

THE AEROPLANE COLLECTION NEWS

PRESERVING AVIATION HERITAGE SINCE 1962

THE TAC NEWSLETTER JULY 2015

THE TAC WEBSITE

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Luscombe Silvaire at Barton



Anson 19 G-AGPG at Hooton Park

Work Sessions

Take place at

HOOTON PARK

On Wednesday and Thursday
And Occasional Weekends

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A few weeks ago poor old Jon Howard driving to work thought he saw a ghost! and as you can see from his photo he did see the TAC Ghost on it's way back to Caernarfon on Tommy Stafford's Wagon.

Tommy of course had first to make a slight diversion to Hooton Park and pick up the RR Artouste engine again going to Caernarfon Airworld Aviation Museum Ltd. I have no intention of asking Jon how he managed to take the photo just in case we have a member of the force amongst our membership. Nice one Jon

From Peter Schofield



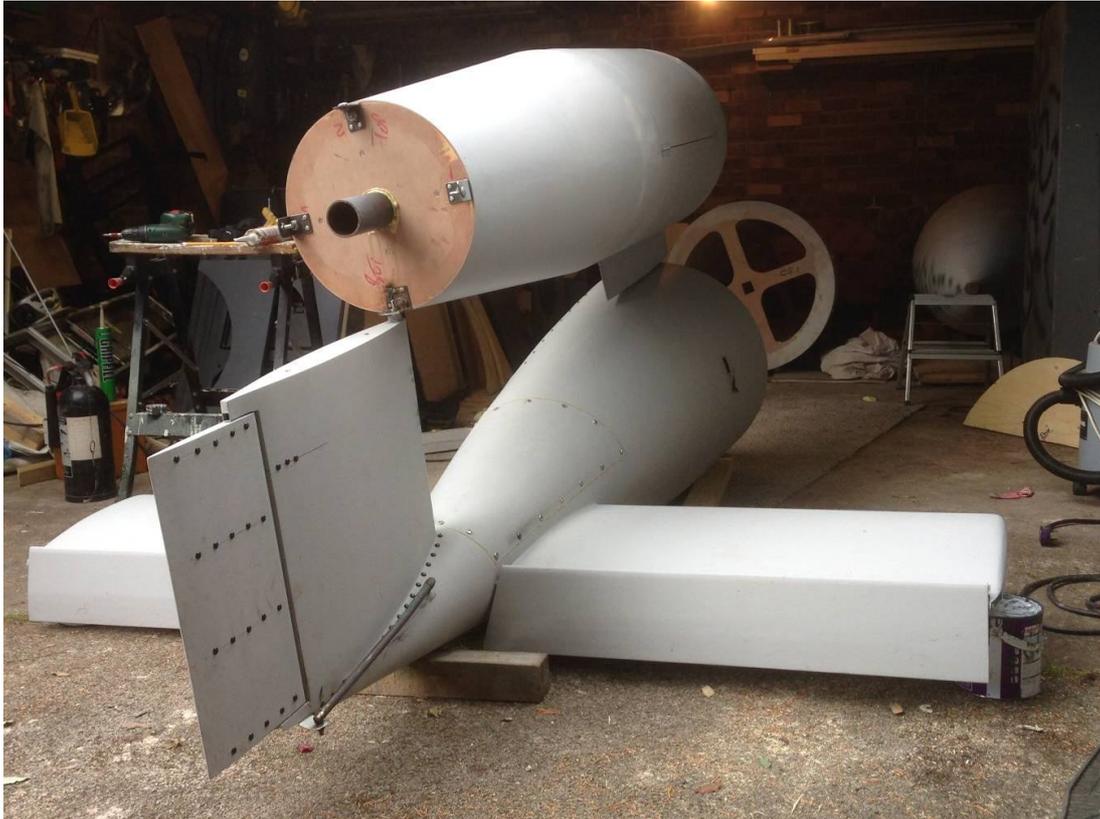
Enjoyed the latest minutes; we are busy, are we not. Glad to see that the Hurricane plates may prove profitable. The other day I called at Long Marston on the way back from a day out plant-hunting. Most of the place was locked up, but I had a look at the three "preserved" inmates. They are all in a dreadful state, parts missing, glazing missing and almost buried in undergrowth. The one that most distressed me was the former NAPS Meteor T.7 WL332; I was in the party which recovered it from Moston Tech at a cost of £50 and set it up at Croston. Wish we could get it back. I attach a rather poor photo, but it isn't easy to approach without machetes and anti-bramble protection

Best wishes, Peter Many thanks Peter we may revisit the idea of obtaining her in the future. More from Peter in the August news letter.



The Airbus A350 wing assembly line tour on Thursday 9th July.

Colin has sent this picture taken in the tour centre at Broughton of himself, Stewart and Kevin with I guess one of the tour guides.



The latest pictures of Ian Starnes and his V1 flying bomb straight off the Mike Davey production line at Parbold. We have been told that it's first outing when fully painted and assembled will be at Hooton Park for the Northern 40s Weekend on August 22nd & 23rd. Thanks to Mike for the photos.



11th & 12th July sees the Gannet at The Aviation Society's Aviation and Transport Fair held at the Runway Viewing Park Manchester Airport. Wearing her new Pilots canopy and the freshly painted day glow orange she was not to be ignored this year, as around 120 kids paid 50p for the pleasure of climbing aboard her.





Yes your right Pinocchio was not to be left out as Mike Davey brought her along for the Saturday only, she too was to see many kids clambering aboard for an imaginary flight.

Unfortunately this was to be a regular sight throughout the weekend, no one interested in looking at never mind buying our goods. We did manage to sell two mugs and a few magazines and postcards but it was disappointing after what was achieved at the GT Fair in March. Still the new White Ensign got a good airing as can be seen in the photo.





Also attending was the old 610 Squadron Association FSM Spitfire which resided for many years at Hooton Park. The new owners a group from Lytham St. Annes were telling me they have spent the last five years restoring and modifying her so that she comes apart for transport. The transport trailer was specially built and is very long requiring three axles, on either side are fold down wing supports into which the wings are pushed then the supports returned to the vertical position all very impressive. She is supposedly attending the Northern 40s weekend at Hooton Park but they are double booked and are no longer guaranteeing to arrive. Apparently their future plans are to stop travelling to shows etc as they have acquired space in hangar 42 at Blackpool airport for their collection of FSMs three Spitfires and a Hurricane.



Thursday 16th July sees Colin, Stewart, Kevin and his pal travelling from the Wirral also John Davidson and myself from Altrincham descending on RAF Scampton for the base tour. Choosing a walking tour on a beautiful day we arrived in front of the hangars just in time to witness the Reds plus two streaming off to RAF Fairford for The Royal International Air Tattoo.



On the left an Upkeep Bomb under the window of Wing Commander Guy Gibson's office on the second floor and on the right in side his office, through the window can be seen poor old Niggers grave.

The heritage hangar was full of surprises as Ken's bible let me down big style!



Hawk T.1A XX227 Slingsby T.21
Sedbergh TX1 XN185 / BGA3255
Chipmunk cockpit unknown



The long nose of the Avro Lancaster comes from B.10 KB976 the rest is a replica that used to be at Brooklands and the rear section looks decidedly dodgy. The original was of course badly damaged at Woodford when the roof collapsed. Kermit Weeks was supposed to have bought most of it but there is a section of the rear fuselage at Doncaster. At the rear is a new build section of fuselage which I guess is to replace the dodgy bit.

Auster T7 VX927 / G-ASYG converted to Terrier 61/2 in 1961. She is fully flight worthy and used extensively by Flights For Life a children's charity that takes children suffering from life limiting or threatening situations for a flight



Hawker Hunter GA11 XE685 / 861 / VL / G-Gall this belongs to Hawker Hunter Aviation based on site.



Sukhoi Su-22M Fitter 98+14 also part of the Hawker Hunter Aviation fleet.



After Scampton we drove down to Newark Aviation Museum where we met up with Mike Ingham and John Dickinson. Mike had arranged for a tour of the workshops complete with guides. On the left John Rankin explains the complexities of the Monospar wing to John Dickinson and Kevin Walford whilst myself, John Davidson and Stewart Turner try to figure out the folding mechanism of the wing.

On the right Mick Clark allows Stewart, Colin, Kevin and myself to compare the inside of the nose of their Vampire T.II against the TAC one currently being restored at Hooton park.

Thanks to Mike Ingham for the photos.





Newark's latest acquisition HS125 Dominie T1 XS726/T



Above in the workshop the NA Harvard IIB 42-12417 progressing slowly with the wing centre section.

On the left the wing of Mooney M.20A G –APVV / N8164E in a container workshop which just about takes the one piece wing.

Below left behind after this years Cockpit Fest and on loan English Electric Lightning F.6 XR757





It's July 22nd and TAC are off on another jolly this time to Neil & Heather Airey's Lakes Lightnings collection at Spark Bridge Cumbria. On the left Jet Provost T.4 XS181 / F and below EE Canberra TT.18 WK122. I don't think the wife would fall for the Airey's take on garden furniture as she used to moan about the trailer in the front garden. But now it's gone my ears should receive less abuse.

Below left EE Lightning F.1A XM172 / B, your thinking what are the bits of wood for so was I, to open the canopy and keep it open ! Health and safety comes first here!! The ladders ? so we can all become wing walkers of course, no I am not kidding Neil likes his visitors to walk both the Hunter and Lightning wings and the Hunter tail plane.



Above right we have the very bare cockpit of Hunter T.7 XL609 and on the left Hunter GA.II WT711 / 833.

It's hard to see how they will ever get started on the preservation of these old girls as they live five days a week in Blackpool as Neil is a pilot flying the Air Ambulance. Could be an opportunity in the future for TAC to step in with an offer.



Stewart you are not in the play ground now get down at once. Our Treasurer doesn't get out much these days so makes the most of ever opportunity presented to him. Can you imagine Cosford or Hendon allowing you to do this ? they would throw a fit at the thought of it.

After lunch we travelled the few miles back to the Lakeland Motor Museum, as you can see below there is a small aviation element with Mignet HM.14 Flea G-ADYV, Cameron N-77 HAB G-BNDV and just out of shot a microlight.



Yes there are cars there but we were not there for them but this monster did catch my eye no idea what it is but the colour is really the business. They also have a collection of replica Campbell Bluebird record breaking boats and car, on the right above is Sir Malcolm Campbell's 1939 Bluebird K4.

Steve Hague's Memorial Service Friday 31st July 2015 South Yorkshire Air Museum Doncaster



Steve had two awards on display this one from the Transport Trust the other from the ATC for long and dedicated service (24 years)



There was a large turn out of BAPC member groups, approximately 100 people the above picture shows only about half. From the far right John Kenyon, Peter Schofield, Lloyd Robinson and myself representing TAC and John representing BNAPS as well I suspect. Thanks to Garry O'Keefe for the photo.

The Doncaster Gipsy Queens the one below is a 70 series and the one on the far right a 30 series engine. They both have to the best of my knowledge superchargers mounted on the back end but not all Queens did so Identifying ours is not going to be easy I fear.



Travelling with Lloyd to the Service we had decided to call in on the Doncaster Museum and Art Gallery to view the Flea and Benson displayed there.

Early NAPS member Alan Bishop had a hand in refurbishing G-AEKR when it was part of the RAF Finningly Station Museum and I am sure we have some photos of Alan and the Flea in the archive. And to my surprise it is fitted with an Anzani V Twin just the engine we at TAC require for the Parker FIU. Anyone with light fingers and big pockets fancy a short commission?

Bill Dutton passed away on Saturday 4th April sorry this has been along time coming.



Bill with Jules Hudson during the filming of a BBC programme at Hooton Park in August 2011

William 'Bill' Dutton. 1925 - 2015

Any one who had contact with Bill will describe him as a gentleman. I first met Bill during the groups time at Warmingham. The small band of original TAC people who had managed to make the various moves around Manchester and Cheshire finally settled in the old mill as an attraction to boost visitors to the adjacent craft centre. At some stage this tall, well spoken ex RAF man turned up and very quickly along with some other local rascals, Jim, Veron, and Ron they got stuck in and brought the place alive with their quick wit and capacity for a good story. After we left Warmingham Bill followed us to the short stay at Hooton Park and whilst keeping his distance from all the problems was always at meetings and when he had an opinion we always listened.

After Hooton Bill was one of the dedicated members who helped keep TAC going and was fully committed to the Auster restoration which took place in the Air and Space Gallery in Liverpool Road Manchester. Always a regular at meetings held in his beloved Castle Park Arts Centre Bill's attendance at workshops slowly declined as he gave more of his time to assisting his beloved wife Mary during their later years. It was a real shock to hear of Bills admittance to hospital sadly in a coma from which he never recovered and his passing touched us all. Bill was a true gent and it was a privilege to have been in a group to which he attached himself and worked so hard to promote and to have worked along side him.

Graham Sparkes. July 2015