



THE TAC NEWSLETTER DECEMBER 2014

THE TAC WEBSITE

www.theaeroplanecollection.org



Work Sessions

Take place at

HOOTON PARK
On Wednesday and Thursday
And Occasional Weekends

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The future ??



The Latest news from Hooton Park concerning TAC is we have been offered Bldg 29/42 In exchange for our existing Bldg 28, the last section on the right with the small door is not included. Colin has measured both buildings with a laser measuring devise and they are almost identical foot prints. There is no immediate rush to make our minds up as HPT intend to reroof the building, paint the interior and fit three phase electrical wiring before kicking us out of 28 !!



As can be seen from the photos the big difference is the windows fitted to 3 sides of the building and the height, what I have not shown is the floor and foundations, this building has them !! There is no water penetration at floor level unlike Bldg 28 and no condensation from the roof as it is a wooden roof covered in felt which is due for renewal in the spring.



Sunday 30th November saw a member of the Boscombe Down Collection call to collect Slingsby T.21B Glider 9G-ABD. As can be seen from the photos she was not in the best of health having the cockpit removed and the wings broken off during a landing accident. We wish them all the best with the project and look forward to seeing her complete one day. In the back ground we have Bldg 29 with Jon Howard seen chatting up Dave Becket of Griffin Trust.

Who can identify these wings then ? That's what Dave Becket asked of DA some months ago.



The best DA could say was it looked like they came from a Micro light biplane kit. A few weeks ago DA mention this to Jon Howard and he is always up for a challenge so into the Motor Transport Shed we went, photos taken Jon headed off home for some serious research. About an hour later an email revealed all, it's an Easy Riser swept wing hang glider from the US. This one was held in storage by MOSI for some years then gifted to Griffin Trust. See page 10 for a complete example.



HPT have been granted £71,000 from English Heritage and during November/December work has been on going to repair the trusses of hangar 3 North bay.

Saturday 13.12.2014 and the work on the North bay trusses is finished and all the scaffolding towers have been taken down.

To allow the refurbishing of Bldg 27 the display hall had to be empty so all the airframes were moved into the now available hangar 3 North bay.



This is a close up of the worse trust and the last to be repaired, ravaged by wood worm you can see that in this area most of the wood had to be replaced. The repair does not include replacing the cement / asbestos roof panels but HPT believe for now it will be about 95% water tight.



Never before has this collection of cockpits and fuselages been seen together in one building. TAC's J/1N Alpha G-AJEB & Parker CA.4 G-AFIU. Graham Sparkes Hunter FGA.9 XE584, Sea Hawk FGA.4 WV903 plus the unidentified red FGA.4. Lastley the HPT owned Slingsby T.8 Tutor BGA466. These photos beg a question, when was the last time this hangar was used for what it was intended ? 1957 ?



Lastly the two offices either side of this door from the above hangar have been offered to TAC from HPT to use as our archive. Those who have visited Hooton Park and seen our present archive will know it will not take much to improve on. Would seem that Christmas has come a little early for TAC.



Here we have a fully rigged Easy Riser hang glider, thanks to Jon Howard for the photo.



Above two HPT Directors/TAC members push JEB along to Hangar 3/Bldg 18, what's strange about this photo is the complete lack of any Chain Saws, Disc Cutters, Machetes or any other green life threatening devices ! Jon Howard and Paul Jolliffe in the last nine months have transformed the site removing many trees, shrubs and undergrowth. Ok yes a little help from Karen Jolliffe, Graham Sparkes and Stewart Turner to name three more TAC members. They have no intentions of stopping now so expect many more changes in 2015, it's a case of hold on to your hats as the whirlwind of change passes through the site. Photo by Keith Piggott.



A photo from November 12th when four of us met up at Midland Air Museum to pick up the Rolls Royce Artouste engine. Earlier that day we visited Cosford to pick up the Anzani radial which is at the front of the trailer. A beautiful sunny day about 4pm, after a cup of tea and a natter with Chairman Barry we set off for home at 5pm in the dark. Thanks to Lloyd Robinson for the photo.



Back to Coventry in October when the reunion event visited Peter Turners barn at Snittersfield. This is a blast from the past for NAPS/TAC as this is Miles M.38 Messenger 4A G-ALAH or at least what's left of her fuselage to the left and wing below.





Miles M.65 Gemini 1A G-AKDK recently brought back from Denmark by Peter Turner and sold on to Classic Air Force at Coventry for restoration to fly again. The cockpit has already left site for restoration I think in Lincolnshire.

As last year I will leave the last word to Scamp, some might say he's a chip off the old block !!
I hope you and all your loved ones have a great Christmas and all the very best for 2015

