



NEWSLETTER NUMBER 35 - SPRING 2013

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EDITORIAL

Your Committee hopes you like the programme for 2013, given below.

Enclosed is the calling notice for an Extraordinary General Meeting (EGM) during the 8th May meeting. The EGM is to consider the proposed change in the Constitution published in this Newsletter which, if accepted, will go some way to prolonging the life of the Association.

Also enclosed is your **subscription renewal** form for 2013-14. Please note that a considerable number of Members have not yet paid their subscription for 2012-13 and that this is marked on their forms; would those Members please send £10 to Barry Pegram. Non-payers names are in bold in the Membership list at the end of this Newsletter.

Sadly several Members have died recently including Barry Laight OBE FREng, Kingston's Chief Engineer after Camm, and Gordon Hodson MBE CEng FRAeS, "Mr Hawk".

Book now for the **Summer Barbecue** - see Programme below.

There are several contributions awaiting publication but please still send yours to the Editor, Chris Farara,
24 Guildown Road, Guildford, Surrey, GU2 4EN. Tel 01483 825955, e-mail cjfarara@ntlworld.com .

PROGRAMME FOR 2013

Wednesday 10th April **Annual General Meeting** and video.

Wednesday 8th May More New Technologies - **Mick Mansell; Extraordinary General Meeting.**

Wednesday 12th June **Summer Barbecue.**

Wednesday 10th July Air-to-Air Photography - **Geoffrey Lee.**

Wednesday 14th August Social & video.

Wednesday 4th September **Visit:** Museum of Berkshire Aviation (Miles).

Wednesday 11th September Social & video.

Wednesday 9th October The Sopwith Story - **David Hassard**, or an alternative. To be confirmed.

Wednesday 13th November The Sopwith Story - **David Hassard**, or an alternative. To be confirmed.

Wednesday 11th December Christmas lunch.

Mick Mansell will give Part 2 of his July 2010 talk and **Geoff Lee**, formerly a BAe photographer, now runs his own photography business, Planefocus Ltd., specialising in aerospace and defence subjects - for samples see his website.

The Summer Barbecue will be at the Hawker Centre at 12.30 for 1.00. The price will £13, the same as last year. Please contact Ken Batstone on 01932 229938 for details and tickets.

PROPOSED AMENDMENT TO THE ASSOCIATION CONSTITUTION

For some time the Committee has been considering the future of the Hawker association. At present we have about 400 Members, the majority being retired employees we can expect the number of Members to decline steadily unless there is a compensating uptake of new, younger, Members. As 'Hawkers' no longer exists and BAES at Farnborough has less and less involvement with Kingston designs so people who worked for or on these aircraft will diminish in number. Consequently, if the Association is to continue we must increase the size of the pool from which Members may be recruited. To do this the Committee has proposed an amendment to the Constitution which extends the membership possibilities and simplifies the grades of membership which have become overly complex. Please consider the new paragraphs given below and come to an Exceptional General Meeting (EGM) on 8th May to comment and vote on it

A. Current wording:

4. MEMBERSHIP

4.1 Membership is open to anyone with an association by employment with the Hawker Companies, and to their widows or widowers.

4.2 Membership implies acceptance of the rules

4.3 Ordinary Members are those who have complied with the subscription rules and are not Life Members or Associate Members. Ordinary Members under 17 years of age are classed as Junior Members.

4.4 Honorary Life Membership may be offered at the discretion of the Committee.

4.5 Associate Membership may be offered, at the discretion of the Committee, to those who have rendered a service to the Association. Associate Members have no voting rights.

4.6 Associateship may be offered, at the discretion of the Committee, to those who, whilst not actual employees of the 'Hawker' companies, worked closely with them. Associates have no voting rights.

4.7 Membership may be suspended or terminated by the Committee for breach of Rules, including non-payment of Subscriptions and conduct liable to bring the Association into disrepute.

B. Proposed new wording:

4. MEMBERSHIP

4.1 Membership, at the discretion of the Committee, is open to anyone with an association by employment with the 'Hawker' companies, and to their widows or widowers and to those who, whilst not actual employees of the 'Hawker' companies, worked closely with them (Ordinary Members); and also to those who have rendered a service to the Association **or express a strong interest in the aims of the Association** (Associate Members). Membership may be suspended or terminated by the Committee for breach of rules, including non-payment of subscriptions and conduct liable to bring the Association into disrepute.

4.2 Grades of Membership:

4.2.1 Ordinary Members are those who are not Honorary Life Members or Associate Members.

4.2.2 Honorary Life Membership may be offered to those who have made an outstanding contribution to the achievements of the 'Hawker' companies.

4.2.3 Associate Membership may be offered to those who have rendered a service to the Association or express a strong interest in the aims of the Association. Associates have no voting rights.

AIRCRAFT NEWS

HAWK - It was announced during Prime Minister David Cameron's visit to the country that the Sultanate of Oman has ordered eight Hawk 128 AJT Advanced Jet Trainers and twelve Typhoons together with BAE Systems support to the Royal Air Force of Oman. Hawk sales have now reached 998 so, with company demonstrators, the magic 1000 has been exceeded. Oman already operates the Hawk two seat 103 and the single seat 203.

HARRIER - Harrier TMk2 XW269, restored to its original pointed nose configuration by Jet Art, is on display at the Airworld Aviation Museum at Caernarfon Airport, north Wales.

KESTREL - XS695, the eighth Kestrel FGAMk1, is being restored at the RAF Museum, Cosford.

HUNTER - Hunter FMk6 XG194, which led the world record 22 aircraft loop by the 111 Squadron aerobatic team, has been restored at the Wattisham Airfield Museum. In its Black Arrow colour scheme it is to be 'unveiled' by Roger Topp, former CO of 111 and aerobatic team leader.

SEA FURY - Hoot Gibson's 'September Fury' and Dennis Sanders's T.20 'Dreadnought' Sea Furies finished second and third in the 2012 Reno 'Unlimited Gold' race to Steve Hinton's P-51D 'Strega' which won the final at 477.523 mph. Gibson achieved 456.746 mph and Sanders 417.246 mph although he had achieved 443.764 mph in a heat. All these aircraft are heavily modified with tuned engines. For instance 'Strega's' Merlin is said to develop 3,600 hp and 'Dreadnaught' has a 4,000+ hp Pratt & Whitney R-4360 Wasp Major. Google Reno air races for videos of these aircraft in action.

TEMPEST - Tempest II MW404 is to be restored to flying condition in the USA by new owner Chris Miller. It will be powered by a Wright R-3350. MW404 also served with the Indian Air Force as HA557. It was recovered from India with several other derelict airframes but none has yet been made airworthy.

HURRICANE - The Alpine Fighter Collection (Wanaka, NZ) Hurricane Mk1 P3351 has been sold to a European buyer.

CHRISTMAS LUNCH

Ken Batstone writes....

On December 12th, 2012, the 10th Hawker Association annual Christmas Lunch was held at the YMCA Hawker Centre, formerly the Hawker Athletic & Social Club. Was it really ten years ago that the first Christmas Lunch was held? They say time flies when you are having fun. You may say that; I couldn't possibly comment - to quote a now famous TV line. Over the years, the number of attendees dropped from the mid sixties in the early years to bottom out at 48 in 2009. However, this decline seems to have halted with attendees this time numbering 57. This I believe is been due to the superb food, service and ambience provided by the YMCA Staff, particularly after 2009.

During 2012 the Hawker Centre underwent a substantial facelift. This was done once it became clear that the building would not be demolished to make way for a new school. With the future of the Centre now assured, the Main Hall, the Bar Room and the Cafeteria were redecorated and new floors were laid. The Bar Room became The Studio with a mirrored wall, the Main Hall was fitted with a child-safe climbing frame and the Cafeteria became the only eating area. All had new interior doors and the Cafeteria windows were fitted with etched glass showing and explaining the aviation history of the site; a very pleasing development. The YMCA have always supported the Hawker Association and been pleased to advertise the links of the Centre to Kingston's aviation history.

However, back to the Christmas Lunch. The refurbishment of the Centre meant that the Lunch had to be held in the new Cafeteria. This did not affect the usual seating arrangement of a top table with three "legs". As the diners arrived, they were greeted with a glass of wine and were able to meet and chat with old friends and colleagues. This year for the first time our President (Sir Colin Chandler) was unable to attend, as also, unfortunately, was our ex-President (John Glasscock). The top table welcomed guests from Kingston Council (Councillor Cunningham), the London South West YMCA Region CEO (Richard James) and the Area Manager (Angela Garrett). Before lunch, Les Palmer, on behalf of the Kingston Aviation Heritage Trust, presented to the YMCA a cast bronze relief wall plaque commemorating 100 years of aviation history in Kingston, to be mounted in the Hawker Centre entrance foyer. This large plaque, sculpted by Ambrose Barber, showed the profiles of Thomas Sopwith, Fred Sigrist, Harry Hawker and Sydney Camm, and a selection of aeroplanes produced at Kingston. The plaque was accepted by Richard James. Short seasonal addresses were then given by Ambrose Barber and Ralph Hooper before the traditional three course lunch was served. The food was to its usual high standard accompanied by the cracking of crackers and the donning of silly hats (compulsory). The meal was followed by coffee and mince pies and finally the Christmas Raffle. The prizes included not only the usual alcohol and chocolates, but also a large plastic model kit of the wrong aircraft--- a Spitfire!! This was kindly donated by Ralph Hooper.

The Lunch was enjoyed by all present; many of whom, on leaving, expressed their pleasure. The Association passed on these comments to the YMCA management and thanked the staff for their service and assistance during the afternoon. A more tangible expression of thanks was also presented.

GORDON HODSON, 'KGH'

The following is based on the tribute given by Chris Roberts at Gordon's funeral on 18th December at Guildford Crematorium...

In paying tribute to Gordon and his legacy, there would be little that could not be summed up in one word – Hawk. The characteristics infused into this aeroplane are those that were part of him: honesty, quality, reliability, commitment and hard work. And above all else he was a thoroughly nice man.

As a young man Gordon was a keen and active air cadet, with the knack of taking advantage of what was available to youngsters. He has since put back so much for others. His adventure started in July 1944 hitching rides in an Oxford and a Lancaster from Waterbeach. Tagging along when something looked interesting was his way and this pretty much covered anything that smelled of fuel, dope or oil; or made a noise and left the ground.

In 1946 he won an SBAC (Society of British Aircraft Constructors) scholarship to de Havilland as an engineering apprentice where he absorbed the basics of aircraft design. He learnt to fly at Panshanger making his first solo, in a Tiger Moth, on 18th December 1948, exactly 64 years before the date of his funeral. Gordon was very proud of his flying achievements, and rightly so. His National Service was with the RAF, gaining his wings in Canada on the Harvard. Back in the UK he flew Meteors and Varsitys.

On leaving the RAF he returned to de Havilland and worked on the Venom and Vixen programmes at Christchurch. His only career move was to the Folland Aircraft Company, to join the Gnat and the Folland escape system projects. The success of the Folland ejection seat was outstanding - they 'did it themselves' after Martin Baker could not meet the Gnat specification. The first Gnat was rolled out in 1955 and when it progressed onto the flight test phase at Boscombe Down Gordon went with it, as he did later with the Gnat Trainer. When Folland was merged into Hawker Siddeley in 1965 Kingston creamed off the talent from Hamble, bringing Gordon to the famous Richmond Road factory as the Design Engineer in charge of the Gnat.

His attention to in-service needs greatly added to the RAF's ability to operate this excellent trainer, despite its complexity and dense engineering. Following one particular Gnat meeting with the MoD (Ministry of Defence) in 1968 Gordon adjourned with four others to 'The Dive' pub on Tottenham Court Road where he first expressed his ideas of what sort of aircraft should replace the Gnat, although the RAF was planning to use the two-seat Jaguar. Gordon wrote a draft specification for a low-cost fast-jet trainer with a close air support capability, and later, as Head of Preliminary Design P1182 which matured into the Hawk, Gordon carried his concept through the critical early stages. His enthusiasm and relationship with the MoD contributed to the success of the difficult contract negotiation process.

As the Hawk settled down in service with the RAF and many overseas customers Gordon's eye fell on the United States Navy (USN). Many voices at Kingston doubted whether Hawk could win the T-45 contract for the new Navy trainer but Gordon's tenacity resulted in substantial company funding and a teaming agreement with the Douglas Aircraft Company in California. Those 'voices' continued to argue that Kingston should not be trying to sell Hawk to the Americans because the USN had a requirement for a twin engine trainer on safety grounds and therefore Hawk could not succeed. So Gordon also had to persuade the Navy that they did not know their own business, a difficult and dangerous marketing strategy. The only 'failure' was the chopping of 100 aircraft out of the order; the T-45 Goshawk was so damned good that the Navy did not need as many aircraft as they had initially thought.

The relationship that Gordon and his team developed with the Navy was one of absolute trust and respect. But Hawker Siddeley was Douglas's sub-contractor and the Navy was only allowed to talk to the prime contractor so 'smoke-and-mirrors' phone calls became routine. At about midday the phone would ring at Kingston or Dunsfold - 7am in Washington and the Navy had started work. Sometime after 3pm the phone would ring again - 7am in California and Douglas had started work. Douglas had been called by the Navy and needed our help with the answers. Gordon would tell them what he had told the Navy, but usually 'forgot' to mention the earlier call from America. Sometimes the phone rang again after 6pm - the Navy telling Gordon what they had been told by Douglas, because they realised that Gordon needed to have another conversation with Douglas! This was why sometimes Gordon did not get home before 9pm in the evening. Also, Gordon celebrated his 100th crossing of the Atlantic in 1988.

The US Naval Air Systems Command and the T45 Programme Office gave Gordon a plaque on his retirement inscribed: "A True Friend of Naval Aviation - Fair Winds and Following Seas." Douglas also loved and appreciated him but it did take them a while to realise that the USA could learn a thing or two from little Britain, the Hawk and particularly KGH.

Things that are very successful have many fathers. Others have not been mentioned because this is about Gordon. However, they all know who they are and he always acknowledged their part. To quote Gordon, "Hawk is the product of a dedicated team of experienced and enthusiastic professionals". He regarded himself as just part of the team. The Hawk has generated thousands of jobs and millions of pounds of revenue for the industry and the country. Some 988 Hawks and derivatives are on the books, with a re-order for 20 in hand. Who in 1968 would have believed that sales would top 1,000 and that it would still be selling over 40 years later? Well Gordon would, and the content of his Mitchell Memorial Lecture in 1989, "Beyond 2000 with Hawk and Goshawk", has already come to pass and there are still over 25 years of in-service time to go.

After retiring in 1991 Gordon became a member of the Grading Committee of the Royal Aeronautical Society and a Professor at Southampton University passing on his wealth of knowledge and encouragement to the next generation of engineers.

In conclusion, tribute must be paid to the family, particularly Thelma whom Gordon married in 1953 and their son Christopher. Behind every successful man is a solid family and the Hodson team was truly solid. Unwavering support through thick and thin was elevated to another level during the last 2 ½ years of Gordon's cruelly failing health. Gordon will be very sadly missed in so many places but remembered with great affection. There can be few working lives leaving such a rich legacy.

A PERSONAL VIEW FROM MoD(PE)

The last talk of 2012 was given on 14th November by Arthur Brocklehurst, well known to many of us through his time as the Ministry of Defence Procurement Executive's - MoD(PE) - Harrier 3 at St Giles Court. Arthur started his informal talk by outlining his 52 year career in aviation thus: 1954 Vickers apprentice at Weybridge, 1959 at Vickers in planning and VC-10 design, 1961 AID (the government Aeronautical Inspection Directorate) at Fairey, 1965 AID at HSA Hatfield, 1968 AID laboratories at Harefield, 1972 AQD (new name for AID, now incorporating the trendy word Quality) headquarters at Surbiton, 1977 AQD at BAe Weybridge, 1979 AQD headquarters at Hinchley Wood, 1982 MoD(PE) Harrier 3 at St Giles Court, 1989 AD/AEW (Assistant Director Airborne Early Warning) at St Giles, 1993 AD/ADRP at St Giles, retiring into freelance aeronautical consultancy in 2005.

From 1968 Arthur was heavily involved in the growing field of quality assurance from AvP92 (the government quality management manual) via NATO AQAP, Def Stan 05/20 and BS5750 to ISO9000. It was at this point that Arthur crossed swords with HSA Kingston when that organisation was assessed by Arthur and his trained AQD team. Sample areas assessed included instrument calibration, the machine shop and electrical assembly. On instrument calibration Arthur found calibration cards with only the one initial entry then a gap of several years. In the machine shop small, finished, machined items were just thrown into bins, and the electrical assembly shop had very few documented procedures. The results of this small sample of the way the company worked were so bad that it should have been shut down. However this was avoided by MoD-HSA managerial discussions where some sort of compromise was agreed.

Arthur arrived at the MoD(PE) Harrier project office during the Falklands war bedlam. DNAW wanted more fuel and more weapons on their Sea Harriers. The US had released the AIM-9L for export to the UK but this initially homed onto the Sea Harrier nose pitot. This was corrected by suitable modification of the software at Dunsfold. Due to the Royal Navy's urgent need for additional CAP (Combat Air Patrol) time tests were undertaken at Yeovilton on the ski jump with the Sea Harrier carrying large external fuel tanks. Due to longitudinal trim settings the trials aircraft was lost when it rolled-in off the ski jump after launching following a fuel transfer failure when carrying 330 gal drop tanks. In the event 190 gal tanks were cleared for service. Of the 20 Sea Harriers deployed to the South Atlantic 6 were lost (but not in air combat) and the Sidewinder 9L was very successful with 17 kills out of the 18 fired. Argentine losses were 57 fixed wing and 11 rotary wing aircraft.

In July 1982 a contract was issued for the replacement of the lost Sea Harriers. The Treasury decreed that they were to be to the same standard as those lost but they were actually built to the latest modification standard and all wartime mods. were regularised. The Navy wanted more missiles so wing-tip and over-wing carriage was considered but eventually twin carriers were settled on.

Next came the Sea Harrier Mid-Life Update (MLU). Costs were initially unacceptably high but after several iterations an acceptable price was agreed. A contract was placed for the conversion of the existing FRSMk1 fleet to FRSMk2 standard and for new-build aircraft. The aircraft were redesignated F/A2 when the nuclear capability (the S for strike) was removed.

Arthur was later involved in the Indian FRSMk51 government-to-government deal based on a Memorandum of Understanding (MOU), visiting India to meet the Navy and also being involved in the Indian pilot training at Yeovilton during which there were some exciting moments.

Finally Arthur mentioned the Sea Harrier Replacement study which was overtaken by events with the decision to buy the F-35 JSF. Some in the Navy wanted the F-18 instead. There could be problems ahead as the software in the F-35 is comprised of nine million lines of code! Also the release of software source codes has yet to be agreed with the US Government as has access to test rigs, issues that will also apply to other nations procuring the F-35.

WHAT EVER HAPPENED TO.....?

Roy Whitehead ties up some loose ends...

Over the years some past events return to my memory and I have often wondered what happened after the person, thing or episode had left my immediate consciousness. Thankfully, occasionally in later years something may unexpectedly occur to inform me of what happened later. There follows something that I was involved with in the 1970s.

To set the scene I should say that I was employed in the Experimental Department's Instrumentation Section at Hawker's Richmond Road factory. Our work involved what was later called Flight Test Instrumentation. We had to be a very practical lot and as a result were often called upon to do odd jobs that could not be done by any other department. We often made aircraft models for presentation or display purposes, with an engraved descriptive plaque attached to the stand. I remember engraving one such plaque for a Hunter model that was to be presented to the Ugandan President, General Idi Amin, who at that time, well before he became a 'persona (very) non grata', must have been a possible customer. I often wonder what happened to that model.

However, fast-forward about forty years to when I was looking at Andrew Dow's book 'Pegasus - the Heart of the Harrier'. Having turned to the index to what might catch my eye I spotted the entry 'Amin, Idi' with reference to footnote 28 in chapter 11. The relevant paragraph on page 307 refers to some of the countries which were interested in purchasing the Harrier for their forces but it was the footnote that delighted me most, so here it is: "28. Many of those expressions of interest were merely that: fact finding. Some years later Time magazine reported that Idi Amin of Uganda had asked the British Ambassador if he could buy some Harriers so that he could "bash" one of his neighbours. The report said that His Excellency changed the subject of conversation by offering him another cup of tea." There's a lesson in diplomacy!

On the Internet I have come across hundreds of items about Idi Amin. One referred to his collection of his dead enemies' heads which he kept in a freezer and that he often spoke to. He died in 2003.

AN AMAZING MOVE

David Hassard's piece on the Kingston Aviation centenary brought back memories to Bryan Austin...

In 1960 I was based in the old factory at Canbury Park Road, Kingston. On completion of my training at 21 I was made up to capstan setter with a section of seven Ward 3 A capstan lathes and six operators, all on the bonus scheme. Two of the operators were women who had been employed since the war. The purpose of the spare capstan was to reduce the amount of 'waiting time' when operators had finished their current batch of work and were waiting whilst their next job was being set up. This of course only worked well if you could stagger the batch work so that no two operators finished at the same time; a situation rarely achieved. Life was quite busy then; starting at 8am and finishing at 6pm with overtime on Tuesday and Thursday evenings until 7.30pm, and also on Saturday mornings.

One day in, I believe, 1961 we were told that Canbury Park Road was closing and that we would be moving the whole plant into the factory at Richmond Road. What a mammoth task: the whole machine shop with some very large machines, the treatment plant, the fitting shop on the first floor, the auto shop, the tool room behind the Regal cinema, the design office, and all the stores.

Over the next few weeks an influx of very big Irishmen was noticeable. The maintenance 'heavy gang' of about six men, under Eddie Riley, was growing fast and for good reason. Firstly a whole corner of the factory was removed to allow low loaders to drive straight in off the road. The enlarged heavy gang began to break up the concrete floorings, jack up the large machines onto rollers, which were no more than 2" diameter steel bars, and with crowbars man-handle them to the low loaders where Hyabs lifted them onto the transport. The remaining machines were all still running during this process. My section of capstans came out quite early in the move so I didn't see much more at Kingston after that. It still remains a mystery to me how they removed the huge vertical borer!

Incredibly, I went home at 6pm on Friday from Canbury Park Road and when I arrived at Richmond Road at 8am on Monday my whole section was installed. All I had to do was run some test pieces to ensure that alignment was OK. All my machines were up and running by lunchtime with six happy operators earning bonus. An amazing achievement by our maintenance staff.

Richmond Road was a much cleaner and better environment than Canbury Park Road. However, the Hunter was still in full production and the noise from the riveting of the wings and fuselages took some getting used to; it made the hitherto noisy Kingston machine shop sound like a quiet retreat.

A CAREER IN BRIEF

Doug Halloway remembers his wartime and post-war life...

In March 1943 I left Hawker, Slough, having volunteered for the Army for the duration of the war. After primary training I went to Stow College, Glasgow, for a mechanical engineering course and was then selected for the Royal Electrical and Mechanical Engineers (REME). I volunteered for overseas service and was attached to an infantry battalion anti-tank platoon. After a short cruise across the Channel to land on Gold Beach, Normandy, I toured through France, Belgium, Holland and Germany. The invasion of Japan was cancelled so I spent eighteen months in Palestine and Egypt helping the formation of Israel.

In 1947 I was allowed back into 'civvy street' and started at Hawkers, Canbury Park Road, working on Sea Fury rudders and ailerons. My head of department was Tom Bray, ex-manager of the Slough factory. Moved to the Richmond Road factory, I did a bit of work on the Sea Hawk and then the Hunter. Some of the methods used on the Hunter wing assemblies were somewhat unusual but had to get passed by AID (the Government Aeronautical Inspection Directorate).

After a few years of evenings at college I transferred to the Loft Department and then the Drawing Office working on the P.1127. I was fortunate at this time, 1963, to be presented with my Longines watch by Sir Sydney Camm and to be photographed with the man who helped save Britain.

Leaving Hawker I gained interesting experience of larger aircraft on the design of Lockheed C-5A wings in the UK and then at Boeing in Seattle on the prototype 747. Returning to England I worked at BAC Weybridge on the VC10, the 3-11 and Concorde. I then had a spell as Development Engineer on aircraft furnishings, mainly on the bonding of titanium. After designing parts for Concorde I had a change moving into the design of major reheat furnaces. Accuracy was not so important here with ½ inch steel plate and 12 ft diameter piping.

After a while I decided I preferred aircraft work and took up a position with Hawker Siddeley Dynamics at Hatfield working on the Short Range Air-to-Air Missile (SRAAM). Still with Dynamics, but at Stevenage, I worked on space shuttles and submarine launched undersea guided weapons. As my children's schooling was now important I transferred back to Richmond Road working for Digger Fairey on the Harrier, and later the AV-8B, responsible for centre and rear fuselages.

I have, on the whole, enjoyed my mainly aircraft career but was disappointed that I never flew in a Harrier. Several of my friends over the years had their own aircraft or were able to use club machines which enabled me to have some enjoyable flying in small aircraft. I did manage three superb flights on Concorde; one on the 20th anniversary of the first flight with Brian Trubshaw on the flight deck explaining what he had done twenty years before, and a return flight to Toronto for a holiday.

It's a shame that 'Weybridge' and 'Kingston' are no more. My initial experience at Hawker and then with other firms stood me in good stead over the years from 1938 to 1989 after which I did a couple of years contract work before retiring by the sea near Bournemouth. I celebrated my 80th birthday with flights in a hot air balloon and a Tiger Moth.

A SUMMER AFTERNOON AT DUNSFOLD

Reminded by Les Palmer's talk on the Indonesian Hawks, Inspector Colin Balchin remembers sticking to the rules in the face of senior management....

I had just carried out before-flight inspections on four Mk 53 Hawks which were due to be despatched to Indonesia the following morning. It was early evening on a lovely sunny day and the Hawks were lined up in the 'Flight Shed', complete and ready to go, with notice boards hung prominently on the nose of each aircraft saying "Keep Off - Aircraft Prepared for Flight". All the hangar doors were wide open and the southerly view over the aerodrome was a beautiful sight and a reminder as to how lucky we all were to work in such a place.

I was generally happy to have finished my work on the aircraft and had just completed the requirements of the History Cards when my peace was disturbed by a Ford Granada pulling up in front of the hangar and parking right in the middle of the hangar doorway. Blocking access to a hangar has clear implications so the driver immediately clicked up a black mark in my book. He then got out of the car with two quite young boys and proceeded with them into the hangar without reference to anyone; second black mark in such a short time! It got worse, though, when they approached one of the Hawks and, ignoring the warning sign, walked up to the aircraft and prepared to mount the steps which gave access to the cockpit; third black mark and now deserving of attention and action.

I walked over to the gentleman and, pointing out that the aircraft was prepared for flight, asked if he would please move away. He told me that it was perfectly o.k. for him to be there but I repeated my explanation and request for him to move away from the aircraft. He persisted and told me that he has just had a meal with the Indonesian customer who had told him that he was happy for him to show the Hawk to the two young boys. I stuck to my guns and insisted that it was never acceptable to approach aircraft that were prepared for flight particularly when there was a relevant sign attached to the aircraft; and would he please move away.

Under these circumstances hackles can rise in a person and, inasmuch as there may ever be visible signs of this, I felt sure that I detected a degree of upward movement in the gentleman's shoulders. After a brief pause he asked me if I knew who he was. I said that I did not. He then told me "I am Mike Turner, Divisional Director and General Manager."

Although I was never recognised for my diplomatic skills, even I could see that there was a need immediately to prevent escalation of the situation and perhaps effect a recovery. With no delay and with, I hope, the inscrutability that would get praise from the Chinese, I explained that it made no difference who he was and would he please move away from the aircraft, which he did. Escalation appeared to be at least deferred; now, perhaps, a move towards recovery. So I said that if he wanted to show the boys an aircraft I would take them all to another part of the hangar where there was an aircraft still under construction that they could not only look over freely but also the boys could get into the cockpit and fiddle to their hearts' content.

This offer was accepted and I told Mike that for safety reasons I would take the boys one at a time around the raised staging and into the cockpit. By now and with some self congratulation I thought I had the situation nicely under control but it suddenly got considerably worse. Just as I was lowering the first lad into the cockpit John Yoxall, the Works Manager, spotted me from the far end of the hangar and, on this occasion, hackles were very clearly seen to rise. For those who do not know John, he had more facets to his nature than were ever seen around the hangar and had a genuine care for nature and a love of animals. But where any impediment to his production programme was concerned a ferocity could be aroused in him with very little effort. I never found out exactly what he thought at the moment he spotted me but a pretty clear indication was given by the sight of his splayed size 13s (a well known John Yoxall characteristic) carrying him as fast as his anger could move him to the aircraft in question. Only at the very last moment did he see Mike Turner, at which point he skidded to halt like a cartoon character. It was so funny but I restrained myself and continued with boy one until all his questions were answered. I then returned him to Mike, took boy two up to the cockpit, answered all his questions and returned him to Mike as well. I asked Mike if there was anything else I could do for him to which he replied that there wasn't, but he thanked me as did the two lads. I then left Mike with John Yoxall - and that was that.

All this happened many years ago so there may be some inaccuracies in the detail but the essence of the story is true. The following morning I arrived at work wondering if I still had a job but nothing was said and I remained at Dunsfold until 1995.

Still in good health my hobby is restoring old Norton motorcycles. It was only two years ago that I restarted what was a hobby in my teens and twenties years and so far I have completely restored a 1960 ES2 Norton into what is known as 'Café Racer' style, and more recently a 1939 500 cc Manx Norton into what could loosely be called 'race standard' for that era. I am currently starting a complete restoration of a second 1939 Manx and have a 1956 Manx rolling chassis which may become a future project. Obtaining parts for the old engines is not too difficult as there are many reproduction parts available, but these tend to be consumables like bearings, valves, etc. The main shortages are cycle parts like frames, wheels and tanks, consequently I always dream of finding unused and forgotten Nortons hidden away in sheds or garages. If anyone is interested in bikes and would like to see my Nortons, please feel free to contact me on 01483 454077.

MEMBERSHIP NEWS

We welcome new Members Melvinne Bluck, Barry Butcher, Cliff Douthwaite, John Friend, Valerie Hanscomb, Mark Jennings and Brian Renwick. Sadly we record the deaths of : Alma Apted, Mike Dodd, Gordon Hodson, Barry Laight, Buffy Milford and Ron Trowell. Our sympathy and condolences go to their families and friends.

MEMBERSHIP LIST MARCH 2013

Names of Members with unpaid subscriptions for 2012 - 2013 are printed in bold. See Editorial. If you are not renewing please let the Editor know.

A: Allan Abbott, Mike Adams, Beryl Alexander, Ken Alexander, Peter Alexander, John Allen, Peter Amos, Terry Anstey, 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, Melvinne Bluck, 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, , Robin Burton, Clive Bushrod, Barry Butcher, Dave Byford. **C:** Richard Cannon, Chris Carter, **Tom Casey**, Bob Catterson, Colin Chandler, Keith Chapman, Keith Chard, John Chitty, 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, Colin Dodds, **Peter Dodworth**, Lambert Dopping-Heppenstal, Cliff Douthwaite, 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, John Friend, 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 Goymmer, Andy Green, Barry Grimsey, Ray Grout. **H:** Violet Hall, Douglas Halloway, Valerie Hanscomb, 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, Thelma 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, Mark Jennings, **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:** 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 McMahan, Albert Magee, Al Mahoon, Mick Mansell, John Marsh, Ann Martin/Disspain/Turk, Brian Maton, Don McGovern, June McKeon, Mike Mendoza, Alan Merriman, Jim Middleton, 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, Glynnie 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, Brian Renwick, **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 Syredd, Laura Syredd. **T:** David Taylor, Stuart Taylor, Brian Tei, Joanna Terrell, Reginald Thompson, Geoff Tomlinson, Graham Tomlinson, **John Tratt**, Rod Tribick, Peter Trow, Bert Turner, Michael Turvey. **U:** John Underhill. **V:** Roland Van Haeften. **W:** Terry Walker, John Wallace, David Ward, 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.