

THE AEROPLANE COLLECTION NEWS

PRESERVING AVIATION HERITAGE SINCE 1962

THE TAC NEWSLETTER JULY 2014

THE TAC WEBSITE

www.theaeroplanecollection.org



Lockheed T33 at Duxford



Out Gloster Meteor at Woodford,
American registration is fake.

Work Sessions

Take place at

HOOTON PARK

On Wednesday and Thursday
And Occasional Weekends

Please Contact

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or

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[The Aviation Society Transport Fair at Ringway's Runway Viewing Park July 5/6th 2014.](#)



TAC's Gannet T.2 BAPC.309 with Ian Starnes's Jet Provost T.4 XR654 and Graham Sparkes Hunter FGA.9 XE584

Ian can be seen in RAF flying gear discussing his Jet Provost with one of the visitors.

You will love this story honest, see the dummy in a later flying gear than Ian has on and leaning against the flag pole. He pulled more attention all weekend than all of us and the aircraft put together ! Young women wanting there photo taken with him ! a dummy ! ok he is six ft 6 ins tall and keeps his mouth shut but I ask you what's that all about ? The wife told me, simple men in uniform !!



Graham brought along the HPT Viva HA as it was a Transport Fair and there were many vehicles of all types in attendance. The Viva attracted far more attention than all three cockpits together. (are we in the right game ?) In front of the Gazebo you can just make out the Continental A 40 flat four engine on stand and again outclassed by the Viva. At least we had a good band to listen to for most of the day. The gazebo looks and is knackered but fortunately Graham has donated his to TAC, the old one is now confined to the roll of spares source.

The Speke Aerodrome Heritage Group Air Fair on Sunday July 13th 2014



The Aeroplane Collection members cockpit line up : Simon Pulford's Jetstream & Tonka Sim. Mike Davie's AVRO duo of Anson & 748. Terry Parker's Swiss Venom. Lastly you can just make out Ian Starne's Firestreak missile.

As you can see from the flags it was a windy but dry and fairly sunny day.

Colin often sneaks off for a dose, It's his age you know but what he doesn't realise is we all know.

Here is the proof if needed, pretending to be the captain of the Avro 748 and catch the ladies eye he doses off in the chair next to the 748 air stairs.



Ian Starnes chose to leave the Jet Provost at home this time and bring along his Landrover and trailer combo plus this Firestreak Missile.

I am sure at one point during the day I saw it being lined up on Colin !!



Terry Parker's Swiss Venom FB.54 J-1712

Terry takes great delight in making the Instruments, lights and switches work in the cockpit and all to the accompaniment of the correct cockpit noises.

He has done TAC proud with the instrument panels in both of the Gannet cockpits. He has now worked his magic on Mike's Anson below. His latest project a chipmunk replica cockpit which you can inspect at HP at the Cockpit Gathering on 13/14th September along with the Venom.

Mike Davie's Avro duo of XIX Srs 2 Anson G-AGPG & 748 - 2A/334 G-ORAL (The Paper Plane).

Two contrasting projects, the 748 came from Blackpool almost complete with little to do, whilst the Anson a long time project of TAC's was a complete wreck. Mike is working wonders on her and rumours are she may well end up with the Avro Heritage Group at Woodford.



This may come as a shock so brace yourselves, Tonka mad Simon you remember him from last year has forgone his all embracing love for Tonka's and purchased this Jetstream 4100 G-TEXA .

He tells me it is actually for sale as he needs room for the GR4 when a suitable one comes available. I guess a very suitable candidate for a sim if you have the money ? I have his contact details if your up for the challenge !





The shed oops sorry Mike, canteen I meant to say, one of Mike Davey's more recent purchases Short 360 made a very acceptable canteen at the Air Fair.

Mike now quoted as having the largest collection of cockpits in the North West, has recently added a Sea King helicopter to his collection.



From the Goblin engine stand we have here the moving carriage with the top two grub screws still in the casting holding the shaft firmly in place.

The bottom two have been drilled out and the shaft pressed out using our bench press.

The other two have now been drilled out and all four have been re-tapped a size larger.

This is now ready for painting and reassembly.



The Leonides engine now completely devoid of cylinders thanks to Stewart's efforts.

Unfortunately with the Goblin engine stand, the annex roof and now the new container arriving Stewart has little time to devote to this iconic English radial engine.

Never mind Stewart Autumn and then Winter will soon be upon us and all outside work will cease leaving you to work on the engine in peace. Believe that and you will believe anything !!