

Next he was O/C 'A' Squadron, A&AEE, Boscombe Down working on service release trials for Buccaneer, Harrier, Jaguar and Phantom developments and on initial service release trials for the Hawk. The objective was to set the limits to which the aircraft could be flown safely i.e. the maximum safe manoeuvre limit.

On leaving the RAF he joined Ferranti working with Airship Industries to develop an airborne early warning airship. A Westinghouse radar would be housed inside the envelope which contained the accommodation for the crew who would fly 30 day sorties before refuelling. It would have a 'glass cockpit', computerised flight management system and vectored thrust engine pods. Clive flew airships for seven years with follow on variety provided by Charles Church's Mustang and Spitfire, as well as flying Venoms and Vampires on the airshow circuit.

SCOTLAND AVIATION by Steve Robson

The holiday that prevented me from seeing the speaker reported in this issue enabled me to visit East Fortune, home of Scotland's National Museum of Flight and also the Dumfries and Galloway Aviation museum. Situated 15 miles east of Edinburgh, East Fortune's history goes back to 1915 when it was built as a home defence airfield with both airships for sea lane patrols and fighter aircraft for defence.



In 1919 the R34 used east Fortune as a stepping off point for the historic first direct flight from Great Britain to the USA. The airship station closed in 1920. In 1940 the base was reopened as a training station and in 1942 it became part of Coastal Command with a training role of torpedo dropping and rocket attacks with Beauforts and Beaufighters and later on with Mosquitoes. Its location meant it provided an emergency landing base for bombers returning from Germany and during one week in December 1944, 22 Handley Page Halifaxes and 18 Avro Lancasters were diverted from their home bases on return from raids.



The museum opened on 7th July 1975 and as Scotland's National Museum it houses an amazing collection in several hangars, two of which are under refurbishment which meant many aircraft are just stored away in cramped conditions. Aircraft include a Concorde – in a heated hangar – Me163Komet, Comet4C, Vulcan, Buccaneer, Phantom (US Marines), Anson, Twin Pioneer, Islander, Lightning & Fiesler Storch amongst many others including a Thunderbird missile.

With plenty of buildings, there is a Fantastic Flight display with exhibits including an airship simulator giving you the experience of trying to land a large airship at East Fortune, hands on exhibits showing the theory of flight and an engine of the Wright brothers and a combined piston and turbine engine.



D-DAY DAKOTA SAVED

The first Dakota, of 800, that dropped paratroopers on D-Day was found in scrapyards just weeks before it was going to be torn apart and cannibalised. Enthusiasts found the aircraft in a military scrapyards on Oshkosh and now the Commemorative Air Force want to get it to flying condition.

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