



Editorial

The January lecture from Branch members Chris Cowpe and Brendan Bocker provided an interesting and entertaining take on line flying with British Airways. Thank you, gents. If any other of our Branch members feel like stepping forward to present a lecture, then the committee would be delighted to hear from you. It doesn't have to be based on memories and experience, it could be an overview of work currently underway – or anything at all really.

Our February lecture sees the return of another old friend of the Branch, Paul Catanach. Paul is a highly experienced aviator and his previous offerings to the Branch have focussed on various aspects of his professional career as a pilot. This time he will focus upon his adventures in the world of corporate jets. Welcome back Paul.

Staying with lectures for a moment, the Branch has often considered running a Young Members' Lecture Competition. Many Branches routinely do this, and the winning entries go forward to a national level competition. It would be good to see the Prestwick Branch step up to the mark on this – all we need is somebody willing to take it forward. Any offers?

There is a lot going on in the Prestwick Branch, although much of it is not readily apparent to the general membership. National initiatives surrounding the General Data Protection Regulations (GDPR) and Making Tax Digital (MTD) are being co-ordinated by 4 Hamilton Place, but are making demands on the Branch Committee. The former is fundamentally changing the way that Branches manage their IT and their membership practices.

We continue our participation in the Ayrshire schools' initiative to involve industry in STEM education. This is an ongoing task, in which the Branch is a significant participant and in which we are determined to be successful. In addition, the Branch is regularly invited to participate in events aimed at students of all ages, and most times we do.

Then there are the Branch visits. At the time of writing, the visit to GE Caledonian has just taken place and I am hearing very positive reports of it. Hopefully I will be able to include a proper report next month. The Branch is also preparing for the annual D F McIntyre Memorial Dinner which takes place on 9th March and getting the Annual Report ready for the AGM in April.

Then there is the lecture programme to administer, and occasionally the Bar Code Reader to fix. It is a lot of stuff. If you are prepared to get a little more involved in running the Branch, we would be delighted to hear from you.

Enjoy the lecture.

Dave

Prestwick Retrospective



Just looking back through previous instances of 'Prestwick Retrospective' tells me that I have not yet featured a post-war Royal Air Force subject. This is an omission which really needs to be resolved, and this study of Handley Page Hastings, TG620 of Transport Command parked on the apron outside the old Orangefield terminal fits the bill perfectly. I have no idea when this was taken – I'm guessing early 1960s as TG620 was struck off charge in 1967. I wonder why the spinner is missing from the port outer propeller? Note the Civil Aviation Flying Unit Percival Prince in the background. HP and CAFU in the same image – those who know me will realise that this is my kind of shot! (Picture – Gordon McAdie)

The Queensland Aviation Museum

David Lacey

I recently visited the Queensland Aviation Museum, located at Caloundra Airport, about 50 miles north of Brisbane. The collection boasts an impressive selection of unusual types, many of which were new to me. Here is a very small selection.



The Bert Rutan-designed Beech Starship was a radical corporate type when introduced during the 1980s. A canard configured, twin turboprop pusher design, only 53 were built. Always short on performance, eventually Beech pulled the plug on the type in 2003. QAM's example is N786BP.



ZK-CWX is an example of the Australian designed and built, Transavia PL-12 Airtruk agricultural aircraft. Powered by a 300hp Continental IO-520, six cylinder engine, the type could hardly be more different from the Starship above.



Nothing too unusual about this one – it is de Havilland Heron, VH-KAM once operated by Airlines of Tasmania. Look again though. The type never left the Chester factory with flat-six Lycoming engines. This example has an interesting history, including some service in the UK with Morton. It lost its Gipsy Queen engines in 1975, and I do like the sleeker appearance.

Something a little lighter this month. Committee member and former corporate pilot Rod Winhall has suggested using extracts from 'Professional Pilot' in this newsletter. He has even obtained permission for me to do so, although the articles are usually a little lengthy for our purposes. One feature of 'Professional Pilot' is the regular 'Sid and Star' cartoon, and this example, from the November 2018 edition, still makes me smile over a year after I first read it.

PROFESSIONAL PILOT

Sid and Star

Cartoon art by

Wayne Shippey



We invite readers to submit story lines that would work for a 6-panel Sid and Star cartoon. Send your thoughts by e-mail to Pro Pilot Publisher Murray Smith at murray@propilotmag.com. If we use your idea we'll credit you by name and pay you \$100.

An Old Friend Down-Under

David Lacey



Port Adelaide in South Australia is home to several fine museums including the South Australian Aviation Museum, the South Australian Maritime Museum and Australia's largest railway museum, the National Railway Museum. The town boasts another interesting relic too.

Still perched on the ocean-going raft on which it was placed at the Irvine outpost of the Scottish Maritime Museum as long ago as 2013 is the Sunderland-built, clipper ship of 1864, 'City of Adelaide', possibly more familiar as the Glasgow city-centre landmark, 'HMS Carrick'. The ship was renamed 'Carrick' when purchased as a training ship by the Royal Navy in 1923 to avoid confusion with the then newly commissioned Australian cruiser, 'HMAS Adelaide'. Retired by the Royal Navy in 1948, she was towed into Glasgow as the Headquarters of the Royal Naval Volunteer Reserve Club.

In 1989 the ship was damaged by flooding and sank at her moorings in 1991. Rescued by the Scottish Maritime Museum soon after, the hulk sat at Irvine with little work being carried out on her. Following a whole saga of proposals and discussions, the decision was taken for the ship to be relocated to Australia, and she arrived at Port Adelaide early in 2014.

As can be seen, work is progressing on the ship. An adjacent site has been allocated for her eventual display. It is nice to see some TLC being applied to the ship at last. It is just a shame that it had to go to the other side of the world to receive it.

Christmas Crossword Results

Thank you to all those who took the time to complete the Christmas Crossword published in the December newsletter.

The winner this year is John Walter.
 Congratulations John, I will be in touch soon to discuss your prize.

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