



**HOOTON PARK
HANGARS**



Newsletter

Number 8



Summer 2026

THE VOICE OF THE HOOTON PARK COMMUNITY • ELLESMERE PORT • CHESHIRE

Spitfire 'lands' at Hooton Park

Spitfire PM651 is on loan to Hooton Park Trust from the RAF Museum, Cosford, and arrived in April this year. Mk XIXs were used by the THUM (Temperature and Humidity) flight formed in 1951 at Hooton Park, its role being to relieve operational squadrons the task of making daily flights to obtain detailed meteorological information. The THUM Flight moved to Woodvale later in 1951.

The aircraft was built by Vickers at Eastleigh in 1945, and after periods of storage was fitted out as a THUM aircraft by Short Bros and Harland in 1954. She joined the Flight at RAF Woodvale, but within a month a flying accident resulted in a forced landing at Halfpenny Green, Staffordshire; and in July 1954 the aircraft was Struck Off Charge.

After decades of storage and display, including gate guardian duties at RAF Benson, she was transferred to the RAFM Reserve Collection in March 1995 and placed on display at Cosford in 2011.

The Trust is grateful to RAFM for entrusting us with this important exhibit.



Welcome to our Summer edition of the Hooton Park newsletter.

Consistent high pressure has given us many great days of sunshine and put smiles on most faces. Our RAF roundel on the lawn has survived by making sure it got a drink most days.

The big change for 2026 has been the opening of Hangar 16 on Saturdays from April through to October whilst still retaining the last Sunday of the month events. The Saturdays have been aimed at the enthusiasts with volunteers on hand to talk about the projects that are on going.

We have seen the completion of our Meteor and Sopwith Baby restorations, seen the FSM Spitfire Mk IX repainted to represent a 611 Squadron aircraft, and accepted a Spitfire Mk XIX on a five-year loan from the RAF Museum. The Spitfire has relevance as it formed part of the THUM flight (see opposite) which was formed at Hooton Park.

Two other projects to mention as they have also moved on since the last newsletter is the Chester Tram, now resplendent with its advertising slogans adorning the coach work, and the Museum of Printing which is now a must-visit part of the site for many of our visitors.

Welcome to all – be you first-time visitors or repeat guests – and we hope you enjoy your time with us.

Graham Sparkes
Chair, HPT

* Newsletter suggested donation £1 *

Recent work at TAC (The Aeroplane Collection)

The Museum has been open every Saturday throughout the Summer, as well as on the usual end-of-month Open Days, and for other occasional events and visits. The footfall has been promising and it is certainly worth opening to attract the additional visitors. As TAC have a restoration team presence on Saturdays it has been great to see the visitors asking questions and taking an interest in the restoration projects.

Visit of previous NAPS members by Lloyd Robinson

During 2026 Hooton Hangars have been visited by a couple of former Northern Aircraft Preservation Society members from the 1960s, both of whom were amazed by the Museum, and the progress the organisation has made, along with their colleagues from Hooton Park Trust.

John Coghill, a friend of then Chairman Peter Schofield, was a languages teacher at Bolton School, and ran their Aviation Society. He was inveigled, along with the woodwork teacher, and members of the Aviation Society, to undertake restoration work on two of NAPS's aircraft. In 1969 the Flying Flea, BAPC13, was moved to Bolton for their tender care, and then in 1970 the Slingsby Cadet, RA854, moved in, despite neither of the aircraft now remaining within the collection. John was delighted to re-acquaint himself with other aircraft from that era, together with the more recent acquisitions of TAC and Hooton Park Trust.

Our other returning 'old-timer' was Keir 'Jimmy' Faulkner whom Lloyd Robinson brought along during March, the day after his 82nd birthday.

Keir was pretty active in the 1960s and 1970s and was amazed at the progress on view at Hooton Park. Apart from also being a former member of NAPS, Nigel is custodian of a number of our former aircraft.

Auster G- AIGP

On Saturday 8th August the wings were fitted to G-AIGP and the aircraft now looks splendid. Its registration letters have been added and the leading edge of the wing will be painted over the next few weeks to complete the project.

Vampire

Apart from a few spots of ironing, the fabric covering on the fuselage is almost finished. Once that is completed the next major task will be finding



Auster G-AIGP fitted with its wings.



A recent photo of the Vampire.



Miles Gemini G-AKDK.



Chippax WG477..

and attaching various items of trim around the access panels on the underside of the aircraft and to the rear of the canopy.

Additionally, the trim covering the area where the wings join the fuselage will need to be re-fitted.

Miles Gemini G-AKDK

Both propellers have now been fitted to G-AKDK. The aircraft now looks very presentable sat on its undercarriage with both engines and propellers fitted. One of the propellers was donated by the late Russel Winn's wife.

Rob did a great job restoring both engines. He has also compiled an inventory of Miles parts we have which has proved invaluable in moving the surplus parts on.

Ian has recovered both rudders in Ceconite and is currently sourcing paint to finish them. Currently they are painted in silvercote dope.

Percival Proctor

Great progress has been made on the Percival Proctor. Steve Poole has now finished covering the starboard wing in Ceconite which is now ready for painting. A nice feature is that on Open Days both landing lights are turned on.

Steve Ebrell has been finishing off the centre section, and following covering of the fuselage has been fitting the fuselage-wing fairings over the last few weeks.

Steve Poole has fitted the Proctor with working navigation and landing lights.



Starboard wing of Percival Proctor.

Chippax WG477

Paul Gilling has been working hard over the Summer on the Chippax WG477 and it is now just about finished. It will shortly be moved next to the Fairey Gannet and visitors will be allowed to sit in the cockpit.

—Ian Maddock



Chippax restored instrument panel.

Chipmunk G-AOUO

Update by Paul Gilling:

My work on Chipmunk G-AOUO was recently nearing completion. The McCauley prop and boss had been painted and reinstalled, the missing port side Perspex canopy window had been replaced and the last task was to fit the fairing pieces to cover the open access panels on the tailplane, as detailed below.

In order to fit the fairing piece, it would need to be drilled 'blind' in eight places to ensure the new machine screws were located exactly above the corresponding holes existing in the fuselage.

My previous limited experience of similar problems had been solved by extremely careful measurement, but as I embarked on this challenging task a helpful passer-by mentioned that there was a gadget available to solve just this problem, and he proceeded to draw it for me.

Although he did not know what it was called, with the help of Google it transpired that what I needed was a 'Strap Duplicator'. Further investigation produced a selection of duplicators but of course they are available in various lengths and also a range of sizes to correspond to the hole that they might be required to locate. Hence the duplicator I needed could be expensive and would only be useful for my own specific application.

As I am always eager to save TAC any unnecessary expenditure I resolved to make my own and did so by cutting a hacksaw blade in half and utilise the existing holes to accommodate an appropriately sized bolt as the locator. The result was a total success; and so it is true that 'you learn something every day' – although in my case it has taken 83 years for the day to arrive!

—Paul Gilling

Bringing Hooton Park's past to life in 3D:

From historic photographs and plans to virtual reality

What did Hooton Park look like more than a century ago?

Today we can walk beneath the surviving Belfast-truss hangars, but much of the landscape and many of its buildings have disappeared. Photographs, plans and written records tell us what was there; 3D recreations can help us to see it. The aim is simple: to help bring Hooton Park's history to life for today's visitors.

Recreating the lost aerodrome

One early project recreated the RAF Hooton Park Aerodrome Building Plan of 1950, providing a three-dimensional view of the layout and relationship between the buildings. The three Belfast-truss hangars have also been modelled in detail, with animated 'flights' showing their external and internal structure as it appeared in 1918, alongside views of the site today.

Of course, even today can quickly become history! The B16 Museum Hangar has since been re-roofed, making the animation a record of how part of Hooton Park looked before another change to the site.

These are among a growing collection of short films combining 3D models, animation and historical information, many of which are shown to visitors free of charge during Open Days.

Bringing Hooton Hall back

The most ambitious project has been recreating Hooton Hall as it appeared in 1918, based principally on an aerial photograph taken on 10th May 1918, supported by other photographs, plans and historical information.

The Hall was demolished for its building stone in 1925, so the model provides an opportunity to see the building at a very specific moment in its history.

The research has also produced some interesting detective work. Some of the columns from Hooton Hall are now incorporated into the Gloriette at Portmeirion. A visit to Portmeirion to measure the surviving columns allowed those measurements to be compared with the 3D model. The evidence suggests that the columns did not come from the front of Hooton Hall as has sometimes been suggested, but correspond instead with the rear portico. It was a good example of how a 3D model can be more than an illustration of history – it can also help investigate it.

From the computer into the hangar

The latest development is VR Experience, being introduced in 2026. For its initial launch, visitors remain seated while a guide uses a VR headset to place the virtual Hooton Hall within the real surroundings of the hangar. The experience begins with the Hall as a miniature model just a couple of feet away before it

grows to full size. For a building that disappeared over a century ago, seeing Hooton Hall apparently standing once again at Hooton Park is quite remarkable.

Looking ahead

The longer-term aim is to allow visitors to step into a recreated part of Hooton Hall and explore the area around its rear, including the Italian Garden. The Hooton Park Trust's current strapline, 'Step inside Living History', could be particularly appropriate for this next stage. The QR code accompanying this article provides a glimpse of what that future experience might look like.



Bringing the past to life

From a 1950 aerodrome plan and the Belfast-truss hangars, to Hooton Hall in 1918 and historic aircraft appearing alongside the museum's real exhibits, the purpose of the 3D work remains the same: to bring Hooton Park's past to life – and help today's visitors understand the remarkable history of the place around them.

—John Morris



Woodcut print of Hooton Hall, courtesy of Liverpool Central Library and Archives.



Screen print of one of the 3D recreations of Hooton Hall.

Looking great!



Visitors and all who work here have commented on how attractive the site has looked this spring and summer – so well done and thanks to all the volunteers who work hard to keep the lawns, shrubs and flowerbeds tidy and watered – especially in the droughty summer that we have had this year.

Models donated

Two large-scale models have been donated to the Trust by Sam Markland who specialises in scratch building from drawings rather than using kits. The wingspan of the Wellington is nearly 1m and the Bleriot smaller at about 600mm which equates to 1/24 scale. The Bleriot XI will be displayed alongside an original propeller donated a while ago and will illustrate the fact that the first aircraft to land on the grass at Hooton Hall in 1915 was a Bleriot XI flown by Henri Salmet on his *Daily Mail*-sponsored Tour of Britain.

Sam's work is to a very high standard and he will provide some further models in due course for which we are grateful.



Wirral Amateur Radio Society G3NWR



The Wireless Set No. 62 was a British Army HF compact, low-power HF transceiver that operates within the frequency range of 1.6 to 10 MHz, split into two bands. This little radio can produce AM and CW signals. Introduced by Pye, it was developed to take the place of the WS No. 22 radio and saw action towards the end of World War II. Although intended as an interim design, it remained in production until 1966. Designed for portability, it was perfect for use in vehicles, aircraft or even carried by animals or in backpacks. One of its standout features is the built-in power supply and aerial tuner, making it significantly smaller and lighter than its predecessor, the WS No. 22.

The radio runs on 12 volts DC, drawing 3 amps when receiving and 5 amps while transmitting, from external batteries, powering an internal rotary transformer (motor-generator). Later models used a transistorized inverter power supply.

Antenna Systems:

Mobile station: vertical rod aerials 4ft, 8ft or 14ft high.

Fixed station: vertical ground mounted 32 ft mast.

Fixed station: horizontal 100 ft long end-fed wire (adjustable).

We've got two wireless sets, No.62. While they do show their age, Jim, G6NOI, has stepped in to replace the worn-out rubber-coated cables, bringing them back to life and making sure they're fully operational again.

—Bill Davies, Wirral Amateur Radio Society





Recent weeks have seen us hosting a group of students from Rocket Training of Liverpool who provide post-school work experience in their workshop and externally in ones like ours.

They are currently helping to restore a post-war Bedford van which came to us as a box of bits into a rolling chassis with full running gear.

Work continues on the MW WW 2 Bedford. We believe that this might have been a water



tanker, and to this end a replica tank is being made in timber.

The most satisfying thing for the GT has been having visitors again to our MT shed and extending the Hooton Park experience.

Our very own beehive has seen an unusual amount of activity of late – so much so that a honeycomb can be seen below the entrance, though we will not be harvesting any honey. There were several hives years ago, about where the radio hut is; we even have a jar labelled ‘Hooton Park Honey’ on display, among other things. We might not be producing any honey, but the site supported three hives back in 1995. A Griffin Trust volunteer set them up on the Pear Tree field approximately where WARS cabin sits now. The honey collected won 1st prize in a local show.

—Mike Foulkes



The Open Days shuttle service



An attractive and very important feature of the monthly Open Days is the regular shuttle-bus service between Hooton railway station and Hooton Park. This free service is provided by the Hooton bus owners, and as well as being thoroughly enjoyed by all the visitors who use the service, helps to keep the site free from traffic congestion. A big ‘Thank you’ to the owners and to those who drive and conduct the operation.

Chester tram No. 4 progress report



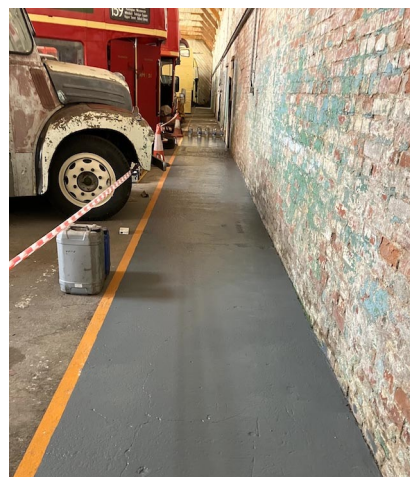
We hope to announce some good news in the next newsletter, meanwhile the wheels have been sent to Batley for a holiday. They've been getting tired sitting on pallets waiting for action. The photo shows Geoff, Frank and Dave.

The trolley mast (which sits on top of the upper deck) is getting closer to being finished and has been painted in dark green gloss.

Two transport tunics have been acquired from John Nolan and a driver's hat complete with Chester Corp. badge. The first people to use them and have a photo taken on the front of the tram were Ella and Roman on the Open Day.



Hangar emergency exit routes enhanced



Work has been slow over the last couple of months on the fire exit floor in Hangar 18 with years of stubborn oil and grease stains penetrating the paint, resulting in me having to strip it back and start again. I would like to thank Gerry Wikeley and Chris who removed old pipe-work that was sticking out of the wall, and filling some holes with left-over mortar from work they were carrying out elsewhere.

—Gerry Bateman

Goodbye to an 'old friend'

In August we said goodbye to the Tram Society's trolley which has been used for over 40 years to move tram bodies around sheds.

It was ex-BOAC at Heathrow and was sent/sold to Skyways at Speke. It was then acquired by MTPS, who used it on many tram moves.

Its last use was moving Warrington tram on to the tram track at the now closed Transport Museum in Birkenhead. The photo at Taylor Street shows the trolley with the body of the Warrington car over the track, ready for jacking and the truck to be wheeled under.

There was a chance that the Chester tram might have needed it, but this is not going to happen now – so it was goodbye. It's going to live on a farm in Corwen in retirement.

—Rob Jones

Chester BusFest 2026

For most enthusiasts, Chester BusFest 2 began when the first heritage buses appeared at Chester Railway Station at 10am on Easter Monday, 6th April. Several hours earlier, however, preparations were already under way at Hooton Park, the home and restoration base for many of the buses taking part. After months of planning and, for some of the vehicles, a great deal of restoration work, it was finally time for the rather more practical business of getting a collection of elderly Chester City Transport and Crosville buses started and ready for a full day's service!

One by one the buses were brought out and assembled between Hooton Park's historic Belfast Truss hangars 16 and 17, ready for departure. It was quite a sight: engines were running, crews were making their final preparations and a line of fabulous old buses was waiting to leave. There was something rather special about those first couple of hours at Hooton Park: arriving at 7am, coaxing elderly buses into life, drivers signing on, George briefing the crews, and the vehicles gradually assembling between the hangars.

At 9am it was time to go, and the buses pulled away in convoy for Chester, appropriately led by Chester City Transport Guy Arab Mk IV No. 1, the 'grand old lady' of the fleet.

There were 13 buses taking part in all, operating more than 70 timetabled journeys during the day. Familiar Chester City Transport and Crosville liveries could once again be seen on Chester's streets, in many cases travelling over roads and routes the buses had known during their working lives.

An event of this size depended upon a much larger group of vehicle owners, drivers, conductors and volunteers who gave their time and made their vehicles available. Hooton Park Trust played a vital part too. As well as providing a home for many of the buses throughout the year, the Trust's help in opening the site early on Easter Monday allowed us to assemble and dispatch such a large number of vehicles from the site in time for the start of service – so a big 'Thank you' to them..

Travel throughout the day was free, with passengers instead invited to make donations to Cancer Research UK and Alzheimer's Society. The response was tremendous and, when everything had been counted, BusFest 2 had raised just over £3,000 for the two charities.

As the final journeys finished, the buses gradually began heading north again. After a long day's work, the Hooton Park contingent returned through the gates and the buses were put back into the hangars from which they had emerged early that morning.

As the hangar doors finally closed behind us, was that diesel or aviation fuel we could smell lingering in the air?!

—Andy Lowe



Bomb-dropping tower at Hangar 16

The west brick gantry of Hangar 16 facing Hangar 17 was built as a Bomb Dropping Tower. This was a crude bomb-dropping training aid. The idea was that the trainee, either a pilot or observer, would drop a small model bomb through a slot in the floor of the room at the top of the gantry, onto a target on a moving map on the ground that was being wound by a handle to reproduce the effect of an aircraft flying over the target. This demonstrated the time taken for the bomb to fall and the movement of the aircraft over the target. The trainee had to identify the target and make allowances for the speed of the aircraft so that the bomb hit the target. In World War 2 the tower had an additional structure added to the top of it to house a machine-gun post. A similar bomb-dropping tower exists at Shotwick.

—Colin Schroeder



Aeroplane Monthly visits Hooton



In July the Trust welcomed Tony Harmsworth, News Editor from *Aeroplane Monthly* magazine, who spent several hours touring the collection and projects and was particularly impressed by how much progress has been made over recent years.

The September issue of the magazine includes a glowing news item regarding his findings, and particularly the finely restored Meteor T7, the article including the following statement: 'The Hooton Meteor must be the most exacting static T7 restoration completed in Britain. It provides another reason to visit this superb collection'.

We are indebted to both *Aeroplane* magazine and FlyPast who continue to support us with positive stories of our continued development.

—Neil Hutchinson

Hooton Park Hangars



Hangar 16 before renovation.

The Hooton Park Hangars site is managed by The Hooton Park Trust (HPT), which was formed in 2000 with the aim of creating a Trust to oversee and manage the restoration of the remaining World War I hangars on the former RAF airfield at Hooton Park, Cheshire. The long-term aim is to provide a multifunctional site, as well as restoring the buildings and the site itself as valuable historic artefacts in their own right. The buildings will then provide the perfect environment for the projects and initiatives that are currently in progress and planned for the future.

Much still remains of the Hooton Park airfield and its buildings. Three original, Belfast-trussed, hangars dominate the landscape, surrounded by the original access roads, taxiways and numerous outbuildings and offices, all steeped in the colourful history of this one-time Royal Air Force airbase. Some of the runway also exists.

All manner of aircraft types have operated from this aerodrome, for example Austers of the Army Air Training Corps, Supermarine Spitfires of 610 Sqn, and, during the postwar years, classic jets such as Gloster Meteors, De Havilland Vampires, Venoms and many more.

The site, as well as being of interest in its own right, is also home to many organisations, details of which will be found in the panel on the back page.

Kimmer Lough Spitfire crashes – the Hooton Park connection

November and December 1940 would be fateful for two of No. 610 (County of Chester) pilots at RAF Acklington in Northumberland on 'rest and relaxation' from the B of B at Biggin Hill.

25-year-old Sergeant Ian Malcolm Keith Miller had been transferred to No. 610 from 601 Squadron on 18th October 1940. On 4th November he was flying Spitfire L1094 which had been delivered to 610 on 27th October. It was on a training flight near Eglingham when he lost control of the aircraft and crashed into Beanley Wood.

It transpired that the Spitfire had gone in almost vertically near to Kimmer Lough and in soft ground, burying itself and its unfortunate occupant deep in the peat and clay. The RAF recovery team, retrieving the remains of the pilot and the armament, had been able to find only the wings with their eight Browning machine guns; and with a lot of ground water present, deemed recovery of the pilot impossible at that time with intentions to return later. This did not happen.

In 1952 a rumour was followed up by a serviceman about the remains of the aircraft. At the excavation which took place, only parts of the aircraft were moved to allow the recovery of the remains of the pilot. And so there the aircraft lay until the year 2000 when it came to the notice of the North West Aviation Heritage Museum Group at Hooton Park. They applied for a licence to dig up L1094 and return the aircraft remains back to its home.

When the team arrived in the area they were directed by the locals to the crash site and started the recovery. They recovered the complete Rolls-Royce Merlin engine, a propeller with one blade broken off, the pilot's instrument panel, gun-sight, windshield and parachute, as well as cockpit controls – all in surprisingly good condition. During the recovery, pieces of the pilot's leather helmet were found: Graham Sparkes took it away to restore it, and during this operation a handwritten name was found in the lining. This was of Sergeant Hugh McGregor, not Ian Miller – the wrong aircraft had been dug. Miller's aircraft was about 600m from the one thought to be L1094.

The team contacted the Ministry of Defence explaining the problem. The Ministry investigated and came up with the identity of the aircraft as P9451 and the pilot, Sergeant McGregor.

On 11th December 1940, 24-year-old McGregor had been paired with his instructor, Pilot Officer A. R. Ross, and allocated one of 610's old battle-weary machines, P9451, to fly as P/O Ross's wingman. 610 operated away



from the busy local area to the north-west of the town of Alnwick. It seems that McGregor, tasked with keeping wing formation with Ross, had been following his leader's twists and turns. It was while engaged in a turn towards the Kimmer Lough near the village of Eglingham that McGregor failed to anticipate one of Ross's turns and slid underneath his leader's tail, slicing it from his aircraft with his propeller. McGregor, realising he was too low to bail out, stayed with his damaged machine desperately trying to control it, struck the ground to the north-east of the Kimmer Lough, and burying itself and its unfortunate pilot in the deep in the peat and clay.

Ross, realising that his aircraft was minus its tail, wasted no time in bailing out to survive to fight another day. His aircraft continued on to crash in the valley beyond. McGregor's helmet is on display in the museum at Hooton Park (see photo). Sergeant Miller is buried in St. Mary Churchyard Thame and Sergeant McGregor is buried in Larkhill Cemetery, Dalsenf.

—Colin Schroeder



Hooton Park Trust aircraft updates

FSM Spitfire IX

Our Spitfire IX is now fully repainted as FY-B of 611 Squadron as flown by Garth Slater who was shot down in March 1943 near Hardelot, Pas-de-Calais, including the Churchillian Bulldog motif in front of the cockpit. Wg-Cdr Slater's daughter will be visiting us in September to view the recreation of her father's aircraft.



Sopwith Baby

Neil and Andy have completed the Baby restoration and are looking at a new project, details to follow in a future Newsletter. The work is the result of three years effort, and because of the height of the floats, the biplane has quite a striking presence in the Hangar and reminds visitors of the World War 1 heritage of the site.



Meteor T7

Work on Meteor T7 is now all but complete and is the subject of an excellent article in the September issue of *Aeroplane Monthly*. The work is thanks to Phil, Ray and Don who carried out the reassembly, painting and detailing; but not forgetting Alan's amazing work on the cockpit glazing and Paul's refurbishment of the cockpit interior. It is now wearing the scheme of WH127 which served with 610 Squadron at Hooton Park in the mid-1950s.

—Neil Hutchinson



The oldest object at Hooton Park?!

The Columbian hand-press (often called the 'Eagle Press') which is the focal point of the Museum of Printing at Hooton Park, was invented in 1813 by an American named George Clymer. Clymer's patriotism is apparent in the distinctly American symbols he chose to adorn the press, such as the bald eagle (actually a counterweight), the cornucopia (abundance of fruit), and Lady Columbia. This press was built in about 1828.

The decorative symbols also represent the functionality of the press. The caduceus is the staff of Hermes, messenger of the Greek gods. This related to the use of the press to share information and further communication. The creatures at the top of the press are dolphins to represent knowledge. Dolphins also have a connection to the early printer, Aldus Manutius, who used the symbol in his publications.

The Columbian was never very popular in the United States as it was too heavy to transport, so in 1818 Clymer took his press to England, and for over a hundred years Columbians were manufactured here by many different printers' engineers, but each to basically the same original design.

This particular press is one of the largest made, and has local provenance, having been used in the offices of the *Southport Visiter* and more recently displayed in the offices of the *Liverpool Daily Post & Echo* in Old Hall Street, from where we rescued it in 2020.

—Ken Burnley








Wirral Transport Show

Sunday 4th October 2026
Hooton Park Hangars
10am–4pm

FREE ADMISSION TO SITE!

Vintage resident & visiting buses
Free bus rides & mystery bus tours
Classic cars & motor-cycles
Aircraft Museum (entry fee)
Model railway
Model boats

Remote-controlled vehicles
Vintage tram restoration
Historic commercial vehicles
Wirral Amateur Radio Society
Air-raid Experience
Sales stalls & light refreshments

All advertised attractions subject to weather & availability on the day.

Hooton Park Hangars, Airfield Way, Ellesmere Port CH65 1BQ (JCT 6, M53).
Extremely limited parking on-site: please park at Hooton Station car park – frequent free vintage shuttle-bus to the Show.

Ellesmere Port Model Boat Club



The Boat Club now has a club house on-site, and hopes to run boats on the lake during events – water availability permitting!



HOOTON PARK CONTACTS

Hooton Park Trust

info@hootonparktrust.co.uk

Tel: 0151-327 3565

The Hangars, Airfield Way,
Ellesmere Port, CH65 1BQ.

www.https://hootonparkhangars.co.uk

Newsletter

Editorial, design & typesetting:

Ken Burnley

kburnley@btinternet.com

Tel: 0151-648 2789

Associate editor:

Neil Hutchinson

nhutchinson@owenellis.co.uk

The Aeroplane Collection (TAC)

Ian Maddock

ianmaddock303@btinternet.com

The Griffin Trust

Christine Thomas

griffintrustcouk@gmail.com

Bus Owners

Andy Hamer

c207gtu@gmail.com

Chester No.4 Tram Team

Rob Jones

rsjtrams@aol.com

Wirral Amateur Radio Society

Jim Whelan

jimmy.whelan@hotmail.com

Ellesmere Port Model Boat Club

Mark Price (Secretary)

moprice1024@gmail.com

Museum of Printing

Ken Burnley

kburnley@btinternet.com

The Hooton Park Trust is a non-profit company.

Company Registration No.:

3987530.

VAT No.: 74 8838 769.

Newsletter published by Hooton Park Trust, August 2026. Printed by LT Print Ltd, Wallasey, Wirral.

Contributions to this newsletter are welcomed, subject to space availability.