

THE AEROPLANE COLLECTION NEWS

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THE TAC NEWSLETTER APRIL 2015

THE TAC WEBSITE

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Blackburn B2 at Wigan in 2002



Stewarts Alvis Leonides starting to take shape.

Work Sessions

Take place at

HOOTON PARK

On Wednesday and Thursday
And Occasional Weekends

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G-ADFF Blackburn B.2 [5920/8] Built at Brough (fourth production batch) in 1935, Registered on 03.04.1935 to Flying Training Ltd, London Air Park, Hanworth, Middlesex & then to No. 4 EFTS, at Brough on 15th October 1939. Impressed 17th February 1942 as 2893M and handed over to No. 574 ATC Sqn at Caterham School, Surry as a instructional airframe. Still complete in 1946, dismembered in 1950, front fuselage preserved in HQ building, remainder of airframe buried near by. Reconstruction attempted in 1967 failed ?? TAC started negotiations on 3rd June 1974 to obtain the remains & were finally rewarded on **Date Acquired March 76** Forward fuselage from about 1ft aft of the cockpit forward bought for £15 from Caterham ATC & stored at Wigan, by 1984 it was on loan to the Lincolnshire Aviation Museum at Tattershall, moving to East Kirkby in December 1985. Moving on to Brighton by October 1993 then by mid 1994 it had moved on to St Ives, Cambridgeshire with David Collings & John Chillingworth where it is still believed to be to day. Only now Jon Howard has found out that it has been passed on to the Shuttleworth Collection.



No these are not pictures of our old B.2 now !
This is of course the BAe owned G-AEBJ based at Old Warden and flown by The Shuttleworth Collection.
The one above taken in October 2011 when she was resting and the rest in August 2008 during the air show.
Enough polished ally to get even the Chairman drooling I suspect.





I offer no apology for all these pictures of her as she is one of my favourites at Old Warden and for me we don't see enough of her in the air at the shows.

Built later than ours in 1936 serial No 6300/8 as a series 1 by the Blackburn Aeroplane and Motor Company Ltd.

She only ever had the one owner as Flying Training Ltd at Hamworth was owned by Blackburns. Here she shared the grass airfield with our own B.2 G-ADFV.





TAC workshop Bldg 28 update

Jon's Slingsby T.8 G-ALPU has been temporary hoisted up under the roof trusses to allow the Parker C.4 G-AFIU into 28 for work to recommence on her fuselage.



Behind FIU new member Martin Williams pretends to be working on the Vampire XD624 fuselage.

Really Martin and Kevin Walford have been great finds for TAC as they are making good progress on the Vampire and the future for TAC really is looking more secure than I can remember.

With six members regularly working on projects there is a sense that TAC are moving forward at last.



Martin again seen working on the front former support for the Vampire cockpit.

Amongst his other hobbies he plays several musical instruments and along with his wife they have an allotment.

He has yet to share the secret of what they grow on the allotment but as he dose not smoke I suspect it's all legal!

Thursday April 23rd saw Stewart fit cylinder no 4 back on to the crank case.

Numbers five and six are ready for refitting which will take place over the next two weeks.

Numbers seven to nine have yet to be grit blasted and painted so it could be a while before they are reattached.



The NAPS –TAC reunion weekend April 18th/19th 2015



Saturday morning and the clan begin to arrive in Bldg 27 for a tour of Hooton Park.

Here the Secretary chats with John Kenyon and I think that's Alan Bishop hiding behind Alistair Mellor who is off to take photos.

Paul Jolliffe on the left gives the group a talk on his RAF Air Sea Rescue launch which he is hoping to restore back to sea worthy condition.

As you can see we were blessed with beautiful weather for the day.

Mike Hutchinson, Richard Jones and Stewart Turner have now joined John & Alan.





Looking in the opposite direction you have a view of the boat itself all 68ft of it.

Richard and Alan inspect the display boards charting its history and Paul's adventure saving her from a canal at Preston where she had sunk.

Thanks to Lloyd Robinson for the photos. The guy on the right I think is one of the bus owners on site usually at weekends tinkering with their beloved buses.



Saturday afternoon and the group visit Burtonwood Heritage Centre on part of the old Burtonwood Airfield near Warrington.

No aircraft here but two large models of Spitfire and Mustang will have to do.

Strange as I don't think either were ever based here but no doubt visited on occasions.





Saturday evening and joining the gathering are Linda Cambell, Pauline Stewart's partner and Jon Howard.

On the left from the bottom we have John Kenyon, Linda and Pauline and on the right from the top we have Steve Rodgers, Stewart Turner, Lloyd Robinson, Mike Hutchinson, Jon Howard and the top of my head.

Below is the opposite view with thanks again to Lloyd for the photos.





Sunday morning we met up at the Heald Green village hall, just ten of us for a photo recognition session from the NAPS days. On the front row left to right we have David Blades for his first visit, Jon Kenyon, Mike Hutchinson and Alistair Mellor. Second row Gordon Anderson and his wife, Malcolm and Joan Goosey and stood and at the back Lloyd Robinson. Lloyd had forgotten to bring the lead that connects the lap top to the projector so we viewed the photos on his laptop.