

THE AEROPLANE COLLECTION NEWS

PRESERVING AVIATION HERITAGE SINCE 1962

THE TAC NEWSLETTER JUNE 2014

THE TAC WEBSITE

www.theaeroplanecollection.org



BN Islander at Headcorn 2011



Piper Tri-Pacer Cranfield 1994

Work Sessions

Take place at

HOOTON PARK

On Wednesday and Thursday
And Occasional Weekends

Please Contact

Colin Schroeder (colinschroeder@hotmail.com)

or

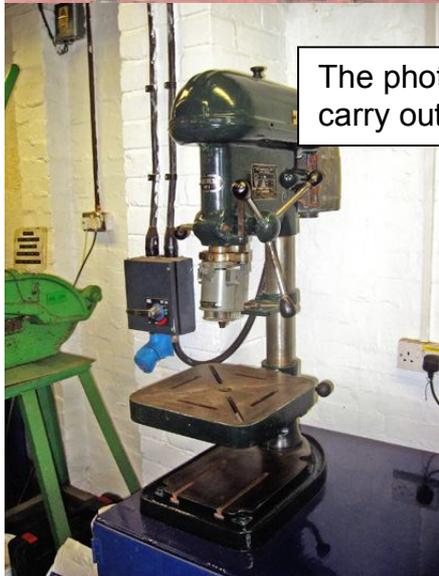
Dave Arkle (d.arkle@ntlworld.com)



Four photos on this page show different views of the turn over assembly before removal from the base frame. The largest job came when trying to separate the eight cast wheels from the four shafts on the travelling boggy that turns the engine over. Four of the wheels can be seen in the third photo, the other four wheels are underneath the two angle iron rails. The final answer came when we set fire to a boat that Sparky had cut up, the heat was very intense so the casting was thrown in the middle of the fire and left to cook.



When finally the fire died down we were able to remove the casting, remarkably nearly all signs of rust were gone. The four shafts were held in by grub screws four of which came out without problems but the other four refused to move and had to be drilled out using the recently repainted pillar drill (bottom left) The last two shafts being pressed out using the bench press yet to be repainted, these are the tools gifted to us from BAe at Warton some three years ago, and this the first time they had been used.



The photo below shows the curved straps that attach to the engine and carry out the action of turning the engine over.



Thanks to Colin for the four photos of the Turn over assembly.

Newark Cockpit Fest June 2014
Photos courtesy of Graham Sparkes



From the top left to right we have Terry Parkers Chipmunk replica cockpit and A26C Invader 43-22649, next up is Andy Blair's awarding winning Jet Provost XN549 plus the TAC line up of Graham Sparkes Hunter XE584, Terry parkers Chipmunk , Andy Blairs Jet Provost , Simon Pulfords HS 125 N and lastly Mike Davies Anson G-AGPG . Row three one of the Battle of Britain memorial Flight Hurricanes followed by the beautiful Newark restoration project GAL Monospar ST-12 VH-UTH and row 4 sees the inside of the Invader cockpit and Spitfire MK19 PS915 of the Battle of Britain Memorial Flight.



The Parbold trip to see Mike Davey's barn found Terry Parker working away fitting out the Instrument panel on Avro Anson G - AGPG. Mike has made steady progress on the Anson since last year and she is now starting to look the part.



Round the corner from Mike's barn is Dave Haughton where this year we found not only the Cheetah engine from AGPG but her port undercarriage in working order. Dave at present uses a hand pump to lower and retract the undercarriage but eventually it will be driven by an engine mounted hydraulic pump . This photo shows the undercarriage fully extended.



On this page we have the undercarriage fully retracted followed by front and back views of the hand pump assembly. Dave recons twelve more months should see the engine running and the undercarriage extending and retracting under its own steam.

