

GLIDING HERITAGE CENTRE

Aircraft Summary Sheet



EoN ETON (Type 7) – TX1 with the ATC/CCF	
Manufacturer	Elliotts of Newbury, c/n EoN/7/038
Year of manufacture	1951
Registration marks	WP270 (Never registered with the BGA)
Airworthy	No
History	WP270, has always been owned by the RAF. Number 38 on the Elliotts production list it was delivered to Maidstone Grammar School CCF in September 1951. Pranged a number of times the last being on 5 th May 1961 when it had done 1183 launches. Repaired at White Waltham and then flight tested at RAF Bicester on the 12 th Jul 1962, this is the last known flight, so almost 55 years ago! On display at RAFM Hendon and then Manchester Air and Space Museum between Dec 79 to Jul 2004, otherwise always in RAF storage.
Notable flights	None!
Restoration history	Not known but likely none. The majority of the fabric could well be the original.
Other	<p>This is a Primary glider. The prototype Eton first flew in February 1948. Surprising you might think that Elliotts should build a primary glider post WW2 Part of the reason was they needed to keep their workforce occupied whilst waiting for permission to restart furniture manufacture. In fact the Eton was primarily targeted at the ATC/CCF for ground slides/low hops, albeit it was fully certified for flying unlike the T38 Slingsby Grasshopper which came out 4 years later. It's reckoned that the components for about 90 were built by Elliotts but certainly nothing like that number were sold, maybe around 70. The great majority were either sold to the ATC/CCF else went to the Far East – Ceylon, India, Malaysia, Pakistan.</p> <p>At the time of writing the Eton is stored as it needs fabric repairs before being suitable for going on display in the GHC hangar.</p> <p>Note that our Eton came from the Royal Air Force Museum who advertised a number of stored aircraft for disposal in March 2016 which we became aware of via the May edition of the Aeroplane magazine, one of these was their Eon Eton glider. Winning the bid was not about price, it was down to who the RAFM saw as the best possible owners – and we were successful in persuading the RAFM that it was the GHC!</p> <p>The glider was picked up from the RAFM Reserve Collection depot at Stafford on the 25th January 2017 by Gary Pullen, Glyn Bradney, and Paul Haliday and trailed back to Lasham.</p>

Picture below taken at RAFM Stafford courtesy of Paul Haliday

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25/1/2017 Glyn Bradney and Gary Pullen with Ian Alder (centre) the RAFM Stafford curator

Date last updated

07/06/2017