

IN-FLIGHT

*A selection of photographs taken
over the years by Paul Tomlin*



V48

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USAF Bell-Boeing CV-22B tilt rotor Osprey, Manchester-Barton : August 11, 2022

photo by © Paul Tomlin



USAF Bell-Boeing CV-22B tilt rotor Osprey, 0059, arrives for a refuel, Manchester-Barton : August 11, 2022

photo by © Paul Tomlin



USAF Bell-Boeing CV-22B tilt rotor Osprey, 0059, arrives for a refuel, Manchester-Barton : August 11, 2022

photo by © Paul Tomlin



Making the fourth visit of type, USAF Bell-Boeing CV-22B tilt rotor Osprey, 0059, arrives for a refuel, at Manchester-Barton : August 11, 2022

photo by © Paul Tomlin



CV-22B 0059 of the USAF 7th Special Operations Squadron based at RAF Mildenhall takes on fuel during a brief visit to Manchester-Barton : August 11, 2022.

photo by © Paul Tomlin



Do you take American Express ?

photo by © Paul Tomlin



USAF Bell-Boeing CV-22B tilt rotor Osprey, 0059, on runway 20, Manchester-Barton : August 11, 2022

photo by © Paul Tomlin



photo by © Paul Tomlin



Osprey 'Knife 59' departs Manchester-Barton surrounded by engine exhaust heat haze, to continue the training mission back to its base at Mildenhall.

Six days later the USAF Special Operations Command grounded its CV-22 Ospreys, as the result of an “increased number of safety incidents”. The CV-22 was cleared to resume operations on September 2, with risk control mitigations in place until the clutch issue has been solved.



photo by © Paul Tomlin

The AFSOC describes the problem as a “hard clutch engagement.” Basically, the clutch inside a gearbox that connects one of the CV-22’s two Rolls-Royce Liberty AE1107C engines to the propeller rotor is slipping for an unknown reason. When that happens, the power load transfers nearly instantaneously to the other engine — a design feature that would allow the Osprey to keep flying even if one engine fails.

Then, in most cases, the initial clutch re-engages, and the power load rapidly shifts back to the original propeller rotor and engine. As a result of the rapid movement of power across engines, however, the aircrew is forced to land the CV-22 immediately, “if the aircrew were unable to control the aircraft when the incident occurs, it could result in loss of control and uncontrolled landing of the aircraft.”



Thanks to Dave Smith for this photo of one of the previous visiting CV-22B's (0049) in July 2022, showing another of the Osprey's unique features, the folding rotor blades. By tilting to horizontal, height clearance is reduced.



The original home of Barton Moss Engineering Ltd. back in the 1960's, has been transformed into The Deck, housing the cockpit and passenger 'hump' of former British Airways Boeing 747-400, G-BYGA, which was delivered from Kemble to Manchester-Barton on August 11, 2022.

photo by © Paul Tomlin



The Deck arrives at Manchester-Barton : August 11, 2022, having departed Kemble shortly after 0930 hrs for the journey to its new home. Surprisingly the road trip only took 5 hours.



G-BYGA arrives Manchester-Barton : August 11, 2022.

photo by © Paul Tomlin



G-BYGA arrives Manchester-Barton : August 11, 2022.



G-BYGA arrives Manchester-
Barton : August 11, 2022.

photo by © Paul Tomlin



The Deck of Boeing 747-400 G-BYGA arrives Manchester-Barton : August 11, 2022.

photo by © Paul Tomlin



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photo by © Paul Tomlin



The skilled haulage team make it look all too easy manoeuvring through the obstacle course.

photo by © Paul Tomlin



The skilled haulage team make it look all too easy.

photo by © Paul Tomlin



..... so far, so good, now comes the 90-degree corner turn.

photo by © Paul Tomlin



Starting the 90-degree corner turn, still manoeuvring in reverse mode.

photo by © Paul Tomlin



Starting the 90-degree corner turn, still manoeuvring in reverse mode.



photo by © Paul Tomlin

Almost There !





The steerable rear wheel bogie makes the impossible happen - seeing is believing, well done ! photo by © Paul Tomlin



photo by © Paul Tomlin

On the home run.

photo by © Paul Tomlin



Barton's RFFS welcomes the new arrival. Manchester-Barton : August 11, 2022

photo by © Paul Tomlin



A short rest, awaiting the arrival of the back up team with equipment to place the Deck in the hangar

photo by © Paul Tomlin



Amazing it fits !

photo by © Paul Tomlin



*Work in Progress, fitting out the cockpit, passenger seating
and other areas of The Deck, with an official public opening
due September 17th. 2022.*