



# THE HAWKER ASSOCIATION

NEWSLETTER NUMBER 34 - WINTER 2012

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Website: [www.hawkerassociation.org.uk](http://www.hawkerassociation.org.uk)

## EDITORIAL

Our annual outing, this time to the Fleet Air Arm Museum, was a great success. Our next major event is the **Christmas Lunch** on 12<sup>th</sup> December at the Hawker Centre where we have always had excellent food and service so we can look forward to a convivial and enjoyable time. The Kingston Aviation Heritage Project commemorative bronze wall plaque will be handed over to the Hawker Centre YMCA management at this event.

Another event not to miss is the **free Kingston Aviation Art Exhibition** in the Kingston Museum Gallery. It runs from 17 November until 12 January, on Tuesdays, Fridays and Saturdays from 10 am to 5 pm and on Thursdays from 10 am to 7 pm. There are 50 paintings, other art work and a fine display of models. There are Saturday afternoon slide-show talks on 1<sup>st</sup> December and 12<sup>th</sup> January. (see below and go to [www.kingston.gov.uk/museum](http://www.kingston.gov.uk/museum) and [www.kingstonaviation.org](http://www.kingstonaviation.org))

Several members have still not paid their **subscriptions** for this year. Please send your £5 cheques to Barry Pegram, 12 Becket Wood, Newdigate, Surrey, RH5 5AQ. This is your **final reminder**.

Please continue to send your **contributions** to the Editor, Chris Farara, 24 Guildown Road, Guildford, Surrey, GU2 4EN. Tel 01483 825955, e-mail [cjfarara@ntlworld.com](mailto:cjfarara@ntlworld.com), they are what makes our Newsletter special and I have only one article awaiting publication.

## PROGRAMME FOR 2012 - 2013

Wednesday 14<sup>th</sup> November A Personal View from St Giles Court - **Arthur Brocklehurst**.

Wednesday 12<sup>th</sup> December **Christmas Lunch**.

Wednesday 9<sup>th</sup> January Social and quiz by **Les Palmer**.

Wednesday 13<sup>th</sup> February The Rise and Fall of the P.1154 - **Michael Pryce**.

Wednesday 13<sup>th</sup> March Hawk T-X for the USAF - **Paul Hopkins**.

Wednesday 10<sup>th</sup> April Annual General Meeting and video.

**Arthur Brocklehurst** represented our main customer, the Ministry of Defence, historian Dr Michael Pryce is well known to us from previous talks to the association and **Paul Hopkins**, once a Dunsfold test pilot, is now Vice President Business Development (Air) at BAES.

**To book for the Christmas Lunch** please contact Ken Batstone on 01932 229938. The cost, as last year, is £16 for which you get a choice of starter, main course and desert, a glass of wine and coffee or tea. Drinks are available from the bar. Please send cheques payable to the Hawker Association to Ken at 42 Kings Road, Walton on Thames, Surrey, KT12 2RA.

Unless stated otherwise, meetings are at the Hawker Centre, Kingston - the old Sports & Social Club - and start at 2.00 pm. Lunch and drinks are available beforehand, tea afterwards, and there is a large, free car park.

## MEMBERS' E-MAIL ADDRESSES

Unfortunately the Editor failed to spot his typing error in NL.33 where Members were requested to e-mail Richard Cannon so he can compile an up-to-date list of your e-mail addresses. His correct e-mail address is [richard@cannonr.me.uk](mailto:richard@cannonr.me.uk). Apologies.

## KINGSTON AVIATION FESTIVAL BANNERS

The banners on show at the Festival giving an illustrated history of the Kingston aircraft industry were very well received. Many visitors asked if the contents were available to read at leisure. The banners can now be seen (and downloaded) at [www.kingstonaviation.org](http://www.kingstonaviation.org) on the 'short histories' pages.

## **AVIATION CENTENARY EXHIBITION AT HOOK**

At the end of October Hook Library hosted an exhibition of Sopwith, Hawker and BAe Kingston aircraft photographs and models together with the display banners previously seen at the Kingston town centre exhibition. Another success for the Association and David Hassard.

## **AVIATION CENTENARY ART EXHIBITION AT THE KINGSTON MUSEUM**

Following the very successful Kingston Aviation Festival this summer, the celebration of the centenary of Kingston's aviation industry continues with an art exhibition in the Kingston upon Thames Museum Art Gallery for 8 weeks from 17<sup>th</sup> November to 12<sup>th</sup> January. It is open on Tuesdays, Fridays and Saturdays from 10 am to 5 pm, and on Thursdays from 10 am to 7 pm. Original paintings of Kingston designed aircraft are being assembled from collections and there will be on sale new paintings by members of the Guild of Aviation Artists. The exhibition will cover the 100 year history of Kingston aircraft whilst encompassing a wide range of artistic styles and media, including sculpture, silverware and other rare artefacts, as well as a collection of models. There will be free Saturday afternoon slide-show talks on 1<sup>st</sup> December and 12<sup>th</sup> January exploring how artists and illustrators have portrayed Kingston's Sopwith and Hawker aircraft over the last 100 years (seats may be booked in advance via the Kingston Museum on 020 8547 5006).

A roster of volunteer stewards is needed for half day duties throughout the 28 days of the exhibition. Please contact David Hassard on 020 85462715. You can find out more via the contact section of the website [www.kingstonaviation.org](http://www.kingstonaviation.org).

## **THE WINDSOR HURRICANE**

Some HA Members were invited by Air Vice-Marshal Leslie Phipps, vice chairman of the Sir Sydney Camm Commemorative Society, to the unveiling by the Mayor of Windsor of their Hurricane 'replica' on 20<sup>th</sup> July in Alexandra Gardens, Windsor. The RAF was represented by Air Commodore Tony Barnby. Also present were the family of Sir John Grandy who, as a Squadron Leader and CO of No.249 Squadron, Gold Coast, flew the Hurricane depicted by the 'replica' in the Battle of Britain, and members of his squadron.

The very accurate 'replica' was made by Gate guards (UK) Ltd of St Mawgan and looked magnificent in the summer sunshine on its plinth beside the Thames. It is certainly a fitting tribute to Sir Sydney and the Society members, especially the instigator Stuart Leigh-Davies, are to be congratulated.

## **ROYAL NAVAL AIR STATION VISIT**

This year the Association's annual outing was to the Royal Naval Air Station at Yeovilton on 5<sup>th</sup> September. Instigated and largely organised by Frank Rainsborough aided by Richard Cannon and Ken Batstone, the very enjoyable visit took members to the Reserve Collection and the Historic Flight, neither of which are routinely open to the public. We travelled again by a comfortable Hills of Hersham coach, driven by the proprietor, Danny Hill, arriving at the Fleet Air Arm Museum at about 11.50 am.

The Curator of Aircraft, Dave Morris, took us to the Cobham Hall, a purpose built building funded by Sir Michael Cobham (son of the famous Sir Alan) and the Heritage Lottery Fund, which houses the surprisingly large Reserve Collection. Dave conducted round his treasures then set us free to study and photograph the exhibits at leisure. There are some 40 aircraft in the collection, far too many to list here, but those of particular interest to Hawker people were: the Hawker P.1052 (VX272), Harrier GR9 (ZD433), Sopwith Triplane, Sopwith Baby, and Sopwith Camel. Others which took your Editor's eye were the Supermarine 510, Fairy Flycatcher, Firefly and Gannet, Westland Wyvern TF Mk1 prototype, a Blackburn NA39 prototype and an Argentine Huey. There are lots of helicopters!

After a very good lunch at the Swordfish restaurant, which several of us ate outside in the sunshine, we drove to the Historic Flight hangar. Here, the CO, Lt Cdr Ian Sloan and his administrator, Katie Campbell, explained the set up. The Flight has a Chipmunk for pilot assessment, training and tail wheel familiarisation; three Swordfish, one flying, one undergoing maintenance and one in a container; one Sea Fury FB11; one Sea Fury T.20; and a Sea Hawk, the latter undergoing deep maintenance. All are on the RN Register except for the T.20 which is on the UK Civil Register owned by the Royal Navy Heritage Trust. The Flight hopes to employ this procedure to expand the fleet using private sponsorship. The T.20 and the Chipmunk were outside in the sunshine affording excellent photo opportunities. Once again we were given free reign to look at the aircraft, talk to the ground crew and take as many pictures as we liked in the maintenance area and outside.

Alongside the hangar was a Sea Hawk fuselage and the nearby airfield dump contained a wing-off Harrier T2 (ZB601), a damaged GR3 (XV756), and another, incognito but complete GR3.

We had had a splendid day at Yeovilton made all the better by the friendly and trusting Museum and Historic Flight staff...and the excellent sunny weather, a rarity this year.

## **DUNSFOLD WINGS & WHEELS**

The aviation centenary celebrations continued at Dunsfold W&W in late August with the display of the Sopwith Tabloid replica and the information banners. Both items attracted a lot of interest.

'Hawker' interest in the flying display consisted of: Sopwith Triplane reproduction N500, seven Red Arrows, 12 gun Hurricane BE505 and Yeovilton's Sea Fury T20 VX281 flying with Hunter F58 Miss Demeanour. Displayed on the ground were: Hawk T2 ZK018 in a special 1912-2012 colour scheme, Hawk T1 XX307, Red Arrows Hawk T1A XX263 and a red Gnat Trainer.

## **DUXFORD FLYING LEGENDS**

Amongst the dozens of aircraft flying, Hawker types displayed were: Nimrods K3661 and S1581 flying together (what a sight), the beautiful Sopwith Triplane reproduction N500, Sea Fury T20 VX281 and Sea Fury WH509/F-AZXJ in RAN colours. The latter was equipped with tip-mounted smoke generators which produced two dense slender trails in the tip vortices which after a while joined up to form circles. Blessed with clear sunny weather the show was spectacularly good. If you have never been, go next year! It's the best air show in Europe.

## **HARRIER NEWS**

On Friday Sept 14th Taliban gunmen attacked Kandahar airfield, Afghanistan. Some 15 - 20 insurgents wearing U.S. Army uniforms breached the perimeter fence and launched an assault firing machine guns and rocket propelled grenades against aircraft parked next to the runway. Two U.S. Marines were killed and eight of ten AV-8B+ Harriers of Marine Attack Squadron VMA 211 were destroyed and 2 badly damaged.

Harrier IIs remaining in the UK (according to [www.demobbed.org.uk](http://www.demobbed.org.uk)) are: GR9 ZG477 displayed at the RAF Museum Cosford; GR9A ZD433 stored at the FAA Museum Yeovilton; ZD461 displayed at the Imperial War Museum Duxford; GR7 ZD462 displayed at the Dyson factory in Malmesbury; DB1 ZD318 preserved and GR7A ZD469 gate guard at Wittering; GR5 ZD353, GR7 ZG509, GR9 ZG478 and T10 ZH658 privately owned at Everett Aero, Sproughton nr Ipswich; GR5 ZD412 privately owned at Charlwood yard, Gatwick; GR7A ZD408 (wreckage), GR9 ZG512 (wreckage) and T10 ZH654 stored at Cottesmore, GR9 ZD465 at Gosport, T10 ZH655 privately owned stored at Bentwaters. All other 'serviceable' RAF Harrier IIs are at Davis-Montham AFB or Cherry Point MCAS, USA. For details visit [www.demobbed.org.uk](http://www.demobbed.org.uk).

## **HAWK NEWS**

The Queen's Diamond Jubilee Parade flypast at Windsor on May 19<sup>th</sup> included a formation of 27 Hawks spelling E II R, the Queen's cipher.

The US Navy T-45 fleet has exceeded 1 million flying hours.

The Hawk continues to earn money. Recent BAES contracts include £1.6bn to support future aircrew training in Saudi Arabia, £23.8 m for one year's support and maintenance of the RAF TMk1 fleet, and £8.3m to support the Canadian NATO flying training operation.

Australia's Hawk 127 lead-in fighter trainers are to be upgraded to a configuration based on the new-generation RAF T2 OC2 software, in an initial A\$25 million contract with BAES. Upgrading the Hawk 127 fleet will allow students to progress to the RAAF Boeing F/A-18 Hornet and the Lockheed Martin F-35 Joint Strike Fighter. Australian industry will be responsible for construction of simulator facilities, modification of the Hawk fleet, and in-service support of equipment.

India is close to ordering a further 20 Hawks 132s to re-equip the Indian Air Force Surya Kiran aerobatic display team which currently uses HJT-16 Kiran jet trainers.

BAE S has demonstrated a package of upgrade options to current Hawk users. Unveiled during a Hawk User Group meeting the proposals covered an extensive modernisation of pre-100-series aircraft, and capability enhancements to more recent production examples. The package proposed for "short-nosed" Hawks includes updating their analogue cockpits to introduce two multifunction displays and a head-up display. Operators of 100- and 200-series aircraft can select elements from South Africa's Hawk 120 and the UK's new Hawk 128, such as hands-on-throttle-and-stick controls, new mission computers and embedded simulation. Enhancements are also proposed to the Adour engine, aircraft structure, systems and ground-based training equipment. Modifications will be quick, simple and cheap, a full upgrade package costing well under £5 million per aircraft with the work being carried out largely during a scheduled period of major maintenance.

The United Arab Emirates recently selected the Alenia AerMacchi M-346 advanced jet trainer rather than new Hawks - you can't win them all.

## **HUNTER NEWS**

The only surviving complete Hunter FMk2, WN904, is now on display at the Sywell Aviation Museum, Northants, after 20 years as the Waterbeach gate guardian. It is owned by the Imperial War Museum. Hunter Flying Ltd has moved from Exeter to St Athan to allow room for expansion. Housed here are Hunter F58A G-PSST, the multi coloured Miss Demeanour, T7 XL573/G-BVGH and PR11 XG194/G-PRII, T7 WV372/G-BXFI and GA11 XE685/G-GAIL.

## **SEA FURY NEWS**

Bristol Centaurus Mk 18 powered Sea Fury TMk20 VX300/N924G flew in Ione, California, in September after a 14 year restoration by Sea Fury specialists Sanders Aeronautics. The aircraft is one of the red German Sea Furies target tugs conversions, D-CAMI. Purchased by Sanders in 1978 it flew in RN colours for several years in the USA.

## **HURRICANE NEWS**

Hurricane Mk1 AE977 has come back to England from Texas and has been reassembled in the Biggin Hill Heritage Hangar. It was rebuilt by Hawker Restorations in Suffolk from 1992 to 2000 making its first-post restoration flight in June 2000. In 2001 it was transported to the USA for the Friedkin family who still own it.

## **FURY NEWS**

The Historic Aircraft Collection's Hawker Fury 1 biplane, K5674, is now flying from Goodwood after a nine year, 30,000 man hour restoration of the airframe and the Kestrel engine by Guy Black's Retrotec organisation. This 1936 aircraft is resplendent in the colours of 43 Squadron, the 'Fighting Cocks', with black and white chequered panels on the upper wings and fuselage sides, and a red fin. For the full story and excellent photographs see the November 'Aeroplane'.

## **SOPWITH NEWS**

A Sopwith Snipe 7F.1 incorporating many original parts, built by The Vintage Aviator Ltd (TVAL) in New Zealand, is now in the UK to be put on display at the RAF Museum, Hendon. It is finished in the post WWI RAF silver colour scheme and carries the serial number E6655.

## **BOSCOMBE DOWN AVIATION COLLECTION**

The BDAC has moved from Boscombe Down to a 1918 Belfast Truss Hangar at Old Sarum airfield north of Salisbury. Exhibits of Hawker interest are Sea Harrier FA2 XZ457 which in FRSMk1 guise scored four kills in the Falklands war and the front fuselages of Hawk TMk1 XX343 used by the ETPS, Sea Hawk WV910, Hunter F2 WN980, Hunter F1 WT648, Hunter F6 XG290 and Hunter F6A XF375, also used by the ETPS. Amongst the many other interesting exhibits is a BE2 replica, a large collection of models and weapons.

## **THE FLEET AIR ARM AND AFTER**

On 9<sup>th</sup> May Nick Cowan came to talk to Members about his life in "The Fleet Air Arm and After," but he had a new title for us: "Chance is a Very Fine Thing."

Nick started his Navy career as an artificer apprentice at the age of 15 but eventually volunteered for aircrew. He trained at RAF Syerston and was posted to 826 Squadron flying Mk1 Gannets which, Nick remembered, had an engine life of 25 flying hours due to the contra-rotating propeller shaft bearings. He also flew Sea Hawks, Sea Vixens and Wyverns operating from HMS Eagle and HMS Ark Royal. In Australia at the RAN Air Station at Nowra he was an instructor and was impressed by the very high accident rate.

Home in England and retired from the Navy he became a production management trainee at Lucas in Birmingham but due to the recession there were no jobs at the end of it. However, he did get a position with the British Boot and Shoe Allied Trades Association as a trainee in the ergonomics department which led to his appointment as a training officer. He moved to Perkins Engines as a training officer becoming Personnel and Industrial Relations Manager UK. Following a move to Phillips as Personnel Director he was an industrial relations advisor to Prime Minister Edward Heath during the miners' strike. Then followed a rapidly advancing career during which, among other things, he became a member of the Engineering Industry Training Board and the Employment Appeals Tribunal, the Main Board Personnel Director of Unigate, Director of the Bank Employees Association, Chairman of the West Lambeth Health Authority, was on the Youth Training Board, the Equal Opportunities Commission and Board Personnel Director of the TSB.

At this juncture he retired and became an undergraduate of King's College London and Salamanca University gaining a BA in Hispanic studies - and he also ran the muscular dystrophy campaign! Nick is a very energetic and enthusiastic man, as can be seen from this short, and incomplete, report of his interesting talk. Members wanting more detail may borrow the DVD from Richard Cannon.

## THE GREAT RICHMOND ROAD AIRCRAFT FACTORY

On 11<sup>th</sup> July David Hassard gave a most detailed talk on the history of the Richmond Road factory in which so many of us worked. David has carried out much serious research in many sources including the Imperial War Museum, the Ministry of Munitions records at Kew, the Brooklands Museum, Sopwith, Hawker and Leyland board minutes, the British Commercial Vehicle Museum and Tollemache Estate papers. From this he has built up a definitive history of the site and factory uncovering new material which shows that many of the published and accepted 'facts' are, in fact, incorrect. David has also collected a large number of illustrations and photographs, some of which he used to illustrate his talk.

David started with Ham House, built in 1610 by Sir Thomas Vavasour, Knight Marshall to King James 1<sup>st</sup> who granted him the land, and in Charles 1<sup>st</sup> reign owned by William Murray, the first Earl of Dysart. His daughter, Lady Elizabeth Murray, married Sir Lionel Tollemache from whom descended a line of Earls of Dysart, the 9<sup>th</sup> of which, in 1902 by Act of Parliament, bequeathed Petersham and Ham riverside land into public ownership. Crucially he also used the Act to cancel lammas rights (right by law for local people to over-winter their animals) on his land along the river with a view to house building and gravel extraction.

In 1912 TOM Sopwith needing to expand from his Brooklands sheds bought the Kingston roller skating rink and set up aircraft manufacture there, soon building more factory premises in Canbury Park Road. The Government demand for military aircraft during World War I was so large that, under Minister of Munitions Winston Churchill and the Controller of Aeronautical Supplies (MoM) Sir William Weir, the National Aircraft Factory scheme was set up. The No.2 (not No. 1) "Richmond" factory was built by contractors Dick Kerr from November 1917 to April 1918 on land on the river Thames at Ham requisitioned under the Defence of the Realm Act from the 9<sup>th</sup> Earl of Dysart.

Sopwith leased the factory and delivered his first aircraft, a Snipe, in June 1918. A total of 720 aircraft, Snipes, Salamanders and Dragons, was built there before the Armistice brought an end to the need for fighter aircraft. In 1919 the Ministry decided to discontinue renting the No.1 factory but to sell, offering it to Sopwith. The Ministry declined his offer and put the building out to tender, Leyland Motors responding with an offer of £200,000 which was accepted in late 1919. What had been overlooked was the fact that Government did not own the land they were selling so urgent negotiations were started with Lord Dysart's land agent. A price of £15,000 was agreed for the 38 acre site.

Leyland started using the factory for refurbishing and converting over 3,000 war surplus Leyland 'G' Type lorries. Production continued with 17,000 of Leslie Hounsfield's 4 cylinder 2 stroke Trojan cars and light commercial vehicles, thousands of 50 cwt Cub lorries, buses and specially bodied vehicles and, for World War II, 1,500 Lynx general service lorries, vital military machinery including 4,000 desert water carriers, 6,000 gearboxes 3,000 tank gun drives, 100 plus Centaur tanks and its Comet development, and even munitions (10,000 land mines and 400,000 incendiary bombs per month were produced). After the war British United Traction (BUT) trolley buses were built jointly with AEC. In 1948 the Hawker Aircraft board, successors to Sopwith Aviation's, offered Leyland Motors £585,000 for the Ham property. The Leyland board accepted moving the BUT work to Park Royal and the rest to Lancashire. Hawker Aircraft progressively moved in from the Canbury Park Road premises which were closed in the early 1960s.

In 1958 the Kingston management and design organisation moved into a new office block built in place of the front bays of the factory, the brainchild of Hawker's Managing Director John Lidbury, who was determined that Hawker should have a headquarters reflecting their status in the industry. Hawker Siddeley directors demanded that the new building should not be too luxurious but Lidbury had already approved marble for the entrance hall. When Sir Roy Dobson, the Hawker Siddeley Group blunt northern MD, came to view the new HQ he said "I told you so, the b\*\*\*\* has used marble". John Lidbury replied that it was actually travertine eliciting Dobson's reply "It's bloody marvellous what they can do with plastics these days." Hawker's chairman, Frank Spriggs only just managed to stifle his laughter.

Series production started with Sea Hawks followed by Hunters, Harriers and Hawks. In addition the V/STOL P.1127 development aircraft and Kestrel service evaluation fighters were built at Kingston.

Under the banners of Hawker Aircraft Ltd, Hawker Siddeley Aviation, nationalised British Aerospace and privatised British Aerospace plc, military aircraft design, development, manufacture, marketing, sales and all the supporting activities continued at the Richmond Road factory until its closure by British Aerospace in 1992. The works were demolished by Dick, Kerr, so closing the circle.

BAe's property development company, Arlington Securities, had submitted several plans for a business park, an office development and mixed housing but had been refused planning permission by the Kingston Council. Arlington appealed to the Secretary of State for the Environment but a decision was deferred awaiting a regional development plan. Eventually a scheme excluding industrial or commercial use was approved. It included 21 acres of housing by builders Bryant, Laing and Barratt Homes, 2.5 acres of 'affordable' housing, 12 acres given to the Kingston Council as open land including the 8 acre Hawker Athletic and Social Club (HASC) grounds and 4 acres in the west corner, probably the site of the underground WWII munitions factory. The housing land sold for £30m, a far cry from the £15k paid to Lord Dysart 70 years earlier. The only remaining building on the whole site is that of the HASC, now the YMCA Hawker Centre in which this talk was given. In all 360 houses were built - one of which is owned and occupied by the speaker.

## THE INDONESIAN HAWK CONTRACT

On 10<sup>th</sup> October Les Palmer talked to Members about his time in Jakarta negotiating the first Indonesian Hawk contract for Mk53 aircraft, spares and support. In his introduction Ambrose Barber explained the function of the Contracts Department as landing the fish that the Marketing Department has hooked.

Prior to Les's 1977 arrival in-country to join Bill Bedford at the Jakarta Hilton the preliminary marketing effort had been carried out by Peter Martin (he of the black eye patch) and Johnnie Johnson, both of them sadly no longer with us. Peter had been an RAF Hunter pilot flying in the 'Confrontation', an undeclared war in Borneo with Indonesia over the creation of Malaysia. He flew against the now Air Vice Marshal Moch Slamet, Inspector General of the Indonesian Air Force, so they immediately had a rapport. Johnnie had been the CO of Changi RAF base in Singapore at the same time so was also considered an old adversary, Changi being just 20 minute's flying time from Indonesian territory.

Indonesia, continued Les setting the scene, is a country of 240 million people with the largest Muslim population in the world, 90% of whom are literate speaking over 400 languages. The 4,000 mile long archipelago is made up of 17,500 islands, 6,000 of which are inhabited. The city of Jakarta houses 10 million people and next door to the Roman Catholic cathedral is the largest mosque in SE Asia which 120,000 worshippers can attend, and not far away is the largest Buddhist temple in the world, Borobudur.

Les found the first setback was that no loan had been arranged for the Hawk purchase, the usual provider, Lloyds Bank, having refused because the Indonesian Bouraq Airlines had defaulted on a loan for HS 748s. Also there was general political antipathy towards the Indonesian military because of the internal conflict in East Timor. A Finnish bank operating in Jakarta also refused but they recommended the US Manufacturers Hanover Trust bank and they agreed to loan Indonesia the funds for the eight Hawks. So now Les was ready to talk contracts with the assistance of HSA's local agent, Raharto, who proved to be invaluable with his many influential contacts. But Les found that the negotiating phase had not, in fact, been reached and that there was still an evaluation going on between the Hawk, the Macchi MB339, the Alpha Jet and the Czech L29. Largely due to Bill Bedford's charm, knowledge and experience as a pilot the competing aircraft were eliminated during a lengthy series of technical discussions. The atmosphere changed when civilians joined the talks together with army Colonel Slamet Shalib representing the Minister of Defence, General Habbib, for detailed examination of the draft contract, paragraph by paragraph, under the chairmanship of Air Vice Marshal Suwongso. Also joining in the talks were Dr Normin Pakpahan from the Ministry of Finance and Dr Almatseer from the Ministry of Plans who simply opposed everything! Consequently progress was slow; too slow for Gen Habbib.

By now Christmas was approaching but Bill and Les were advised not to go home but HSA management thought they should see their families and, anyway, they wanted some first hand reporting on all the money that was being spent. So home they flew. They arrived back in Jakarta when the first presidential election was in full swing, January 1978. All the civilian negotiators were absent awaiting the outcome of any government changes. After the election, which the existing president won, work resumed and much progress was made... until the vexed question of price 'escalation' arose. This concept was not recognised in SE Asia. However an Air Force 'expert' Colonel Sudarsono's wildly inaccurate calculation showed that HSA's formula would lead to the final contract total price hugely in excess \$40m. This resulted in a dead stop. The saviour was the UK Embassy Commercial Councillor who guaranteed that the formula used by HSA was from official UK Government documents.

The next hiccup was caused by the change in Company name from Hawker Siddeley to (nationalised) British Aerospace. All the Indonesian staff officers' paperwork cited HSA as the seller and unscrambling this was a major setback because the customer was worried that, as the UK Government owned BAe, there might be government interference in the sale. A sweaty Les guaranteed that there would be no such interference. In the event there was none - whew!

They were now at the financial stage where hard numbers would be agreed. Then came a shock from Col Sudarsono who stated that \$40 million was the absolute maximum, not a penny more, and Les was already well over that figure. However help came from the Buying Office at Kingston who negotiated lower margins with suppliers, but the Rolls-Royce man in Indonesia would not agree to reduce the price of the 11 engines plus spares. This was resolved satisfactorily between Kingston and Rolls-Royce top management who agreed to a reduction, celebrated amicably with the local R-R man over afternoon tea with cucumber sandwiches in Bill Bedford's room, number 1127 - yet another example of Bill's gift for smoothing the way. The Air Force had wanted the expensive Red Arrows type smoke system but much simpler inexpensive American Sanders wing tip smoke pods were substituted. Meanwhile Dennis Whitaker, Paul Knight and Eddie Hunt had carefully sorted out the product support aspects, spares and ground support equipment and Ted Pincombe had resolved an addition required in the cockpit. The contract price was now just under \$40 million.

The way was now clear to recreate the much adjusted 32 page contract document - in a bare office without air conditioning, no photocopier, no computer, a mechanical typewriter but no typist. Again, Bill to the rescue; he courted a typist from the British Embassy and got her to come and type out the new contract. This she did leaving Les and Bill to collate the copies but, disaster, there was one page missing which was found screwed up in the waste paper basket; and no typist. Once more Bill solved the problem by going to the next door establishment, a military brothel, and getting one of the girls to iron the page.

The contract was submitted to the Indonesian authorities and Les was invited to a “contract initialling ceremony” at the Air Force headquarters where the document was presented on a cushion by a glamorous lady and each page was initialled by Les and the Air Vice Marshal Suwongso, Chairman of the Hawk contract committee. After the government decree was issued the contract could be signed. Both Les and Bill had power of attorney but Bill was to sign for BAe because he was so well thought of by the Air Force. The ceremony was attended by Colin Chandler, who flew in from Korea, John Coombes and some HQ people. There was a buffet party afterwards with a band on the lawn (all paid for by BAe) but Les couldn’t stay. He had to rush off to the Bank of Indonesia for Manufacturers Hanover to generate the signal confirming that the contract was signed. The exchange rate was struck in New York and the money was transferred to BAe. Luckily an exchange rate profit was made which went towards paying for the seven months of expenses. Next the support items were introduced by Change Orders.

Written into the contract were options for more aircraft which allowed the Indonesian Air Force to short-cut their system and just keep signing, so in quite a short time the order went up to 20 aircraft. One follow-on contract was signed off in half an hour. Bill was all set to rush off and signal home when Les said, hold on, lets have a couple of days in Bali first!

Indonesia had been a difficult place to work but living at the Jakarta Hilton with its 32 acre garden, beautiful rooms and lovely staff had kept Les and Bill sane. Les praised Bill, saying he was the key man who charmed the Air Force people and made the contract possible.

Les’s talk gave an insight into a very important part of the business that is little known to those outside the Contracts Department and he certainly showed how, to follow Ambrose’s analogy, they had to play the fish before landing it.

The vote of thanks was given by John Glasscock who observed that the very effective sales organisations like that described by Les have been dismantled by BAE Systems because employing agents and paying commissions is no longer permitted.

## **BOOK REVIEWS**

‘X-Planes of Europe’ by Tony Buttler and Jean-Louis Delezenne covers “secret research aircraft from the Golden Age 1946-1974”, as it says on the dust jacket. Tony has covered the British and German projects in his usual thorough and precise style and, although the subjects will be familiar to British readers, Tony has uncovered many new and fascinating details. However, I must say that I found the French aircraft chapters the most intriguing having forgotten that there were so many, including pioneering supersonic aircraft and unusual power plant concepts. Of particular interest are the early VTOL aircraft, the Atar Volant and the Coleopteres. This is a handsome book of great interest which is published by Hikoki at £34.95 but can be found for less on the internet (ISBN 9 781902 109213).

A book I came across by chance is ‘The Jet Race and the Second World War’, by Sterling Michael Pavelec, Assistant Professor of History at Hawaii Pacific University. This is a scholarly work with numerous notes on sources of information. The author, unlike many others who have tackled this topic, has no axe to grind and covers the work in Britain, Germany, the USA and the USSR in an unbiased manner. It is a very useful to have all the strands of the history of jet engine development in one volume. It is published by Praeger Security International as ISBN-10:0-275-99355-8.

## **MEMBERSHIP NEWS**

We welcome new Members: Donald Bateman, Wilfrid Dimsdale, John Chitty, Kieran Kirk, Richard Lambert and Alan Heasman.

Sadly we record the deaths of : Charles Lamb and Colin Raisey. Our sympathy and condolences go to their families and friends.

## MEMBERSHIP LIST OCTOBER 2012.

**A:** Allan Abbott, Mike Adams, Beryl Alexander, Ken Alexander, Peter Alexander, John Allen, **Peter Amos**, Terry Anstey, Alma Apted, Steve Apted, John Arthur, Alan Auld, **Bryan Austin**, **B:** Brenda Bainbridge, **Dick Baker**, Colin Balchin, Ambrose Barber, **Derek Barden**, Peter Barker, Pamela Barnes, Frank Barrett, Geoff Barratt, Graham Bass, Ken Batstone, Dennis Baxter, Colin Bedford, Peter Bedford, Anne Beer, **David Betteridge**, Brian Bickers, Guy Black, John Blackmore, Keith Bollands, **Paul Boon**, Betty Bore, Pat Bott, Steve Bott, Bob Bounden, Mike Bowery, Alan Boyd, Sally Bracher, Roy Braybrook, **Clive Brewer**, Laurie Bridges, Doug Britton, Arthur Brocklehurst, Eric Brown, Peter Brown, Ron Bryan, **Christopher Budgen**, **Maurice Budgen**, Roy Budgen, Reg Burrell, Clive Bushrod, Robin Burton, Dave Byford. **C:** Richard Cannon, Chris Carter, **Tom Casey**, Bob Catterson, Colin Chandler, Keith Chapman, Keith Chard, Martin Churms, Gerry Clapp, JF Clarke, John Cockerill, **Hank Cole**, Percy Collino, Nigel Cook, Brian Coombes, Jonathan Cooper, Paul Cope, Patricia Cosgrove, Ron Cosgrove, Nick Cox, Mike Craddock, Shirley Craig, Richard Cripps, Tony Cripps, Russ Culley, Richard Curling, Richard Curtis. **D:** Clive Dalley, Andy Dalton, John Danse, Afandi Darlington, John Davie, Jo Davies, **Ken Davies**, Trevor Davies, Michael Davis, Diana Dean, Ralph Denning, **Norman Deviell**, Mike Diprose, **Mike Dodd**, Colin Dodds, **Peter Dodworth**, Lambert Dopping-Heppenstal, George Dow, Bill Downey, Brian Drew, Peter Drye, Dick Duffell, Jean Duffell, Gwen Duke, Chris Dunhill, **Mike Dyke**. **E:** John Eacott, Andy Edwards, Dave Edwards, **Barry Elliot**, **Tony Elliott**, Eric Ellis, Celia Evans, Norman Evans, Roy Evans. **F:** **Russ Fairchild**, Ian Falconer, **Mike Fantham**, Chris Farara, John Farley, John Farrow, **Max Fendt**, Donna Ferguson, Ian Ferguson, Stan Field, Geoff Fieldus, **Mike Finlay**, Wilf Firth, **Richard Fletcher**, Colin Flint, Ted Forster, Dave Fowler, Mike Frain, Steve Franklin, Harry Fraser-Mitchell, Geoff French, Mike French, Heinz Frick. **G:** **Roy Gaff**, **Mike Gane**, John Gardner, Patricia Gardonio, **Peter Gates**, Sandie Gear, Tim Gedge, Mark Gerrard, Tony Gibbs, John Gilbert, John Glasscock, Pat Goodheart, John Gough, Chris Goymer, **Andy Green**, Barry Grimsey, Ray Grout. **H:** Violet Hall, Douglas Halloway, Liz Hargreaves, Simon Hargreaves, **Bryan Harman**, Guy Harris, Thelma Harris, Brian Harvie, David Hassard, **David Hastie**, Sandy Hay, Norman Hayler, Bob Head, Alan Heasman, Sheila Hemsley, Ted Henbery, Brian Hennegan, Jock Heron, Keith Hertenberg, Frederick Hewitt, Merlin Hibbs, Richard Hickey, Peter Hickman, **Vince Higbee**, Reg Hippolite, Keith Hobbs, Chris Hodson, Gordon Hodson, Derek Holden, Patricia Holt, **Ralph Hooper**, Linda Hopkins, Paul Hopkins, **Mike Hoskins**, Gerry Howard, Diane Howells, Terry Howes, Simon Howison, Gavin Hukin. **I:** Pete I'Anson, Len Illston, Maive Impey, David Ince, Brian Indge. **J:** Keith Jackman, Simon Jackson, John Janes, Gordon Jefferson, **Harry Johnson**, John Johnson, Andy Jones, **Brian Jones**, Ian Jordan, Robin Jowit, Alf Justin. **K:** Andrew Keech, Barry Kensett, **Dennis Ketcher**, Bill King, **Dave King**, Charles Kirk. **L:** Barry Laight, Mike Laker, Richard Lane, **George Latham**, Paul Latham, Pam Lawrence, **Andrew Lawson**, **Stanley Lawson**, David Lee, **Geoff Lee**, Mark Lewis, **Vernon Lidstone**, Gary Lillistone, Andrew Lloyd, Dawn Lloyd, **David Lockspeiser**, Basil Lockwood-Goose, Norman Long, Terry Long, David Lovell, Lynda Lucas. **M:** David McCarter, Keith McMahon, Albert Magee, Al Mahoon, Mick Mansell, John Marsh, **Ann Martin/Disspain/Turk**, Brian Maton, Don McGovern, June McKeon, Mike Mendoza, Alan Merriman, **Jim Middleton**, Buffy Milford, Robert Millar, Alan Millican, Jack Mills, George Mitchell, John Mitton, Brian Monk, Pat Moon, **Pauline Moore**, Nicholas Morland, **Geoff Mudle**, **Pete Munday**, Carole Murphy, Martin Murray. **N:** Mike Newell, Anthea Newman, Jennifer Nicholas, Chris Nicholson. **O:** Roger O'Brien-Hill, John O'Sullivan, Chris Oliver, **Adrian Orchard**, **Robin Owen**. **P:** Les Palmer, **Glynn Parker**, John I Parker, Bernard Patrick, John Pearce, Barry Pegram, Martin Pennell, **Bill Phillips**, **Ted Pincombe**, Dick Poole, Mat Potulski, Dave Priddy, **Mike Pryce**. **Q:** **John Quinn**. **R:** Clive Radley, Frank Rainsborough, Paul Rash, Diane Raymond, Vanessa Rayner, **David Rees**, Peggy Remington, Francis Rhodes, Geoff Richards, Bill Richardson, **Kelvin Richardson**, Chris Roberts, Graham Roe, Chris Rostant, Peter Ryans. **S:** **Ian Sandell**, Tim Sargant, Bernie Scott, Alex Seaman, Ray Searle, Maurice Shakespeare, Mike Sharland, Arthur Sharpe, Douglas Shorey, **Duncan Simpson**, Derek Sims, Gerry Sims, Siva Sivalingham, **Charles Smith**, Harold Smith, John Smith, Karl Smith, Pete Smith, Thomas Sopwith, **Roy Sparrow**, **Don Spiers**, Peter Spragg, Chris Stephens, June Stephens, John Strange, Carroll Stroud, Christine Strudwick, Tony Strudwick, **Douglas Stubbs**, Bill Swinchatt, Edward Syradd, Laura Syradd. **T:** David Taylor, Stuart Taylor, Brian Tei, Joanna Terrell, Reginald Thompson, Geoff Tomlinson, Graham Tomlinson, **John Tratt**, Rod Tribick, Peter Trow, Ron Trowell, Bert Turner, **Michael Turvey**. **U:** John Underhill. **V:** Roland Van Haeften. **W:** Terry Walker, John Wallace, David Ward, Harry Webb, **Rob Welsh**, Bryan West, Judith Westrop, Jan White, **Mick White**, Roy Whitehead, Peter Whitney, **David Whittam**, Annette Williams, Don Williams, John S Williams, Ron Williams, Sally Williams, Colin Wilson, George Wilson, **Hilda Wilson**, Paul Wilson, Dick Wise, **Helen Woan**, Alan Woolley, **Kuo Wong**, George Woods.