

Bernard Martin reports on the unexpected survival of the Maksimov SK26 project in a chance sighting in an advert for an Auster J 1N Alpha !



Subscribers to the monthly AIR-BRITAIN NEWS will need no explanation of the POTENTIAL SALES section lurking in the AROUND & ABOUT pages. It was the brainchild of Bernard Martin and was originally planned to try and keep track of potential sales (mostly from eBay & AFORS webpages monitored by long-term A-B colleague Tom Dunstall) of the separate sailwings and trikes of weightshift microlights. It has gradually expanded over time to include 3-axis aircraft that may be de-registered, but whose subsequent history needs to be recorded for posterity, in keeping with the original aims of Air-Britain. While predominantly aimed at aircraft from the UK Civil Register, other UK-based specimens are included when relevant and particularly those featuring on PlaneCheck, AvBuyer and similar websites. Since your compilers are not registered buyers on the various websites, direct contact with sellers is not made for further information (*probably would detract from their real sales aim in any case*) and, given the surprising lack of detail in some adverts, considerable left-of-field delving is required.

One recent example has unearthed the remains of a stored project, whose genesis is worthy of being given more exposure in these pages.

Aircraft for Sale.com (or AFORS, overseen by Alex Paterson) is a platform where sellers can post their requirements and the one that sparked this spin-off article featured an Auster J/1N G-AGYD rebuild project from Vic Long at Fir Grove, Wreningham. However, noted in the blurry background was a stored fuselage suggesting a Flitzer connection. An enquiry via the Type owners webpages elicited an immediate response from the Flitzer wizard Lynn Williams !

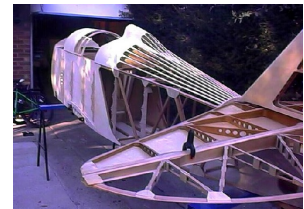


Hello Bernard,

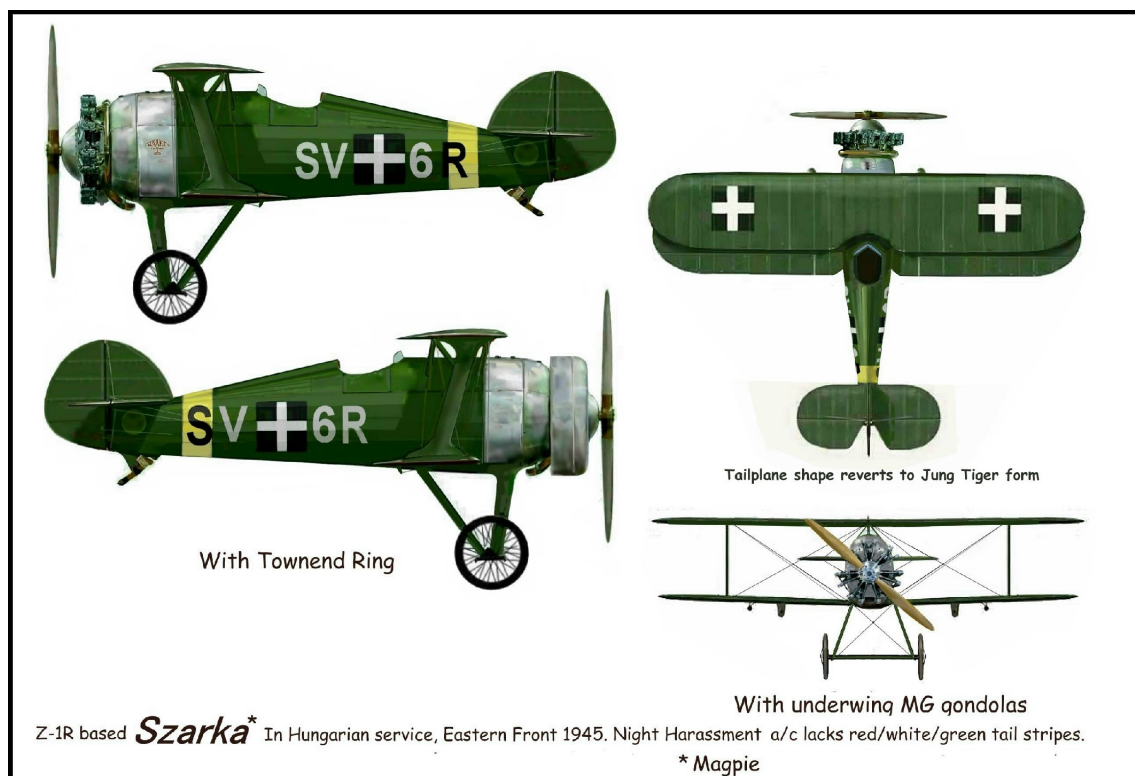
I am delighted to be able to assist you in this. The fuselage is that of the Maksimov SK26, which is a Flitzer evolution, actually the first of many, but one which was never completed. This project was purchased, structurally about 30% complete from a local homebuilder (local to me in South Wales)

who was pioneering this design which was quite different in many ways from the 'standard' Z-1 or Z-21. SK = 'Samolet Kombinacii' (Aeroplane Combine) or 'Skorostnii Krilo' (Speed Wing), a development based loosely on a scaled-down Polikarpov I-5 fighter. Since then I have also part-designed a much more authentic I-5, but that too has been shelved. Originally intended for an 80 hp. Aerovee, the airframe was revised to accommodate the heavier geared Rotec R2800 radial.

Vic, and partner Jeremy Moore, made some good progress with the SK26 whose fuselage was exhibited at the PFA Rally many years ago where it won an award for the 'Best Part-Built British Design'. The upper (independent) centre-section and one wing panel are also complete and covered I believe and the complete tail group also exists. Wing section is a slimmed-down modification of the usual USA 35B as used by all other Flitzer types, and is of broader chord. However, the type never received a PFA/LAA Type No. and has not been analysed for strength substantiation.



At the same time as the SK26 project was purchased, the first Z-1S (which I had commenced) was also bought by Vic and Jeremy, which emerged as G-ECVZ, an excellent fully aerobatic example of the marque, tested for LAA acceptance by Dan Griffith. Vic had proceeded solo with the Z-1S after the SK26 was shelved.



Lynn Williams is also a Guild of Aviation Pilots artist and the above layout scheme for the Z-1R is an example of his penchant and skill for detail.