

Viking gets undercarriage



AIRLINER PROJECT

RESTORATION OF VICKERS Viking 1B G-AIVG at Basle Airport in Switzerland has received a major boost with the acquisition of two undercarriage assemblies from Britain. The former BEA Viking has been bereft of wheels since it suffered an undercarriage collapse on take-off at Le Bourget airport, Paris, on August 12, 1953. The airliner spent many years in storage at Le Bourget before being sold to the Schlumpf car museum at

Mulhouse in the early 1970s. In June 2004 the Viking was moved to Basle Airport. Shortly afterwards the Vintage Aircraft Club of Basle was formed to restore it.

A member of the club recently visited Britain to try to trace missing parts, and found a complete wheel and leg at the North East Air Museum (NEAM) at Sunderland, Tyne & Wear. It came from Vickers Valetta VX577, which was burned out in an arson attack in January 1997 at NEAM. The other leg



TOP Viking G-AIVG at Basle Airport in July. **ABOVE** A wheel and undercarriage leg after arrival from the UK.

had been donated to the Norfolk and Suffolk Aviation Museum at Flixton. Happily, the board members of the two museums agreed to the donation of both units being donated to 'VG.

About four years of work should see the Viking completed, and it may be finished in the colours of one of two Vikings operated during 1958-63 by Swiss charter airline Balair. Discussions are now under way to find a location to display 'VG at Basle Airport.

Over & Out OBITUARY

CUTAWAY ARTIST

Frank Munger died on June 24, aged 90. During his time with *Flight* and *Flight International* Frank drew more than 250 major cutaways.

Frank joined the RAF in early 1940. Much of his service was in the Far East, and he was in Singapore when the Japanese invaded, only getting out on one of the last ships to leave. In 1945 he saw an advert in *Flight* for a junior artist and got the job.

Frank soon developed an ability to be able to portray the subject matter from just the right position, and to be able to determine which parts were important and which parts were not. His style of drawing, lightness of touch, and ability to put the emphasis on the most important elements of the drawing gave his work a



Frank Munger 1920-2010

substance, and a feeling of reality, that was also easily understood. His work was not restricted to aviation, his cutaways appearing in a whole range of magazines including *Autocar* and *The Motor Cycle*. Frank also painted for most of his life. He joined the Guild of Aviation Artists on its formation in 1971, and won several awards, including Best Watercolour, Best Oil, Aviation Painting of the Year for 1991 and the *Flight* Trophy.

Frank retired in April 1985, but continued to draw cutaways, and lectured at the Ravensbourne College of Art in Chislehurst. He was also a very active member of the Rolls-Royce Heritage Trust engine restoration team, and in recent years oversaw work on a Merlin from the prototype D.H. Mosquito.

For more on Frank's career, see *Cutaway Kings*, April 1999 *Aeroplane*.

TIM HALL



The EA-6B just after arrival at Pensacola from Patuxent River, Maryland, on June 30.

Pensacola Prowler

EA-6B PRESERVED

MORE THAN 40 years after it entered service with the US Navy, the first Grumman EA-6B Prowler was delivered to the National Naval Aviation Museum at Pensacola, Florida, USA, on June 30. The electronic-warfare machine, BuNo 156481, was the first example of the type

to be built from the ground up, the first three EA-6Bs having been converted from A-6 Intruders on the production line.

The US Navy is replacing the EA-6B with an electronic-warfare version of the McDonnell Douglas Hornet, designated EA-18G Growler. The last EA-6B is due to be retired in 2014.