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Museum of Science and Industry Aircraft Decant

GJD Services Method Statement

Date 25th October onwards

Phase 1 of the decant for the museum is to dismantle the smaller aircraft and prepare them for road transport. This will include the Rallye, 504K, Avian, ROE Triplane and the Dragon Rapide.

These should be relatively simple to disassemble albeit great care must be taken as some of the airframes are extremely fragile. The wing removals will be the main procedure and the majority of these can be removed by hand at floor level. There may be some connections that will require steps or ladders but this the exception not the rule.

With regards to COSHH, it is anticipated that there will be no hazards present apart from some possible residual engine oil. If present, draining from a suitable location will eliminate any contamination. This will then be stored in sealed containers for disposal.

All removed components will be packed and stored in boxes or palletised for their future destination. These will then be transferred through the Byrom door to be loaded onto curtainside trailers.

Phase 2 will be the dismantling of the larger aircraft. This will be the wing removal of the 707A and Lightning, the rotor blade removal of the Belvedere and the breakdown of the Shackleton.

There will be some WAH elements to these procedures involving staging and where harnesses will be used by personnel. A telehandler will be utilised to remove many of the aircraft parts. As there will be plenty of floorspace available for storage this will not pose a problem. These operations will also require movement of the aircraft to facilitate the dismantling. Some of the removed items will exit via the Byrom door for loading. The larger items such as engines, wings and fuselages will be prepped for road transport and will need the removal of the window on the south side.

Phase 3 will require an HGV Hi-Ab to enter the building from the road, across the pavement. This is when all the heavy lifting will take place of the large items onto low loader trailers. Lift plans will be produced for each of the fuselages and Shackleton wings.

Where possible, the large loads will be moved to a central location where there is abundant space and height to give maximum clearance. The Trident cockpit is the exception which will need to be lifted from its current location and placed directly onto the trailer.



This loading procedure will take place over approximately 13 days which will be intermittently spread due to the availability of the transport operator. There is a likelihood that this may be reduced due to multiple loads being transported on a single day.

This will be the busiest period for GJD, however it is likely that all the other contractors will have completed the decant of their assets by then.

When all the aircraft have departed, GJD will then load and remove all their equipment and ensure the area is clean and clear of any aircraft related articles.

Environment Agency
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