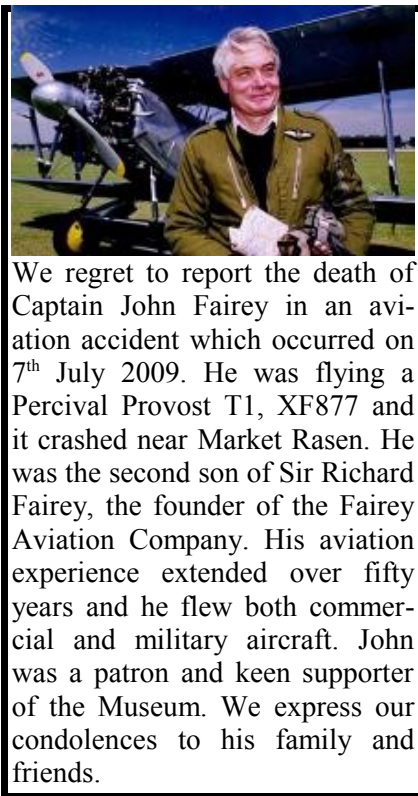




Volume 2 Number 17

## Editorial

(Brian Lloyd)



We regret to report the death of Captain John Fairey in an aviation accident which occurred on 7<sup>th</sup> July 2009. He was flying a Percival Provost T1, XF877 and it crashed near Market Rasen. He was the second son of Sir Richard Fairey, the founder of the Fairey Aviation Company. His aviation experience extended over fifty years and he flew both commercial and military aircraft. John was a patron and keen supporter of the Museum. We express our condolences to his family and friends.

Errata: In the Engineering report I stated the Cadet glider was used in the world Championships. This was incorrect. This primary glider was received by the Museum some years ago and is now being re-constructed. We thank the volunteers who are restoring this exhibit.

We are always looking for "copy" so do not hesitate to send something which will interest our members and readers. Hand-written is acceptable and one

picture in support helps to create more interest.

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## Shop & Social

(Margaret Etridge)

The shop is doing reasonably well, although, as expected at this time of year, sales are slowing down. I have been in contact with another possible supplier of items for the shop and am awaiting their catalogue.

The Christmas Dinner will be held on Saturday, 16 January 2010, at the Lands End Restaurant. The menus and a list will be displayed in the Museum.

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## Engineering Report

(Geoff Etridge)

**Miles Martinet** – This is being progressed in a number of areas mainly wing to fuselage and tail to fuselage fairings. The lower engine cowling was recently discovered stored in one of the outside sheds. All the dents have been taken out, the fasteners replaced and it has been fitted to the aircraft. There have been problems in getting hold of matching aluminium paint, but this has now been sourced at a local paint supplier.

**Miles Student** – The engineers are getting to terms with reshaping the rear engine cowling support frames and also remaking the damaged and missing fairings around the tail plane to fin areas.

**Handley Page Herald** – This has been repainted by Ken Fostekew as areas on the aircraft were getting very bad, so he decided to go ahead and do it.

**Eon Primary Glider** – Two of the men are refurbishing the fuselage and they have started re-

placing the fabric covering on the rudder.

**Mini-Link Trainer** – This has been a hit with the children this Summer and proved to be very reliable throughout the holiday period.

**Miles Magister** – The men working on this job are in the process of re-making the aileron which was burnt along with the wing. They have now recovered it and are doing the doping on it.

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## News

(Brian Lloyd)

In June the Museum took delivery of an EON Olympia 465 Glider in prime condition. See photograph. It was built for the 1965 World Championships and only two were built. Our friends at Lasham restored it and it has kindly been donated by Mr. Mark Wills and the late Keith Green.

In June Derek Emsley and his family visited the Museum and were greeted by Geoff Etridge, the Student team and Brian Lloyd. He met Graham Berry, Alan Jerome – whom he knew - Tom Jones, Dennis Harvey and Ted Prestidge.



Derek's association with our Student began at Shoreham when he worked for Miles Aviation from 1953 alongside Mr. George Miles. His first job on the Student was to manufacture temporary jigs for the fins, which consisted of a strong ply-

wood table, and the frame for the rear spar pick ups. To use Derek's own words "he was involved with the Student from the day it was a piece of sheet of metal" right through to completion, testing, demonstrations at Farnborough in 1957 and selling projects, including a visit to South Africa but the order was never obtained. He flew as a passenger in the Student with Miles' chief test pilot Duncan McIntosh, including some aerobatics and Derek's last Student flight was from Glasgow airport in 1976. The aircraft was "rolled out" in the early months of 1957. George Miles was the pilot for the first few flights in May 1957 until Duncan MacIntosh took over.

Derek was very pleased to meet the volunteers and see progress since his first visit when the aircraft was in it's wreckage state and a restoration case study had been prepared.

He has written an interesting short book about his first career which was in aviation and he then moved onto his second career in social services.

**Sir Douglas Bader.** As readers will know Bader had his accident at Woodley thus the connection with him and Lady Bader. He has been commemorated with an English Heritage Blue Plaque outside the London home where he lived for more than 25 Years. The Plaque at Petersham Mews, Chelsea, was unveiled on 31<sup>st</sup> May 2009.

May the 27<sup>th</sup> saw the delivery of the latest donation to the Museum – the Olympia 465 BGA 1288. This was the last design of Elliotts of Newbury, though not

the last airframe to be produced as Elliotts continued to build earlier designs until their closure in 1966.

Thanks go to Geoff, Ted and John Hanby and all who assisted with the 465.



The 465 was one of two designed and built for the 1965 World Championships, the other one is believed to be in South Africa but whether it remains airworthy is not, at present, known.

We hired a "Nifty Lift" from the local Travis Perkins; the Magister and Student were moved outside to enable Mark Wills, Julian and Ray, who bought the 465 from Lasham to rig the glider prior to suspending it from the steel girders in the Museum extension.

So far the 465 has created a great deal of interest and admiration among visitors to the Museum, including people from the British Gliding Association. We await a full history of the 465 which is being compiled by owner Mark Wills and the widow of the late Keith Green.

While we had the "Nifty Lift" we took the opportunity of making a close inspection of the paintwork of the Dart Herald.



(Pictures: Brian Lloyd)



In July, Keith Sherwood, a model maker from High Wycombe, was at the Museum to present Peter Amos with a model of the M52. This was not an item for the Museum, but Peter Amos accepted it for re-presentation to an aviation friend of his Mr Dennis Bancroft, a Chief Aerodynamicist who worked for Miles.

The Special Events Station GB2RD, held at the Museum,

was a huge success all round. We made 125 contacts of which 69 were in the UK, 2 were in Poland, 2 In Austria, 1 Spanish contact, 2 Belgian, 1 French, 1 Italian, 1 Portugal and 2 Netherlands, and 15 German. The others were HF and HF contacts and fairly local. We hope to repeat the event during "Museums on the Air" in 2010, in June and we will have another special event call sign, more Museum of Berkshire Aviation orientated.

Our President, Major Douglas Goddard, MBE, FCIS, RA, has had a book, entitled "Master of None", published. This is his life story from childhood, military service and his subsequent private career which commenced in 1959, when he held some distinguished appointments both in business and within the community. There is reference to the Museum.

To order write to Major Douglas Goddard, 38, Ridgeway, Wargrave, Berkshire RG10 8AS including a cheque for £17 (which includes p&p). or leave a message at the reception desk at the Museum.

On Friday 23<sup>rd</sup> October, during a social evening at the Museum organised by Jean Fostekew, a presentation was made to Derek by Ken Fostekew in recognition of Derek's efforts to mastermind the planning, design and subsequent erection of the extension, now known as the Bob Brown Hall.

From Day One Derek was involved, and in his acceptance speech he acknowledged help and support which he had from Ken Fostekew and other members of the team. He highlighted

the help from the Quantity Surveyor, Richard Hickman for keeping an eye on the finances and the excellent work carried out by the Contractor David Vokes and the steelwork contractor Kimcast.



(Picture: Les Hillier)

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### **Facts Unearthed**

(Bob Butler)

On May 23<sup>rd</sup> 1940, Squadron Leader F.L. White, 74 Squadron Commander was shot down in the Dunkirk evacuation area. He landed safely on the pothole scarred Calais Marcke Aerodrome. He managed to telephone England and got through to fighter command, who in turn informed eleven group.

54 Squadron had a Miles Master and flight lieutenant Leathart flew it to the Aerodrome, escorted by two fighters. The rescue, after some heart stopping moments was a success.

Flight Lieutenant Leathart was awarded the DSO. The two escort pilots, Pilot officers Al Deere and Johnny Allen, were both awarded the DFC.

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### **Royal Berkshire Aviation Society**

RBAS meets on the first Tuesday of the month (except August) at the Museum. All Museum Members are very welcome to come to these meetings. Best way of learning what the

subject will be on any particular month is to ask Jean Fostekew.

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### **Gift Aid Scheme**

As many of you know if you pay income tax and/or Capital Gains Tax and fill out a Gift Aid Form the Museum can claim an additional 28% of your donations and/or subscriptions.

You are only required to fill out a Gift Aid Form once for us – but it is imperative that if your Gift Aid circumstances change you let us know as soon as possible

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### **Web Site**

<http://www.museumofberkshire-aviation.co.uk/>

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