

THE AEROPLANE COLLECTION NEWS

PRESERVING AVIATION HERITAGE SINCE 1962

THE TAC NEWSLETTER AUGUST 2015

THE TAC WEBSITE

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Northern 40s Weekend At Hooton Park Supermarine Spitfire.

Work Sessions

Take place at

HOOTON PARK

On Wednesday and Thursday
And Occasional Weekends

Please Contact

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Ready for launching? Ian Starnes V1 doodle bug comes together for the first time and very realistic looking, no doubt when painted it will be star of the forthcoming Northern 40's weekend. The cool guy in front is Ian's son Jonathon.



The Rolls Royce Artouste engine used as an APU In Trident aircraft was dragged out of storage for a quick wash and brush up plus a new coat of paint on the stand. Jon Howard has found her a new home for the next two years at Caernarfon Airworld Aviation Museum joining our De Havilland Ghost.



Peter Schofield has been out and about again this time landing in Deeside College, the above photo shows Cessna 340 N66SW and behind with just the fin showing is BAC Jet Provost T.5A XW423.

Peters second photo is of a 125 fuselage presumable nicked from Broughton?



Many thanks for the photos Peter and keep them coming please.

The next three photos show the two Gipsy Six /Queen engine kits donated to us from 610 Sqdn Association located across the road at Hooton Park. As can be seen the crank cases come complete with turnover stands but whether the kits are complete or not has yet to be confirmed.



The sad site greeting John Mathews and myself at 7.30 am on Thursday 6th August at the Premier Inn West Dundee.

No trailer, gantry and hoist.

800 miles and nothing to show for two days efforts.

Gutted dose not do it justice, hanging around for 2 and a half hours for the coppers did my temper no good either.

The journey back home was extremely quite.



Above pictures supplied by the previous owner of the A framed gantry & Hoist which we owned for approximately five hours on Wednesday 5th August, as you can see the height was adjustable from two to three meters meaning it could have been used indoors as well as outside.

The bits they did not get due to them being in the back of the car. The winding handle for adjusting the height, a bag of nuts and bolts for fastening the top girder to the A frames. Two side supports that tie the girder to the adjustable legs. Not much to show for an outlay of £314 plus £93 for fuel £114 for two Bedrooms.



Building 28 and a more positive outcome as Stewart has refitted cylinders seven and eight and should have fitted number nine by the end of August.

If your wondering why the prop boss and cut off props are back on it was just to facilitate turning the engine over to get the pistons at TDC before fitting the cylinders.

Anybody got any spark plugs ? we need eighteen old plugs to fill the holes in the cylinder heads.



Two pictures showing the on going improvements to the Hooton Park airfield site.

Top photo shows the new tin profile roof fitted to the southern half of the south bay of Hangar 1. What's missing from the photo ? the roof gardens of course for six years I have watched with great interest the trees and bushes growing up there ! sad day.

To the left is the new roller shutter door fitted to the western end again of the south bay of hangar 1. This doorway has been open for the seven years I have been a member of TAC so a bit of a shock to see it closed



Two more from the workshop building 28, Stewart having got them off in the April 2014 newsletter finally finishes putting them back on during Thursday August 27th. Still along way to go but a big milestone passed never the less. In the mean time John Mathews has been making great progress with the Sheet Metal Roller, here we see that John has now attached the new stand which makes it now possible to move the tool around using the pump truck. Not only that John has replaced the broken cast iron foot with a wooden one and increased the footprint with the new stand making it more stable.



Remember the picture of the Flea at Doncaster on page 22 of the July Newsletter well as usual I got it

wrong when I said refurbished it was completely burnt out, I have been put right by Mike Ingham. A little background on the story. We lived not far from Finningley at the time. From what I understand, the fire (which I seem to think was on a Friday night) was started by a disaffected SAC, who set fire to the Flea. I don't know if it was the intention for events to turn out as big as they did.

I met Graham Claybourn (owner of a local car dealers)(and Flea) some time afterwards. He said that the RAF had told him that there was nothing left, but when I explained that the engine and metal fittings had survived he persuaded the RAF to build the company a new aeroplane. Copy attached of a photo I took of the presentation by the RAF to Graham Claybourn of the replica machine, Finningley Air Show 1971. Alan Bishop third from the right.

Thanks Mike

The Northern Forties weekend Saturday/Sunday 22nd/23rd August 2015



Its 8.30am Saturday morning and the greedy big bird is pushed out ready to meet her public. The morning was very overcast and showers meant we spent most of it pushing her in and out of 28. She again proved to be very popular with the kids wanting to have a go at taming the old girl. The afternoon provided much improved weather with occasional glimpses of the sun trying to make an appearance. About 4 pm the crowds started to go home which was very handy as the site had to be made ready for the hangar dance. I am told it was excellent and considered the best ever by the organisers.



Star of the show for me and first time out since she was completed was Ian Starnes V.1 FSM built by Mike Davey. Ian's scenario for the above is of a unexploded V.1 has skidded to a halt on a English airfield and Ian turns up to defuse the beast. He has all the tools laid out on the wing with which he removes the detonators which you can just make out about on the upper surface 3 to 4 feet from the nose.

Mike has also fitted the engine nacelle out with a Co2 fire extinguisher which produces noise and a white plume making her look eerily realistic.

You might well be thinking were are all the thronging crowds ? all these photos were taken before the gates opened at 10 am which more or less guaranteed me clean photos.



Please anybody with photos of the crowds of visitors get in touch with the secretary I need a few for next Months newsletter.



The ex Barry Wallond Spitfire 1FSM N3290/ AI H now owned by the Spitfire Display Team based at Lytham St Anne's and soon to be opening a new Museum in hangar 42 at Blackpool Airport. Either this was assembled in a hurry or it was once operational with the Italian Air Force as the blades are the wrong way round!!



Not to miss out on the event Paul Jolliffe's ex Spitfire IX FSM EN398 featured on the front cover by John Davidson was partially assembled in Hangar 2 next to the band stand and dance floor. Paul has sold it and for now the new owner is a secret, we are expecting it to leave site shortly.

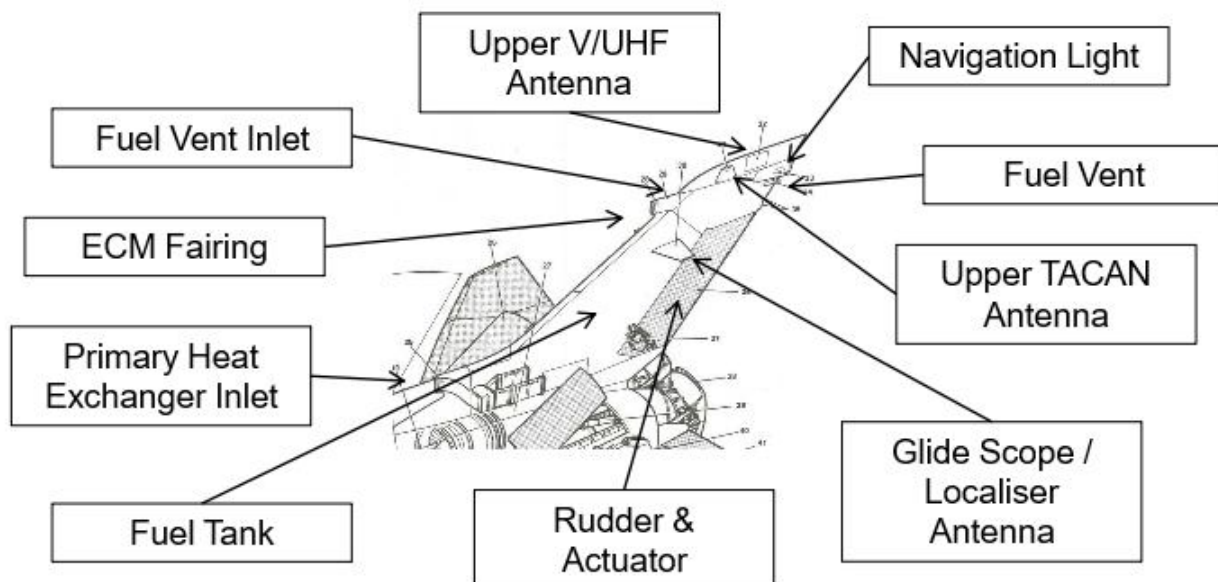
TORNADO GR1 TAIL FIN

FROM "ZA411"



Collected in late 2014 this tail fin was stored at RAF Sealand in North Wales for many years. It was used as a test bed for the systems that are contained within.

The 'Tail Fin' of a Panavia Tornado is more than just a flying surface to help stability. It is also a fuel tank and systems carrier essential for the aircraft's defences and communication.



Built in 1982 as GR1(B) ZA411 went on to serve with 617, 15, 2, 20, 16 Squadrons finally ending up back at Bae Systems Warton taking part in static trials (Correct as of Jan 2015)



Finally the McBroom has landed, thanks to Simon Pulford pictured here for picking it up from Newark and delivering her back to Hooton Park on Sunday 30th August.



With Thanks to the founding Chairman of NAPS John Kenyon and now a big part player in BNAPS (not much of a change) he has allowed me to copy some of their latest magazine.

“Islander 50” Hailed as a Great Success



Islander 50 Flypast and First Flight Re-enactment Aircraft



(Photo Alan Saunders)

*Islander G-BEXJ, currently with the Channel Islands Air Search organisation based in Guernsey, represented the piston engine powered version of the Islander in the B-N Group fly past.
(Photo Alan Saunders)*

(Look the cheeky buggers pinched Greater Manchester Police Defender)

G-GMPB represented the latest BN-2 variant, the BN-2T-4S Defender. This aircraft is fully equipped for surveillance missions and was originally delivered to the Manchester Police Authority. (Photo Alan Saunders)



G-JSAT was the third aircraft in the flypast as an example of the popular BN-2T Turbine Islander variant. This aircraft had been given a new colour scheme for BN Group's Islander 50th celebrations. (Photo Alan Saunders)



The high spot for "Islander 50" on 13 June was the first flight re-enactment conducted by George Cormack in Cormack Islander Aircraft's Islander G-BUBP. This aircraft had been flown down by George from his base in Cumbernauld earlier in the day. After a spirited take off the flight ended with an impressive downwind flypast at high speed and ended with a perfect Islander short landing despite the blustery conditions – thank you George you made the day.



The reason for BNAPS existence BN-2A-8 Islander G-AVCN S/N 3 as the first production Islander, and the oldest Islander in existence. Peter Graham devised a plan in 1999 to recover the aircraft from Puerto Rico where “Charlie November” was languishing in a partially dismantled state at the San Juan Isla Grande Airport. She was dismantled and packed into a 40 foot container to be shipped to the UK. Fifteen years later she is seen here attending the “Islander 50” celebrations.



Transport Trust Awards Ceremony – Brooklands Museum, 8 June, 2015.



BNAPS attended the Transport Trust Restoration Awards presentation at Brooklands Museum on 8 June, 2015. In recognition of the high quality of the restoration work undertaken by BNAPS for Islander G-AVCN, this had resulted in the Trust being given the Ron Wilsden award.

The award certificate was presented by HRH Prince Michael of Kent. BNAPS Trust Chairman, Bob Wealthy, accepted the certificate on behalf of the society. BNAPS Trustee, Peter Graham, also attended the awards ceremony as a guest which was very appropriate as Peter’s company, Airstream International, funded the recovery of G-AVCN from Puerto Rico in 2000.

Becker)

(Photo courtesy of the Transport Trust)



Above the cockpit looks to be very complete with passenger seats in place of the pilots seat which is away being refurbished.

Below back home in the workshop in Bembridge things look a little tight with the large wing on the left under the cover.



Anyone wanting to see the full July 2015 BNAPS news letter let me know and I will forward it on to you if John agrees?