



Air-minded

*the newsletter of the Brussels Air Museum
Foundation*

Brussels, September 2007

Progress on every front.

Why this newsletter?

It seems to us only right that in return for your help and the advances that this enables, to keep you informed about all aspects of our progress. Of course, you can always view on the internet what your help enables us to accomplish but we felt it necessary to inform you of the latest developments on paper in the form of a newsletter. We would rather keep costs to a minimum by publishing a simple newsletter rather than a glossy and expensive publication.

Why in English ?

Because more and more everyday we are in contact with the whole world and also because our small community is in essence a multicultural and multi lingual environment where English is the natural language. Maybe we also want to avoid the never ending discussion about translation in our small country.

Enough of the philosophy ! Now it is time to thank you once again for your support and to inform you about our progress. Here follows a glimpse of some of our activities.

Restorations



In January 2007, thanks to Colonel Avi Renard, C.O. of 2nd Wing, a retired and experienced sheetworker, Hector Maurage, started to restore the rudders components back to condition in the workshop of Florennes airbase. These parts were selected as the first ones to be restored because their study will give premium information about corrosion of the airframe. As these parts are relatively simple, the experience gained in this first phase will also help to plan future works. Nicolas already wrote a basic restoration schedule focusing on the rear fuselage.

The help provided by Hector is highly valuable as he has a great experience in metalwork but also because he developed a strong network of worldwide contacts. A key element for the future restoration is the availability of a spare parts manual of the B-25. Thanks to a contact of Hector at Edwards AFB, this useful document was copied and is in use today. A digital copy of this manual is also now ready in pdf format.



In June 2007, some of the BAMF directors visited the new ICC company. This company is highly specialized in the metal corrosion treatments. An agreement was concluded. New ICC can transport, store and process our B-25 at their workshop for a 10.000 Euro budget. During the works at new ICC, paint and corrosion will be removed on the wings, fuselage and engine supports and a protective paint will be applied. This operation will dramatically shorten the time needed for the restoration and ensure the preservation of the airframe. Our airplane already reached New ICC on August 11th. We are starting now a new fund raising campaign to cover the cost of this phase.

New partnerships

The same month, some promising contacts were established with both Sabca and Sonaca companies. Discussions are under way for logistic and technical assistance. Sabca already provided us support for the scanning of the drawings of the SV-4 in the past.

André Bar succeeds in grouping some RAF enthusiasts. They formed the group "Belgians in RAF and SAAF 1940-1945". Amongst others activities, they are searching and archiving documents about Belgian airmen who flow with the Allies during WWII. André and Jean Michotte are currently compiling documentation on each airman. Bamf helped in providing printing facilities for the first printout of this documentation. (see more at <http://www.bamfbamrs.be/RAF/index.htm>)

Public relations and historical records



On June 27th, our B-25 appeared on a TV show on the RTBF Network. Georges Pradez (Bamf Technical advisor) presented the aircraft.

The hunt for pictures and testimonies about the B-25 continues. Amongst the last discoveries, the logbook of Marcel Desir (navigator on B-25), some pictures from the Hubert Sermon and Philippe Levecq collections depicting our B-25 at air airshows. During a visit to Vissenaken to prepare the future move of the airframe to New ICC, Vincent Jacobs discovered a photo roll in the fuselage.

These pictures were certainly lost by someone visiting the B-25 during her stay in the UK.

The film (and much more) is now available on <http://www.bamfbamrs.be/Bahl/index.php?cat=6> and show our aircraft partly dismantled



Others projects



Tinsy under progress

In 2006, most of our human resources were mobilised on the B-25 project. However, every Saturday our teams continued to work on our other restorations. In 2007, a great amount of time was lost with the Museum move affair with the volunteers being in a state of limbo about what and how their activities will be organised during this nebulous period. However, we already recorded some progress.

Storch : The preparation of the painting of the wings go ahead. Some missing panels are still under construction. When they are installed, the final painting will be planned.



New wheels for the Bleriot

Dragon : Nicolas is completing the covering of the wings with the help of Stephane. The refurbishment of the engines is progressing well, with the first one ready for future installation and the second under the care of some of the young members of the team.

Bleriot XI : Gerard discovered wheels who are closer to the originals. He modified the attachments and manufactured some new parts to mount these new wheels.

Tipsy : The restoration is fast progressing with the fuselage covered and some damaged engine cowlings completely rebuilt by Pascal.

A-26 : The first engine is back on the airplane. Some discussions occurred about how to perform refurbishment of the second engine. David proposed to keep it in place to gain time and ensure better security. The starting date is not yet planed but the works will start soon.

Mosquito : Eric continues to fill the cockpit with restored parts.

Lodestar : Not a bamf project but we were happy to provide logistic support to our friends of the Sabena old timers asbl/vzw. As a sponsor proposed them to make a gift, the bamf played its natural role by being the recipient. The gift was then transferred to the oldtimers for the restoration of their Lodestar. We also helped by providing communication support to this significant addition to our common heritage, see more at www.bamfbamrs.be/SOT/Lodestaruk.pdf



Halberstadt CV : Not a bamf project but our friends received the mission from the Museum to restore this WW1 gem. Mike already publishing the minutes of this endeavour at <http://www.mikerlewis.com/>





Aviatik : Our friend Dragan draw for us some stunning renditions of the Aviatik. Keep in touch as our sponsors could have a nice surprise at the end of the year. You can already have a first taste of these pieces of art at <http://www.bamfbamrs.be/Bahl/thumbnails.php?album=16>

De Caters Voisin : In 2006, the bamf provided the funds needed for the manufacturing of the parts of the wings by Etablissements Poncelet. The construction of the wings are now under way but the manufacture of the fuselage is not under schedule due to wood supply problems with the Museum. The forward nacelle is constructed and the engine installed.



The Fieseler Fi 156c3 Storch KR+QZ Project



The Boin collection : Thanks to Mr Boin, grand son of Victor, and Mr Tilly, General Manager of the Museum, the souvenirs of this fascinating WW1 airman and newspaperman are now on exhibit see more at <http://picasaweb.google.com/bamf.bamrs/CollectionVictorBoin>

Other publications : We prepared 3 booklets about the restoration of the Fieseler Storch, the Voisin de Caters and the Aviatik. If you are interested please contact us at bamfbamrs@gmail.com or contact Simon at the Aviation Bookshop at <http://www.aviation-bookshop.com/>

You can find details on our restoration projects, past and present at <http://users.skynet.be/BAMRS/BAMRS.htm>

Pictures : Eric Dessouroux, Yves Duwelz, Nicolas Godfurnon, Vincent Jacobs
 Texts : Yves Duwelz
 Special thanks to Mike Lewis



Gives her a new life !

To process the whole airframe of our B-25 against corrosion and ensure her definitive preservation our project need 10.000 Euro. The process will include the removal of all paint, corrosion and the application of a protective primer. The job will be performed by a company who already performed the same "new life" process to the Florennes Spitfire 14.

This task will spare more than 4000 hours of works. After this operation, the airframe will be protected with state of the art methods for the future.

Help us to give our B-25 a second life !

Bank Account ING 310-1844762-05 mention "B- 25 Project" IBAN: BE96310184476205 BIC: BBRUBEBB
 Any gift with the BAMF higher than 30 Euro gives right to a fiscal reduction and will be used exclusively to increase, restore or preserve the aeronautical heritage in Belgium



A B-25 BACK IN BELGIUM

Keep in touch, follow the B-25 and our other projects on www.bamfbamrs.be



Brussels Air Museum Foundation a.s.b.l. c/o Royal Army Museum Parc du Cinquantenaire/Jubelpark, 3
 1000 Brussels
 ISSN 1782-3951