DOSSIER
INDEX

- LETTER FROM THE CHAIRMAN OF THE BOARD (Pag.2)
- HISTORY FIO (p.3)
- WORKSHOP MAINTENANCE (p.5)
- COLLECTION (p.6)
- THE MUSEUM (p.7)
- ADDITIONAL INFORMATION ABOUT SOME OF THE REFLECTED IN THE DIFFERENT PROJECT PROPOSALS:
  - EXAMPLES OF HISTORICAL AIRCRAFT RECOVERY:
    - FAIRCHILD 24, THE RAID MANILA-MADRID 1936 (p.8)
    - DE HAVILLAND 89 DRAGON RAPIDE (p.9)
    - HA-220 SUPER SAETA (p.10)
- WINGWALKING (p.11)
- A QUICK LOOK AT THE MOST NOTABLE AIRCRAFT COLLECTION (p.12)
For 25 years the Infante de Orleans (FIO) Foundation is fulfilling a goal of general interest unpublished until its creation in Spain.

The aviation enthusiasts were forced to journey to other countries if they wanted to see historic aircraft in flight, and the general public, in general, to relate the history of aviation with aging images in text or static in museums.

The FIO, with the help of sponsors, patrons and more than 3,000 donors, has managed to reverse the situation, standing today among the most valuable collections of its European environment.

The uniqueness of flying museums arouses the interest of the public, which becomes expectation, when they show live, with full eloquence, how the first steps in the art of flying were given.

And this attractive aircraft that retains its flight condition does not decline with increasing temporal separation with the visitor. Instead, the farther grows are in time.

The function of communicating therefore has enormous potential for flying museums and their sponsors, which can become advantages for both by a competent management.

So, the chances of return to action sponsorship a "living" museum offers spacious and very convenient for the dissemination of the work of general interest that FIO performed.

We would love for the content of this dossier is of interest.

Yours truly

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The Infante de Orleans Foundation was officially established in December 1989, but its origins date back to 1984, when within the Aresti Aerobatic Club begins to form an embryonic collection of historic aircraft in flight. The first aircraft of this collection was two North American T-6 Texan who had been killed in the Air Force two years earlier, in 1982, plus several Bücker Jungmann 131 acquired at auction.

The purpose for which it was created was clearly reflected in the foundation charter: the recovery, restoration and maintenance flying Spanish aeronautical heritage and its dissemination, as embodied in the demonstrations of monthly flight conducted invariably the first Sunday month, except January and August at the Cuatro Vientos aerodrome since the spring of 1990. This historic airfield, the first in Spain, celebrated its centenary in 2011.

Bears the name of a Spanish pioneer of aviation, D. Alfonso de Orleans Borbon, who also contribute significantly to the creation and development of aviation in Spain, over time so became the oldest active driver in the world since remained as an aviator from 1910 until a year before his death in 1975 death.

The FIO is a private foundation that meets cultural objectives of general interest, charitable officially declared. From the first moment had to face the challenge of getting the necessary financial resources to cover the costly task of maintaining older operating aircraft. Over time it has been getting the involvement of a number of institutions and companies that provide donations to the Foundation, including, among others, Fundación AENA, Madrid, Repsol, EADS-CASA (Airbus Military), Iberia and from the 2005, the City of Getafe. To this input from 3,000 patron members and the collection of exhibits, whose combined revenues now account for about 40 percent of the operating budget of the Foundation, an unusual figure for such organizations are added.
In these 25 years of history, the FIO has become a leader in the conservation of historic aircraft in flight, serving as a model for other organizations, and today the figure reaching 42 aircraft in the collection, most of them in state flight.

Its importance goes beyond our borders, as the FIO enjoys wide international recognition, what helps that have generally favorable weather conditions, allowing celebrate ten annual flying demonstrations.

The number of days of flight is very high compared with other flyers museums in the world and half of cancellations by very poor weather conditions, just one year.

Monthly flying demonstrations follow a routine that has not undergone changes since 1990: the first part, static, started exactly at 11:00 h. in an area of the Royal Aero Club of Spain ceded the effect on the Cuatro Vientos aerodrome. From that moment, the 2,000 people on average attend the exhibition can look closely historic aircraft on the ground, almost touching. By PA are explained one by one the characteristics and historical significance of the specimens exposed. At 12.30 the draw of a square flight between protective shareholders attending is done and starts the boot of aircraft engines. This process takes half an hour, until 13:00 h., Just as it enters into force NOTAM (Notice To Air Man) that establishes the closure of Cuatro Vientos for an hour for the airshow. At two in the afternoon, the last plane, often a modern high Sukhoi aerobatic piloted by 2007 world champion Ramon Alonso or another member of the Spanish aerobatic team, takes ground after making a spectacular flight table art and the public begins to leave the premises.

Logically, the safety of the aircraft is in a collection like this, a matter of paramount importance. The aim of the FIO is to show the historical aircraft in his element, in the air, preserving them for future generations can continue admiring.

The FIO has met the 25 anniversary of flight demonstrations, a period which has accumulated an outstanding experience in the operation of historic aircraft.
At first the FIO outsourced maintenance to companies established in Cuatro Vientos, but it soon became clear that the characteristics of a highly heterogeneous fleet required a very specialized maintenance team, trained in the organization and full dedication. The FIO needed an own workshop recognized by the DGAC to conduct both routine maintenance tasks such as repairs and major restorations. Thus was born the CRM, Restoration and Maintenance Center, formed by a staff of highly qualified specialists dedicated to routine maintenance and mechanical volunteer groups responsible for the long restoration process, all of them directed by a technical team of a senior engineer, engineer and a pilot, all members of the Board of Trustees.

There is a permanent task of finding solutions to technical problems from another era that demands keep alive techniques fall into disuse and that otherwise would have disappeared long ago. The CRM is the true heart of the institution, which oversees conservation "live" state of the collection.
The collection

Of the twelve aircraft which had the Foundation at birth was past forty-two of today. Most are owned by the FIO (aircraft type "A"), but other types of linkages also exist:

"B" in possession and enjoyment of the Foundation

"C" Temporary transfer to the Foundation

"D" Commitment to participate in monthly demonstrations

The collection comprises aircraft from the time of wood and fabric as the De Havilland Moth, 1925, to the reactor was represented by the arrow of 1955. In between, models of the era of biplanes, thirties, of the great "raids", the Spanish Civil War, World War II and its aftermath. The set is made up of sport aircraft, training, combat, transport, a sailboat, a glider etc.
The museum

The museum is located in one of three hangars available to the Foundation, showing a part of the collection, allowing you to see these historic aircraft in a very close way.

It is a "living" museum because planes are exposed in flight status, making the exhibition will change according to the development of programs for demonstrations and aircraft availability.
Important information about some of the projects reflected in the different proposals

Examples of historic aircraft Recovery:

**Fairchild 24, the Manila-Madrid raid of 1936**

The Fairchild 24 emerges as a two-seater version side by side and enclosed cab of the Model 22, of great commercial success. The first flight took place in 1932 and remained in production until 1947. In 1933 appeared the three-seat variant and in 1938 added the fourth. More than a thousand serving during World War with the USAAF and RAF, with the American denomination of UC-61 Forwarder and British Argus.

It is a robust classic aircraft construction with flat bilarguero wood and metal edge attack. The fuselage is formed by rods of steel tube and the entire assembly is covered in cloth, except for the fixed parts of the tail unit, with veneer.

**The flight of the F-24 Commonwealth of the Philippines to Madrid 1936**

With the idea of returning in friendly flight to Philippines Spanish raids, that of the Elcano Patrol Loriga, Gallarza and Esteve in 1926 and two of Fernando Rein Loring 1932-33, Filipinos Flyers Juan Calvo and Antonio Arnaiz decide to purchase a Fairchild 24 equipped with a Warner Super Scarab engine of 145 hp and prepare a flight from Manila to Madrid.

After a great full flight of vicissitudes, including a breakdown of the propeller, made it to Cuatro Vientos the July 11, 1936, where they were greeted by a crowd that cheered them. The acts of homage took place in the capital of Spain, in an increasingly rarefied atmosphere, which presaged the outbreak of civil war inevitable.
De Havilland 89 Dragón Rapide

Designed by Arthur E. Hagg, born in 1934 DH-89 "Dragon Rapide", similar in size to 84 and in his trunk to 86, the most widespread of its series. Similar to the "Dragon" his plans are now pointed ends and do not allow longer be folded. From model DH-89A, are fitted with flaps. The station is covered by a careful fairing and windshield forms a small angle to the line of the nose upward. The engines are the new "Gipsy Six" 200 HP.

In December 1934 it was acquired by LASEF the EC-AZZ, arriving on January 36 three DH-89M for our Military Aviation. Armed these three Vickers machine guns and light bombs, July 18 were in Getafe, where they were serving the Republic. One of them was captured in Zaragoza and alongside the four acquired in England swelled nationalist Airpark wreaking havoc, although one was shot down.

After the war, eleven continue to fly under code 40 transport mission that had been committed after the initial fighting, or as L.9 link to the last floor of the Air Force on 26 February recover of 55. from this date five serving with Iberia in Spanish Morocco and Guinea.

Special importance in our history has the G-Acry chartered by Bolin in July 36 to move to General Franco from the Canary Islands to Morocco.
In 1951, during a visit to Spain by Professor Willy Messerschmitt to supervise the manufacture of a number of fighters Me-109G2. Famous for his designs of combat aircraft in World War II, the company Hispano Aviación, SA (HASA), offered the possibility of signing a contract for two years, extendable and date of entry into force on 1 January 1952, by which it undertook to develop a training aircraft, motor piston, a bioreactor school and assault and jet fighter with delta wing. The piston engine aircraft was used to test the wing and other elements of the bioreactor, because both devices were to be designed with a high degree of common elements to save costs. These prototypes are referred to factory HA-100 Triana, HA-200 and HA-300 Saeta.

The prototype, equipped with two French Turbomeca Marboré II turbojet without weapons, made its maiden flight on August 12, 1955, from the runway of the aerodrome of San Pablo (Seville) where Hispanic Aviation had one of its factories.

The HA 220 Super Saeta was a version of tactical support car-derived HA-200E introduced from 1971-1977 and which were modified HA 25 200; initially designated C-10C-10C and subsequently; some were equipped with cameras of photographic reconnaissance and received the designation AR-10C.
"The wingwalker" is an aerial acrobat always surprised all and sundry with their acrobatics on a flat plane while gliding through the air, very typical of the 20s.

We intend to promote the creation wingwalking first team in the history of the Spanish aviation through:

- The recovery of an aeronautical activity in the 20s.
- Introduce the wingwalking in Spain and to become the seventh country to have this aviation specialty
- Perform air shows as part of the exhibits FIO

For this we have the only wingwalker in the history of Spain, Ainhoa Sanchez, made in England by one of the best drivers in the world wingwalking, Mike Dentith, Hellen Tempest -Wingwalker-, and Margaret Stivers California -wingwalker & pilot.

 ✓ Link recommended: https://www.facebook.com/video.php?v=1442178416060904&set=vb.1395098097435603&type=3&theater
Let's take a quick look at the highlights aircraft collection.

The De Havilland Moth was acquired in 2006 with the sponsorship of the City of Getafe. Made from 1928, is the oldest model in the world survivor. In his time there came to be in Spain 45 aircraft of its kind, of which 22 survived the Civil War.

The Comper C.L.A. 7 Swift FIO is one of two remaining in flight in the world. In an identical, Malaga Fernando Rein Loring starred raid Madrid-Manila 1933, covering 15,000 kilometers in 13 stages, at an average speed of 193 km/h.

The Polikarpov I-16 Rata Mosca and was built in 1937 and restored in 1992 after spending 50 years left in Karelia. This model represents a milestone in the fighters as when it appeared in 1933 was the first of its kind to have monoplane configuration and have retractable landing gear. It is painted with the colors of José María Bravo tickets, famous republican pilot Civil War.

The Falcon Six Miles FIO is the only aircraft in flying condition that participated in war missions during our civil war. Made in 1935, is the only example of its kind in the world, of the 36 Falcon manufactured in Britain in the Thirties.
The Polikarpov U-2 is a versatile biplane. 1928 was the elemental coach of Soviet aviation during World War II and was also used as a night light bomber. All Spanish Republican pilots were sent to the Soviet Union during the Civil War to be fighter pilots took the course in this model.

The British Aircraft Eagle was the model used by the pilot Juan Ignacio Pombo for your raid to Mexico in 1935. With an Eagle dubbed "Santander", crossed the South Atlantic between Gambia and Brazil on a flight of 3,160 miles at an average speed of 188 km / h. It is the last survivor of his race with another copy in Australia.

The De Havilland DH89 Dragon Rapide is an aircraft with eight passenger seats plus the pilot who became famous in Spain to be the model used to transport the Canaries General Franco to Tetuan in July 1936, at the beginning of the Civil War. Made in 1937, is the oldest preserved in flight in the world. The copy of the FIO sporting the colors of an aircraft used by Iberia in 1943 in the then Spanish Guinea.