

THE AEROPLANE COLLECTION NEWS

PRESERVING AVIATION HERITAGE SINCE 1962

THE TAC NEWSLETTER MAY 2015

THE TAC WEBSITE

www.theaeroplanecollection.org



Piaggio P.149 at Barton May 2015



Cirrus Sr 22 GTX turbo at Barton May 2015

Work Sessions

Take place at

HOOTON PARK
On Wednesday and Thursday
And Occasional Weekends

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LE834,LF330,LF563,LF678,LF746,PG552,PG590,PZ751,PZ813 Hawker Hurricane IIC fuselage frames

Built between 1943-44 they flew in the latter stages of the war and were declared redundant at Squires Gate Aerodrome about 1949. They were bought by scrap metal dealers South Shore Demolition, Blackpool & were stored externally for about 20 years. They consisted of a fuselage frame, firewall to fin post mounted on the centre section wing root to wing root cut through the longerons aft of the cockpit & badly corroded with many fittings missing. They were picked up on September 18th 1968 by F.Wardell (Haulage) Ltd using a 48 foot Queen Mary trailer & delivered to Hubert Jones Ltd, Heatley, Lymm, Cheshire where they were to be stored, the cost of the move was £3.10.0d. [Date Acquired 18.09.1968](#) NAPS plan was to keep one for restoration & sell the other eight on to preservation groups only the following day the national press had got hold of the story & it appeared in most of the daily papers. They were inundated with request from as far away as Canada, allocations were made to Lincolnshire APS, Newark Air Museum & B.H.A.M. at Southend at a charge of £8 to £12. One was a subject of an enquiry from the Education dept. of BAC at Warton, and one by the Leeds City ATC, The rest were to be offered to the highest bidders, unfortunately when inspected closely it was decided they were far beyond saving & all were scrapped. During the 2014 reunion gathering at Coventry Peter Schofield revealed that he had removed the data plate from five of the airframes before scrapping and he passed them on to Jon Howard during May 2015 (LF330, LF746, PG590, PZ751 & PZ813).



The Hurricane Data plates donated by Peter Schofield photo by Jon Howard



From the digital archive three photos of the Hawker Hurricane's arriving we think at Carrington near the Shell works on a Queen Mary transporter.



Anyone help in identifying the culprits I would be most grateful.

This last photo the guy looking at his wrist watch reminds me of Peter Schofield a little ! I am sure Peter will put me straight.

These so far are the only photos we have found of the frames if any body has better pictures of individual frames I would be much obliged if you would let me have copies.





These next two photos taken about a week apart show the progress being made by the Boscombe Down Aviation Collection at Old Sarum on our old Slingsby T.21B 9G-ABD Spruce Goose. Thanks to Mike and Jon for the photos.



The annual TAC visit to Parbold 2015



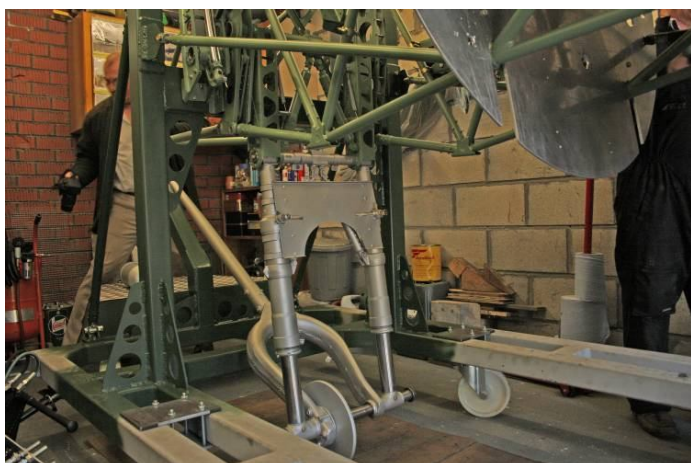
Inside Mike Davey's barn at Parbold we find his new project any guesses anybody ? well would you believe a full size wooden replica V1 bomb for member Ian Starnes. On the left are the wings, the nose and tail cones at this point he still has to make the engine cowlings.

Below is Mike's giant lathe for rounding off all the corners of the strips of wood used in the construction here of the main fuselage, see on the next page for a photo of the complete section Mike assured us he would have it complete for the start of the show season as Ian has several bookings for it already.

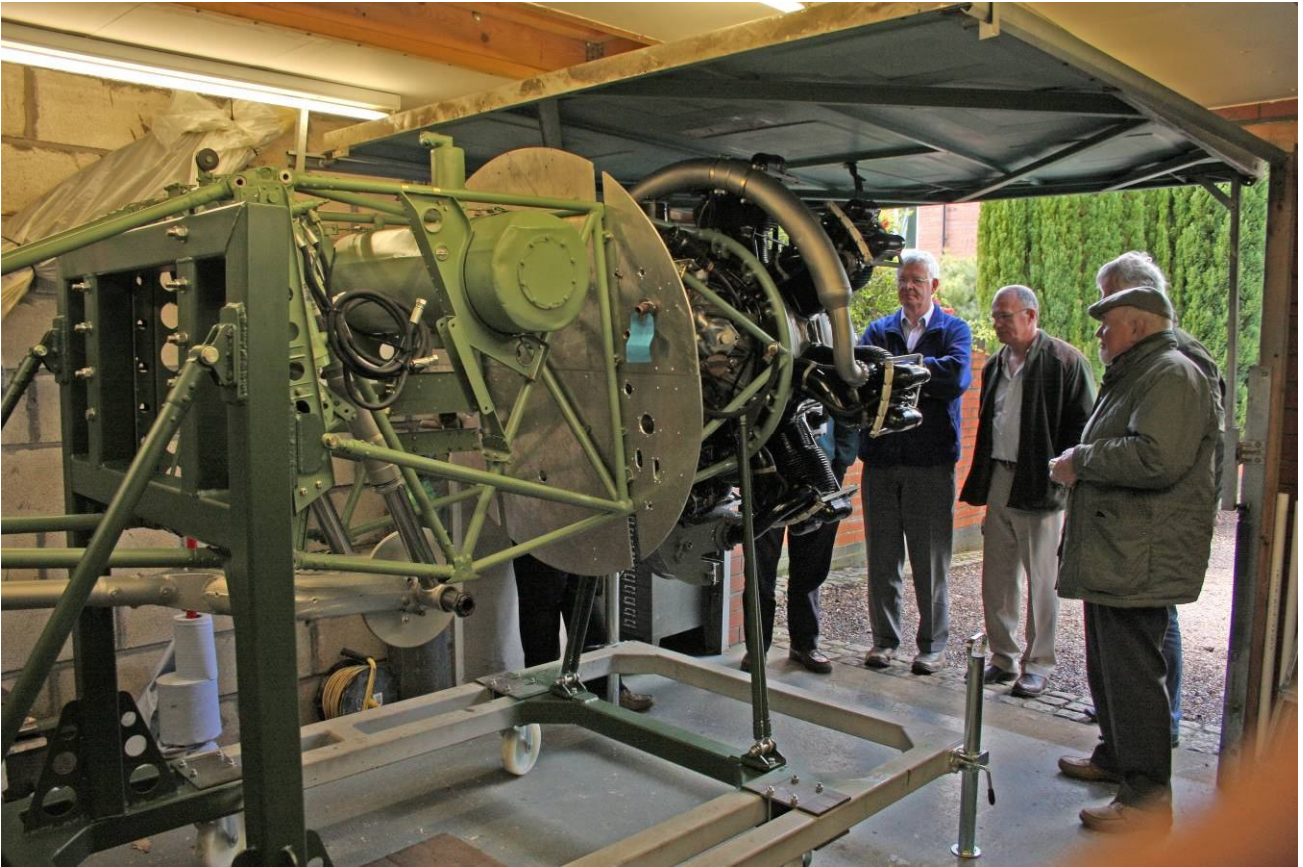


After lunch we travel a short way up the road to Dave Haughton's to see progress on the Anson Cheetah engine and landing gear

Mike Davey with his back to the camera, Kevin Walford and friend (prospective new member) listen to Dave Haughton as he brings us up to date on his progress. He has constructed a new trailer temporary sat on casters as with axles, wheels and tyres it would not fit under the garage door. He is at present fitting all the hydraulic plumbing and fuel lines And is hoping that another twelve months should see it up and running.



Here Dave has manually placed the undercarriage down and to achieve this the wheel and tyre has had to be removed. Dave has promised once complete he will bring it to one of the open days at Hooton Park.



Two more photos showing the undercarriage in the up position and the frames representing the wing spars, the standard of workmanship is excellent and could even challenge the output of Bldg 28 at Hooton Park !

Top picture from the right Bill Creed, Stewart Turner, Glyn Morris and Kevin Walford the legs belong to Kevin's friend and Dave Haughton.



Bus Run Day & the TAC Cockpit Gathering Sunday May 24th Hooton Park



The bus owners of Hooton Park put on a splendid display attracting around 500 visitors to the site, they ran bus trips to Chester and Hooton train stations to collect visitors and trips to Birkenhead to view the Cunard cruise ships in the river Mersey.

TAC tried to catch the wave with an attempt at a cockpit gathering but for the second time failed to attract any none members with cockpits, not a complete failure as many of the visitors showed interest in our strange hobby.



On the previous page we have Terry Parkers Swiss Venom FB.54 J-1712 and Simon Pulford's Tornado ADV SIM, below Simon Pulford's Tornado GR.1 ZD710, Graham Sparkes unidentified Hawker Sea Hawk FGA.4 and his Hawker Hunter FGA.9 XE584. TAC are very fortunate to have such members we can rely on to support our show days, again many thanks guys.



Not to be completely out done by it's members TAC pulled the Gannet T.2 BAPC 309 out of Bldg 28 for the day complete with her new Pilot cockpit canopy recently obtained from Yorkshire and delivered to site by Simon Pulford. The canopy had been placed on eBay and eagled eyed Terry Parker spotted the rare beauty, Bill Turnbull used his charm and sweat talking to get TAC some very welcome discount on the advertised price.



Still requiring the day glow orange to be applied to her forward fuselage and canopy rails to complete the look.



Now here is something you don't often see at Hooton Park these days ! Mike Davey looking very relaxed and happy with life awaiting visitors in Bldg 27 to view his 610 squadron Spitfire I P9451 remains recovered from a crash site in Northumbria.

Bldg 28 update

Stewart has been working steadily away with the Alvis Leonides engine and six cylinders have now been refitted to the crank case. The last three cylinders all require grit blasting so it will be a while yet before they are refitted.



Martin and Kevin have been working well together on the Vampire and fitted the front former to the stand as seen here. Most of the components under the bonnet (nose bay) have now been removed which should allow the wooden structure to be cleaned and painted ready for refitting the components after they too have been cleaned up and painted.

At the rear of the pod it is now supported by the stand with blocks of wood under both the rear cannon supports and the engine mountings support structure which is just inside the rear bulkhead.

This now makes the vampire mobile again as it has been supported from the concrete floor previously.



In Bldg 27 we have recently refitted the wings back on Auster G-AJEB, they had been left off since returning her from hangar 1 as HPT were planning to replace seventeen skylights. Unfortunately due to the over spend on the roof of Hangar 1 money is a little tight so for now we will have to put up with the odd drip till things improve.