

# ***MAGAZINE-JUNE & JULY 2015***

Welcome to the June & July 2015 edition of our Magazine. This issue runs from 1st June to 31st July.

Reports include:

Outing to Gloucester - June 12th

Walking Group - July 8th

Science, Nature and All Things Technical

Group outing to the Midland Air Museum and

Lunt Roman Fort - July 10th

Last update: 30th July 2015



Pictured above is Palmer's Farm, Wilmcote, April 2015.

Originally thought to be Mary Arden's Farm but now believed to be next door.

Photograph by Edwin Lilly. Please send me any Stratford Photos for use in this spot.

## Outing to Gloucester—Friday 12th June 2015

Twenty four U3A members went on a trip to Gloucester. The trip was organised by Coral Bradley and left from two centres—Johnsons yard at Henley with a second pick up at The Leisure Centre, Stratford-upon-Avon. We all had a very enjoyable day, and, although rain was forecast, it kept dry all day until we were on the coach home in the afternoon.

Arriving at the coach park by the cathedral, we proceeded to the cathedral for coffee and biscuits. Coral had organised a guided trip around the centre of Gloucester and three guides were there after the coffee break to show us the sights and to give us lots of information about various buildings, etc.

Gloucester was founded first as a military fort during the invasion and expansion phase of the Roman occupation. During the reign of the Emperor Nerva (96—98AD) Gloucester or Colonia Nervia Glevensium (often shortened to Glevum) was founded on the site of the later legionary fortress. The earlier fort had been located too near to the river and was moved to higher ground. By 90AD the legion had moved further west and so the site was vacant and ready to fulfil its new role as a centre of local government with a strong basis of Roman citizens who were ex-legionaries. The line of some of the streets can still be seen in the main streets in the centre of the city.

There are still many historic buildings in the

main streets, mostly of Tudor or later origins.

The cathedral was originally a Norman Abbey Church, founded in 1089 but built on the site of an Anglo-Saxon church, and later expanded and rebuilt during the ensuing centuries. At the dissolution of the monasteries the abbey surrendered in 1540 and the church became Gloucester Cathedral. It was run by a bishop and dean as it is today. There are several interesting buildings around the cathedral.

We walked along the Sacred Way, a footpath that follows the line of the old fortress walls in places. The wall appears to go through the middle of the cathedral.

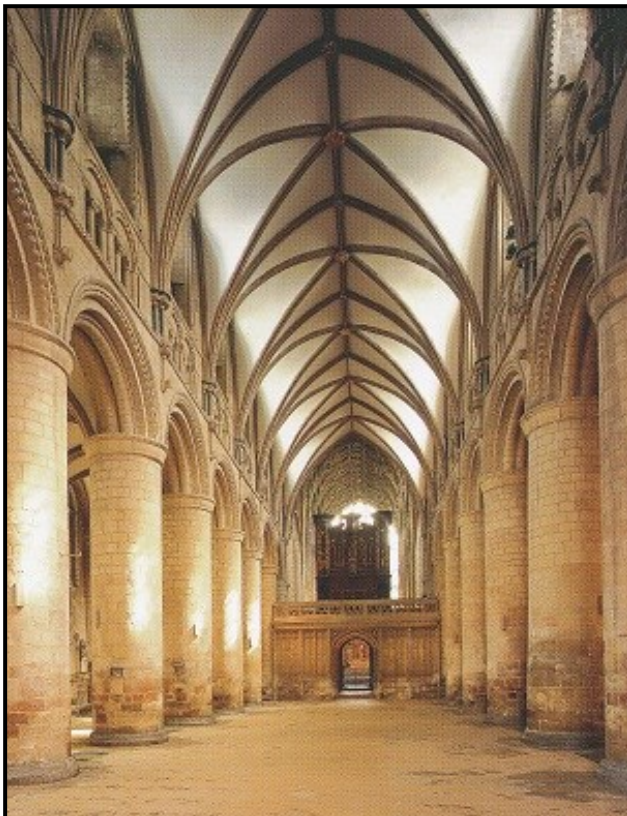
The four central roads—Northgate, Eastgate, Southgate, and Westgate streets appear to follow the line of the Roman central streets. A statue of Emperor Nerva on horseback is located near the crossroads. These streets form the core of the pedestrianised area and a modern sculpture is also located to one side of the crossroads, replacing a much older Cross.

Further along is the newly rebuilt Raikes House Public House—built in traditional wood framed construction incorporating as much original material as possible. The house was the home of Robert Raikes who published the Gloucester Journal newspaper between 1722 and 1757, being succeeded by his son Robert Raikes The Younger.

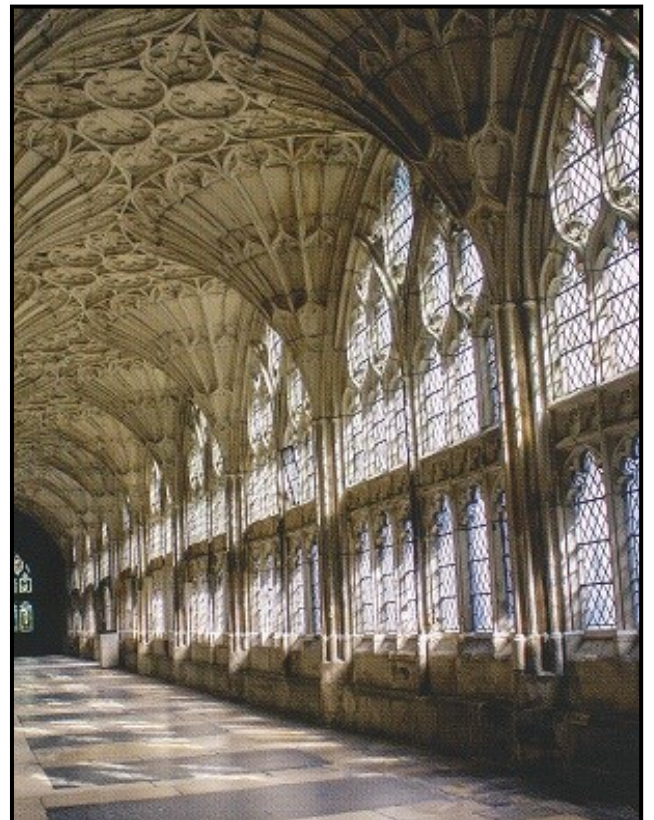




Exterior view of Gloucester Cathedral



Inside Gloucester Cathedral



Cloisters in Gloucester Cathedral





The New Inn was built about 1430 by the Abbey to offer accommodation to pilgrims. It is the last remaining central court yard inn from that time. The outer wall of the inn is jetted, see left bottom image. The corner posts were often elaborately carved, see bottom right.





Top Left: Modern sculpture at crossroads.

Top Right: Statue of Roman Emperor Nerva.

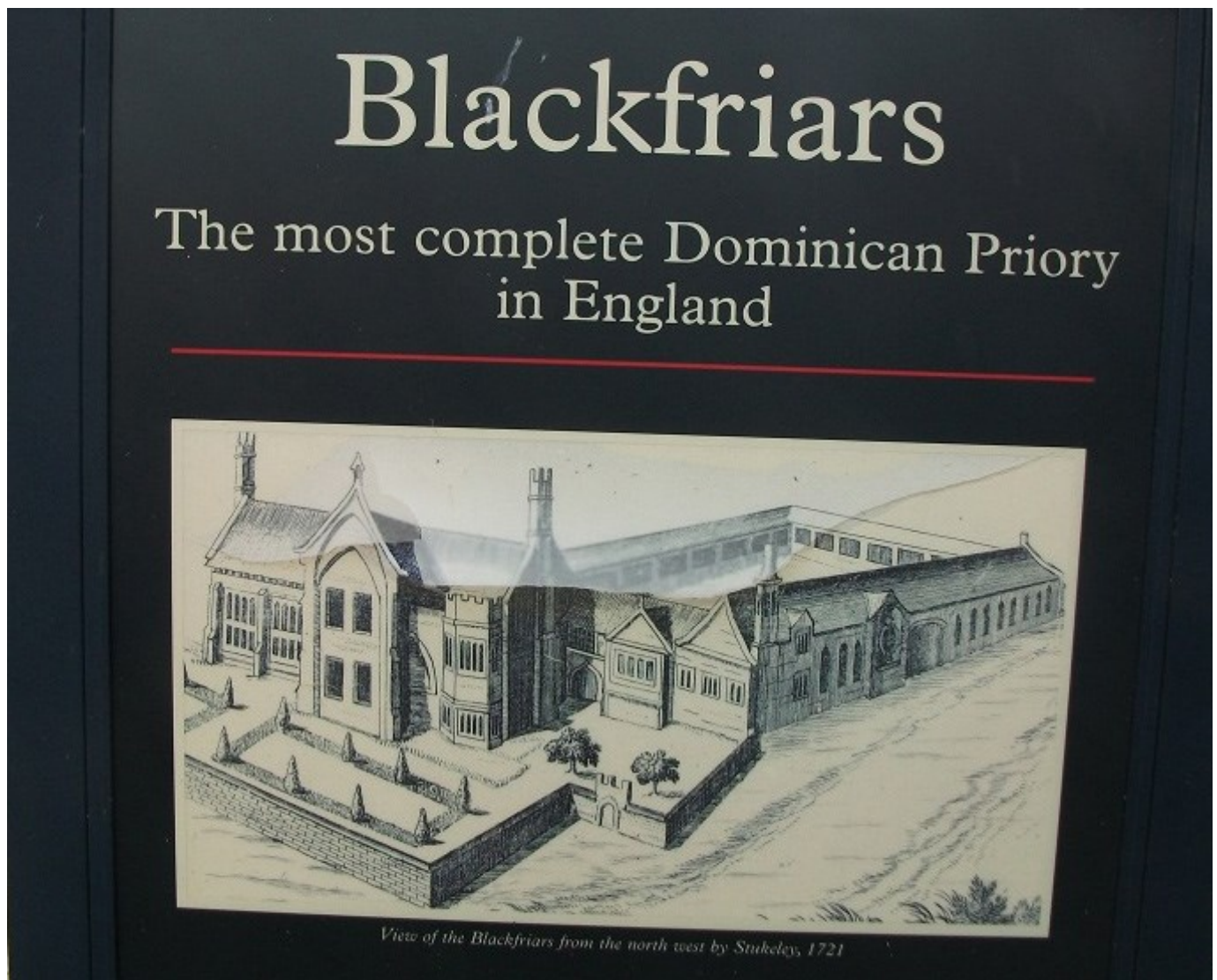
Bottom: new restored (or rebuilt) Raikes House public house.



The order of Dominican Black Friars established a priory on Southgate Street in 1239. It survived until 1539 when the property was bought by Sir Thomas Bell, a noted local cloth maker. He converted the property into a substantial private house with attached cloth manufactory. After his death in 1556 the property went through various uses and owners. In 2012 Gloucester City Council opened

the remaining buildings as a cultural centre, hosting meetings, weddings, and other private hire functions. Restoration and conservation is ongoing.

The image below is of the information board at the site. The next page shows images of the main church building, inside and outside.







Note the scissor beam roof.





The last visit of the day was to the Gloucester City Museum to view the remains of the Roman East Gate. They are located below the pavement in front of Boots store and are accessed



as an organised guided tour from the museum.

There are also medieval remains of a horse and cart washing pool. A very interesting visit was had with interesting facts given and a hands on approach to roman artefacts— Samian ware pottery and other finds from roman sites to be handled and studied.

Inside the East Gate—note large blocks of stone laid without mortar.

Outside of East Gate—some of the stone blocks are smaller and later.

Below: Medieval horse washing pool, also used for washing carts — possible the world's first car wash!





## Walking Group—Wednesday 8th July 2015

The walking Group met at Stow on the Wold, parking in the free carpark near Tesco. The group was very much reduced in size, due possibly to holidays and also some injuries/illness preventing normally active members from joining the walk. The group walked a circular route through Upper and Lower Swell, stopping at the village hall in Lower Swell for coffee and cake. The group enjoyed a very pleasant walk of about 5 miles with excellent refreshments at half time. New members are welcome on future walks. Check the Newsletter.

Two photographs of the group sitting outside the Village Hall in Lower Swell after some very nice refreshments.





## Science, Nature and All Things Technical Group

### Visit to Midland Air Museum and Lunt Roman Fort, Baginton.

A party of 24 visited the two sites which were quite close together on the edge of Coventry Airport on Friday 10th July 2015. The visit started with an introductory talk from the chairman of the Museum after which many members wished to partake of a coffee in the café. The photograph below shows the group in the lecture theatre with the museum chairman.

We were then split into four groups and given a guided tour by some very knowledgeable and enthusiastic guides, all volunteers at the museum. Time was short as we were due at a nearby pub for lunch and then at the Lunt Roman Fort during the afternoon. The museum is well worth a longer visit and many members were promising to come again to get a better understanding of the exhibits.

The first exhibit that our group looked at was the Vickers Viscount airliner from about 1950. This was the first modern airliner with pressurised cabin and turbo-jet engines that allowed cruising above 30,000 feet at speeds above 300 mph. It was an excellent short haul aircraft for European routes and was much used all over the world by airlines with similar requirements. It had an excellent safety record.

Just along the field from the Viscount was an earlier passenger aircraft—the De Havilland Dove from 1945. This was



**VICKERS V.700 VISCOUNT**  
UK, Circa 1950 F-BG NR  
MEDIUM RANGE AIRLINER  
40/50 passengers and 3/4 crew

POWERPLANT : 4 Rolls Royce Dart R.Da.6 Mk 510 Turboprop engines  
Driving 4 blade variable pitch propellers

DIMENSIONS : Wing span 93ft 8in, Length 81ft 10in

WEIGHT : Max 64,500lb

PERFORMANCE : Max cruising speed 334mph, Range with max payload 1,330 miles

HISTORY : Air France, Air Inter, Airworks Ltd, Skysport, Midland Air Museum





from a different era; smaller, non-pressurised, piston engines, maximum speed 210 mph.



## De HAVILLAND DOVE Mark 2 G - ALCU ( G.B. ) 1945 Feeder - Liner Transport

Armament : None  
Power plant : 2 x DH. Gipsy Queen 345 h.p.  
( 25.73 kW ) in line piston engines.  
Max speed : 210 m.p.h. ( 336 km / h )  
Wing span : 57' 0" ( 17.380 m )  
Length : 39' 4" ( 11.995 m )  
Weight : 8,500 lbs ( 3864 kgs )

There were lots of military jets on the field. The English Electric Lightning pictured below was a frontline RAF Interceptor during the 1960s. It could reach Mach 2 speed and had an exceptional rate of climb.



## ENGLISH ELECTRIC LIGHTNING

F-6

UK circa 1960

XR771

SINGLE SEAT ALL WEATHER INTERCEPTOR

**POWERPLANT** : 2 Rolls Royce Avon 302 turbojets with afterburning rated at 15,740lb  
Static thrust each  
**PERFORMANCE** : Max speed 1,500mph, rate of climb 50,000ft per minute, service ceiling  
60,000ft plus, range 800 miles on internal fuel  
**DIMENSIONS** : Wing span 34ft 10in, length 53ft 3in  
**WEIGHT** : Empty 28,000lb, Max 50,000lb  
**ARMAMENT** : 2 Red Top guided missiles, option x2: 2 30mm Aden cannon in forward  
section of belly fuel tank  
**OPERATIONAL HISTORY** : Royal Air Force, 5,11,56,74 Sqn

The star of the collection must be the Avro Vulcan nuclear bomber.



The Gloster Meteor was the first operational jet fighter flown by the RAF.



The prototype first flew on 5th March 1943 and the type went operational in 1944. Over 4000 were built before production ceased.



After a pub lunch we moved down the road to the Lunt Roman Fort.

wall with wooden palisade on top and a gatehouse at one of the main entrances. The building shown below is a granary, now used as a museum.



This fort was built around 61AD following the Boudiccan rebellion. The Lunt is close to the junction of two major Roman roads—the Fosse Way and Watling Street and the whole area appears to have been a highly militarised zone. A Roman historian, Tacitus, recorded that the whole army in Britain was kept mobilised during the winter after the rebellion to ensure no further uprising.

The most unusual feature of this fort can be seen in the image of a model of the fort—the circular feature bottom centre. This feature is called a 'gyrus' and seems to be a horse training ground surrounded by a high wooden fence. It is thought that the gyrus was used to break horses for riding and to train them.

Several reconstructions of Roman buildings can be seen including a granary block, the gyrus, a section of turf

