



# THE HAWKER ASSOCIATION

NEWSLETTER 47 - SPRING 2017  
Association

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

## EDITORIAL

With this issue comes your **Membership renewal form for 2017-2018** (still only £5) so, why not fill it in now, write a cheque and post it to Barry - before you forget! You will also find the Annual General Meeting notice. We hope to see lots of Members there to welcome our new Chairman.

We also launch an **appeal** for donations to support the continuing **restoration of P.1127, XP984**, at the Brooklands Museum. The Association's gift of £500 has already helped this project but further funds are needed.

It is 100 years since the Richmond Road factory was opened and to mark the **anniversary** an exhibition is to be mounted at the Hawker centre in September. We hope that members will support this initiative, not only by visiting but also by **volunteering to help**.

Does anyone remember **Reg Carden**? Read his article below and please contact him if it rings any bells. He is now 93.

The Editor still needs your stories! Please send them to: The Editor, Chris Farara, 24 Guildown Road, Guildford, Surrey, GU2 4EN, tel 01483 825955, e-mail [cifarara@ntlworld.com](mailto:cifarara@ntlworld.com).

**Now only 20 Members have not paid their 2016-2017 subscriptions! Your names are in bold on the back page.** Members unpaid for 2015 - 2016 have been removed from the membership list.

## PROGRAMME FOR 2017

Wednesday 8 <sup>th</sup> March	"Aircraft I have flown" - <b>Simon Hargreaves</b>
Wednesday 12 <sup>th</sup> April	Annual General Meeting and videos.
Wednesday 10 <sup>th</sup> May	"Sea Harrier, Super Etendard and F-35B" - <b>Lt Cdr Ian Sloan</b> .
Wednesday 14 <sup>th</sup> June	Summer barbecue.
Wednesday 12 <sup>th</sup> July	"48 years in a rotary dryer" - Nick Kidd
Wednesday 9 <sup>th</sup> August	Social and video.
Tbd September	Summer outing - <b>RNAS Yeovilton - air s ide</b> .
Wednesday 13 <sup>th</sup> September	Social and video.
Saturday 9 <sup>th</sup> & Sunday 10 <sup>th</sup> September	Richmond Road centenary exhibition (Hawker Centre).
Wednesday 11 <sup>th</sup> October	"UAVs" - <b>Lambert Dopping-Hepenstal</b> .
Wednesday 8 <sup>th</sup> November	"Life with the Red Arrows" - <b>Mark Zanker</b> .
Wednesday 13 <sup>th</sup> December	Christmas lunch

**Simon Hargreaves** was a RN Sea Harrier pilot, a Dunsfold and F-35B test pilot and deputy CTP at Warton, **Ian Sloan** flew with the RN Historic Flight and with the Aeronavale flew the Super Etendard, **Nick Kidd had a varied flying career that included flying the Royal Family for several years**, **Lambert Dopping-Hepenstal** was a Kingston systems engineer and is now Engineering Director, Systems and Strategy at Warton, and **Mark Zanker** had a long and varied RAF career flying Harriers and in the Reds. Unless stated otherwise, meetings are at the 'YMCA 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. Visitors are welcome.

## HAWKER ASSOCIATION WEBSITE

Our Webmaster, Richard Cannon, is recovering from major surgery and apologises for the fact that he was for some time unable to keep the website up-to-date. It's OK now. We all wish Richard a steady and complete recovery.

## P.1127 XP984 APPEAL

Many of you will know that the 6<sup>th</sup> P.1127 (the 'prototype' Kestrel) has been at the Brooklands Museum for some time. However, for several years it has been fitted with a triangular wing similar to XP980's because its own swept, Kestrel type, wing was severely damaged in an accident and the Kestrel wing on loan from the RAF Museum was reclaimed for their Kestrel. XP984 was fitted with a Harrier wing for aerodynamic development flight trials before the first Harrier flew so, in the absence of a Kestrel wing, and on the advice of the Editor, the Brooklands Museum has bought a Harrier wing and it has been fitted to the aircraft as part of a major refurbishment by volunteers led by Dave Cotton and his deputy, David Collingridge.

Your Committee discussed this project and decided that it would be appropriate to support it financially so the Association has donated £500 to the Brooklands Museum specifically for the refurbishment of XP984. The Museum Director expressed his gratitude for the gift. The refurbishment will continue to require more funding so it was also decided to launch an appeal to Hawker Association Members for donations to this good cause. If each member gave £5 then some £2000 would be raised, £10, £4000!

So, please help to restore XP984 by sending your cheques, payable to the Hawker Association, to Chris Farara at 24 Guildown Road, Guildford, Surrey, GU2 4EN. Thank you.

## **PEGASUS NOZZLES FOR THE BROOKLANDS P.1127 XP984**

A pair of five-vane Pegasus front nozzles is needed for XP984. If you 'liberated' some when you retired or know where it might be possible to obtain some please let the Editor know.

## **ANNIVERSARY CELEBRATION OF THE HAM FACTORY**

This year marks 100 years since our factory was built and 25 years since it was closed. To mark these events, and 75 years of remarkable achievements, the Kingston Aviation Project and the Hawker Association are mounting an exhibition at the YMCA Hawker Centre next to the factory site on the 9<sup>th</sup> and 10<sup>th</sup> of September. Volunteers are needed to man the Hawker Association area where ex-employees will be greeted, and perhaps invited to join, and any items brought along examined and logged. Please contact .Chris Farara on 01483 825955 or [cjfarara@ntlworld.com](mailto:cjfarara@ntlworld.com) or speak to any of the committee at an Association meeting.

## **CHRISTMAS LUNCH 2016**

Ken Batstone, who once again organised the lunch (thank you Ken), reports on a happy occasion....

On Wednesday 14th December 2016, the Association's 14th Christmas Lunch was held as usual in the YMCA Hawker Centre. Forty five Members and guests attended, which was slightly down on the fifty of 2015. The meal was excellent; all three courses being of high quality and large quantity. In fact, quite a few gentlemen were unable to clear their plates! The general consensus afterwards was that the Lunch had been one of the best, if not the best, to date. This news was later passed on to the YMCA Staff with our thanks and appreciation, along with a suitable gratuity.

After the Lunch, our Chairman, Ambrose Barber, rose to introduce our President, Sir Colin Chandler, saying he would give only a very short speech, which was met with some muffled applause and a few "hear hears". Ambrose noted that this would be his last Christmas Lunch as Chairman; next year there would be a new hand on the gavel. Sir Colin then rose saying that his speech would also be short (polite applause again) and he would like to talk about Kingston, its people, their achievements and the projects he became involved in. He said how proud we should all be of the record of this small facility at Kingston which, together with Dunsfold, had done so much to help the town and its people, the country by its products and exports and the big part it had played in the defence of the realm. The Harrier and Hawk were world class and will continue in service and production for years to come. He finished by saying it had been a pleasure to work at Kingston with all the people there, represented by those present at the lunch.

The afternoon concluded with the now traditional Christmas raffle, accompanied by coffee and mince pies. It was observed that this was the third consecutive year that the weather had been warm and sunny. It must be true then that "the sun shines on the righteous". A fine thought to end on.

## **AIRCRAFT NEWS**

**Typhoon 1b**, RB396, is to be rebuilt to flying condition under the auspices of the Typhoon Preservation Group using components including RB396's rear fuselage recovered from Holland and many other items from various owners from throughout the UK. An all-important Napier Sabre engine is being provided by Cranfield University.

**Hurricane XII**, RCAF 5389, is being restored for running and taxiing by Historic Aviation Services in Alberta, Canada.

**Hurricane I**, P3717, nearing completion of its restoration to flight standard at Turweston, has been sold to the Collings Foundation in Massachusetts.

A flight worthy replica **Sopwith 1 ½ Strutter**, built by the Aircraft Preservation Society of Scotland over the last seventeen years, is nearing completion but needs a new home as the National Museum of Flight at East Fortune is no longer able to accommodate it.

**Hawk**. The Royal Jordanian Air Force has been operating at least 13 ex-United Arab Emirates Hawk Mk 63s since 2015. At the Aero India show in Bangalore the Surya Kiram aerobatic team, re-formed after six years, flew their 'debut' display with six Hawk Mk.132s painted in a red and white sunburst colour scheme. Also at the show was a blue Hawk bearing the legend 'Hawk i', the Indian built demonstrator of the advanced Hawk.

## **ADVANCED/COMBAT HAWK**

Jointly BAE Systems and Hindustan Aeronautics Ltd (HAL) in Bangalore have developed the Hawk so that it is closer in performance, both real and synthetic, to the fighters it trains pilots for. The 50-50 commercial project with equal risk by the two companies, funded internally over 24 months, has culminated in a demonstrator aircraft. The type will be jointly marketed by BAE Systems and HAL to existing and potential customers with a projected market for at least 300 airframes over ten years, all or most of which will be built in India with several Indian technologies and systems. The Advanced or Combat Hawk will make use of the existing HAL Hawk production line although it could also be built in the UK. BAE and HAL, which have both invested internal funds as part of a 2015 MoU, may convert that into a joint venture or other commercial arrangement to administer the Advanced Hawk programme. Existing Hawk customers will be offered upgrade modules from the programme, or a complete upgrade to the Advanced Hawk standard. Depending on the customer, BAE and HAL will jointly decide where such upgrades will take place.

The changes in the Advanced Hawk are significant. HAL-led engineering changes to the wing include an active slat leading edge using the actuation system from the HAL Tejas Light Combat Aircraft and an upgraded combat flap to improve turning and take-off performance. Increased engine thrust is provided by the Adour Mk.951. A smart weapons capability and a flight refuelling system enhance combat operations. A new panoramic multi-display-centered glass

cockpit is provided. The Advanced Hawk will also offer options for an Indian mission computer, secure communications, datalink and countermeasures systems. Apart from an expanded flight envelope that more closely emulates the flying qualities of high performance fighters, a major part of the Advanced Hawk training capability is the synthetic fighter environment it simulates for frontline sensors and weapons.

The demonstrator is one of two development aircraft owned by BAE Systems. Engineering changes were made by BAE and HAL in the UK. The aircraft was then taken to Bangalore where it will fly for the first time in its new configuration shortly after the Aero India show.

## **DUNSFOLD AERODROME HISTORY**

Chris Budgen has a story and request...

As some members will no doubt already be aware, I am researching the history of Dunsfold Aerodrome with a view to publishing a comprehensive history of the airfield from 1950 – 2000, that is, the period following the grant of use to Hawker Aircraft Ltd until the closure under BAE Systems. A key part of this history will be the inclusion of the memories of former staff so that the story is told through their eyes. To this end, I would be grateful to hear from anyone able to share their memories, photographs or other documents to assist in the fullest telling of the story of Dunsfold.

My family was unusual in that they had a presence at Dunsfold for longer than most; my great grandfather was a farm-hand for the Hall Place estate (upon which a large part of the airfield was constructed) and started working the land in the 19<sup>th</sup> century. In 1942, as the Canadians began their work on constructing the airfield, my father – then a tender apprentice with the Guildford Gas Light & Coke Company – assisted in the laying of electrical supply cables into the site. Once his National Service was completed, he returned to the aerodrome as an electrical fitter working for Skyways Ltd on Lancastrians and Dakotas. With Skyways going into receivership in 1949, he was made redundant but returned in 1954 to work for Hawker and stayed for the next 40 odd years. In the 1960s my mother began work cleaning the offices and control tower and stayed for the next 15 years. Finally, I began work at Dunsfold in 1979 and remained until closure in 2000 – not a bad record for one family, though not unique either.

By 1980, myself and several others began discussing the idea of researching and publishing a history of the airfield and started to quietly build our knowledge (pretty scanty) of its past. Eventually this came to nothing and was overtaken by events. Alan Siney went on to publish his small history of the area prior to construction of the airfield and Paul McCue published a more complete history, mainly of the wartime use of the airfield. With Dunsfold Aerodrome's demise now imminent with the threatened construction of a new town on the site, the time has come to capture its history and our memories for posterity. If you can assist with information, please contact me at [budgens@tiscali.co.uk](mailto:budgens@tiscali.co.uk)

## **DUNSFOLD PARK DEVELOPMENT**

On Wednesday 14 December 2016, the Waverley Joint Planning Committee approved a Hybrid planning application from Dunsfold Airport Ltd and Rutland Ltd for a new settlement with residential development comprising of 1,800 new homes, space for new businesses, amenity space and supporting infrastructure. In other words, a new town.

## **THE REPUBLIC F-105 THUNDERCHIEF - THE "THUD"**

On February 8<sup>th</sup> Group Captain Jock Heron OBE made another visit to Kingston to tell of his experiences as an exchange officer with the USAF flying the magnificent Thunderchief. Jock described it as "big, elegant, capable and a delight to fly". With honest handling it was like a big, heavy Hunter. It was large: 65 ft long with a 35 ft span and was 20 ft high. Wing area was 385 sq ft, empty weight 29,000 lb, with a max take-off weight of 54,000 lb.

Its ancestor was Republic's first jet, the F-84 Thunderjet, a clean, single engined, straight wing fighter with a nose intake. It was a totally new design owing nothing to its famous predecessor, the piston engined P-47 Thunderbolt; the F-84 F had swept wings. Hawker, meanwhile had done the Sea Hawk and Hunter and were planning the P.1121, another large, heavy fighter with, as Jock put it, F-105 potential. However, the short-sighted 1957 defence White Paper led to the project's cancellation by HSA.

Republic Chief designer Alexander Kartveli's Advanced Project 63 was submitted in 1952 and the first YF-105A flew in 1955 powered by the interim 15,000 lb thrust Pratt & Whitney J-57, an engine similar to Bristol's Olympus. The improved YF-105B with an area ruled fuselage, swept forward Ferri variable geometry intakes and the P&W J-75, flew in 1956. The F-105B with the P&W J-75 of 24,000lb take-off thrust entered limited service in 1958. It had the APG-31 ranging radar, a toss bombing computer, a Doppler navigator and autopilot. The F-105D entered service in 1960 with an improved engine with water injection which raised the thrust to 26,500 lbs, all-weather ground attack capability with a NASARR 14A multi-mode radar providing air-to-air search and track, ground mapping, targeting, terrain avoidance and contour mapping. It could carry a Mk28 or 43 nuclear weapon internally with centre line and underwing drop tanks. Some 600 D models were built and served in the USA, Europe and Japan. Its operational roles included nuclear alert (equivalent to the RAF quick reaction alert, QRA), air refuelled deployment and Vietnam combat operations.

Jock became acquainted with the Thud in 1965 at Nellis Air Force Base (AFB) near Las Vegas as an exchange pilot with the 4526<sup>th</sup> combat crew training wing where he became an instructor. The training syllabus was 120 hrs in 6 months. He found the cockpit comfortable with a 31 inch sill width but with a poorly placed radar screen, low and behind the stick. It had ailerons and spoilers, and a variable gear tailplane. The built-in M.61 cannon had a 100 rounds per second rate of fire. The Thud weighed 29,000 lb empty and carried 10,000 lb of fuel including a bomb-bay tank. For air-to-air refuelling there was a retractable probe for probe and drogue operations and a receptacle for flying boom refuelling.

There were two training areas, Caliente in the high Californian desert and Canyon which included the Grand Canyon. Nearby was the legendary and top secret Area 51 at Groom Lake at which landing was forbidden. However, Jock was to make a close acquaintance with it. During a routine sortie over a nearby bombing range his cockpit filled with smoke requiring an immediate emergency landing and the nearest runway was the four mile one at Groom. On landing he was met by two vehicles, one carrying engineers, the other contained two "suits". The presence of a foreign national in a USAF aircraft was perplexing and Jock suffered assertive questioning about his need to land at the secret base. However, the engineers reported later that the F-105's cold air unit had seized, igniting the lubricant in the air supply lines so the emergency had been genuine. Jock was then treated in a fairly relaxed manner before being invited outside to watch a Lockheed A-12, (the Mach 3 single seat CIA predecessors of the SR-71 Blackbird) taxiing from a nearby hangar followed by an F-101 chase. Jock also flew Transpacific in 1966 from California (McClellan AFB) to Okinawa (Kadena AFB) via Hawaii (Hickham AFB) and Guam (Andersen AFB).

The F-105D's most important deployment was to Thailand for operations over Vietnam. They flew from Takhli and Korat Royal Thai Air Force Bases over Laos and Cambodia to Hanoi for the "Rolling Thunder" campaign. The only permitted route to the city was from 'Thud Ridge' so the enemy knew exactly where the attacks would come from. The normal weapon load would be six M117 750 lb bombs, two 450 gal drop tanks and a jamming pod outboard. The maximum loads were sixteen 750 lb bombs with tanks or two 3000 lb bombs with a centerline fuel tank. For "Wild Weasel" missions the two seat F-105F or G would carry a rear electronic warfare officer (EWO) and be armed with Shrike anti-radar missiles. The hazardous task was to go in ahead of the F-105 and F-4 Phantom fighter-bombers, lure the defensive surface-to-air missiles (SAMs) to reveal themselves and knock out the batteries; first in, last out! Unbelievably, target information was passed by the US Government to the Swiss Embassy for onward transmission to the North Vietnamese Government, supposedly to reduce civilian casualties. During the Viet Nam war 395 F-105s were lost and 156 aircrew killed; hardly surprising.

In 1983 the F-105 was withdrawn from service with a final flypast in June. There are no surviving airframes in the UK, the last one, a 'gate guardian' at RAF Croughton, was recently scrapped.

After a comprehensive question and answer session Jock was thanked for his most interesting talk by Barry Pegram. By the way, Jock's car is registered F105JOK and his e-mail address name is 'thudjock' - clearly an enthusiast.

#### A CAREER STARTING AT KINGSTON

Reg Carden reminisces about his life at Hawker in Kingston and subsequently elsewhere...

My name is Reg Carden and I am nearly 93 years old and I live in Harmans Cross, Swanage, Dorset. **I would like to make contact with anyone who remembers me.** To help you identify likely people I might know I will now outline early details of my life.

I had to leave Tiffin Boys' School a year before I should, to earn a little money to help my Mum; my father died when I was 4 years old. My first job was at the Surbiton Town Clerks Office in 1939 where I was a junior clerk working on a card system covering the issue of Anderson and Morrison air raid shelters and all types of gas masks. I joined the Local Defence Volunteers and helped to guard the Council Offices of a night time. We had about six rifles and eight pick axe handles...and no ammunition!

War had started and we were being bombed most nights especially around where I lived in Deacon Road which ran down to Hawker Aircraft, parallel to Canbury Park Road. I heard that Hawker was taking on clerical workers and as the money was better I took a job in the Materials Control Office where I met the most beautiful girl, Doreen Wills, whom I was later to marry.

Next door to where I lived was a big man called Ernie Haise (spelling ?) who was a toolmaker directed from Portsmouth into the Hawker Toolroom which was in the old roller skating rink next to the Regal Cinema in Canbury Park Road. He said to me, "You don't want to be a pen pusher lad, learn a trade" He subsequently got me an interview with the Toolroom Supervisor and I started immediately. As you will see, my Tiffin Boys schooling and the Hawker apprenticeship served me well for the rest of my working life. Between 1940 and 1946 I completed my apprenticeship and spent a considerable time at the end of this period in the important Jig Borer's Dept., working days and nights. Once I had completed my apprenticeship I was called up to join the RA F. I got married to Doreen just before going into the RAF in which I qualified as a Fitter 1 Airframes Tradesman.

When I was demobbed I returned to Hawker and went into the Jig & Tool Design Drawing Office where I worked for sixteen years in various locations. With a friend, in my spare time (evenings, weekends and holidays) I designed and built two houses in West Byfleet. It took 12 months to do and was very hard work with continuous money problems, but they are still very attractive and valuable properties. We built these 1954-1955. I lived in one of these houses until 1964 when I was offered a job as Works Supervisor of a new company in Guildford called Designs & Installations, with about 120 employees. I was subsequently promoted to Works Manager.

I was later offered the position of Works Manager of Redwing Aircraft, Croydon, with about 450 employees. Redwing was taken over by Gaskell & Chambers Ltd. and I became Works Manager of this company with two large factories and other smaller units. I had to close down various factories in England and bring much of their production down to the Croydon and Mitcham area. I was then made a Director with a total staff of over 900. My last appointment was Managing Director of a very high tech company called Paterex in Orpington employing about 140, whilst still remaining a Senior Director of Gaskell & Chambers. Paterex worked mainly for Rolls-Royce and other aero engine companies producing very difficult hot zone jet engine parts.

Finally I will list some names of workmates at Hawker Aircraft.

Apprentices of my age: Len Hale, Ron Clements (who latterly set up his own company), Tiny Hiles (I think he became Works Manager), Andrews (I cannot remember his first name).

Other Hawker people I remember: Ted Croker (who got a top job as Secretary to the F.A. He had played with his brother Peter for Charlton Athletic and also played for the Kingstonians), Len Woodward, Ray Ward (I got him a job as Chief Inspector at Designs & Installations. During my time at Hawker he was in the Jig Borers with me), Harry Otterwell (also in the Jig Borers and became a Chargehand), Dick Burr (Jig Borers Foreman), and Stan Woodman (Jig Borers Supervisor).

Friends in the Jig & Tool Drawing Office: Newman Locke, Charlie Tidy, Tommy Moulds, Willy Wilcox, Tom Webster, Jock Night and Dave Stonnard.

I appreciate a number of the above have probably passed on, and my memory is not as good as I would like it to be.

If anybody could communicate with me using FaceTime, it would be great. My phone number is. 01929 480897.

*Editor's note.* If you don't have access to a computer write to me at the address in the Editorial section.

## **OVERSEAS FOR 'HAWKER'.**

Keith Hobbs's experiences continued....

### **4. USA - Hawk**

For the next overseas visit I changed continents, this time it was Los Angeles, California and it was the week before Christmas 1979. The purpose was to collect the Request for Quotation (RFQ) for the supply of a training aircraft for the US Navy, issued by Navair . I was accompanied by Gordon Hodson and Reg Gearing.

We collected our copy of these large documents and attempted to digest them as we sat around the hotel's swimming pool. Alongside us was a shopping mall playing non-stop "Jingle Bells". We returned to the UK for Christmas but knowing we would be returning for a three month's stint in the New Year. I had got married that year on 29<sup>th</sup> September and after recent trips to Finland and the USA I decided to keep this news to myself until after Boxing Day.

The first week in January saw us settled in LA at Longbeach alongside the Douglas plant. Gordon Hodson was our leader and Mike French and Reg Gearing looked after contract matters. We were a team of about six or seven with representatives from Product Support and Design with additional resources available to us back at Kingston. It was decided that we would submit a stand-alone bid to the US authorities. Douglas would submit their own bid and also advise us on presentation and the best way to prepare our bid. The three month period soon went by and although we managed to do some sightseeing in the early weeks, towards the end it was work seven days a week. Our submission went in on time and we were short listed for the next round. Others in the race were most of the US aircraft manufactures and the Alpha Jet from France. The Douglas bid did not get through.

### **5. Kenya - Hawk**

On my return to the UK things had taken off on the Hawk front with both Kenya and Indonesia showing serious interest. As the Finnish programme was taking up a lot of my time I decided to take on board the programme liaison tasks for the Kenyan Hawk with my deputy, Eddie Hunt, looking after the Indonesian programme. My first involvement was to chair a conference at Kingston with representatives of the Kenyan Air Force, MoD(PE) and the Kingston experts from the Design, Product Support, Contracts and Sales departments. Following this the contract evolved but some of the detail needed to be defined in Kenya. To this end I set off with Dennis Whittaker, from Product Support, with the task of agreeing the ground equipment and ground crew training requirements.

We landed in Nairobi and headed to the home of the UK Defence Attaché and planned our movements for the week. This started with a visit to the Kenyan Air Force headquarters at Eastleigh and to get there we had to drive through a shanty town which was quite an eye opener. At Eastleigh we defined most of the requirements but they were subject to agreements by the users. Therefore we set off north next day to Nanyuki, one of the Air Force main bases, and with their Engineering Officer, John Kiluta, looked at the equipments already available at the base and so refined the Eastleigh listing.

We had two days at Nanyuki spending the night locally at the Mount Kenya Safari Club. We had quite a job getting there as there had been a heavy rainfall and the mud track with its high camber was like an ice rink. For much of the time we travelled sideways and arrived at reception with a car which looked like a mud heap. After our two days Dennis was not feeling too well so we decided to return to the UK. On arrival at Nairobi we found that the BA flight had gone down and only the Kenyan Air flight was available, so we took it. Every seat on the 707 was taken which was unusual due to the height of the airfield above sea level. Later we learnt that we had taken off with reduced fuel, so an unscheduled stop at Athens was made to take on more. The Greeks were not keen to accept Kenyan credit so we spent the night in the airport lounge whilst negotiations took place. Next day we got as far as Paris for another fuel stop; eventually we arrived at Heathrow - all I can say is poor long suffering Dennis.

We followed-up this visit some two weeks later and agreed with the Kenyans the spares package needed to support their aircraft. On this occasion we were joined by Jock Martin from Spares Provisioning. As we crossed the Equator on the way to Nanyuki Jock noticed a stall selling local knickknacks and he wanted a souvenir of the trip. What we forgot to tell him was that the purchase price was about half of their asking price; you can guess for yourself what he paid!

## 6. USA - T45

For the next round of bids for the US Navy's trainer our team was stationed at the McDonnell Douglas Corporation plant at St Louis. This site was selected as they had much experience and expertise on naval aviation and carrier operations. Roger Dabbs took over the leadership and we joined forces with MDC to submit a joint proposal. To cut a long story short our proposal went in on time, we won and the T45, based on the Hawk design, was born.

On return to the UK it was decided to reorganise the Departments and Chris Farara took over the programme management aspects as Hawk Project Manager and I joined the Purchasing Dept. as Purchasing Manager- Hawk. However, this did not bring an end to my travels abroad

## 7. Algeria - Migs and Sukhois

Little did I know when I joined the Purchasing Department that it would lead to a visit to Algeria. The Algerian Air Force had a fleet of aging Russian aircraft which they were finding difficult to support. This led to an approach to BAe proposing a visit to Algeria to establish what assistance we could provide. The team of Brough airframe experts and Kingston equipment suppliers was led by Brough executive Barry Kensett. I led the supplier team which included companies such as Rolls-Royce, Dowty-Rotol, Ferranti, Smiths Industries, Martin Baker, Normalair and Plessey. On arrival in Algiers we were taken to our hotel, the El Aurassi at the top of the town, to be told that reasonable hotel space was limited so we would need to double up. My roommate was Jim Adams from the Kingston Contracts Dept; an essential member of the team.

Our first day took us to a facility on the outskirts of Algiers, Maison Blanche. It was rather run down but could well be modernised and updated so that airframe work could be undertaken. The next day was Friday so members of the Moslem Algerian staff were not available to us. The BAe team, after a session to discuss our thoughts regarding Maison Blanche, decided to explore the town so we descended from our hotel and took off down the hill, through the Arab quarter, to the sea. It was fascinating but after a while we had our doubts and one Brough member who lingered behind us found himself, much to his surprise, all alone. A distraught figure soon came around the corner and caught us up; he did not stray again. Next day at the Air Force Headquarters we were told by the staff that they would not venture into that area as it was a place where the French were massacred during the troubles; ignorance is bliss. The Dowty reps. somehow heard that a local nunnery needed some DIY work undertaken at their convent and so set off in the early morning to see what could be done. We never did find out what they got up to but they had their legs pulled for the remainder of the trip!

The next day was Armistice Day and we were invited by our consulate to attend the memorial service at the allied war cemetery in Algiers. We ordered our wreath at a local florist, to be delivered on the day. Much to our surprise when it arrived it was not a poppy wreath but an ornate floral creation made up of parrot flower plumes and the like. Presumably our request had been misinterpreted; our schoolboy French must not have come up to the mark. Despite this we attended the service which was quite moving and after the dignitaries had placed their poppy wreaths it was our turn. Two of us solemnly walked forward, holding the wreath between us, and amid some smiles laid the wreath in on behalf of BAe.

The following day was scheduled to be a visit to an Air Force base to inspect some of their Russian aircraft, aging Mig17s and Su7s. We set off for the local base at Boufarik and were ushered onto a waiting transport aircraft which was equipped for parachute jumping, with wooden side seats and strap hangers. We took off and followed the coast as far as Oran and then headed inland over the Atlas Mountains and into the Sahara. We landed an hour or so after take-off at an isolated desert landing strip. It was a day for questions to the suppliers such as: could we service Russian equipments in the UK, could it be reverse engineered, could equipments be replaced by more up to date UK equivalents etc. etc. The team spent all day pouring over the aircraft, had detailed discussions with the Algerian engineers and established the thoughts and intentions of our hosts. The visit ended with a meal in the officers mess. The table was laid out with their best cutlery, several layers of it, and it was evident that we were in for a bean feast. All I can say was that our hosts enjoyed it but it was not to our palate and some dishes we found hard to identify. We flew back to Algiers later that evening, ignored the hotel's evening meal and took to our beds.

The remainder of the week we went backwards and forwards to the Air Force Headquarters for detailed discussions with the senior staff to enable us to finalise our proposals. On our return to the UK the suppliers laid out their suggested way forward and provided detailed costed plans whilst BAe did the same for the airframe aspects. These proposals were consolidated by the Contracts Department and were forwarded to the Algerian authorities. Needless to say you can't win them all and the Algerians expanded their fleet of aircraft by obtaining further, more modern, Russian aircraft :Mig 29s and Su 24s.

As an afterthought, most overseas trips leave you with memories. With this one they were most unusual; they were of apricots. There must have been a bumper harvest of them that year in Algeria as when you ordered orange juice for the hotel breakfast it arrived as apricot juice. For the evening meal apple pie was served as apricot pie and for a main course a lamb chop was accompanied by grilled apricots. It was rumoured that I said that if I were to be offered apricots when I get home it could lead to divorce. Fortunately, now many years later, I am still happily married!

## **8. USA - Single Seat Hawk**

A radar was needed for the Single Seat Hawk and favoured suppliers were in the USA. A party of us set off to St Louis to see what Hughes had to offer. The technical team was led by Roger Dabbs and included avionic, software and logistic experts and I was the commercial representative. We spent two days at their plant assessing what was available, their willingness to supply units, free of charge for our flight trials, prices and supply conditions for production items and the support they would provide both in America and the UK.

Our next port of call was to be Westinghouse in Baltimore. We purchased our flight tickets and on arrival at the airport were told all flights were on hold due to Baltimore being snowbound. This went on all day until it became obvious that we were to be in St Louis for another night. The airline said they would find us hotel accommodation but we would have to pay as our tickets were purchased in St Louis and by their rules we must be local residents. Then came the challenge from Roger, "You are our commercial rep - see what you can do!" Negotiations took place, more senior airline managers were summoned and a compromise was eventually reached, the bill being split 50/50 between us and the airline. Success!!

Next day we made it to Baltimore and had two days of discussions going over the same topics raised at Hughes. Westinghouse were most helpful and apart from providing the information we needed, took us to their hangar to show us their flying test bed which, to our surprise, was a BAC 111.

## **9. USA - Hawk**

We were experiencing windscreen supply problems at Kingston and it got to the state that the supplier needed a shake-up. Maurice Lomas decided we would both go to LA to confront our supplier. We set off from Heathrow, had a night in LA, a next-day meeting with the supplier and flew back to the UK that evening. It was one of the shortest overseas visits I had had so far for the Company, but we got the results we needed.

The only other quick visits like this were outings to Bodensee Werke in Germany with Ted Pincombe and a visit to Micro Turbo in France, but they are both in Europe.

## **10. USA - McDonnell-Douglas Corporation**

MDC throughout the AV-8 programme were one of the suppliers to Kingston and as the purchasing responsibilities were progressively being transferred from Kingston to Warton, Roger Roberts, the Warton Purchasing Director, decided he should make contact with his opposite numbers at St Louis. With my years of experience in dealing with MDC he asked me accompany him and make the appropriate arrangements. With Bill Phillips assistance (our man at St Louis) we had a very successful and helpful three-day visit.

## **BOOK REVIEWS**

### **Miles M.52 by Tony Buttler**

Association Member Tony Buttler has written what must be, unless new information comes to light, the definitive account of the Miles M.52 project. Every aspect of the aircraft from inception to cancellation is thoroughly covered including contentious topics such as the slab tailplane, the politics of the cancellation and the involvement with Bell Aircraft. Tony's research from original documents has been most thorough and the text is well illustrated. This book is as satisfying as 'Winkle' Brown's was disappointing. The book, ISBN 9 781910 809044, is published by Crecy at £24.95.

### **Rhapsody in Blue by Graham Williams**

Best known to Association Members as one of the Transatlantic Air Race Harrier pilots, this book is Graham's account of his RAF career from schoolboy to Air Vice Marshall which covered the Cold War. There is plenty in this book to interest the Hawker man (Hunter and Harrier, Boscombe Down, Farnborough, the Air Race) and much else including inside information on the AEW Nimrod fiasco. The book, ISBN 978-1-78155-535-4, is published by Fonthill at £20. It is illustrated with many photographs from Graham's personal collection.

**Aeroplane** - The **Hawker Horsley** is featured in 'Database' of the January 2017 issue as is the Sopwith Triplane in the February issue which also has an article 'I flew for Fidel' in which the Cuban **Sea Fury** operations are covered.

## MEMBERSHIP NEWS

We welcome new member Howard Freeman. Sadly we record the death of Production Director Roy Adolphus and also of Paul Wilson. Other deaths we heard of late were Phillip Pratt, Ron Bryan, Pam Lawrence and Doug Halloway. We send our condolences to their relatives and friends.

## MEMBERSHIP LIST - FEBRUARY 2017

**Members who have not yet paid their subscriptions for 2016- 2017 are in bold below.** Please send cheques payable to The Hawker Association to Barry Pegram, 12 Becket Wood, Newdigate, Surrey, RH5 5AQ. If you are **leaving** please let him know by post or by telephone on 01306 631125. Thank you.

**A:** Allan Abbott, Beryl Alexander, Ken Alexander, Peter Alexander, John Allen, Peter Amos, Terry Anstey, Steve Apted, John Arthur, Alan Auld, Bryan Austin, **B:** Brenda Bainbridge, Lyn Baker, Colin Balchin, Ambrose Barber, Derek Barden, Peter Barker, Graham Bass, Donald Bateman, Richard Bateman, Ken Batstone, Dennis Baxter, Colin Bedford, Peter Bedford, Anne Beer, Brian Bickers, John Blackmore, Andy Bloomfield, Melvyn Bluck, Keith Bollands, Paul Boon, Betty Bore, Pat Bott, Steve Bott, Bob Bounden, Mike Bowery, Alan Boyd, Sally Bracher, Roy Braybrook, Laurie Bridges, **Doug Britton**, Arthur Brocklehurst, Peter Brown, Christopher Budgen, Reg Burrell, Robin Burton, Clive Bushrod, **Barry Butcher**, Tony Buttler, 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, David Collingridge, Nigel Cook, Brian Coombes, Jonathan Cooper, Patricia 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