now sits beside the aircraft. It is interesting to compare this with the much larger Ghost engine in the Sea Venom which succeeded the Vampire..

PHOENIX DRONE

The Phoenix drone arrived late last year and is displayed in the Vampire shelter. The exhibit is not complete – it requires wings and some panels and it is hoped to secure them later in the year. The Phoenix was used by the British army for reconnaissance from 1999 to 2008 and used by the Royal Artillery in Kosova in 1999. Sensor equipment was housed in the under fuselage pod.



CLEANING AND REPAINTING

Our jet wash contractor attended the museum complete with cherry-picker and cleaned a number of the exhibits including the BAC 1-11, Herald, Vulcan and Victor. He had intended to do the Boeing 737 but access is a little difficult at the moment. He is likely to return later in the year.

FIRE ENGINE and VOLVO BUS

Both have always been popular with children. The old bus was retired and is now being restored in a bus museum in Cheshire. The replacement bus came from Yellow Buses last year. It will be moved to a new permanent location and opened to the public later. Since it is a live bus, it may not be possible to give access to the drivers cab.

The fire engine has a serious rust problem and is now the subject of long term refurbishment. Whilst work is carried out, the vehicle may not always be open to the public. This is for safety reasons

In the meantime, the cab of the mobile control tower has been opened to the public.



OTHER PROJECTS

North American Harvard – repainting will be completed shortly and new decals will be applied.

BAe Jetstream 31 – work will continue throughout the year on rebuilding the interior.

HS 125 - This was also covered in the last BAMnews. It is hoped to reunite the fuselage with the wings and tailplane. However, the arrival of the Gnat and Sea Venom have complicated matters. Space at the museum is now at a premium as is the time of our engineer volunteers. An extension to the site will certainly help the former but programming of the work will need careful thought

Chichester-Miles Leopard – work has started to restore the interior.

Concorde model – We have two models. One is on loan at a German museum and the other is being refurbished in the Vampire shelter.

Repainting – a number of exhibits are due to be repainted. We need dry, still weather to do this and have not had much so far this year.



HOW DOES THE MUSEUM OPERATE

The museum is a charitable organisation and legal responsibility for it rests with our Trustees. They are all volunteers and very hands-on. Visitors may come across them in the shop or around the site. A small group of volunteers take responsibility for various functions such as engineering, buildings, services and IT and are very active in these roles. All other volunteers undertake stewarding, shopkeeping, engineering or other jobs of their choice.

Shopkeepers take admission moneys and sell books, models, toys, snacks, drinks, ice creams and other shop merchandise. Stewards are responsible for unlocking the site and exhibits before opening, supervising the site and conducting visitors through the day and locking up again at the end of the day. Other volunteers undertake maintenance, restoration and repair to the exhibits and structures or look after the grounds. All volunteers on site are pleased to help visitors and happy to answer questions.

To operate the museum, we must have a minimum of one shopkeeper and one steward. The museum is open seven days a week and we operate two shifts each day. That is 28 slots to fill each week. Rotas are agreed a month in advance and generally volunteers have regular slots they like to work. All other volunteers have flexibility of working times but usually come on set days to work on their projects.

VOLUNTEERS

We are keen to welcome new volunteers.

We have around 65 volunteers. Some are more active than others and a number – including the trustees and project leaders – devote much time to the museum. Other volunteers come in a day a week to work on projects or fill one or more shopkeeper/steward slots each week. All volunteer time is valued.

About half our volunteers have aviation backgrounds. The remainder come from all walks of life but generally have some interest in aviation or working at a public attraction. Many are retired and of course, we have volunteers of all sexes.

We always welcome new volunteers. If you have relevant skills – great. If you have no relevant skills - come and learn. Assist in grounds or building maintenance, restoration or projects. Shopkeep, steward or just help paint an aircraft.

Our volunteers are a happy bunch, always like talking and mixing. We have a very flat management structure so everyone - including trustees and project leaders – mix with everyone else. Working at the museum is as much a social event as work. Organised social events are held during the year and there are other perks.

If you are interested, come in and have a chat. You can get a flavour of museum life by looking at the volunteer newsheet.