



BAMBULLETIN is a mini guide and exhibit listing, together with news, details of new exhibits and project updates for our visitors, volunteers, members, friends and followers. It includes some insight into the operation and organisation of the museum and information for prospective new volunteers.

The museum is undergoing a period of change. In 2023, additional land was acquired to extend the site by about a quarter. Concurrently with integrating the new land, old buildings and facilities are being refurbished or repurposed and new buildings added. This process will continue through the year. New exhibits have been added to the collection and more are expected.

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 HAS1 complete

Westland Lynx HAS3 complete (being restored)

FIGHTERS

Gloster Meteor NF14 complete **

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 **

BAC Jetstream 31 front fuselage (being restored)

CORPORATE JET

BAe 125 700 series whole fuselage **



Comprehensive information for all the exhibits is available from the museum Guidebook, website and on-site notices.

* 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.

TRAINERS

Percival P56 Provost complete
De Havilland Vampire T11 **
North American Harvard IIB complete
BAC Jet Provost T5 complete **
Folland Gnat T.1 (being restored)
Hawker Hunter T.8 complete



LIGHT AIRCRAFT

Chichester-Miles Leopard
Grumman AA-5B Tiger ** (we have a few)
Colomban MC-12 Cri-Cri
Air Command Autogyro
Pou-du-Ciel Flying Flea **new**
Bleriot XI model **new**



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 **
Saxon Volvo Fire Engine **new**
Thornycroft Nubian Fire Tender **new**
TX4 London Taxi **new**
Mercury aircraft tug **new**

OTHER DISPLAYS

In-flight refuelling
Model Cabin
Ejector seat (available when relocated)
Simple flight simulator in Cabin 1 **
Red Arrows Display (available when relocated)

MISCELLANEOUS

We have a range of drones, missiles, guns and armaments. Also, a number of curiosities including a VC-10 undercarriage **new** and gigantic propeller thought to come from a Zeppelin.





Images

L – Refurbished WC block

R – Work has begun on the shop



BUILDINGS

To comply with the museum planning consent, permanent buildings are not permitted on the site so covered areas take the form of removable cabins, converted shipping containers and timber shelters with mostly polycarbonate roofing. Some of the cabins house exhibits and others are used by staff. During 2024, a number of cabins will be refurbished, extended or repurposed. Some new cabins have recently arrived and will be fitted for exhibition and staff use. Details below.

The WC facilities have been refurbished with a new underground storage tank, new cladding and new roofs with covered porches. The layout of the gents has been completely changed. Where necessary, new sanitaryware, electric hand dryers and heating have been fitted.

Cabin 1 has been repurposed into a coffee shop and details on the next page.

The Simulator Cabin next to the new coffee shop houses the Cessna 172 simulator and is open for business.

Heritage Cabin A new cabin has been installed immediately behind the simulator cabin and this and will become the new Heritage Cabin. It will house the Red Arrows and ejector seat displays in addition to heritage material.

Crew Room A further small cabin has recently arrived in the extension area and will become the new volunteer crew room. A facility the volunteers have not previously enjoyed.

Shop and entrance Substantive work is taking place to the entrance and shop. The existing cabin is old, leaking and needs considerable work. It will be strengthened, reroofed and extended into the adjoining area previously used for storage and the Red Arrows Hawk model. The work will take some months to complete and at various times, visitors will be rerouted through a temporary entrance.

New Shelter We have some new historic aircraft – Flying Flea and Bleriot – both of which are quite delicate. A new shelter will be constructed to house them. This will be similar in form to the one covering the Vampire and is likely to be built where the Canberra and Lightning are now, so they will be relocated.

Engine Shed The engine shed may be extended to accommodate the new Conway and Spey engines.



Images

L – New cabin to become the Heritage Cabin

R – New cabin to become the Crew Room





SPITFIRE COFFEE SHOP

Cabin I was previously used to house models, children's simulator, Fightradar, ejector seat display, coffee machine and seating. In response to many requests from visitors for a café, this has now been converted into the new Spitfire Coffee Shop with all necessary facilities and smart new counter.

The coffee shop will serve hot and cold drinks, snacks, cakes and ice creams during busy periods. Visitors can sit inside, use the tables under the shelter outside or any of the tables scattered around the site. Some items, including the children's simulator and many models, remain in the cabin.



EXHIBITS

The very wet winter and resultant soft ground conditions have hampered many museum projects linked to integration of the new extension. It is planned to resite many of the exhibits but this can only be done using heavy plant which needs solid ground. Progress will rapidly be made when the weather allows.

At the time of writing, the extension is temporarily housing the Wasp helicopter, Lynx helicopter, Hunter T.8 trainer, some engines and the VC-10 undercarriage. For safety reasons, the extension could not immediately be opened to the public but access will be provided as soon as possible.

Within the main site, many of the exhibits will be moved or realigned to accommodate new additions and buildings. The Provost T3 trailer-mounted cockpit was moved on last year and the Hunter GA.11 trailer-mounted cockpit was moved on earlier this year – both to good new homes. The old Dodge fire engine has also been moved on.

CAR PARKING and ADMISSION

The museum has no control over the car park which is owned by Adventure Wonderland. During the summer of 2023 they introduced long-term airport car parking and number plate recognition cameras to control it. Visitors to the museum can continue to use the car park for free but must enter their registration on the keypad in the shop when they arrive. There is a short grace period but please don't forget to do this.

Admission charges to the museum increased on 1st November 2023. They had been held at the previous level for years and whilst the museum is entirely manned by volunteers, other expenditure has steadily increased. At £10 for adults and £5 for children, prices remain competitive with similar attractions and still provide excellent value.



G-BAM FLIGHT EXPERIENCE

The Cessna 172 simulator is open and flight experiences are available to the public. Brochures with full details and prices are available from the museum or can be downloaded from the website. Bookings are generally required and in the first instance please leave contact details at simulator@bamhurn.org

The simulator includes fully detailed front and side views, physical flight controls including control yoke, pedals, throttle and flaps, touch sensitive minor controls, full analogue instrumentation, GPS and radio communications. Sessions can begin in the air or on the ground at a variety of airports including Bournemouth. Wind and weather can be accurately set to increase the challenge. The result is an immersive and realistic flying experience.

Sessions begin with a chat in the briefing room before moving to the adjoining simulator. Most situations can be accommodated from a simple leisure flight – perhaps to look at a visitor's home from the air – to providing a casual refresher for experienced pilots.

ADVENTURE WONDERLAND

What is happening to Adventure Wonderland?

Much of the car park is now given over to Parley Lane Parking which offers an alternative to long term parking at the airport. It is all controlled with number plate recognition cameras.

In late 2023 Adventure Wonderland closed all outside rides. They have since been dismantled and removed from the site. Some buildings have been let to a charity. The future of the remainder - including the maze - is at the time of writing, uncertain.



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 can be slightly extended to include late airport movements by the likes of the Red Arrows or Typhoon. 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. The future of the Air Show beyond 2024 is uncertain.

Last year we featured a pop-up cafe selling hot drinks, home-made cakes and savories which supplemented the availability of cold drinks, confectionary and ice creams from the shop. This year we have the Spitfire Coffee Shop.

HISTORIC AIRCRAFT

Bleriot XI model - This has returned from a loan period at Bournemouth University. It is a half scale model of the aircraft designed and built by Louis Bleriot in 1908 and which he used for the first flight over the English Channel in July 1909. The full-size aircraft had a wingspan of roughly 23 ft. Just over 100 were built in the period leading up to the first World War.

The exhibit arrived in sections and our volunteers have painstakingly reassembled it. It is a remarkable model featuring a wooden framework stiffened with steel cables. It is temporarily displayed in the Vampire shelter until a new shelter for this and the Flying Flea is constructed.

Flying Flea G-AEEH - Pou-du-ciel more commonly known as the Flying Flea was designed and developed by Henri Mignet in 1933 as the aviation equivalent of the Model T Ford. It was intended for home construction and in 1934, he published plans and building instructions. It was estimated that over 500 were under construction in 1936 just in the UK. The aircraft had a wingspan of 19ft 6ins and length of 11ft 6ins and was powered by a two-stroke motorcycle engine. Unfortunately, the twin wing design led to aerodynamic instability under certain conditions, resulting in crashes and fatalities and the aircraft was banned by the French in 1936. Heavily revised subsequent versions continued to be made late into the last century.

Our aircraft was constructed in a garage in Bath 1936 and was retired a few years later. It had been displayed at the RAF museum in Cosford ever since and is in excellent condition. The fuselage can be seen in the Vampire shelter but it may not be fully rebuilt until the new shelter is ready.



SEA VIXEN

This is under review. Transportation will involve a circuitous route and not inconsiderable cost. Solid ground conditions are essential and have not been available for many months.



Images from top
Bleriot in the Vampire shelter
Flying Flea at Cosford
Flying Flea fuselage
Detail from Bleriot
Mercury tug

OTHER NEW EXHIBITS

Mercury 10F Aircraft Tug - This is currently displayed in the Vampire shelter. Mercury built a range of tugs from the 1930s to 1960s when the company was sold to Dennis. They were used to pull aircraft and luggage trollies by airlines, British Rail, Royal Mail and many others. Our example was built in the 1960s and with a 918 cc Morris Minor engine, is at the smaller end of the range. The museum acquired the vehicle from a local farmer and full history is being researched.



FIRE TENDERS

We had two fire tenders – a Dodge G13 fire engine from 1987 that was in poor condition and has now been moved on and a Chubb Spearhead from 1975 previously used at Stansted. The Chubb is now joined by two more. One is on site and the other expected soon.

Saxon Volvo FL250 – This arrived in February and is still a runner. It was first registered in January 2003 and served for around 20 years with Greater Manchester Fire and Rescue Service. It was built in Sandbach by Saxon Specialist Vehicles on a Volvo FL chassis. Saxon built many fire engines used by GMFRS and other fire services as well as a range of specialist vehicles including scissor lifts for airports. They ceased trading in 2005 having completed a final order of nine FL250s for GMFRS. Our vehicle features a six-cylinder turbo diesel engine of 5.5 litres and Allison automatic gearbox. It is on display in the main museum area.

Thornycroft Nubian Mk202 Pyrene Foam Tender – This has been acquired by the museum and delivery is expected later this Spring. The vehicle was built by Thornycroft at their Basingstoke factory in about 1964 as a demonstrator and appeared at the Paris Airshow. It was sold to Jersey Airport in October 1969 where it was known as 'Crash 66' and served there until March 1984 when it was moved to Duxford. It has since passed through a number of museums. During its lifetime, it has carried registrations J2522, VY0417G and Q363KEW. It is believed to have a Rolls Royce B81 straight eight engine of about 6.5 litres. Versions of the same engine powered a range of armoured vehicles. The exhibit will require some restoration before display.



Images from top

Saxon fire tender at the museum and in action

Thornycroft in original red colour (b&w image!) and in Jersey Airport livery.

TX4 Taxi.



OTHER NEW EXHIBITS

TX4 London Taxi – Built by the London Taxi Company (part of the Chinese Geely Group who also own Volvo and Lotus) in Coventry and has a 2.5 litre turbo diesel engine. The model was also built by Geely subsidiaries in Shanghai and Bangkok. The TX4 was replaced by the much more modern and environmentally friendly LEVC TX petrol-hybrid taxi introduced in 2018. Our taxi was used in London for around 12 years covering some 265,000 miles before being retired in the face of the ultra-low emission zone. As befits a public service vehicle where appearance is a major factor, the taxi is in excellent order inside and out and regular maintenance has ensured it still drives well.

The taxi joins our growing collection of service vehicles.





OTHER NEW EXHIBITS

VC-10 Undercarriage – The wheels on this unit are huge and when put on public display should represent a good photo opportunity. The unit came from a Super VC-10 built in 1967 for East African Airways and served with them until 1977. The aircraft was then converted into a K3 in-flight refuelling tanker and used for trials purposes until 1986. Look at the size comparison in the image above - and the taxi is a substantial vehicle.

Rolls-Royce Spey – two engines are currently in the extension although one of them may be moved on. The Spey was introduced in 1964 as a smaller alternative to the Conway and enjoyed great success until the 1980s with over 2,700 units built. It powered the BAC 1-11 and Fokker Fellowship among other civil aircraft, with military versions powering the Blackburn Buccaneer S2 and McDonald Phantom F-4 (fitted with afterburners and used by the Royal Navy).

Our engine came from a BAC 1-11 built in 1980 for British Airways and operated from Manchester Airport for 10 years before joining the MoD research agency until retired in 2012. It was the last 1-11 to fly in British skies.

Rolls-Royce Conway – A substantial engine currently sitting with the Speys. The engine had a chequered history but was the first ever turbofan to enter service in 1960. It was originally developed to power the Handley Page Victor B2 strategic bomber. Civil applications included the Vickers VC 10 and modest numbers of Boeing 707 and Douglas DC8 airliners. Generally, airlines of the period preferred the P&W JT3D which was introduced later but offered superior performance.

Our engine came from the same VC-10 as the undercarriage described above.



Images
Left - Spey with donor BAC 1-11
Right - Conway with donor VC-10



PROJECTS

It has been a difficult winter and early spring for projects. The weather has been awful with rain, high winds and even more rain. The ground has become very soft and unable to support the weight of heavy vehicles including the cranes and low loaders needed to move and deliver supplies and exhibits.

Progress has been made with building repair, restoration and construction work but projects to clean, paint and restore aircraft have been severely hampered.

A number of the aircraft have been jet washed including the Gloster Meteor, BAC 1-11, Wessex helicopter and HS 125 and more will be cleaned as the year progresses.

FOLLAND GNAT T.1

One project where visible progress can be seen is the Folland Gnat. This arrived last year in pieces and our volunteers have been painstakingly reconstructing it. The task would have been easier if all the panels were available but this was not the case and it has been necessary to make many panels from scratch. The exhibit definitely now looks like a Gnat with almost complete airframe and a coat of primer. Some work to the undercarriage, nose and detailing and the aircraft will be ready for final painting.



images from top –

Gnat before and after, Jetstream instrument panel, cleaned HS 125 and BAC 1-11 and HS 125 new stand



OTHER PROJECTS

BAC Jetstream 31 – The exhibit will be relocated to enable work to continue on the exterior. The interior is being restored and one of our volunteers has produced a highly detailed instrument panel for fitting in due course.

HS 125 – A new stand has been fabricated and set up outside the model cabin. When ground conditions allow, the aircraft will be lifted and moved from its current location. This is but one operation to be significantly delayed by the weather.

HP Herald – It is still planned to restore the green stripes of the Channel Express livery.

Westland Lynx – Work is needed to prepare the exhibit for public display including fitting the seats and other parts. The aircraft is to be moved when conditions allow.

Vickers Viscount – This is finished in the red Parcel Force livery and will soon need repainting. It is likely to revert to the original BEA colour scheme.

Gloster Meteor – May be repainted later in the year.

Boeing 737 – the area under and around the aircraft has been cleared to assist with cleaning. A daunting task given the size of the exhibit.

This not intended to be a complete list.



BAM BULLETIN VOLUNTEERS

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 generally hands-on. Visitors may come across them in the shop or around the site. Groups of volunteers take responsibility for various functions such as engineering, buildings, services and IT and are very active in these roles. Other volunteers undertake stewarding, shopkeeping, operating the coffee shop, 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 70 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. 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.

CONTACT

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Website – www.bamhurn.org
Email – enquiries@bamhurn.org
Facebook – www.facebook.com/BmthAviationMuseum

ADMISSION

Admission - £10.00 adult, £5.00 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 Bournemouth International 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 contactors 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.