

Wings and Wheels Society News

...enthusiasts of Aviation + Rail + Road + Sea

Hello and welcome...

to this, our **sixth** Wings newsletter. Enjoy yet **another Bumper issue**, and what better way to start, than with this recent image of the Flying Scotsman blasting through Stonehouse, bathed in the Spring evening light... Cracking! *Further Scotsman photos from the 5-3-22 can be seen on p15 -16.*

As usual the articles and photographs included have been sent to us during the last few months.

Looking forward, the next issue of our newsletter will probably be released in Autumn 2022, so please keep your interesting stories and photos coming in... Ta, Ed.

We try our best to keep the accuracy of each story line, however we reserve the right to edit included articles in order to fit them into the newsletter.

If you've any articles for future issues, please drop us a line at:

wingsteam@debsillustration.co.uk



More details of our next meeting coming up can be found on the last page of this newsletter.

The current situation highlights how, living with Covid and rising fuel prices and world conflicts, it is still VERY important we all take care and look after loved ones, friends and neighbours.



60103 Flying Scotsman passes Stonehouse on the 1236 Worcester to Paddington leg of the Cotswold Venturer tour 5.3.2022 © Rich Kelsey

For all the latest information on the Wings and Wheels Society's future meetings and write ups of past ones, including past newsletters please see our website.

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Spotlight On: The Cotton Owners and Enthusiasts Club



by Paul Sheppard & Rich Kelsey

Society member Paul Sheppard recently sent us some information on various events at the Cotton Club (*not the Jazz Club in New York!*) so we thought lets expand the spotlight on them and give them a plug in our Newsletter.

In the 1990's, following a series of successful exhibitions mounted at the Gloucester Folk Museum, the Cotton Owners and Enthusiasts Club (COEC) was formed. The club has an international membership and holds an annual summer Rally at the Museum.



Paul on his Cotton motorcycle in Uley (photo by RK, July 2015) . The bike was originally owned and restored by Peter Stopford.

The goal of the club is to promote the use and preservation of the Cotton Motorcycle. The club welcomes all new and returning members; the membership year starts in July, but new members are welcome any time.

Members receive a quarterly magazine and this helps maintain the interest in, and memory of, this famous manufacturer that produced mainly motorcycles in Gloucester from 1919 to 1980. Club meetings are held locally at the Hardwick Royal British Legion Club, for details on events and membership, please see the clubs website: www.cottonownersclub.wordpress.com

Paul recently sent us an interesting photo with some information focusing on other forms of Traction that Cotton manufactured.

The *Sturdy* is a 3-wheel utility vehicle designed for economically transporting goods over short journeys. Originally designed and manufactured by Stevens of Gloucester, the *Sturdy* was produced by E. Cotton Motorcycles Ltd from 1966-1975, when 100-150 were made with some exported.



The photos have been supplied by Paul and shows this *Sturdy* hard at work with its many uses including towing a British Midland Airways Vickers Viscount! Above it's shown as a railway goods vehicle in GWR livery at Winchcombe in preservation.

Mr Sheppard also notes the museum are hoping to display all 3 of the known *Sturdy* trucks at the rear of 'The Museum of Folk' on Saturday 13th August, together with about 50 Cotton motorcycles. Entry to this event is open to all and there is no charge.

Pictures are credited and copyright held by the Cotton Owners and Enthusiasts Club archives.

The HST Intercity 125 (High Speed Train), 50th Anniversary by Ian Thomas

It is hard to believe that 50 years ago, at a time when British rail was cash strapped, a new development was about to take place that would revolutionise rail travel in Britain. At that point in time, BR had introduced Mark-1, Mark-2 and Mark-2 air-conditioned coaches to services, but was looking for a more self contained train which was capable of speeds in excess of 100mph.

In 1972 the prototype INTERCITY 125 (*HST*) Class 41 was developed and built. The result... an all inclusive train with power cars at either end delivering 2700hp. First tested on the ECML, it went on to achieve a record speed for a diesel train of 143.2 mph at Thirsk. It later moved to the Western Region for further trials.



HST at Blanchworth on a Newcastle to Plymouth train 14-8-96

Such was the success of the HST that production began on the Class 43 sets during 1975 and first entered service on the Western between Paddington and Bristol/South Wales from October 1976. Equipped with 'PAXMAN VALENTA' engines they proved an overnight success and patronage to London increased 200% from the new Bristol parkway station, then only 4 years old!

Following on, the ECML was the next route to receive the HSTs from May 1978, reducing times between London Kings Cross and Edinburgh by an hour or so and a new speed record was of 148 mph was achieved on November 1st 1987 down Stoke Bank between Grantham and Peterborough. Moving on, our Cross Country route took delivery from October 1981.



HST at Coaley Junction on a Leeds to Newquay train 11-7-98

Photos by I Thomas

These replaced the ageing Mark-1, steam-heated and vacuum-braked stock and gradually most other services followed, including the Midland Mainline in 1983. Time has now marched on over 40 years and HSTs have now been relegated from front line services with newer trains introduced. However, some HSTs still operate on a handful of Edinburgh/Leeds-Plymouth services and GWR sets are now reduced in length to form local services in South Wales and the southwest. Network Rail also uses HST variants for track testing, whilst some HST's emigrated north of the border working the Glasgow/Edinburgh-Inverness/Aberdeen services. In my estimation, these are the longest serving and most successful trains in regular use on Britain's railways.



Network Rail Test Train (HST) passes Coaley Junction 05-02-21

Fred's Travels - Part 7: Spa Valley Scottish Steam-Up on 2nd April '22 Photos by Fred Winter & Nick Clarke

Dougal suggested a day out to the Spa Valley for their Scottish Steam-Up event. His research indicated to him that this was possible by train from Stonehouse, using Advance tickets to and from Tunbridge Wells via Charing Cross, for a total of £30.50 return. I joined Dougal at Berkeley and he drove to Stonehouse for the 06:17 to Swindon, where we changed to a pair of **Class 387s**.

A quick run on the Bakerloo took us to Charing Cross for a pair of **Class 375s**. It was then a short walk through the scenic Pantiles to Tunbridge Wells West, but timings meant this was a better option than the alternative route via London Bridge and Eridge, where the preserved line makes a more direct connection with Southern services.



The event meant that two Caley locos would appear in the South of England for the first time. I wanted haulage behind **419**, having missed it when it was failed on the GWSR a few years back. The Spa Valley certainly pulled out all the stops. The Groombridge signalman wore his best kilt, the beers were Scottish brewed and the Scottish Saltire was flown on the locos. All that was missing was Nicola Sturgeon hanging out of the first droplight and shouting "My Lords"!

There were various loco changes throughout the day, so all locos were covered in various combinations, including the rare **Class 10** to shunt release the stock of some services at Tunbridge Wells West.

There was time for a quick look inside the shed at Tunbridge Wells where various loco's were under repair, including Crompton **33065 Sea Lion**, Jinty **47493** and Terrier **650 Sutton**. I enjoyed a pint of *Sheepshaggers Gold*, and it was nice to see Nick was also present for the event.

(Ed Note: Nicks write up and more of his photos of this event will appear on our Wings and Wheels Web Railway Gallery in future).



An Aviation Modelling Special... thank goodness for hobbies

Wings and Wheels Modelling Special!

As you have seen in previous issues of this newsletter the 'Woollard household' has certainly become a Mecca for modelling, and there was no holding back for this issue!

Thomas' completed a 1/72nd **B52** model, inspired by recent visits to Fairford airbase. Also Charlie's very detailed completed kit of a Zvezda 1/72nd model of an early **Soviet Mig 21**... awesome detailed builds, Ed.



Meanwhile member and modeller Ian Edwards from Nelson in South Wales continues to build many kits, on the left hand we see a striking 1/48th scale **Beech Staggerwing**, a cracking kit from *amt* models that no longer exist.

And on the right hand... what's that you may ask? well it's the start of something rather big! This is part of a highly detailed large scale **B24 Liberator** cockpit, and fuselage with a Coke Can in -situ to show its size. This kit will no doubt feature in the next coming Magazine as it nears completion, the details are below:

- Aircraft: B24 Liberator 1/32nd scale kit by HOBBY BOSS
- Wingspan when built: 1050mm (that's approx. 3ft!)
- Length when Built: 676mm
- Total Plastic Parts to assemble: 560+



An Aviation Modelling Special... thank goodness for hobbies

Our own Wings 'Meister Model Maker',
Dave Lamb shares some hints and tips...

See photos for the following: Italeri Mig 29 1/72 scale, Polish air force. This actual aircraft has been to Fairford. The kit has been Sprayed with Mr Hobby acrylic paint.

Airfix English Electric Lightning 1/72 scale. Painted with Alclad metal finish and Mr Hobby acrylic paint.

Airfix RE 8 1/72 scale, a first world war reconnaissance aircraft. This one was brush painted with Humbrol Enamels and the rigging was EZ Line.

Airfix P51 D Mustang 1/72 scale, having seen the USAF Thunderbirds Display Team at Fairford reminded me of a documentary that I had seen many decades ago about the Confederate Air Force as they were known back then. They've since been made to change their name to the Commemorative Air Force.



One of the Colonels, everyone in the CAF is a Colonel, was a man called 'Lefty' Gardiner and he owned a P51 called 'Thunderbird' and this model is based on that aircraft. It featured a lot of tricky masking and some homemade decals. This model was finished in Tamiya acrylics.



Hasegawa **CF104 Starfighter** 1/72 scale, model was finished in Alclad Metal finish and Mr Hobby paints. Alclad paints give a lovely finish but are very fragile in terms of masking over it and will show any ghost seams up like a beacon in the night, it also stinks to high heaven!

Three cheers to Dave... that's some truly excellent kit construction and tip's, thankyou for sharing with us, Ed.

Winter Day out on the Great Central Railway

A trip to the Great Central Gala Jan' 22 by Nick Clarke

The Great Central Winter Gala is unique in being held in January each year and has grown in popularity year on year with steam fans looking to banish the winter blues. This year's star guests were **Spam Can Bullied 34072** from the Swanage Railway and BR standard **4MT** tank from Butterley. So a touch of Southern Region flavour but with a full supporting cast of GW, LMS and larger BR Standard from the home fleet, running in a timetable which boasted the "wind-cutter" coal train, a van train and suburban services as well as "expresses". Well worth getting up for, early on a Sunday! W&W member Chris Roscoe kindly picked myself and W&W members Paul & Charlie Woollard up in his sporty orange Vauxhall, and we headed north like clockwork up the M5 in gloriously unseasonable sunshine.



Chris made good time and we were soon at Quorn to see two goods trains and a vintage DMU run past, before the first move of the day behind **34072 257 Squadron** gleaming in the sunlight (complete with Bournemouth Belle headboard). Photography here was made easier by standing on traffic cones thoughtfully provided by Leicestershire Constabulary – they proved surprisingly sturdy Officer! Trains were fairly full with many understandably still wearing masks. After a round trip to Leicester, it was time for a spin behind freshly overhauled **78018** to Rothley followed by a quick refreshment stop at the GCR's famous "tin shed" real ale bar. We sampled 'Screaming Drama Queen' (try ordering that with a straight face!) from Old Street Brewery – lovely!

Unusually this year the timetable meant having to make some hard choices, and a spin behind visiting **4MT 80080** won out over the temptation of the non-stop express behind the Spam Can and BR Standard Five **73156**. We had all seen this combination before at the Swanage Autumn 2019 Gala, and taking the BR Standard tank had the benefit of putting us in position at Rothley to see the Bullied on the van train which was something fresh.

By this stage the sun had inevitably disappeared and we finished off the day with another spin with BR **4MT 80080** before departing for home.



As ever a fantastic show – just like a 12 inch to the foot scale model railway; nowhere else gives you that steam age mainline vibe. My thanks to all the volunteers at the Great Central for making it happen in these uncertain times, and of course to Chris for driving us there.



Photos by Nick Clarke, enhanced by a few healthy excellent ales.

Cheers mate, one of my favourite railways... Ed!

Aviation Days Out... a USA Special *from Kevin Davison*

Wings member Kevin took a tour of some American Marine Corps and U.S. Air Force bases in 2022. This was an organised Ian Allan Aviation trip that covered unique base visits and Air show's taking in MCAS Miramar, MCAS El Centro and a Red Flag Exercise at Nellis AFB.

First stop on this busy itinerary was a base visit to Marine Corps Air Station, Miramar.



Unfortunately, the tour members were expressly forbidden to use long telephoto lenses on the base but Kevin managed to get some great shots in spite of this condition. It should be noted that the right was reserved to deny access to the base by the powers that be on the day so a restriction on the use of long lenses was a small price to pay.

Photos in this section are of **CH-53E Super Stallion helicopters, F/A-18 and a static DC-3**, with nice weather to boot!



Next up on Kevin's tour of the U.S. was a visit to Marine Corps Air Station 'El Centro' for their annual Airshow.

El Centro is also the home base for the U.S. Navy and Marines' winter home for the 'Blue Angels' that are still made up of F/A-18E Super Hornets along with awesome support aircraft in C-130J Super Hercules.



Aviation Days Out... a USA Special

More photos from the Marine Corps Air Station 'El Centro' for annual Airshow.

Featuring a taster below... F18's, Grumman E2C Hawkeye and the A-10 Warthog display team.



Kevin's tour then spent two days at Nellis - Each morning the group left the hotel at 08:30 for Nellis AFB's perimeter/surrounding area. Where the tour watched the proceedings, and the viewpoint was varied, depending on the direction that the aircraft were taking off and landing. Red/Green Flags launch x2 waves of take-off and landings every day, one in the morning and one in the early afternoon. In addition there can also be non 'Flag' arrivals and departures. Kevin was able to get many great shots of the displays but the aircraft that particularly caught our eyes, were the Aggressor Squadron aircraft both of the U.S.A.F and Draken international who supply aircraft like the **L159 Honey Badger** and **Mirage F1** for air combat training.



Other aircraft types that Draken operate are **A4 Skyhawks**, **Mig 21's**, and **Atlas Cheetah's**. Also catching Dave's eye when editing the pictures for our website were a couple of **F15's** that still had their "Turkey Feathers" in place. Thanks again to Kevin for the use of some great pictures for our society's website, where you can see the full hit of Kevin's awesome tour: <https://wingsandwheelsociety.org.uk/gallery.htm>
All Photographs are copyright of K.Davison



Nicks Trips - Mancunian Rail Tour - March '22

Railway Touring Company's Mancunian tour of March '22 provided the rare opportunity for steam haulage between Stafford and Manchester Piccadilly via Stoke. On the down side it was 6 hours each way from London due to pathing and water stops. This meant another 3 day trip in practice. I travelled up via Birmingham New Street – takes longer but is cheaper, and I could visit the Wellington for a few of their fine Black Country ales. Then across town to Moor Street to pick up **68015** to Marylebone. The evening was spent washing down a fish supper with Fuller's finest in the Leinster Arms before an early night. Euston at 6 o'clock on a Saturday morning looked as drab as always, but **6233** Duchess of Sutherland looked glamorous in the dull sea of Pendolino units.

A regal run to Manchester then followed with the Duchess toying with the schedule, which meant a unplanned photo-stop at Milton Keynes. The run saw the first ever steam train over the 2020 installed fly-over at Norton Bridge Junction, and huge crowds turned out all the way thereafter to Manchester.



Arrival at Piccadilly was sadly on the through island platform rather than under the magnificent train shed – so a right scrummage for photos. Manchester's trams were out of action, so I had to walk across town to Victoria for the return, stopping for a few pints of quaffable 'Lees Best' in the Millstone pub.



Arrived at Victoria to find a station transformed from my last visit in the Eighties. Now a slimmed down version of Birmingham New Street, the only photo option was a shot of the Duchess arriving down Miles Plating bank under the road bridge. The return to London was via Piccadilly and Crewe, so we became the first steam passenger service to use the Ordsall chord. Highlight of the return should have been being passed by Clun Castle during our water stop at Stafford – but we were ready to go early and the Castle was 2 minutes late, so we ran ahead of it all the way to Nuneaton.



Arrival at Euston was just 2 minutes late so got back to my hotel in time for Match of the Day. Cancellations (Covid related?) delayed my return home via Paddington on Sunday, but it had been worthwhile.

All Photos © Nick Clarke

Nicks Trips - The Edinburgh Flyer Rail Tour - March '22

The Railway Touring Company's tour to Edinburgh in March 2022 offered me sought after steam haulage over Beattock. Only problem was an early start and late finish at Preston. This meant a three day trip was needed, but after being stuck indoors for much of the last two years a road trip was definitely in order. I travelled out via Newport to avoid the Gold Cup day carnage at Cheltenham. **67010** took me north on the Holyhead Premier service, and I played spot the signal box most of the way to Shrewsbury - where I saw a very large pair indeed! A break in Chester for Fish & Chips (well it was Friday!) washed down with a few pints of fine Cheshire Breweries ale followed.



Then a quick trip to Crewe on a tatty Voyager unit to pick up a Blackpool bound Pendolino to Preston. Preston looked leery on a Friday night, so I made straight for my hotel for an early night. Departure at 06.17 next day was a drag, but my coach was at the front – result! **37706** took us to Carnforth where **35018** British India Line was waiting to take over, looking a world away from the last time I'd seen it as a Barry wreck at the Mid Hants on a school trip in 1980. There was much excitement at this because no Bullied Pacific had visited Scotland for about 12 years. BIL as she is affectionally known has a reputation as a quiet engine, and the climb over Shap was certainly serene.



By contrast the climb over Beattock was the noisiest I've heard a Bullied, with speed dropping away while South West Scotland was blanketed in a total smoke screen. It was glorious in Edinburgh, and after a stroll around Prince's Gardens and the Royal Mile my knees protested. Having negotiated the Covid protocols, I secured a seat at the bar of the King George IV pub in Greyfriars for a few pints of reviving Stewart's 'Edinburgh Gold'. On returning to Waverley station I realised I now had some dodgy looking Scottish bank note.

When I dashed into Smiths to use it on a newspaper, the first thing I saw was a stand promoting 'Heritage Railway' magazine with a cover shot by W&W chief, Rich Kelsey no less – so I bought that instead!



Right on clue **47802** dragged the ECS into platform 20, which saw BIL parked next to a Kings Cross bound Azuma service. We exited via the Edinburgh Suburban line and retracted our steps back to Preston without any drama bar a touch of characteristic Bullied slipping on the exit from Carlisle. I returned via Birmingham with the roulette of Sunday engineering works.

This resulted in a drinks stop at the Pelican in Gloucester, and as I sipped their lovely Butty Bach ale, I could reflect on an successful trip across three nations, using all four forms of traction to be seen on the National network – steam, diesel, electric and a replacement bus service!

All Photos © Nick Clarke

Members Emails and Charity News

Hi Rich and the Wings Team,

I've Been reading some of the minutes of your meetings with the great guests you get to speak at the events. As an aside, in Jan '22 'The life of Avro designer Charles Redrup' meeting, I used to work with one of his descendants. Mike lived in Barry, not seen him for 10 (probably more) years now, but was known as Mike "the bike" on account of owning a fantastic 1000cc motorcycle (can't remember manufacturer but it was Japanese). There was another Redrup around at the time, he owned Redrup Motors on the outskirts of Barry on the way to Cardiff airport. An interest in things with wheels carried on with the Redrups, but he wouldn't come flying with me, though most of the others in the office did when I had my Private Pilots Licence.

Cheers Ian Edwards, Nelson, South Wales.

Wings and Wheels were pleased that even by holding our Online meetings, we still managed to donate to a couple of charities, which were the choice of the speakers in our programme:

Dear Wings & Wheels Society Members
6-1-2022

Many thanks for the kind donation of £40 from 'Wings and Wheels' to the Long John Silver Trust.

We very much appreciate your support in this way for the Trust and it will help us to move forward with our objectives.

I found the online lecture experience very interesting, and I am sure that this means of communicating will increase in use in the future.

Very best wishes,

Bill

Professor William Fairney FREng FIET

Dear Richard & Members, Wings & Wheels Society Dursley
21-2-2022

First of all, I want to acknowledge with thanks the kind donation of £30 made to Frenchay Museum following Alan Freke's talk, on the 'gotomeeting' link on Tuesday 10th February, to your "Wings and Wheels group". We are gratified to receive such funds as we will shortly need to carry out the extension planned to the Museum Building; we anticipate getting planning approval on 10th March.

We are fortunate to have Alan continuing to be supportive of our Museum, he having been the main Stalwart for over 20 years; indeed he was the protagonist in it's conception .

I was pleased to be invited to join the meeting which, as with all of Alan's talks, I found thoroughly interesting;

I feel sure your members would have too.

We send greetings and good wishes to you and your Society.

Frenchay Village Museum

<https://www.frenchaymuseumarchives.co.uk/NewMuseum.htm>

Paul Green, Hon Treasurer

Ian and Jill travel on the Cumbrian Mountain Express - Feb' 2022

Photos by Jill & Ian Thomas

In late February 2022, we had booked seats aboard the Railway Touring Company's trip, the "WINTER CUMBRIAN MOUNTAIN EXPRESS". We joined the train at Preston after an overnight stay at the Premier Inn.

A great day out ensued seeing us travel over Shap summit (916 feet) and down through Penrith to Carlisle with **46527** "SIERRA LEONE" masquerading from **45699** (GALATEA).



Nocturnal Preston was atmospheric as you can see in our photos. The steam came off for AC Electric Class 86 No. **86259** built in 1965 taking the train back to London Euston.

So at Preston, again we had another night in the Premier Inn, then off to Blackpool on Sunday. Luckily the weather was glorious sunshine at Blackpool (a first for me!!!!). And the first visit since October 1983. And so concluded a good weekend from the PENNINES to the Fylde coast and finally back home on Monday.

We popped into Wetherspoon's Pub in Carlisle for a pint or two, then reboarded the train for the mighty S&C, a good slog to 'Ais Gill' summit (1169 feet) with the Jubilee **4-6-0**.

On down then to Settle and Hellfield before turning west down the Ribble Valley through Clitheroe and Whalley, and back to Preston via Blackburn with its 4000 potholes from 1967.



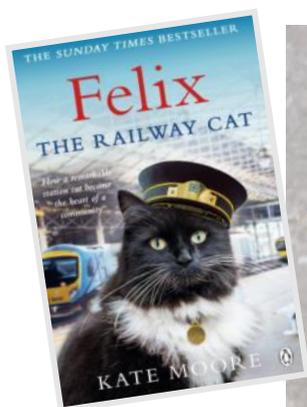
Ian and Jill visit a famous 'up North' Feline! 31-3-22

Photos by Jill & Ian Thomas

Ian and Jill's day trip inspired by the book: 'Felix the Railway Cat'

Ian and Jill decided to take a day trip from Cam & Dursley station to Huddersfield station to meet the station's lively black and white feline, Felix and I dare say, a visit to the station bar.

Sitting at the Customer Information desk you may see an unlikely member of staff as Felix sits patiently waiting to attend to your enquiries. She's is a working pest controller and valuable member of the Huddersfield station team, who's very fond of treats. Felix, the star of the book, is a familiar sight at the station and has made many television appearances and is very popular with both passengers and station staff alike. After sampling some much needed refreshment at the Station Bar, Ian and Jill decided to travel further and took a trip onwards to view the mighty Lockwood Viaduct.



The viaduct is part of the Penistone Line in Yorkshire and Lockwood station sits on the Penistone Line between Huddersfield and Sheffield. It crosses over the River Holme and measures 476 yards in length. As you can see here from Ian's stunning photographs, it's well worth a visit. The journey home was an eventful one; the 'day trippers' experienced sunshine and snowy weather, and train cancellations due to a huge factory fire at Burton on Trent!

What a day out... great stuff, Ed



'All sorts' Photo Gallery...

This Season's Star Image



Charlie Woollard @ Sapperton - Flying Scotsman



Chris Roscoe @ Corfe Castle early 2022 ... stunning Ed!



6233 Duchess at St Marys crossing by RK



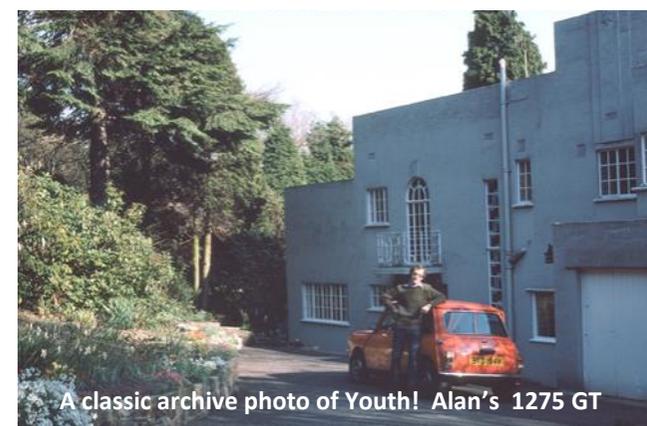
RKs stunning 'King Arthur' in 7mm scale



Adam Whitlock @ Tintern Signal Box

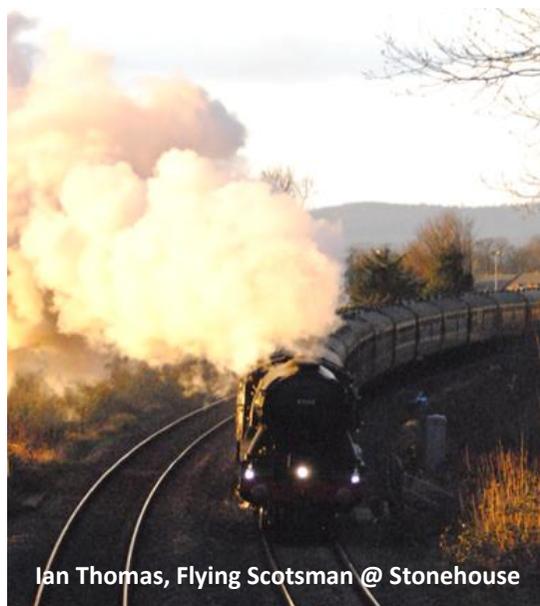


A Mighty 'O' Gauge Peak 45010 joins Rich & Bill's fleet



A classic archive photo of Youth! Alan's 1275 GT

'All sorts' Photo Gallery...



Notices: Future Meetings

Well folks... when's the next meeting?

We have now returned successfully to the Community Centre for the April '22 meeting with a good turn out, however we will continue to keep a close eye on the covid situation especially in the depths of winter, but at present all other meetings will be face to face.

Meanwhile, our next Community Centre meeting is:

'MAF – An insight of Mercy Aircraft Operations' on Thursday 12th May 2022, 8pm

All Welcome £4 on entry

When MAF Pilot Steve Machell plus John & Mary Porter will present a show titled 'MAF – An insight of Mercy Aircraft Operations' this will be a truly fascinating talk from MAF (Mission Aviation Fellowship) covering the operation of their 130 aircraft that fly over remote jungles, mountains, swamps, and deserts delivering aid, to bring medical care & emergency relief, making the impassable possible!

Funds raised from the evening show will be donated to MAF.

This will be the final meeting before the Summer break and then we return for Programme No.20 in October 2022... Yes that's correct 20 years of Wings & Wheels! We will certainly end this future season with a celebration, see our website (address below) and Communications for future meetings.

If you've recently changed your email address, please update us with your new details.



We thought it best to end with a few high octane fuelled shots. The brilliant Blue Angles display team (F-18 Hornets) at 'El Centro' Airshow courtesy and copyright of Kevin Davison's US Trip this year.

Special Thanks...

A big thanks to all newsletter contributors and snippets from articles that were emailed to us.

We would also like once to again thank our Colleagues in the Stroud Vintage Transport & Engine Club (SVTEC) that have assisted us with the use of their online meeting platform through such a difficult time. And we also thank them for advertising our meetings still.

