

# NEWS LETTER



February 2022

ISSUE 104

Preserving the past, inspiring the future.....

Issued every quarter: November, February, May and August

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## SEVENTY GLORIOUS YEARS



**2022 marks the Platinum Jubilee of both Her Majesty Queen Elizabeth II and the Avro Vulcan.**

Our Monarch succeeded to the Throne on 6 February 1952 while the jet bomber first flew on 30 August that year.

We cherish both for the stability and freedom that they have maintained for us, including the rights of free speech and

free association. Without these freedoms, there would be no Jet Age Museum. Indeed, there might not be any concept of history as we know it. In his 1949 novel 1984, George Orwell wrote

'Who controls the past controls the future: who controls the present controls the past.'

Let us go forward as true witnesses to the past and shame the hidden persuaders who would mislead the subjects of Her Majesty.



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# LOOK BACK AT BLACK BUCK



**During August and September 2021 a temporary new Vulcan bombing run simulator was interactive at Jet Age Museum.**

This was the brainchild of Alex Toseland with invaluable help from his dad, volunteer Rob Toseland, *writes Sally Ferrers.*

The objective was to drop simulated bombs (specially modified darts) on a painted runway on the floor. The children absolutely loved it and competition was fierce between siblings. They did rather better than their parents!

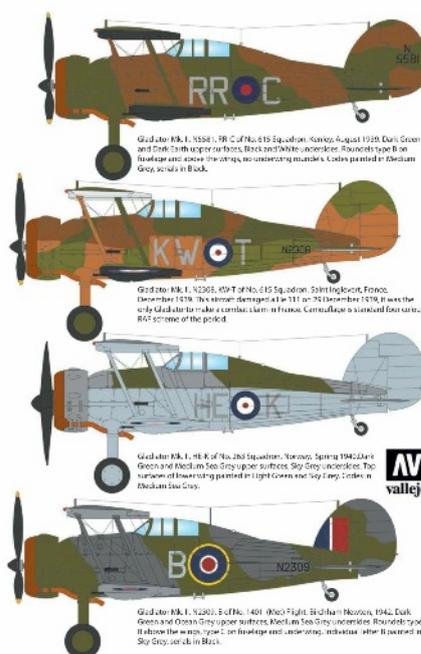
## STANLEY

Six 'bombs' (3 x two darts), were held magnetically under the fuselage of the 1/72 scale Vulcan before the 6 metre bomb run began. The drop was initiated by pressing a hand held trigger. The trick to hitting the runway at 'Port Stanley' was to correctly estimate the drop point. It was a treat to see the expression on the children's faces when they scored a direct hit.

One child achieved all six on target.

Imagination ran riot and disappointment at missing the target was soon dispersed by saying the arsenal had exploded or the oil tanker in the bay received a direct hit. Even better, enemy aircraft had been blown up.

So this little reconstruction of the important action during the Falklands War, Operation Black Buck, can be reported as a huge success and a welcome addition to the museum.



**Above, a 263 Squadron Gladiator from the 1940 campaign in Norway is the third profile from the top.**

# GLADIATOR DONATION

**Many thanks to Jet Age Museum life member Richard Haldane MBE for his donation of £ 2 000, with the promise of more to follow.**

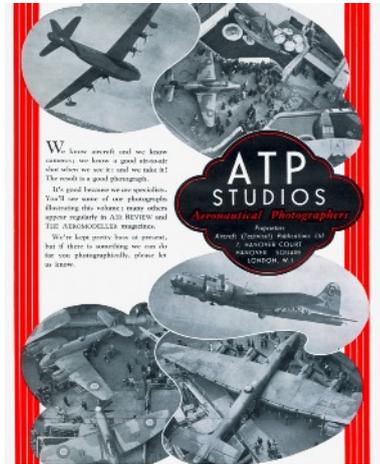
It comes in memory of Pilot Officer Jim Wilkie, a New Zealander serving with 263 Squadron RAF, who was Richard's Uncle.

Jim was killed in Gladiator N5914 in Norway in 1940. The part restored fuselage of his aircraft, recovered from its mountain crash site by Jet Age volunteers, is on display at Jet Age. It is a high priority for future restoration work.

Richard understands that we're unable to resume work straightaway, so he has promised us £10 000 for the task in his Will, or sooner if work recommences before he dies. Meanwhile he is giving Jet Age £ 2 000 a year for the rest of his life on the anniversary of Jim's death.

Jet Age is putting part of the first donation towards an improved display of what's already on view, featuring a fuller tribute to Jim Wilkie. We also propose to edit Richard's brief biography of his uncle as a booklet.

# I AM THE WALRUS... YOU ARE THE GLOSTER...

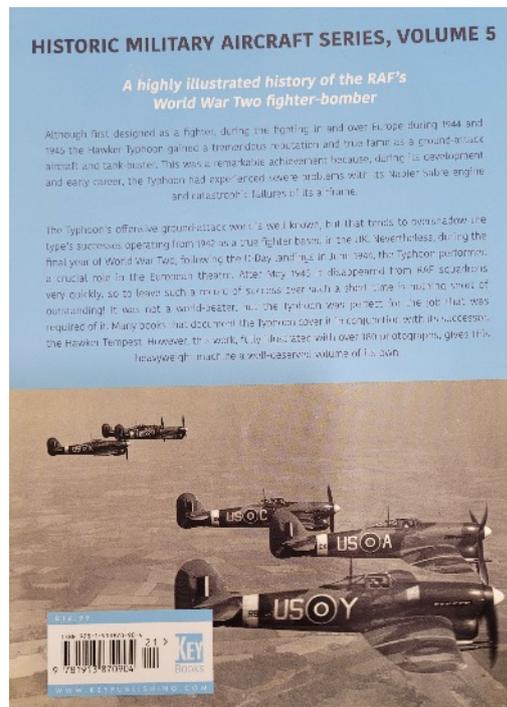
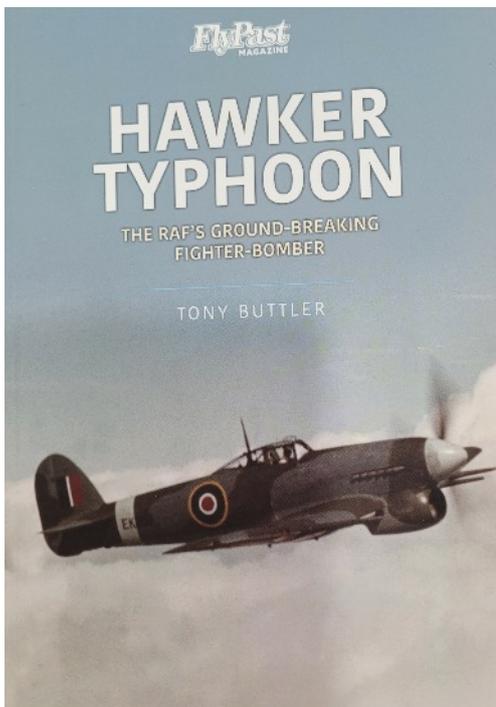


Exhibition on the site of the bombed- out John Lewis department store in Oxford Street.

I am indebted to Tim Kershaw for these archival images from 1945, when The Beatles were still in short trousers. He adds:

After its last flight on 20 February 1945, Gloster E28/39 W4041 went to Bentham in March to be refurbished and repainted by Gloster (albeit in a colour scheme which is not authentic) so that it could go on public display in London between 21 June and 16 September as part of the Ministry of Aircraft Production's Britain's Aircraft

It then went back to Gloster and was displayed in King's Square, Gloucester, and in the Promenade in Cheltenham before being presented to the Science Museum on 27 April 1946 where it was put on permanent display.



Our featured Book of the Quarter is this profusely illustrated soft back published by Flypast magazine and written by aviation historian and Jet Age member Tony Butler whose earlier work on the Hawker Hunter was a joy to read.

This subject is even closer to the heart of Jet Age Museum.

# MOVING



Wednesday 13 October 2021 saw Tuffley based Keith Rhodes Machinery Installations use both crane lorries and an articulated low-loader to move XA634, the last surviving Gloster Javelin FAW 4, from near the end of Gloucestershire Airport's main runway to the 'Jet Age triangle' close to the Phase II building.

The former RAF Leeming gate guardian is now inside the line of the projected new airport security fence.

The relocation will also allow the Conservation and Restoration Team to start looking at what is needed to preserve the airframe for the future.

XA634 was delivered to the RAF on 18 May 1956 and later served with both Airwork for Sperry autopilot trials and Flight Refuelling for port wing probe research before joining 228 OCU.

# EXPERIENCES

**A week later, on a brighter Wednesday 20 October 2021, it was the turn of our Meteor NF14 night fighter to hop over the fence.**

This was courtesy of Ellis Crane Hire Limited and a telescopic Liebherr so tall that it had its own aircraft warning light and anemometer.

Armstrong Whitworth-built WS807 filled the gap left by Meteor T7 WF784 which departed for Wales in August 2021.

Crane LO19 XSU then moved across the wingtips of the grey Imjin Meteor T7 and other heavy Jet Age Museum assets.

As it did so, the Sun broke through the clouds and an auspicious rainbow curved down on the Phase II building.

WS807 joined Jet Age Museum in 1997 as a gift from Violet Davis in memory of her late husband Norman who developed Gloucester Trading Estate.

Thanks are due to Mick Goodband for his pictures of the Javelin



## PARTRIDGES BOLDLY GO



**13 October 2021 also saw Star Trek's William Shatner blast off aboard a New Shepard rocket, but five days earlier I had found space to be my final frontier, writes Alan Drewett.**

As part of the Phase 2 North development of Jet Age Museum, I was asked to relocate the Julian Partridge model collection to what had become known as the Stroud cabinet, having been gifted by the Museum in the Park.

Further challenges were that the 1/72 scale aircraft, many scratch-built and unique, were to be positioned around the large brass model of the Gloster E28/39 that came from the Regent Arcade Shopping Centre.

An 18mm MDF floor for the cabinet supported both workers during construction and, in the end, most of the models with labels. This left just four of the smallest, lightest biplanes to be suspended above the E28/39.

### CLING ON

Anchoring the invisible mending threads to hold up the Henry Folland designed SE5a, Bamel G-EAXZ, Greek liveried Mars VI Nighthawk and Mars X Nightjar was the brass model itself and a ceiling frame made of metal rod and U section extrusion

This U sections were held in place on the 8mm diameter rods with 9mm petrol pipe clips which clung on to them.

### STAR FLEETS

In turn, the now empty cabinet in the main hall, could be dedicated to new, quarterly presentations from the Reserve Collection and elsewhere.

Similarly, the shelves in the Trident cabinet could be dedicated to 1/144 scale models of the civil side of the Jet Age.

And when visitors are allowed into the North of the new building, this phase is set to stun!

## DON TOMBS

**Many thanks to Jenny Graham, her husband Tim and their family for their £5,000 donation to Jet Age.**

This is in memory of her father, stalwart volunteer Don Tombs, who died in Australia on 27 June 2020, just five weeks after his 99<sup>th</sup> birthday.

Jenny writes 'When Dad's Will was settled there was some money left over which I know Dad would have wanted to donate to the Museum. Tim and I added a little more to round it up to the 5,000 pounds which we hope will go towards restoration works at the Museum.

We are hoping that we can come over to the UK when things have settled down a bit more with Covid....Our son Michael and his family will be coming with us and the grandchildren, so we can all visit the Museum, but at this stage it probably won't be until 2023.'



# THE PIPES OF PEACE

Just like the Vulcan featured on pages 1 and 2 of this issue, the Gloster Javelin was a delta winged jet used to preserve our peace and freedom from aggression and dictatorship

October 2021 saw Jet Age Members honour that legacy by bringing the jet pipes of Javelin FAW9 XH903 indoors for display under the aircraft



## AIRFIX TO THE RESCUE



**A superdetailed model of the Typhoon cockpit has gone missing.**

Built by Jet Age Museum volunteer Tim Mansfield in 2014 from the big 1/24 scale Airfix kit, it was used to promote our ongoing restoration of the real thing.

Wanting to complete the model for display, Tim appealed via HOPS on 16 January to ask if anyone knew where the cockpit section had got to.

No new information was forthcoming, so we thought we'd contact Airfix directly. We had given them a lot of help researching their big

Typhoon, so they had sent us the kit back then as a thank you. We helped them research the Gladiator, Meteor and Javelin kits as well. It was a bonus when they came to scan the F8, saw the Hurricane and decided to include its markings in their 1/48 scale kit.

## IMMEDIATE

The response of Airfix was immediate and magnificent. Researcher Luke Slaney-Hewitt got on the case straight away and checked the storeroom. Just three days after Tim's appeal we took delivery of a full replacement kit, a donation with the compliments of Airfix. It's currently listed at Cheltenham Model Centre at £104.99.

Thank you, Luke and Airfix!

And if any reader knows what's happened to Tim's original cockpit section model, please let him know.

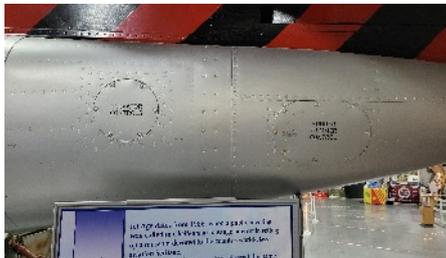


## GO FOR POWERED DESCENT



**By popular demand, on 2 and 3 April 2022, Alan Drewett is taking Jet Age Museum's Moon diorama and space models to St Margaret's Hall, Coniston Road, GL51 3NU for the Spring Cheltenham GWR Modellers Exhibition.**

# METEOR DONE RIGHT



**These are just some of the stencils that David West has carefully applied to super detail Gloster Meteor F8 WH364 on its path to a more authentic number 601 Squadron livery. Well done and thank you Dave!**



**Welcome to my first Lottery update.**

**Firstly I would like to thank John Burton, the previous Jet Age Lottery administrator, and who has passed on his knowledge and tips to me.**

Playing the Cheltenham and Gloucester Lotteries is fun, but importantly your chosen charity receives 50 per cent of the total amount taken with a further 10% going to local good causes.

As you will see there is a great difference between the two draws and my aim is to promote both. At some point there will be promotional posters in the Museum.

## CHELTENHAM

Between 9 and 30 October 2021, 26 tickets were sold raising £13.00 for the Museum (being 50% of the proceeds.)

Between 6 November and 4 December 2021, 25 tickets were sold raising £12.50 for the Museum.

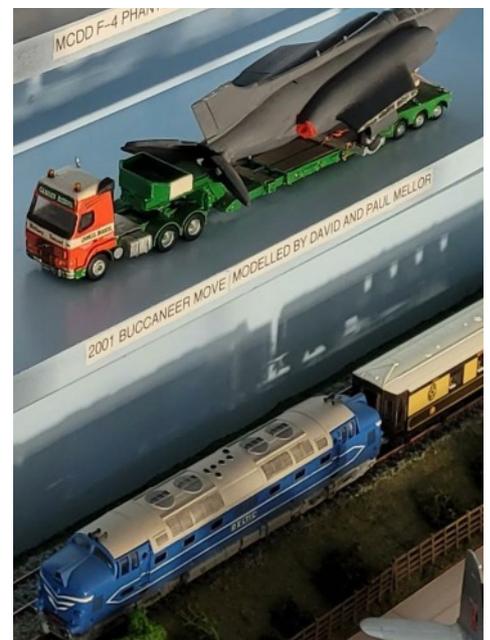
# SHEDDEN POUNDS

**With Carl Shedden**

Right now, 5 supporters have purchased 5 tickets for Jet Age Museum. With that level of support, the Museum is on track to raise £130.00 for good causes over the next 12 months!

## GLOUCESTER

Between 9 and 30 October 2021, 174 tickets were sold raising £87.00 for the Museum. From 6 November to 4 December 2021, 210 tickets were sold, raising £105.00. Right now, 21 supporters have purchased 42 tickets for the Museum. With that level of support, Jet Age Museum is on track to raise £1092.00 for good causes over the next 12 months. That's over 89 kits of the English Electric Deltic!



# DEGREES OF RECOGNITION



**A group of students from the Royal Air Force Bristol University Air Squadron visited the Museum on Saturday 23 October 2021.**

The party was led by Josh Rowles who volunteered with us a few years ago before he went to University.

Our Patron, Ian Whittle, also popped in (arriving in his own aircraft) to meet

the students and deliver a short talk about his father.

After spending a few hours with us the party moved on to Wellesbourne to see the complete Vulcan bomber displayed there.

We thank Bristol UAS for the generous donation to our funds.

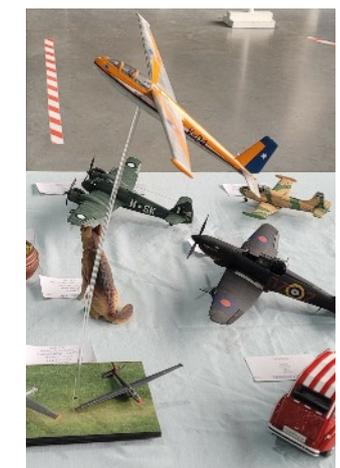
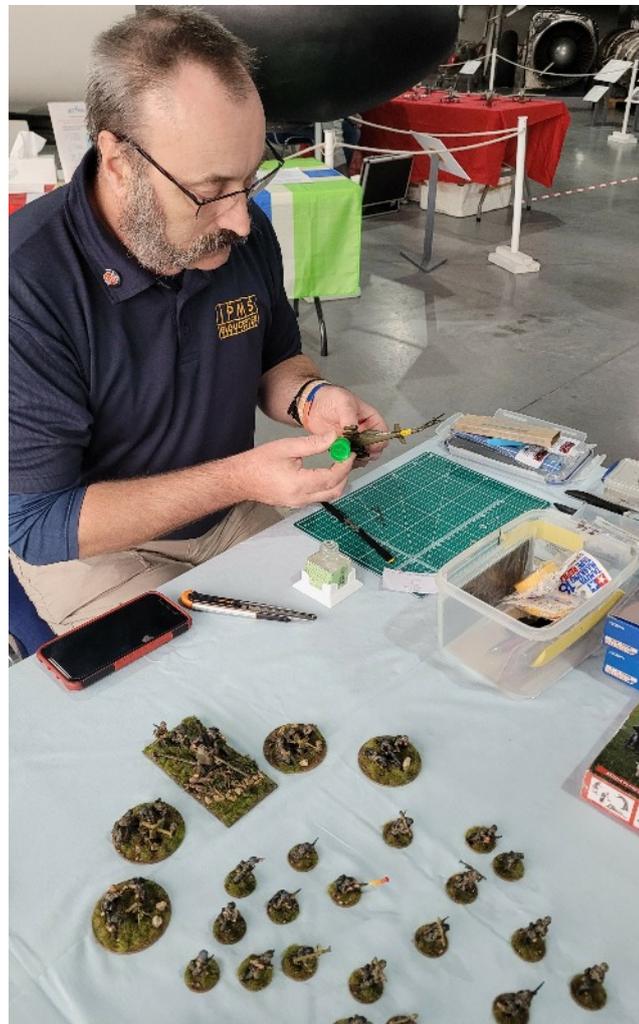


# FLASHING THE PLASTIC

**Sunday 17 October meanwhile saw a splendid display of aircraft and other scale models by the Gloucester Branch of the International Plastic Modelling Society.**

Visitors also enjoyed seeing IPMS members Ray Scofield, Graeme Bates (pictured), Rob Stinchcombe and Stuart Barry demonstrating their practical skills.

Thank you gentlemen. Your company was much appreciated.



# NOT BITTERN WITH EGRETS



**The Jet Age Reserve Model Collection's de Havilland Heron Mark 2 was finished with both dedication and ingenuity by David West in the face of a challenging kit first moulded in 1959.**

Stabilising the centre of gravity was achieved by gluing the three wheels to a piece of 10/1000" plastic card purchased from Cheltenham Model Centre and then defining the gap between the clear plastic and the slightly open passenger door with a

figure from the Italeri NATO Ground Crew and Pilot set. In fact the Airfix Heron kit also includes a set of steps, seated pilots, stewardess and two men in suits, a woman and small boy as prospective passengers: an ideal start for a 1/72 scale civil airport diorama.

## TUGS

The pilot figures were made useful with electric tugs and barrows to drive. These are currently sold with Hornby Station Halt set R590 but luckily Cheltenham Model Centre had some spare examples as well as scale suitcases from the Modelscene range.

Before painting the hard plastic tugs French Blue with black detailing, the voids were filled with Liquid Weight secured with poly cement. This made the tugs heavy enough to hold down nose wheels attached to plastic card as well as other airport duties.

## EMBANKMENT

The scene on the Embankment airfield shows just what can be achieved when people and organisations work together. As our most celebrated visitor might have said, 'If you want to see my plover, you'd better get with my friends.'



## RESURFACING RUNWAY 09/27

**Jet Age Museum has been asked by Gloucestershire Airport to assist with the resurfacing of runway 09/27 by providing access through the Museum site.**

Clearly, as fellow aviators and aviation enthusiasts, Trustees and volunteers are keen to support the airport and help as best they can with this project whilst ensuring at the same time that the museum is able to carry on with opening to the public without too much disturbance.

The project for runway 09/27 is planned to commence on 31 January 2022 for three months during which time the contractor, VolkerFitzpatrick, will have vehicular access to the airfield from the museum gates on Meteor Business Park through the museum site to the airfield Monday to Friday. The museum site will then be prepared by the contractor to allow for safe, clean and tidy public opening over the weekend as normal.

Weekday non-public operations in the museum buildings for volunteers will continue by utilising a rear entrance to the site. This is with the kind permission of ONTIC, our very accommodating neighbour, who

we cannot thank enough for this assistance.

Gloucestershire Airport have been keen to stress during all negotiations with us that they will ensure that the museum is not disadvantaged in any way and that they will assist with development of the museum in the future. We thank the airport staff involved for their kind attention to Jet Age Museum requirements and look forward to a successful progression of their activity without too much disruption to Jet Age Museum operations.



**Smart new blue Jet Age Museum coffee mugs are now available from the shop.** Currently £6.00 each with one free tea or coffee from the cafe.

**Do you have a story for the May edition of Jet Age Museum Newsletter?**

**Please get in touch by Thursday 14 April 2022 at [alan\\_drewett\\_jet\\_age\\_museum@yahoo.com](mailto:alan_drewett_jet_age_museum@yahoo.com)**

## BACK ISSUES

**Jet Age Museum Archivist Richard Hentschke seeks member's help to complete a full set of past Newsletters.**

Currently missing are any issues from 1990 to 1992 inclusive as well as Issues 32, 33 and 34 from late 2004 and early 2005.

Also needed are Issue 43 from November 2007 and Issues 69 and 70 covering May and August 2014.

If any members have any of these back issues, Richard would like to photocopy them.

## AVIATION HISTORY GROUP

**An Aviation History Group meets at the Royal Air Force Association Branch, 1 Royal Crescent, Cheltenham GL50 3DA every two weeks on Thursday mornings from 1000 to 1200 from 13 January 2022.**

All welcome. Please contact Mike Bryant on 0785 4909225 or [mikebryant47@outlook.com](mailto:mikebryant47@outlook.com)

**Gloucestershire Aviation Collection  
trading as Jet Age Museum**

Meteor Business Park, Cheltenham Road East,  
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[www.jetagemuseum.org](http://www.jetagemuseum.org)

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South West Federation of Museums and Art Galleries

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## QUALITY ON THE MENU



**Cafe Manager Tina West points out the sign - Jet Age Museum has once again been awarded a top score of five for food hygiene by Tewkesbury Borough Council.**

Always a welcome sight for visitors and volunteers, the Jet and Whittle Cafe offers a range of teas, coffees and hot chocolate drinks as well as cakes, crisps, Mars Bars, Kit Kats and Teacakes and Caramel Wafers from Tunnocks of Uddingston, near Glasgow.

Uddingston was also famous for its cement terminal, once supplied by Cemflo wagons designed and built by the Gloucester Railway Carriage and Wagon Company Limited. Some model Gloucester wagons can be found in the Museum's Vulcan cabinet.

