

MIDGET MUSTANG G-IIJC

Contributed by Jez Cooke

I am lucky enough to own and fly a Midget Mustang single seat aircraft - G-IIJC (below).



This is the second Mustang that I have owned. The first was powered by a 100HP engine and was very fast; my present aircraft is powered by a 160 HP engine, and is very VERY fast!

The aircraft was imported from Canada (where it was built), by a friend, who then frightened himself in it and asked me if I would care to frighten myself in it! I was enthralled by its performance, and bought it there and then! I base it at Hinton in the Hedges airfield (3 miles from my house) but I am often seen in it at Turweston where I am privileged to fly the Jungmeister, Miles Whitney Straight, and other classic aircraft.

The high power to weight ratio (it only weighs 1000 lbs including me) of the aircraft makes itself known on take-off. There is a large amount of "swing" to the left (caused by the torque from the motor) which requires some quick footwork to keep the aircraft straight down the runway prior to lift off. The aircraft accelerates from 0-60mph in about 5 seconds and lifts off at about 70mph. A cruise climb of 130-140 mph gives a rate of climb of 1500 feet per minute. In cruising flight, it flies at 180-200 mph burning about 25 litres an hour.

Aerobatics are a delight, it will roll at about 240 degrees per second, and it will loop from normal cruising flight and gain 500 feet in each loop if required. The airframe is stressed to +9 -3 Gs...which is more than I am these days!

Maximum speed is 260 mph, which it will reach very quickly if pointed “downhill”. The landing approach is made at 90mph, reducing to 80 mph just before landing. Forward visibility is non-existent in the nose high landing attitude, so a curved approach path (to keep the runway in sight up to the last moment) is preferred. To keep straight on the runway after landing requires some “ballet-esque” footwork (I can’t dance for toffee!) until taxiing speed is reached. Because of the zero visibility ahead when on the ground, taxiing requires swinging the aircraft from side to side so that obstacles, ahead are seen and avoided.

The cockpit is a bit short on height but perfectly comfortable. Behind my seat there is a baggage compartment, which will take my overnight kit. I fly



business jets for a living, and often use the aircraft as transport to and from aircraft that I fly, or to attend meetings. It is a serious touring aircraft with a range of over 500 miles at 180 mph. I can fly from Turweston to Biggin Hill (SE of London) in about 30 mins, I recently flew to a meeting in the Isle of Man, which took 40 mins. The aircraft that I fly for a living (see photo above) is based at Coventry Airport, this takes under 10 minutes.

It is always such a pleasure to visit Turweston, everyone is so friendly and helpful, and Sheila’s sausage sarnies are outrageously good!!
Keep up the good work Guys and Gals!

Jez Cooke