



Welcome to **BAMnews** Autumn/Winter 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.

The museum is undergoing considerable change at the moment. We have new trustees and plans are being pursued to increase the number of exhibits and upgrade many museum facilities.

Full details inside.

CONTACT

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Hurn
Christchurch
BH23 6BA

Telephone - 01202 473141

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 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 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.

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 **
Hawker Hunter GA.11 front fuselage
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 and inside Cabin 1

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

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

EXTENSION and BUILDINGS

Recent visitors to the museum will notice that many changes have taken place. This process is ongoing and will not be completed until later in 2024. The biggest change is the new extension which increases site area by about 25%. This is now fenced with new entrance gates. There are a exhibits in this area already, although not necessarily in their final locations.

A new chalet has been erected close to the entrance and in due course, this will become the new entrance and shop. The existing shop and adjoining stores are to be refurbished and likely to become a new seasonal coffee shop which can be also be rented for functions. The toilet block has been reroofed, reclad and refurbished inside. Visitors will never see it but a huge new storage tank has been installed to service the toilets.

In other changes, there is a new meeting room and the volunteer area outside the office - which was roofed in the summer - is to be further weather-proofed with a demountable front wall. The area immediately outside Cabin 1 was paved, roofed and provided with new seating through the summer.

There is a proposal to extend the engine shed to accommodate more exhibits and further proposals are still being worked on. (below L to R storage tank, toilets under refurbishment and new shop building).



EXHIBITS

Many of the exhibits have been moved or will be moved in the coming months.

The extension will be used for Royal Navy flying and the Wasp helicopter, Lynx helicopter, Hunter GA.11 and new Hunter T.8 trainer are currently on the site in temporary locations pending preparations for public display.

Within the main site, the armaments, Leopard and Jetstream have been moved whilst other exhibits have been realigned. The Provost T3 cockpit has left the museum and much of the clutter under the Boeing 737 and elsewhere has been cleared. The BAe 125 will shortly be moved onto a new stand in a new location. Further moves are planned including moving the bus. (below L to R extension gates, extension area and can you spot the changes?)



CAR PARKING and ADMISSION

The museum has no control over the car park which is owned by Adventure Wonderland. During the summer they introduced long-term airport car parking and number plate recognition cameras to control it. Visitors to the museum can use the carpark 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. 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 other similar attractions and still provide excellent value.

News and updates for friends and followers of Bournemouth Aviation Museum



G-BAM FLIGHT EXPERIENCE

Work on the Cessna 172 simulator is complete and flight experiences are now being offered to the public. Full information and charges are available from the shop and website or contact 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 refresher for experienced pilots.

GUIDEBOOK

We have a new museum Guidebook. Available from the shop, The A4 format book has 36 full colour pages with 130 photographs and a full description of all museum exhibits (May 2023). There are many historic shots of exhibits when they were still flying. For those visitors confused the interior of an aircraft cockpit, there is an explanation of the main instruments, controls and control surfaces. Amazing value at just £5.00.



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.

This 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.

News and updates for friends and followers of Bournemouth Aviation Museum

HAWKER HUNTER T.8

We now have three Hawker Hunters.

Hunter WT722 was built as an F4 and first flew in 1955. Following two years of service with the RAF, it was converted to a two-seat F8 trainer and delivered to the Royal Navy in 1959. The aircraft served at Lossiemouth, Brawdy and Yeovilton accumulating over 9,500 flying hours before retirement in 1994.

The aircraft was acquired by BAM from the Cornwall Aviation Heritage Collection which closed in Spring 2023.



SEA VIXEN XP-924 'FOXY LADY'

The Sea Vixen was the third and last of the De Havilland twin-boom fighter/strike aircraft following from the Vampire and Venom but had all metal construction and was considerably bigger. It was powered by a pair of Rolls-Royce Avon 208 engines and could break the sound barrier in a shallow dive. It was designed to operate from aircraft carriers and carried a two-man crew with the navigator tucked into the fuselage where he could better read the radar screen.

XP-924 was built in 1964 as an FAW.2 and entered service with 899 RNS on board HMS Eagle. The aircraft was then used as a high-speed radar target at Llanbedr in North Wales and during this period, was converted to a D3. The aircraft was retired in 1999 and moved to Bournemouth airport to be maintained by De Havilland Aviation Ltd who shared a hangar with the forerunner of the museum. The aircraft became a regular on the airshow circuit flying as 'Foxy Lady' although funding and sponsorship was always a challenge. Between 2003 and 2007 Red Bull provided sponsorship and the aircraft was painted in their colours.

In 2014 the aircraft was moved to Fly Navy Heritage Trust at Yeovilton. In 2017 a hydraulic failure on landing caused extensive damage and despite considerable fund-raising efforts by the owners Navy Wings, the necessary £2million was not forthcoming. The aircraft will not fly again.

Agreement has been made by our chairman - who has acquired this aircraft - for it to be moved from Yeovilton to BAM but due to the size of the unit - even with outer wings removed - it necessitates a huge truck with escort vehicles, carefully planned route and consent from numerous authorities. This is a costly venture and a crowdfunding effort is underway to raise the required £40,000. Please visit the website at <https://crowdfunder.co.uk/p/project-cvix---back-to-base> to make a contribution.



OTHER NEW EXHIBITS

Things are rarely certain when it comes to new exhibits. We take delivery more engines – RR Spey from a BAC 1-11 and RR Conway from a VC10 – very soon and also an undercarriage from a VC10. Other aircraft and cockpits are under consideration.

FOLLAND GNAT T.1

This aircraft arrived in pieces and was short of many panels. Our engineers have been steadily working on the airframe assembling major components including the wings and fabricating new panels where required. There is still a lot to do but the aircraft now looks recognisably like a Gnat.



HP VICTOR K.2

The Victor was jet washed earlier in the year and has now been repainted.



CLEANING AND REPAINTING

Our jet wash contractor attends the museum a few times a year to keep the exhibits looking fresh. During his last visit he cleaned the BAC 1-11, Herald, Vulcan and Victor. Much of the clutter beneath the Boeing 737 has now been cleared and as soon as full access is available, this aircraft will be cleaned

VEHICLES

These have always been popular with children. The new Volvo bus has been troublesome to move but will be relocated near to Cabin 1. In the meantime, all but the cab is available for public access. The Dodge fire engine has rusted very badly and is in the process of refurbishment. A new floor has been fitted to the cab. This summer, the cabs of the mobile control tower and Chub Spearhead were opened to the public. The Spearhead also now has flashing blue lights.



OTHER PROJECTS

North American Harvard – All repainting work is completed and the aircraft features on the front cover of BAMnews.

BAC Jetstream 31 – work will continue on rebuilding the interior. It will be slightly relocated to enable better rear access.

BAe 125 – This is to be relocated approximately where the Wasp used to be and a new steel stand has been fabricated to support it. Refitting the wings had been considered but is unlikely to happen

Concorde model – We have two models. One is in the 737 having been returned from a loan period in Germany. The other has been rebuilt and is on show in the Vampire shelter alongside a model Nieuport biplane. The Concorde model features illuminations.

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

DH Vampire – The long restoration is completed and the cockpit is open for the public. Please note the small panel near the front where the wooden construction can be seen.

Westland Lynx – Work is needed to prepare the exhibit for public display.

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



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. 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 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. You can get a flavour of museum life by looking at the volunteer newsheet.