

Rare Airspeed Oxford project to commence



ABOVE The salvaged centre section of Oxford EB518 shortly after arriving at Hangar 42. BOTH ERIC WATKISS



ABOVE Some of the remains of EB518. The aircraft will be restored to represent Oxford Mk.II V3540.

The substantial remains of Airspeed Oxford Mk.V EB518 were recently delivered to Hangar 42 at Blackpool Airport, Lancashire, where the Lytham St Anne's Spitfire Ground Display Team and the Lancashire Aircraft Investigation Team will restore it to static condition.

The exhibit will ultimately represent Oxford Mk.II V3540, the machine in which famous aviatrix Amy Johnson was lost on January 5, 1941,

after departing from RAF Squires Gate (today's Blackpool Airport), but it's also intended to be a permanent memorial to all RAF and Commonwealth crews who flew the type during World War Two.

"EB518 was built in 1943 and was sent to 35 Service Flying Training School at North Battleford in Canada as part of the British Commonwealth Air Training Plan," Eric Watkiss, manager of the Saving Amy project, told *FlyPast*. "It was

struck off charge in August 1946 and stored outside until recovered by the Midland Aircraft Recovery Group during the late 1990s. We don't know much about EB518's time in Canada, but we are keen find out.

"We have a lot of fundraising to do, as we are reliant on public donations. On inspection, it became evident that the airframe's wooden structure was beyond economical repair and would need to be replaced. We are

taking advice on the best way to move forward, and we're currently looking for any Airspeed Oxford components and assistance with construction of the airframe."

The aircraft can be viewed at Hangar 42's open days on the first Sunday of every month until November. Further information can be found on the Facebook pages for Lytham St Anne's Spitfire Centre Hangar 42 or Saving Amy. WITH THANKS TO ERIC WATKISS

Classic American tourer being rebuilt in Sweden

Members of the Göteborgs Veteranflygsällskap (Vintage Aviation Society of Gothenburg) are restoring 1947-built Erco Ercoupe 415-D SE-BFY to flying condition. No date for completion has been set, but taxi trials are set to start in the near future. A second Ercoupe 415-D, SE-BNA, is being used as a source of spares.

Both machines are owned by Björn Svedfeldt, who will base *Foxrot-Yankee* at Alingsås near Gothenburg upon completion. Originally flown in the US as NC3784H, it joined the Swedish register on September 6, 1947. Acquired by Björn's father, Lennart, on September 18, 1968, the Ercoupe remained airworthy until 1976, when it was placed on display at the Svedfeldts' private aviation and car museum at Ugglarp.

Relatively few Ercoupe 415s found their way to Europe, although a total of ten were registered in Sweden. JAN FORSGREN



RIGHT Björn Svedfeldt's Ercoupe 415 SE-BFY is being overhauled in Sweden. JAN FORSGREN