



NEWSLETTER

Project Propeller Meeting Weds 21 Jun 17

May Member's Meeting

A smaller than usual gathering listened to a number of stories including one from our Chairman Geoff Hulett, which he has elaborated on Page 6.

David Bray gave a presentation on 'Transport Aircraft through the ages', which proved very informative and interesting. I did not hear it but I wonder if he managed to keep Monarch Airlines out of it? Of course over the years a number of civilian airlines were involved in 'trooping' or moving families to and from Germany and other overseas bases.

Our Chairman was disappointed with the turn out but as you see from our new membership list we are down to just 36 members. Some regulars have sadly not renewed their membership and although we have continued to send Newsletters, with the ever increasing postage cost, this edition will be their last if they do not renew.

June Meeting

Do try and join us for the June meeting to hear Gideon Tapes talk on the history of Project Propeller. This will of course come during the week prior to this years event at Gloucester/Staverton. It should be fascinating to hear about how the event started and how it developed into what it is today. A volunteer force like 'no other'.

Gloucester Airport (Staverton - EGBJ) on Sunday 25 June 2017

Opened in 1931, Gloucester Airport was known as RAF Staverton during the war. The RAF took over the site in 1936 and used it as a training school until August 1946. The airfield was used by a number of units and flights, including the No44 Group Communication Flight. A satellite strip of RAF Staverton at Brockworth hosted the first flight of the Gloster E28/39 jet aircraft. The airfield is now home to the Jet Age Museum, which you will be able to visit on the day.

We will Remember them

The recent news has been dominated by the tragic events in Manchester and I am sure you will agree with me how superbly Manchester and those who live in the area have come together. Our thoughts are with all the families of those who have lost loved ones and those who are still fighting for life in hospital.

Aviation News

This last week has seen one of the most unfortunate computer hiccups that has ruined so many holidays/weddings etc. for 75,000 passengers traveling with British Airways. Having been in the aviation business for nearly 40 years I must say I have been disgusted by the reaction of BA management to the whole episode. Firstly they hid their apology on 'Twitter' and refused to deal with the major suppliers of News, both TV, Radio and Newsprint. Couple this with senior management hiding from everyone, not even giving their staff guidance, let alone their paying passengers. A total PR disaster and as we approach the vote on 8 June, I hope many more will vote with their feet from using BA again - they deserve it!



Remember 21st June 2017

**Join us for
"Project Propeller"
with Gideon Tapes**

Greenacres 1030 for 1100



With thanks to Dave O'Malley and Vintage Wings of Canada

There are not many aircraft from the past 114 years that are a perfect distillation of all that is wondrous, beautiful and simple about powered flight. The Tiger Moth comes to mind but from the USA the Piper Cub or its forerunner from Taylorcraft certainly fits the bill. Some fast, many lethal. Some are sexy like an Italian sports car, some boring like a city bus. Some extraordinarily complex and breathtakingly large. Some can do things even birds cannot, but not without the aid of computers. Some don't even need the pilot. But few represent the joy, the purity, or the avian soul of powered flight like the Piper J-3 Cub. Painted in the cheeriest of yellow hues, emblazoned with the cutest red bear cub symbol imaginable, the typical Cub is the very essence of flight. With a broad straight wing, a perky set of wheels, just enough instruments to keep you from killing yourself, and open to the world on both sides on a warm and fragrant day, the Cub is recognized for its greatness and its goodness by even the most jaded warbird or airline pilot.

The very sight of a canary yellow cub brings a smile to my face and conjures up a feeling of warmth like very few man-made physical objects I can think of—perhaps a balloon-tire Schwinn bicycle, a Vespa scooter, a 6 oz. bottle of Coca-Cola, a Nash Metropolitan, a birch bark canoe. There's an aura of joy, simplicity and cheerfulness about the Piper Cub, born of its history and its promise of three-dimensional harmony without breaking the bank.



A classic Yellow Piper Cub

The Piper Cub under the title appears to have been vandalized by white supremacists. A series of random looking graffiti marred its flanks while a swastika, that symbol of hatred, murder and oppression called out menace from its tail. The swastika, or Hakenkreuz, the monogram of evil, represents two decades or more of obscenity and mayhem, so to see it on a Cub was like seeing one of those bicycles you often come across in a park or pitched in a pond—some child's treasure that has been ridden for a while by a thug, then stomped on and bent and tossed aside. The website where I found the photo indicated that the Cub was a former Danish civil-registered aircraft that had been taken as war booty by the Luftwaffe and employed somewhere in Germany in the last part of the war.

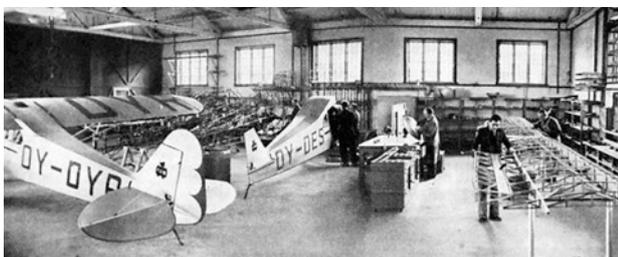
By the latter half of the 1930s, the Great Depression was showing signs of ending and this was a good thing for manufacturers of such luxuries as private aircraft. In Europe, the economic crisis had given fallow ground for the thoughts of Adolph Hitler and the growth of the Nazi party, but by 1937, things had appeared to stabilize and entrepreneurs began to create new business in a milieu of positive growth.

With new business came new wealth and the idea of selling aircraft to private owners no longer seemed like a dubious enterprise. In 1937, Taylor Aircraft of Pennsylvania granted a licence to build Cub aircraft in Denmark to a Danish-American by the name of Jack Hedegaard. He brought with him to Denmark Taylor's contract and a single unassembled Taylor J-2 Cub to use as a model. After putting the Cub together, Hedegaard found a wealthy Danish industrialist backer by the name of Christian Bohnstedt-Petersen, who owned a Chrysler and a Daimler-Benz dealership and assembly plant in Copenhagen.

Cont'd from Page 2:

Bohnstedt–Petersen, a pilot for nearly 20 years, then signed an agreement with the Piper Aircraft Company (Taylor had been bought out by Piper by this time) to be the sole manufacturer of Piper Cub aircraft (from American-built kits) in Scandinavia.

The company was to be called the Cub Aircraft Co. Ltd., operating from the old military airfield and hangars at Lundtofte near Copenhagen. The company would construct aircraft for export to all of Scandinavia. By the late winter of 1937–1938, Piper began by shipping ten full kits and the equipment (tools and jigs) required to assemble them. They hired Danish pilots to test and deliver the aircraft as well as train customers to fly them. Cub Aircraft set up a club so that local owners could share in their ownership and fly them. Four newly assembled Piper J-2 Cubs were owned by the Cub Flying School and the Avid Cub Flying Club. The cost of a new Piper Cub was approximately \$1,250 which included 12 hours of instruction from Cub Aircraft factory pilots. Each aircraft wore a factory paint scheme of silver (aluminium) overall and blue registration and arrowhead flash along the side.



The interior of one of the assembly buildings at Cub Aircraft Co. Ltd.'s Lundtofte factory showing Piper Cubs in various states of completion and one (OY-DYR) fully completed and ready for delivery to its new owner, Magnus Christiansen of Alborg.

Production of both J-2 and J-3 Cub models began in earnest in May of 1938 and continued apace until the Nazi occupation of Denmark two years later on 9 April 1940. Some 45 kits (J-2, J-3 and J-4 Models) had been imported and many had been built, though not all.

When the Second World War started on 1 September 1939, operations at Cub Aircraft were drastically curtailed. Flying training had ceased due to fuel rationing and the club and training aircraft were put in storage. For the time being, aircraft meant for

export to other Scandinavian countries could acquire fuel for their test flying and delivery flights. However, when the Germans invaded both Norway and Denmark seven months later, all operations ceased by military order. By this time, 30 Cubs (J-2s, J-3s and a single J-4) had been completed and delivered. Fifteen unassembled kits as well as jigs and tools were stored at Bohnstedt–Petersen's Daimler–Benz factory in Copenhagen. The completed Cubs that did not get exported to Norway as planned were flown to Bohnstedt–Petersen's private airstrip and hangar at Grønholt, just a few miles from the Swedish coast in North Zealand, Denmark's largest island.

As the war progressed, Danish resistance increased and the Danish Army was disarmed by the Germans. Pressure was put on Bohnstedt–Petersen to use his factory for the production of goods for the Nazis, but he refused. As a result, his factories were taken from him and were used to manufacture components for U-boats and Luftwaffe aircraft. In December of 1943, after a single Danish de Havilland Moth had been flown by a daring pilot to England over the North Sea, the Germans issued an order demanding that all private Danish aircraft be collected at three airfields and stored for the foreseeable future. 49 aircraft of all types were collected, including 18 Piper Cubs (some privately owned) built by Cub Aircraft at Lundtofte. It was known that two of these 18 Cubs (OY-DUP and OY-DUL) were "given" to the Luftwaffe's commander in Denmark. These Cubs were used for liaison duties and to check German camouflage efforts. Both Cubs were recorded as being with the Luftwaffe in Denmark in March of 1944. By September of 1944, they were no longer in use by the Luftwaffe, but their fates are not known. OY-DUP did surface in Germany in 1945 before the end of the war, the only impounded Cub known to have survived the war, but how it got there is not known. Some Cub history sites list 19 Cubs that were purloined by the Luftwaffe, but only these two have records and only one (OY-DUP), below, has photographic proof





Titan Airways to expand

UK charter specialist Titan Airways is to acquire one of British Airways' two Airbus A318s. Titan director Alastair Willson says the narrowbody jet, which BA uses for its all-premium transatlantic service from London City, will be transferred on 30 May.

It will initially be leased from the UK flag carrier with an option to buy after two years, he adds. Titan plans to use the A318 to pick up "high-end luxury range" charter operations, such as round-the-world flight and music tours, and "open up" niche markets. The aircraft could also provide an opportunity for Titan to return to the London City market,



G-EUNB currently in storage seen at London/City

Titan will initially operate the aircraft in its current 32-seat all-business configuration, he states, before reconfiguring it to 112 economy seats within seven to nine months. Either configuration is available to customers.

Titan approached BA with an interest in the aircraft after the UK carrier opted to reduce the frequency of its all-premium transatlantic service from London City to New York JFK, and adds that Titan enquired whether there was "potential to wind it down".

The decision to lease an A318 marks a wider strategy to move away from Boeing aircraft towards an Airbus fleet in the long term.

British Airways has two A318s in its fleet, one of which (G-EUNB) is now in storage. The other, G-EUNA, is continuing to serve the JFK route for BA. Both aircraft are leased from Aircraft Leasing & Management.

Titan currently has a fleet of 10 aircraft, consisting of one Airbus A320, one A321, two Boeing 737-300s, one 737-400, two 757-200s, one 767-300, an Embraer Phenom 300 and an AgustaWestland AW109 helicopter.

So how do they make an airline work with such a varied fleet in the charter market? Well they do get charters from 'Pop Stars' to take them and their entourage on tour around the world. Their bread and butter are simple charters from travel companies such as Tangney Tours that specialise in 'Pilgrimages' to various destinations such as Lourds and the Holy Land.

One lesser known money spinner but nevertheless important for Titan and a number of other airlines, is the 'last minute' and 'standby' charter for say Easy Jet when they have an aircraft go 'tech', other airlines using their services include Jet2, Nicki (Austria), Transavia (France) and Primera Air (Latvia)



G-ZAPX Boeing 757 of Titan Airways

Ian Mason and myself plus our wives flew back from Lourds/Tarbes airport on 18 May in one of Titan's 757's G-ZAPX. The outbound load had been a full of British Servicemen attending the 59th Military Pilgrimage to Lourds, to be held over the following weekend. We were to travel back not from a pilgrimage but a wine tour of the 'Rioja' region in nearby Spain. In fact the popularity of Lourds is so great Tangney Tours used the aircraft to bring back 50 pilgrims who had been on an additional pilgrimage fitted in at short notice.

On return to UK after an excellent flight we spoke to the flight deck crew, who said it was the variety that they enjoyed so much with Titan. I looked up to see

what this particular aircraft did in the week after our flight from Lourds. It certainly makes interesting reading.

25 May	Cologne (CGN)	London (STN)	(AWC674W)	0:51	-	9:08 AM	-	Landed 8:59 AM
25 May	Astana (TSE)	Cologne (CGN)	ZT744	6:20	-	5:44 AM	-	Landed 8:05 AM
25 May	Shenyang (SHE)	Astana (TSE)	ZT743	5:50	-	12:40 AM	-	Landed 4:31 AM
22 May	-	-	-	-	-	-	-	Unknown
22 May	Astana (TSE)	Shenyang (SHE)	ZT742	5:07	-	10:35 AM	-	Landed 5:43 PM
21 May	Cologne (CGN)	Astana (TSE)	ZT741	5:59	-	11:25 PM	-	Landed 9:24 AM
21 May	London (STN)	Cologne (CGN)	(AWC674Y)	1:00	-	6:47 PM	-	Landed 8:48 PM
19 May	Birmingham (BHX)	London (STN)	ZT9026	0:31	-	10:26 PM	-	Landed 10:57 PM
19 May	Birmingham (BHX)	London (STN)	(TOM9026)	-	-	-	-	Unknown
19 May	Mahon (MAH)	Birmingham (BHX)	(TOM74C)	2:04	-	7:55 PM	-	Landed 8:59 PM
19 May	Birmingham (BHX)	Mahon (MAH)	(TOM2JK)	-	-	-	-	Unknown
19 May	Birmingham (BHX)	Mahon (MAH)	TOM7578	2:02	2:40 PM	3:40 PM	6:00 PM	Landed 6:42 PM
19 May	London (STN)	Birmingham (BHX)	ZT9025	0:35	-	1:14 PM	-	Landed 1:49 PM
18 May	Tarbes (LDE)	London (STN)	ZT102	1:33	-	5:49 PM	-	Landed 6:22 PM
18 May	London (STN)	Tarbes (LDE)	ZT101	1:40	-	12:47 PM	-	Landed 3:26 PM

So in the week following they flew a double shuttle to Mahon (Minorca) for Thomas Cook, followed by a trip to Shenyang which is the capital and largest city of China's northeast Liaoning Province. This was a direct charter for Titan for a tour party from Cologne. In the previous week G-ZAPX had been mainly in Europe for TUI (German Travel Agency), Thomas Cook, Jet 2 and Primera Air (Latvia). The Captain was correct it is certainly variety. The secret of a profitable airline is that they keep the aircraft in the air. With Titan they also make money by having aircraft on standby for other airlines.

A Tale from the Far East

by Geoff Hulett

Seventy three years ago in the Far East, passenger flying in a Dakota was no joyride. Moulded plywood seats, no trolley dolly, Elson in the back. Hence the tendency at every re-fuelling stop to ask if they had any aircraft to be re-positioned

On this occasion, flying from Allahabad to Trichinopoly the Dakota landed at Hakimpet, an RAF station about 25 miles north of Hyderabad in Andhra Pradesh, 350 miles inland from the west coast of India and approximately 750 miles from its southern tip

Flying with a colleague, we were delighted to hear of two Austers to be moved to China Bay in Ceylon (now Sri Lanka) Neither of us had flown this type and so after a quick inspection, decided it would be fun. After checking Pilots notes for the essentials, a 30 minute test flight and we were ready to go. Fuel tank held 16 gallons, supplemented by a 'long range tank'... a 5 gallon oil drum on the back seat feeding the main tank via a copper tube and hand operated priming pump. Petrol consumption averaged 6 gallons per hour at 80mph. Re-fuelling at isolated fields demanded 24 hours notice; 73 octane petrol in 2 gallon cans to be delivered by bullock cart.

A weather report (if the cloud is not high it will be low; if it is not raining it will be fine) preceded our departure from Hakimpet, armed with compass and map and great confidence in our DR navigational skills to locate our first refuelling stop. As we flew over the field the bullock cart could be seen waddling its way along the mud roads towards us and it was obvious that our arrival was a rare event as the local population come out in force to watch proceedings. It was here that we learned what a brute the Auster was to start when hot and so on subsequent stops we parked line astern keeping the prop of the leader turning to blow cool air over the one re-fuelling.

Our route took us over magnificent gorges as the river Kristna cut through the Nal Malar Range of hills and gave us an opportunity to indulge in some exciting low flying before heading for a night stop at Arkonam, about 40 miles inland from Madras. On then to Trichinopoly to refuel before the 100 mile leg to Ramnad, the short sea crossing to Ceylon and refuelling at KKS. A more direct route would have taken us over 60 miles of open sea but as we not equipped with life jackets or RT we were briefed to fly the 5 mile crossing used by the ferry boats way below us.

The final leg was along the east coast of Ceylon to China Bay where we were invited to put our Austers on to an aircraft carrier standing off Trincomalee. Being without a life jacket, RT and an arrester hook and the desire to live to a ripe old age, the invitation was refused.

From China Bay to Ratmalana on the west coast of Ceylon by courtesy of a Royal Navy Expediter and as luck would have it, a Harvard waiting to be re-positioned to Jodhpur.

To sum up....12 hours and 1000 miles in an Auster was an experience I would not have missed. As a light aircraft in the heat of India it was subject to severe buffeting and had to be flown every inch of the way.

AUSTER

MARK I

Identification : Inverted in-line engine. No flaps.
 Engine : Cirrus Minor (90 h.p.). Fuel : 73 Octane.
 Tank : One in front of dash. 10 gals.
 Starting : 5 dopes when cold.
 Brakes : Heel-operated with parking lever under dash.
 Fire Extinguisher : On floor in front of right seat.

MARK III

Identification : Inverted in-line engine. Flaps.
 Engine : Gipsy Major (120 h.p.). Fuel : 73 Octane.
 Flaps : Flaps are fitted, but are not normally used for ferrying. 4-position lever above port door.
 Starting : Flood carburettor.
 Tank, Brakes, Fire Extinguisher : As Mark I.

MARKS IV & V

Identification : Flat nose. Flaps. Three seats. Trimmer in roof.
 Engine : Lycoming (130 h.p.). Fuel : 73 Octane.
 Flaps : Flaps are fitted, but are not normally used ferrying. 4-position lever above port door.
 Tank : One in front of dash. 15 gals.
 Starting : Normal cold start. Two dopes only, then contact. Do not "suck in".
 Brakes : Heel-operated, with parking lever between seats. Press knob to lock ON.
 Fire Extinguisher : On floor in front of right seat.

FLYING PARTICULARS

Stable Run-Up : Mk. I : 2200. Mk. III : 2000. Mk. IV and V : 2100-2250.

Take-Off :

Throttle :	Mixture :	Elevator :	Flaps :
Full.	{ Mk. I & III : None.	Nose down. }	UP.
	{ Mk. IV & V : Rich.	Neutral. }	(if fitted).

Climb :

Throttle :	A.S.L. :
3/4 Open.	60 m.p.h.

Cruise :

	R.P.M. :	A.S.L. :	Consumption :
Mk. I :	2000.	80 m.p.h.	4 1/2 gals./hr.
Mk. III :	2000.	100 m.p.h.	7 gals./hr.
Mks. IV & V :	2200-2400.	80-90 m.p.h.	6 gals./hr.

Stall : Mk. I : 26 m.p.h.
 Mk. III, IV & V : Flaps UP : 42 m.p.h., Flaps DOWN : 35 m.p.h.

Glide : Flaps UP or DOWN : 50 m.p.h.

Approach and Land :

Throttle :	Flaps :	Max. speed for flaps :	Final Approach :
Closed.	Normally UP.	60 m.p.h.	50 m.p.h.

Notes : Max. Permissible Speed at any time : 144 m.p.h. Loading : Mk. I & III : No passengers if armour plate or wireless fitted. Mk. IV : Only one passenger if armour plate fitted. Mk. V : Only one passenger if both armour plate and wireless fitted.

All you need to fly an Auster on one page!



Tales from the Tower

by Tony Brown

Ed: *There has been as you know various mentions of Astrid in these 'Tales from the Tower', so naturally I asked for a photograph in colour of the good lady. Tony alas replied thus: Note from the editor to the retired member of The Queens Flight. No you cannot have a colour photograph of Astrid. In fact I would very much like to know from where you got a copy of the black and white one. I will persevere I am sure I will win in the end!*

In the late seventies, Barton airfield which is some 8 miles to the north west of Manchester airport, decided to put on a small air display. This involved several light aircraft and one military jet. In view of the proximity to a quite busy international airport the licensing authority decided that it would be preferable to have a couple of licensed controllers at the airfield. This would ensure there would be someone to blame if any pilot wandered into Manchesters airspace.

Knowing Barton's reputation for bacon butties, two of us decided to volunteer. The show was a great success and the club committee asked us to come the next year and perhaps undertake the negotiations with the RAF participation committee. We then enlisted the help of Clive Barron who seemed to know everyone who counted (Yes he was known as the Red Barron and told anyone who would listen that flying a Vulcan was a doddle compared to his beloved Chipmunk)..



A prize for the neatest car parking @ Barton

The outcome of all this was that the six hour air show became one of the largest in the country with participation of numerous foreign air forces.

One of Clive's greatest achievements was a large poster advertising Concorde which was prominently displayed behind the bar in the Rovers Return in

Coronation Street. This appeared for six weeks and the Concorde pilot has a framed copy in his office.



The Rovers Return did not lie

You now have the scenario. We were very busy with aircraft arriving and departing all having to be coordinated with Manchester Approach Radar. Amidst all of this out of nowhere came a very weak radio call which normally indicates an aircraft low level or a long way away "Barton display Poacher". "Barton display Poacher inbound to you estimate 30 minutes ". Well the last thing anyone wants in the middle of an air display is some idiot with a stupid call sign wandering around during a very intensive air display, so, "Poacher this is Barton unless you are in emergency leave the area immediately ". "Barton this is Poacher I filed a plan this morning ". He was too late so I said "We can't accept you please divert"

From the pilot of the Crunchie Flying Circus, almost in a whisper and obviously trying to warn us said "its Bill Smith from the CAA ". Well we knew he was coming in his own light aircraft GABCD that morning but hadn't turned up. Bill Smith examined and approved all the civilian displays and often came to Barton to make sure pilots behaved themselves and because of the bacon butties. Bill Smith had a lot of clout so I decided to be more reasonable and above the roar of a passing Tornado:

"Poacher pass your message"

"Poacher ,my aircraft went unserviceable this morning so I have had to drive up. I am using my hand held radio"

"I'm stuck in traffic on the Barton Bridge and this police officer says the traffic is slow moving but I should be with you in thirty minutes!!"

Programme 2017

Events at 1030 for 1100 at Greenacres unless (*)

2017

10 Jun 17 DH Moth Club Charity Flying
 11 Jun 17 Old Warden*
 21 Jun 17 Project Propeller (*Gideon Topes*)
 25 Jun 17 Project Propeller 2017*
 Gloucester Airport*

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Welfare

Have nothing new to report, apart from an update on Tom Payne. After leaving Hemel Hospital's Rehab Unit he was sent to a local care home with the promise of further physio. In the 3 weeks he was in the care home, not one visit from physio or anyone else. Who is to blame NHS or local council? Rather than let this continue his daughter has moved him to her home in Cambridgeshire and is organising additional care locally. Let us hope that this works. As Tom says he is just a bit fed up, particularly as his arm is now out of the sling and he just needs physio to get the use back in his shoulder. I collected Ron Doble for the last meeting and he was ok although very tired.

Have not been in touch with the ladies for a few weeks - no news is good news???

David

Membership Secretary

You should receive (Members only) an updated Membership List with this Newsletter. Please check your entry and let me have any changes required.

Ian

Secretary/Editor

It is not just BA having computer problems, I have upgraded mine but for some reason can receive but not send emails. I hope I have devised a method to get the copy to you using 'wettransfer'. If anyone has problems please let me know and I will send you a hard copy.

Graham

Programme Secretary

I hope to have the remainder of the years programme available for the next issue, so be sure to check

Bill

Chairman

David Bray put together a most interesting collection of photos covering the history of Transport Aircraft from the early days of flying to the present day and spoke with great authority on each and every one. Sadly very few members were present to hear this presentation.

On behalf of the committee I thanked George Meredith for his vote of thanks to the committee for it's determination to keep 'Chiltern' ahead of the game.

Please make every effort to attend the next meeting on the origins of Project Propeller

Geoff