

2023 IN REVIEW



THE BIG MOVE

2nd April

Members gathered at Congalton to help load Sophie the Strutter onto a low loader for her trip to RAF Kirknewton. The transport was organized by Keith Griggs, our thanks go to Keith and to R Flynn & Sons Haulage for moving her and also to Scott Coppola Electrical Distributors for paying the fuel bill. It is thanks to the support and kindness of these local people and companies that the APSS are managing to survive.

The loading was filmed by STV news and a report followed that week by Laura Alderman their reporter (pictured here in the cockpit).

The STV team had already visited in late 2022 to do most of the filming for the report but held it back until they had footage of Sophie on the truck.

You can see a short film of the "Flit" Here

<https://youtu.be/-Jc07QDAjSc?si=CwwPi19GluU8s9l8>



SOPHIE GETS HER WINGS!

13th-14th April

Shortly after arriving at RAF Kirknewton APSS members gathered to rig the Strutter. The process had been modified from the original rigging notes by Evan Pole to reduce the risk of damage to the bottom wings when installing the top ones. The process worked well and she looked great with wings on for the first time in 18 months. A timelapse film was made over the two days it took to rig her and it can be seen by clicking this link.

https://youtu.be/E_6yLwkvpl?si=0dZyKnEhmw-4DtVH



FIRE SAFETY TRAINING

27th April

APSS Members were given training on the correct use of fire extinguishers by Edinburgh Airport Watch Manager Martin Broom. Martin supplied out of date practice extinguishers for the team to learn the proper use of extinguishers and which type to use on different fires, electrical, fuel, paper etc.



How many people would know how to use a fire extinguisher in an emergency? We do, whether it be foam, water or Co2. We now know what to apply in an emergency



SHACKLETON PROP DISMANTLED

A few years ago we were given a dual propellor assembly from a crashed Avro Shackleton. The Shackleton was carrying out dummy attacks on British submarine HMS Sirdar during 'Exercise Castanets' in the North Sea. It lost height in a turn, contacted the sea and crashed

The propellor assembly had been caught in a trawler's net and left on the quayside in Eyemouth harbour until its removal to Congalton Gardens. The assembly lay on the floor on a pallet for some time and so the decision was made to dismantle it as it was occupying much needed space. With a lot of grinding and hammering each blade was removed. Alan Campbell took one of the blades to the Old Aberlady Inn where they installed it as a memorial to the crew who lost their lives.



Shackleton continued:

Date: Wednesday 25 June 1952

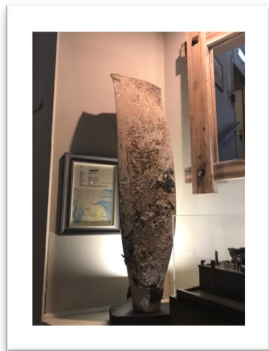


Type: Avro Shackleton MR.1
 Operator: Royal Air Force - RAF
 Registration: VZ241
 MSN:
 First flight: 1951
 Engines: 4 Rolls-Royce Griffon 57
 Crew: Fatalities: 9 / Occupants: 11
 Passengers: Fatalities: 2 / Occupants: 2
 Total: Fatalities: 11 / Occupants: 13
 Aircraft damage: Damaged beyond repair
 Location: 19 km (11.9 mts) off Berwick-upon-Tweed (GB United Kingdom)
 Phase: Manoeuvring (WW2)
 Nature: Military
 Departure airport: Scampton RAF Station (SOZ/EGXP), United Kingdom
 Destination airport: Scampton RAF Station (SOZ/EGXP), United Kingdom

Narrative: The Shackleton was carrying out dummy attacks on British submarine HMS Sirdar, during Exercise Castanets in the North Sea. It lost height in a turn, contacted the sea and crashed.

Crew Members:

WG CDR W.M. Bisdee, Navigator
 FLT LT W.M. Blackall, Pilot
 FG OFF J.M.D. Vincent, Pilot
 FS P.E.E. Pratt, Signaller
 SGT D.W. Burch, Air Signaller
 SGT D.A. Butler, Air Engineer
 SGT J.A. Imrie, Air Gunner
 SGT N.T. Norman, Air Gunner
 SGT J.P. Rourke, Navigator
 LAC R. Johnstone, Passenger
 LAC P.R. Wadsworth, Passenger
 R.I.P.



EDI TOWER VISIT

On 25th April members visited the control tower at Edinburgh Airport arranged by EDI Fire Station Watch Manager Martin Broom and hosted by Pat Broomfield one of the ATC Officers. We started on the ground floor where we saw Air Traffic Control in contact with regional flights. We then took the lift to the best office in the world! The two ladies in the tower were controlling aircraft approach and departures and all of the ground movements. The visibility was excellent. Many thanks to Martin for organizing this.



NEW PODCAST AND VIDEO STUDIO

Our new video/podcast studio is ready. We are still fine tuning the video side but the podcast side is finished and we have tried it out. Jean West, Times Journalist interviewed Mike Harper. We do not have a proper podcast platform as yet so the interview has been uploaded to YouTube with a picture of Sophie over it. Please remember it's an audio interview not a video and so the picture is constant. You can hear it by going to YouTube here.

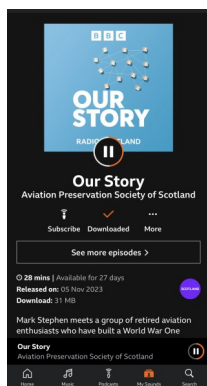
<https://youtu.be/Hcj401Pyz6Q>



OTHER MEDIA NEWS

We had a visit from Mark Stephens at Radio Scotland to do an episode of his lovely program Our Story. Mark visited Kirknewton first to interview the KN team and record Sophie doing an engine start. He then travelled to Congalton to interview the members there. The outcome was a beautifully crafted program giving a good understanding of our projects. It's on BBC Sounds and you can hear it here

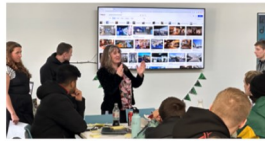
<https://www.bbc.co.uk/sounds/play/m001snbr>



WORKING WITH EDINBURGH COLLEGE

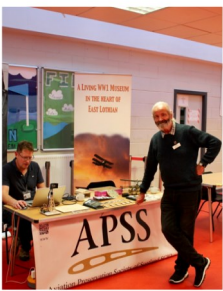
At the end of October, following a visit from a group of students from **Edinburgh College**, a couple of weeks earlier, Gerard, Lucy and Scott joined them at the college for the next phase of their *DESIGN SPRINT*.

This is a project they are taking part in to help design, a visitor friendly display for the APSS radio and radar section. Mike Harper joined them for the afternoon and was very impressed with their enthusiasm and creativity. The lecturers are also delighted to have the opportunity to work with us on a real and not fictional project.



WORK WITH SCHOOLS: Gerard Lohan

North Berwick High School invited us to a careers event in September. James, Scott, Lucy and Gerard set up a table with everything from brochures to tiny working radars, keyrings, stickers and model aircraft.



We were right next door to Archerfield and Leonardo and yet our table was very busy. These career events are a wonderful opportunity to attract parents and teachers as well as the youngsters looking for a roadmap to future careers.

We've now done **6** school events ranging from activity days to talks to careers and are booked well into next year. Working with schools is both good fun and highly satisfying. Seeing young people responding so positively to our presence, serves to confirm that we are right to ramp up our commitment to work with schools.

What we have to offer is unique in East Lothian. Once we make our workshop fit for purpose, we will offer placements and further down the line, apprenticeships. We have already taken on **5** trainees for a project and also had **1** school placement. **2** of our trainees went on to employment and our placement has applied for an apprenticeship at Leonardo.



Word is that he has a very good chance thanks to what he had said about working with the APSS. We have a wonderful opportunity to make a difference to our community and our local schools.

HAMISH & INKY MACDONALD

At the end of November we were delighted to welcome Inky and Hamish Macdonald OBE. Inky is Richard Bell Davies granddaughter. We had an engine test planned and the weather was perfect with low temperatures and a slight dusting of snow.

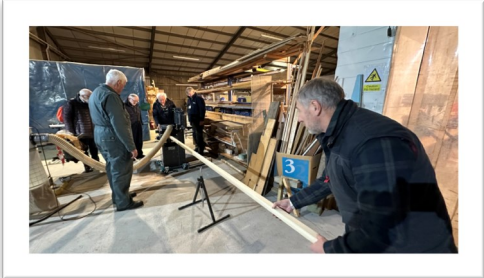
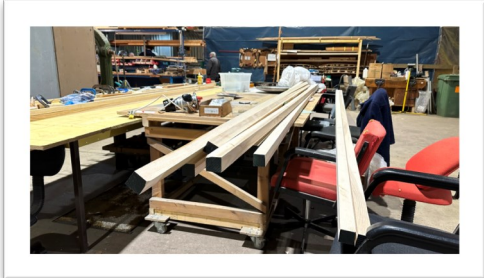
Tim Rayner brought his engine heater along to warm her up before starting and we all thoroughly enjoyed watching and listening to that beautiful sound of her 9 cylinder Rotec firing up. Inky and Richard are custodians of Marjorie, Richard Bell Davies wonderful square rigged brig purchased by him in 1938.

You can see the video of the engine start here
<https://youtu.be/A2pbXZN2Np4?si=kafaAglvAvumvQki>



PUP BUILD: Jock Richardson

On behalf of the APSS, Tim Rayner selected and purchased suitable Ash planks for the longerons as the ones which came with the kit were deemed unsuitable. He also purchased Douglas Fir for the ailerons. Tim has machined the longerons oversize to allow us to hand finish them on site and scarf join them as per the plans. The jig for doing the scarf joints is well underway and should be finished shortly. Douglas McColl has some of the metalwork and there is also some in the drawers on site. The metalwork requires to be deburred, bead blasted and painted, however, we still need to purchase the glass beads for the bead blasting. Tim Rayner will advise on the grade of bead he recommends. A spray booth has been acquired, but we are still awaiting delivery. Once it has been delivered and commissioned, we can look at progressing the metalwork. The metalwork has to be painted immediately after the bead blasting, therefore we are on hold until all this is in place.



LAA PAPERWORK

The paperwork for Sophie was completed in October and the LAA Inspector presented Strutter team leader Evan Pole with the log books for the engine and airframe. Once the paperwork was signed Mike Harper boxed it all up with a nice big picture of Sophie on top and sent it to LAA HQ at Turweston. We have now had a visit from Ben Syson one of the LAA Chief Engineers. Ben has given us a small list of things to attend to but Tim is confident we will be in the air early in the new year.



RADIO & RADAR GROUP: Bob Thomson



With the run-down of the group's involvement with the Strutter it was possible to start designing a new layout of our exhibits. The floor area available was decided and painted. A few attempts have been made at designing a layout which would be good from a visitor's experience. Much of the floor space will be dedicated to the exhibits and the remainder to a workshop area. It is envisaged that there will be three main exhibit themes, the story of radar, avionics and radio. The radar story is in two sections. The first being the story of the development of radar in the UK. The second part features the development by Ferranti of their groundbreaking airborne radar sets. The avionics section gives example of avionic equipment designed and built by Ferranti,

starting off with the manufacture of the Gyro Gun Sight. The Edinburgh home of Ferranti at Crewe Toll was created to build the Gun Sights. The radio section contains a variety of radio sets dating from crystal sets through examples used in aircraft. We plan to have a system for live reporting of aircraft in the area and maybe a weather station. APSS is very committed to promoting STEM related projects. We are working closely with the STEM team at Leonardo in Edinburgh. Working closely with them and from staff and students from Edinburgh College we are developing designs for the best possible display for visiting groups. An extremely busy year ahead to get this exhibition designed, built and made operational for visitors.



A Christmas Card from the Chairman, Mike Harper

I would like to thank every member of the APSS and our supporters who have contributed to our success this year. As we step into January 2024 we must re double our efforts to raise the money to buy our Hangar and secure our home. **We will only have 6 months to do it. So let's start the new year with one resolution, to publicise our fundraising and maximize the public interest we have gained recently.**

Here's wishing everyone in the Aviation Preservation Society of Scotland and all our friends a

Very Merry Christmas

and a

FLYING NEW YEAR!

