

## ENGINEERING, SCIENCE AND TECHNOLOGY

Co-ordinator: Chris Ridley

### Lutterworth's 'Plane on the Island'- and a talk by the people who actually made it !

**Novembers Talk** for the Engineering Group, was one which **drew a very large crowd to Gilmorton Village Hall.**

We were honoured with a **superb talk by some of the guys who where instrumental in the manufacture and siting of the iconic sculpture of a Gloucester E28/39** which sits proudly on the traffic island as you enter Lutterworth from the south, together with the formation of the Whittle Trust which was described in detail following the manufacture talk.

This is a **full size profile sculpture of the first British jet engine aircraft.** The E28/39 as it was known, being the result of a **working partnership between Frank Whittles company Power Jets Ltd** who designed, developed and built the engine here in Lutterworth **and the Gloster aircraft company** who were responsible for the airframe. **Culminating in the first flight in 1941.**

**Derek Briginshaw , assisted by Trevor Jelley and David Fuller started the talk by explaining how the Company Power Jets came into existence and how they came to be in Lutterworth.**

Derek then continued to describe how having got the idea for the sculpture, they managed to obtain a **small scale general arrangement drawing from the Gloucester archive** and with the **help of Rolls Royce Anstey apprentice training school** scanned this into their CAD system thereby **creating a 3D model from which full size drawings were obtained.** Using this programme the team were able to manufacture **full size MDF patterns of all the major components fuselage, wings and rear tailplane etc.**

Local company **Torclad Ltd** were then able to **layup glass fibre matting** to the patterns and so produce a **set of full size panels** which the team had to spend many, many happy hours hand finishing and fitting.

Initially working in a surplus to requirement Portakabin obtained earlier and located in a barn on a local farm, all was going well until the potato harvest became due and the lads had to quickly vacate and resite the cabin. The panels were then **assembled to an internal steelwork structure** which carried the panels and which **also doubled as the supporting pylon mounting**, this work was carried out by the team in a space made available to them in **Rolls Royce Anstey works**.





**Using a 70 tonne Crane, siting of the plane was finally completed and the plane was proudly unveiled by Ian Whittle son of Sir Frank Whittle on May 18th 2003 after some 4 years hard work by the team.**





As a follow on to Derek's lecture, Eddie Hemsley ran through the formation and the requirements of the **Whittle Trust** which looked after the upkeep of the replica through the trustees which originally required the trustees to be responsible for the maintenance and preservation of the structure including reinstatement of the site should the structure have to be removed, all this fell to the trustees personally - even if they left.

Eddie described how with various fund raising and events etc they survived, eventually managing to get the responsibility rightly placed with Harborough Council.

The talks that we had just been treated to, were one of the most interesting that we have had in the engineering group of late and the large crowd of members showed their appreciation in the usual manner.

**My thanks go to Derek Briginshaw, Trevor Jelley, David Fuller and Eddie Hemsley for giving us a great mornings lecture on a much recognised Icon. - Chris**