



THE HAWKER ASSOCIATION

NEWSLETTER NUMBER 5 - SPRING 2004

Published by the Hawker Association for the Members.
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EDITORIAL

Thanks to all those who contributed such interesting and varied material to the Newsletter. If your effort is not included, don't worry, it will be in future editions.

The Christmas lunch at Hawker Leisure (now renamed The Hawker Centre) was a great success with good food, crackers, excellent company and a well stocked bar. The small YMCA staff went out of their way to ensure that we all had a good time. Our thanks to Percy Collino for the great effort he put into arranging the event.

The Christmas Lunch will be repeated this year and in June we plan a Summer Barbecue at Hawker Leisure for Members and partners. Fingers crossed for good weather! Booking details later.

With this edition there is a form concerning our first Annual General Meeting and subscription **renewals**. If you wish to propose a Committee Member fill in the form and return as indicated. Even more important is it that Members promptly complete and return the subscription form with your cheques for only 5 - no subscriptions; no association. We hope you agree that this is good value.

Your Editor suffered the effects of a computer virus resulting in the loss of his e-mail directory. If you have sent him e-mails in the past, please send another to re-establish contact. Thanks.

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PROGRAMME FOR 2004

Wednesday 10th March	Talk: "The Hawk on Land and at Sea." Gordon Hodson.
Wednesday 14th April	Social gathering with video.
Saturday 24th April	First Annual General Meeting.
Wednesday 12th May	Talk: "Harrier Operations in Germany." Jock Heron.
Wednesday 9th June	Summer Barbecue.
Wednesday 14th July	Talk: "Pegasus Development." Gordon Lewis.
Wednesday 11th August	Social gathering with video.
Wednesday 1st September	Visit to the Museum of Army Flying, Middle Wallop.
Wednesday 8th September	Social Gathering with video.
Wednesday 13th October	Talk: "My Life in Aviation." Johnnie Johnson.
Wednesday 10th November	Talk: "Where is BAE Systems Heading?" Simon Howison.
Wednesday 8th December	Christmas Lunch.

Unless otherwise stated, all meetings are at the Hawker Centre - the old Sports & Social Club - and start at 2.00 pm. Good snacks, hot meals and a bar are available and there is plenty of easy parking space.

KINGSTON AVIATION MEMORIAL

Renamed The Kingston Aviation Heritage Project, a planning application is about to be submitted. When this is approved a major fund-raising effort must be mounted. Les Palmer, in charge of the appeal, needs volunteers to assist with planning and development of a data base of potential donors. He needs people willing to devote a few hours each week to contribute ideas and to help with the despatching of appeal documents. He expects to start in June/July this year. **Please telephone Les on 01784 460418.**

HAWK AWARD

The Worshipful Company of Coachmakers and Coach Harness Makers Industry Award for 2003 was recently given to the Hawk. It was received on behalf of BAE Systems by the Brough General Manager in the presence of their invited guests. Notable by their absence were any Kingston or Rolls-Royce people and neither was their contribution to the success of the Hawk even mentioned. Well, no change there, then. The only 'Hawker' person present was Duncan Simpson, privately invited by Cobham!

THE LAST HARRIER

Boeing delivered the last Harrier, an EAV-8B+ for the Spanish Navy, on the 5th December 2003 at a ceremony in Building 42 at their St Louis facility. Unlike BAE Systems, Boeing invited "folks from the RAF and

former BAe guys" as our old McAir colleague Don McGovern put it. The St Louis Post-Dispatch reported that the aircraft, accepted by Vice Admiral Enrique Valdes, was 911th Harrier. Can anybody check this?

GROUND ATTACK AND THE TYPHOON

On the 8th October last, David Ince gave a fascinating talk based on his experiences flying Typhoons with 193 and 257 Squadrons, from the Normandy landings until the end of the war in Europe, earning a DFC on the way.

David outlined the origins of ground attack by the RFC during World War I using the DH5 and the Sopwith Camel for strafing German troops and supply columns. By the end of the war the specialised Camel Trench Fighter and the Sopwith Salamander had twin, depressed Vickers guns and protective armour although the latter was thrown out by the pilots to restore performance, a flattened steel helmet on the seat being substituted to protect vital parts. After the war the importance of close army support was forgotten, the single seat fighter bomber being abandoned. Not until the Hurricane, armed with rocket projectiles, was the concept revived.

Failing to meet pre-war RAF eyesight standards, David joined the Royal Artillery, serving with them for 18 months before being seconded to the RAF. He encountered the Typhoon for the first time at Duxford while attached to a Mustang squadron, and fell for it! The type had its faults: poor rear view and difficult egress until the tear-drop canopy was introduced; carbon monoxide in the cockpit causing oxygen to be used full-time; bad seat vibration rumoured to cause infertility, alleviated by a sprung seat and cured by a four bladed propeller.

Rear fuselage failures caused fatal accidents. Reinforcing the structure was no cure and the cause was found to be fatigue failures of elevator mass balance brackets leading to violent nose-down pitching and the airframe breaking up. The Sabre engine suffered repeated sleeve valve failures but Bristols were directed by DG Engine Development to help and the problem was solved by the correct choice of alloy steel and the Sabre then became one of the most reliable of engines.

The air war moved higher but the single stage supercharged Sabre was an engine for low altitudes where the Typhoon was more than a match for the FW 190s on their 'Baedecker' raids on the South Coast. Flown by a changing breed of fighter pilots the Typhoon was also demonstrating its effectiveness in ground attack. By the spring of 1944 there were 18 Typhoon squadrons, 11 armed with rocket projectiles (RPs) and 7 with bombs.

Meanwhile David was training on brand new Hurricane IICs, fresh out of Langley, and Mustang Is. Then the seconded army officers were posted to the Naval Bombardment Pool before conversion to the Spitfire and on to 2nd TAF-84 Group Support Unit. From here he successfully applied for transfer to Typhoons.

He found that the Typhoon "was certainly different" - steps unconventionally on the starboard side, propeller rotation opposite to virtually all other allied fighters so it swung to starboard on take-off whilst the Hurricane, Mustang and Spitfire all swung to port; an accident waiting to happen. Later when testing a P-51D David wound on the wrong rudder trim, swung badly and got airborne just before running off into mud!

In David's words: "Aboard the Typhoon, sitting high ahead of that teardrop canopy with the gunsight reflecting straight onto the armoured windscreen, the view was magnificent. You felt surrounded, almost cosseted, by seven tons of strength and security. You could feel the pedigree, like a big, bold version of the splendid, confidence building, Hurricane, with a good protective ton of Sabre up front." "In spite of its size the Typhoon was easy and responsive to fly. Stable, except marginally so in pitch, with well harmonised controls. The swing on take-off was easy to control unless using 30 degrees of flap with 1000 lb bombs. It was good to find the undercarriage and flap levers on the left - no changing hands on take-off like the Hurricane and Spitfire. Aerobatics took up a lot of sky but were very satisfying - the Tyffie gave me some of the best slightly barrelled slow rolls of my life (jet aircraft apart)." "The approach was highly stimulating and the landing easy. The aircraft yawed quite noticeably as the undercarriage came down and with full flap, throttled back and in fine pitch, the rate of descent was extraordinarily high. Perfect for the traditional fighter break as you let down towards the runway in sections of four, aircraft line astern, trying to pull up one by one with metronome precision. Perfect because, more than any other aircraft, that high rate of descent allowed you to create the highest, tightest possible circuit - for the leader almost a tilted loop - and the steepest curved approach imaginable. The fighter break was invented by the Americans but the Typhoon brought it to perfection."

After 19 Typhoon hours David crossed the Channel to Normandy's dusty airfields which led to more engine failures and the need for Vokes air filters to be installed. Flown to England for modification they returned with ferkins of beer on the bomb racks. The Typhoon, which was a splendid gun platform, hammered away with cannon and bombs at enemy strong points, troop concentrations, HQs, trains, convoys, fuel and ammo dumps and, with RPs, against the German armour. Prisoner interrogations showed that the rocket Typhoon was a splendid enemy morale buster. Unlike other dangerous weapons you could see them aiming at you personally, at your tank.

When Typhoons became involved in risky, target recce. photography, David developed tactics and hardware to aid survival and success. He had a long focus lensed camera fitted pointing forward through a

cannon aperture in the wing leading edge. Now it was no longer necessary to fly straight and level as for downward looking cameras or to orbit the target as for obliques. The photo sortie became virtually identical to low level bombing and yielded fantastically good results.

David gave much more fascinating detail of the ground attack battle using the Typhoon but we don't have enough space to do him justice. Suffice it to say that he fought with Typhoons to the bitter end. Try to find his book "Combat and Competition" published by Newton, at aviation book fairs (sadly, it's out of print) for the full story which includes the ETPS and a second flying career as a champion glider pilot.

The Association was privileged to have this excellent illustrated talk, of great interest to all Hawker people, from someone speaking from first hand experience. We were also pleased to welcome David's guests: Mrs Julien Butler (David's navigator and aviation enthusiast), Barry Nicholson (sporting pilot), Philip Scott (microlight pilot and ex-racing driver), S/Ldr REG Sheward DFC (RP Hurricane IV survivor, Typhoon pilot and Squadron Commander), his son, Robert Sheward (Typhoon enthusiast), John Fairey (son of Sir Richard and 'total aviation person'), and Brigadier (ret'd) Ed Tate (Director Army Air Corps Museum).

A FEW WORDS FROM A SALESMAN

"For my floor show this afternoon I have put together a little four part pastiche which will take us down memory lane...starting way back in 1957 when I retired from the Royal Air Force and set out to seek my fortune in the vulgar world of commerce." So started John Crampton's talk on the 12th November 2003 when, in his customary witty and elegant style, he outlined his career with Hawkers which started in 1959, thanks to the family's babysitter who happened to be Bob Marsh's mother. John was working for SG Brown trying to ginger up sales of their master reference gyro (MRG) for a new instrument system for service aircraft. Bob invited John to bring one to Kingston but Camm dismissed the idea: "Don't want rubbish like that in our aeroplanes. How much does it weigh?" "Twenty-eight pounds, sir" and so on. However, Bob showed John a P.1127 three-view and he was duly astonished at the idea. This resulted in Bob proposing that John join Hawkers who needed someone to prepare brochures and show visitors round. After interviews with Camm and Roy Chaplin, John was offered a position in the Project Office at a salary of 1300 per annum, starting on December 1st.

Seated next to Frank Mason, who was busy writing the Putnam Hawker history, John familiarised himself with his new baby and was soon asked by John Fozard to explain the P.1127 to two visiting senior RAF officers. While showing them drawings, Sir Sydney entered saying "Stop wasting time - useless thing; it'll never work."! A year later Bob Marsh told John that John Lidbury wished to see him in Camm's office. Fearing that he had made a blunder, John was delighted to be offered a new executive status position as Technical Sales Manager with an increased salary, a company car, lunch in the Mess and an office in the 'golden mile'.

His first big presentation was to the Royal Navy in January 1961. In mid 1962 it was round the world calling on India, Australia, New Zealand and Japan. In 1966 "suddenly everything went quiet" - Sir Sydney died. In his 1974 Chadwick Memorial Lecture Ralph Hooper wrote: "Sir Sydney's part in the P.1127 development was less a contribution to the design (as the Press would have us believe) than that in the difficult business situation that Hawkers were placed as the Hunter programme ran down, his stature (earned over many years) was sufficiently high within the hierarchy of Hawker Siddeley that support for so unpromising a fledgling was obtained, and defended, during almost three years before a penny of Government money was forthcoming, and that his unparalleled reputation within the Ministry helped to make this funding possible."

After retiring as CTP at the end of the 60s, Bill Bedford arrived at Kingston vowing to sell a thousand Harriers in the next ten years. John became his Deputy Sales Manager (Kingston) and Bill started to build his sales team with Johnnie Johnson, John Parker, Colin Downes and Peter Martin from the RAF, Danny Norman and Robby Roberts from the RN and Charlie Phillips from Flight Development. Project Engineer Roy Braybrook came along to answer the difficult questions from time to time. The Sales Executives were allocated regions of interest; John's were Scandinavia and Europe.

At the end of 1971, before the HS.1182 had been ordered for the RAF, John received a letter from Bjorn Schonberg, a director of Machinery Oy, the company representing HSA in Finland, suggesting that the HS.1182 would suit the Finnish Air Force (FAF) and that a sales drive should start now. John replied that he would soon be there but found little enthusiasm for the exercise, especially in the MoD's Export & Industrial Relations Dept, who advised that there was little chance of a sale. Nevertheless John flew to Helsinki in January 1972 for the first of many visits during which he gave presentations to the C in C, FAF and offered frequent updates. In 1975 a Finnish delegation visited Hawkers to investigate the Company and assess the Hawk at Dunsfold. At the Le Bourget Air Show in 1977 the Finnish Government informed John that the Hawk had been chosen; but this was subject to a non-negotiable 100% trade offset worth 100 million, against fifty aircraft. John Glasscock was phoned immediately and the rest is history. In the end a 130% offset was achieved by the efforts of Eric Humberstone and his team supported by John Glasscock and Colin Chandler.

In the early 1970s John had received a call from Peter Mitchell at Hatfield who said he'd met a man in Spain who said he could sell the Harrier to the Spanish Navy. This was Ricardo Fuster. John reported to John Glasscock who refused to buy him an airline ticket to Madrid but did pay his hotel bill when John got there by thumbing a lift on a 125 out of Hatfield. A model and brochure were presented to Admiral Suanzes who was delighted but was concerned that the wooden deck of his helicopter carrier Dedalo would suffer damage from the Pegasus exhaust. Clearly a demonstration was called for. John Crampton and John Farley were taken to inspect the ship and the Spanish Navy arranged to position Dedalo in the Gulf of Cadiz between Faro and Gibraltar, but the Spanish Government refused permission for the Harrier to overfly Spain, putting the ship out of range. With some embarrassment John requested that Dedalo be positioned off Barcelona so that the Harrier could fly from Dunsfold, over France, direct to the ship. This was agreed but when John returned to Dedalo at the time of the demonstration he was summoned by the Captain to receive a dressing down, in perfect English in front of a board of senior officers, for disturbing the arrangements. After a suitably contrite response a tray of whiskeys was brought in and good relations were restored. Later that day Farley's Harrier, carrying 330 gal ferry tanks, appeared fast and low out of the heavy overcast and flew a display concluding with a vertical landing. Two days of trials proved that the ship's deck was undamaged by V/STOL operations and Admiral Suanzes was convinced that the Harrier was perfect for the Spanish Navy; all he had to do was sell the idea to General Franco. He succeeded and an order was placed, via the US Navy to circumvent the UK ban on arms sales to Franco and to forestall any attempt at a future cancellation.

In 1968 John Glasscock informed John that he was to deliver a lecture to the Institute of Mechanical Engineers on the history of Sopwiths and Hawkers. For research John contacted Sir Thomas and was immediately invited for lunch at Compton Manor, King's Somborne, the Sopwiths' home. They were very hospitable and plied John with a favourite drink: rum and grenadine in the approximate proportions of two drops of grenadine to half a pint of rum. The lunch went very well with Sir Thomas reminiscing throughout; but no notes were taken. In fact John fell asleep on the train home and woke up in Bournemouth. There were four or five more visits for proper research to complete the paper. John became a friend of the Sopwiths, later helped other authors and vetted potential visitors to Compton Manor.

As John said in closing, without Sir Thomas there would have been nothing; and we wouldn't belong to a Hawker Association.

During question time John was asked about his clandestine flights deep into the Soviet Union during the 'Cold War.' The USA had been flying spy aircraft over Russia which Khrushchev well knew and he threatened President Truman that he would consider the next flight an act of war. Truman understood what the consequences would be so ordered General Curtis LeMay, boss of Strategic Air Command, to cease. LeMay still needed further radar reconnaissance photos showing the shape and location of Soviet ICBM sites so they could be destroyed in case of war. To get round the problem the US Joint Chiefs of Staff asked the British JCoS if the RAF would fly the required missions, if necessary using USAF aircraft. Prime Minister Clement Attlee was reluctant but was persuaded by the intelligence argument. Sq/Ldr Crampton was summoned to High Wycombe to see the RAF C-in-C, Air Marshall Sir Hugh Lloyd, and was ordered to set up an RAF Special Duties Flight at Sculthorpe with eight officers, operating USAF RB-45C four jet reconnaissance bombers wearing RAF roundels. The RB-45C conversion training was in the USA. After a probing flight east of Berlin by John, which produced no reaction from defences, three aircraft flew simultaneous missions at night in April 1952 taking radar photographs. John's was the longest at over ten hours, over Moscow, south to the Kiev region and back home. A second mission was scrubbed at the end of 1952 but in 1953 the Flight was recalled to Sculthorpe and in April 1954 three more simultaneous sorties were flown. This time John was puzzled to see little flashes below his RB-45C. Only when flack bursts appeared ahead did he realise that the Russian gunners had got the height wrong to start with. It was time for a hard pull to starboard onto a western heading. All three aircraft returned safely.

THE WORK OF THE AIR ACCIDENT INVESTIGATION BRANCH

Dave King, one-time HAL apprentice and member of the Project Office, and now Deputy Chief Inspector of Air Accidents, addressed the Association on the 11th February 2004. Dave explained the function and working of the AAIB in a clear, Powerpoint presentation.

The AAIB reports directly to the Secretary of State thus separating investigation from regulation (CAA) and prosecution (Police). The HQ is at Farnborough/Aldershot where there are offices and a hangar. The AAIB operates under a Statutory Instrument, the Civil Aviation (Investigation of Aircraft Accidents and Incidents) Regulations 1966! There are several classes of accidents. A Reportable Accident is an occurrence involving death/serious injury and a damaged/missing aircraft; a Serious Incident is nearly an Accident. Both of these must be reported to the AAIB. Fatal accidents call for a field investigation. Public transport accidents require a field investigation with a large team; major public transport accidents require a field investigation involving specialist groups. The AAIB calls upon support from manufacturers, operators, the RAF, the NATS, the Met Office, the CAA, DERA, the MoD, colleges, universities and marine salvage companies. The powers of

an Inspector are similar to those of a policeman. The purpose of an accident investigation is to determine the circumstances and causes; to preserve life and avoid accidents in the future. It is not to apportion blame or liability. If crime is suspected the Police are informed; if breaches of the Air Navigation Regulations have occurred the CAA is informed.

The investigation process asks the questions: what happened, how did it happen and why did it happen? The procedure goes from recording, analysing and concluding to recommending. Reports are distributed freely and are available on the Web. The Inspector is always looking for something out of the ordinary in the 400 events that are investigated each year.

Dave concluded with some examples including: the Concorde accident at Gonesse where early rotation put the aircraft on the back side of the drag curve severely aggravating the situation; a Korean Airlines B.747 that rolled and dived in because the Captain didn't realise his flight director attitude was unserviceable; and a Harrier crash in Cyprus where Ken Batstone found that 'something out of the ordinary' - a failed flap torque tube.

NO KITES AT KINGSTON from Ian Craig ex-Technical Publications.

The absence of *Milvus Milvus* from the skies over the old Hawker factory is not surprising as nearly two centuries have passed since the last circles of scavenging Red Kites were seen above London (although a single bird was reported at Kew Gardens in 1985). But the proximity of Richmond Park and the River Thames has ensured a wide and varied bird life on and around the old site, and during my twenty-five years there I kept a rough record of the species which could be seen and heard.

Few mornings passed without sign of our resident Pied ('Willy') Wagtail, a pair of which nested on the factory roof and could be seen chasing flies on the roadways. And a family of Goldfinches with their brilliant head-colouring and delightful song was active at the south front gate, especially later in the year when burdock and dandelion or thistle seeds were plentiful. House Sparrow, Starling and most of the Titmice (Great, Blue, Coal) were present in numbers in all seasons, and were much in evidence when, as part of the regular space-finding exercise in the overcrowded Design offices, my Section was fortunately moved from the front building out to one of the Portakabins established under the trees at the river edge on the west side. This area was rich in ivy-covered spinney where the Wren and Hedge Sparrow (Dunnock) were to be seen. Grey squirrels were drawn to our hanging peanut feeders and none of our stratagems ever succeeded in diverting them; but they were attractive rascals and thankfully we never witnessed any of their more gruesome destructive habits such as the taking of eggs and nestlings.

Members of the Thrush family - Blackbird, Song and Mistle Thrush (the latter Storm Cock firstly named because of its penchant for mistle berries) nested at the periphery of the site, one Blackbird pair regularly building on a shelf in an old gardening shed just inside the boundary fence. In a sharp winter small groups of Redwing and Fieldfare visited the patches of fallen leaves along the wire, feeding on windfall crab fruit. And the bold Robin, a Thrush sub-family member, was seen nesting in adjoining garden shrubbery, but not within the policies. The Finches were around too, notably Chaffinch and Greenfinch, and the occasional life-mated Bullfinch made feeding forays along the towpath hedgerows with his lady flitting close behind.

Murderous Crows came and went but rarely stayed to nest. Carrion Crow and hooded Jackdaw were the commonest, though now the Magpie is more readily seen, and flocks of over fifty Jackdaws are around in autumn. A single predatory Jay used to scout the riverbank on solo feeding patrols.

The adjacent river meant a good population of water birds. A Dabchick (Little Grebe) used to venture towards us from cover along the Ham Lands water edge, and its big brother the Great Crested Grebe is now common on that part of the river. We always looked forward to seeing an outstretched Cormorant speeding over the water on its daily fishing trip, sometimes doing a quick decelerating transition and three-sixty if it spotted a likely snack near the surface.

Gulls were plentiful of course, led by the red-legged Black-Headed variety and the green-legged Common Gull. The raucous Herring Gull was common too, with its pink undercarriage, and from time to time we saw a lesser Black-Backed. But sadly we never had a clear view of a Greater Black-Backed and it's only recently that Terns have been seen in the summer. The Grey Heron lumbered overhead in the early morning and stood watchful on any mooring post or mast along the river. Mute Swans hissed and paraded on the boat landing stages and the handsome, trumpeting Canada Goose was already a noisy nuisance, becoming much more of a bother-bird in times ahead.

Among the Pigeons, the cooing, health threatening, street Feral was commonplace, with the Wood Pigeon bullying puffily in any group. Nowadays the neat Collared Dove is everywhere in Ham, but it was rare when the factory was operational.

Summertime brought the Willow Warbler and Chiffchaff along the river fence, and the breeding Swifts and House Martins, which nested on the nearby buildings, gorged themselves on the insects flying from local standing water and meadow. There were few Swallows though, and the Cuckoo was only heard further north on Ham Lands where the Skylark nested until the mid-seventies. The most common duck was the Mallard, finding

nesting places under any plant cover around the site. For some years a pair laid more or less successfully in the flower tubs near the Personnel Department. Coot and the little Tufted Duck were seen on the water, and recently they have become much more prolific in the area.

Birds of prey were limited to the hovering Kestrel, then quite often seen patrolling the river bank, but unhappily these are no longer active in the area. During one hard winter a Kestrel dropped on to a frenzy of House Sparrows feeding outside the Portakabin and grabbed one as a welcome lunch! Its evil eye stayed in mind for some time afterwards. And a Sparrowhawk made a similar attempt, but went away hungry. Owls were not seen very often within the boundary, the only positive daytime sighting being a Little Owl perched at the edge of the main car park. The Tawny Owl could be heard across the road in the Cassell Woods on most late-working evenings. The Green Woodpecker (Yaffle) made regular feeding trips announcing his presence with that loud laughing call. Its Greater Spotted cousin was only seen once or twice in all these years of watching.

After the factory was closed down the escaped Rose-Ringed (or Indian Ring-Necked) Parakeet took up residence in South West London and is now familiar in the area, with bright green parties of over thirty seen feeding and overflying the old site. And both Egyptian and Bar-Headed geese have been identified on local ponds and on the river. Even a transitory Sacred Ibis was recently spotted on the nearby Petersham Meadows.

So the bird-life local to our much-loved erstwhile workplace has come and gone. But no doubt a replacement avian community is still in residence along the Richmond Road and down through the new estates leading to the river - and long may it be allowed to thrive.

WIMPY WADE AND THE P.1081 from Roy Whitehead, ex-Chief Experimental Instrumentation Engineer.

On April 3rd 1951 the P.1081 crashed. The pilot, Sq Ldr 'Wimpy' Wade, Hawkers, Chief Test Pilot, had lost control in a dive and eventually had to eject. Unfortunately he may have done so too low for his first-generation ejector seat to be fully effective and he was still in it when it struck the ground. He didn't stand a chance.

The following morning I was called into the office of the Chief Experimental Engineer where my boss, 'Jumbo' Betteridge, and I had the task of unravelling the wire from the pilot's voice recorder. The machine was German, most probably one of the spoils of war, and the wire was wound on Bakelite spools which had been broken in the crash and the wire was badly tangled. We did our best but I never did hear if there was anything recorded by 'Wimpy' to explain what had happened.

Twenty or so years later I was given a job which required the use of an electric actuator, a device that acts like an hydraulic jack but extends electrically. The very nature of our work in the Instrumentation Department meant that we became 'squirrels', saving anything which 'might come in useful one day'. Consequently, from our 'glory hole' I was able to find an actuator that was ideal for the job. It didn't matter that it was second hand. Having wired the actuator I found that it would not work, so I stripped it down to find out why. I saw that the contacts on one set of limit switches had overheated and were welded together. The ram had gone to the end of its travel and jammed there. I was able to separate and clean the contacts and soon had a working actuator.

Now I stress that some details that follow are what lawyers call 'hearsay'. I told 'Jumbo' of the actuator problem and he informed me that this particular actuator was the one used on the tailplane of the P.1081. He also said that it had been sent to the manufacturers for investigation after the crash, was returned to Hawkers as serviceable and was put in our 'glory hole'. It occurred to me that this tailplane actuator, jammed at full travel, might have been the cause of the P.1081 crash and I wondered if anyone should be told of the fault I had found. 'Jumbo' said it was far too late for that and it was all past history, anyway.

In his book 'Hawker Aircraft Since 1920', Frank Mason notes that the aircraft was modified with an electric tailplane actuator (presumably for trimming as the elevators had no trim tabs. Ed.).

(Can anyone add to Roy's story? Does anyone have any comments on what would seem to be a feasible explanation, provided that no one else had borrowed the actuator and overloaded the contacts before Roy found it? Ed.)

HURRICANE MEMORIES from Eric Goose, ex-Engineering Management, 1970s-80s.

I joined Kingston late in my working life after 35 years as an Engineering Officer in the RAF. My connection with aeroplanes stemmed from the fact that my father (WF Goose) was the Rolls-Royce 'rep' at the A&AEE, Martlesham Heath for all of the 1930s until it moved to Boscombe Down immediately before the 1939-45 war. I got really interested in aeroplanes in the mid-1930s when I was about 12 and I watched aircraft from the airfield boundary in my boarding school holidays. Occasionally my father would take me along for a closer look if there was anything special about. I clearly remember being taken to see the prototype Hurricane when it first arrived at Martlesham in 1936. (I should mention that 'security' as we now know it was virtually non-existent in those days, with the main Woodbridge-Felixtowe road going right through the middle of the camp.)

On another occasion my father took me, and my younger brother who can vouch for the event, to watch some filming at Martlesham. I am uncertain of the date but it must have been during the school summer holidays in 1937 or 1938 - probably 1937 because politics would rule out the later date. We saw a single, silver painted Hurricane just standing there, starting, taxiing out, flying very fast and aerobically, landing and taxiing back (perhaps more than once - I'm not sure). It was being filmed by several very impressive cameras of a Hollywood company. I cannot remember its name, but it was a top one and if I had to guess it would be MGM.

I remember that it was a wonderful summer afternoon with just a few fair-weather cumulus with some vertical development in the distance providing a perfect background to the flying - the director was very excited because of what he had heard about British weather. The director himself was the film director of our youthful imagination - short and stocky wearing breeches, brown leather boots with leggings and a rather flamboyant jacket. He smoked a large cigar while he commanded all the activity from a typical folding canvas 'director's chair'. His name was Elmer 'something'; I can't remember the initial or surname but the given name sticks because it was the first time I had come across it and it came, to me, to personify the schoolboy's idea of a 'Yank'. What is particularly annoying is that I was a keen autograph collector in those days and I got the director's autograph with full name, date, film company and the planned name of the film. I had the autograph book for years but it went missing during one of the many moves in my life.

I cannot remember, if I ever knew, the story of the film but it was to be a commercial film for public entertainment, possibly called "The Shadow of the Wing" or something very similar. As far as I know the film was never released in the UK; the whole family was watching out for it, and I have never heard of or seen the film material being used. Whether after all this time the material still exists in a usable state must be very doubtful but it might be worthwhile for an enthusiast to follow it up. As a start, the filming must have had some special clearance in RAF/Air Ministry and Hawker circles for security and insurance, and to define who should do the flying, and do the paying and to whom. If the files on these matters still exist and could be traced (Public Records Office? - any volunteers? Ed.) they might well lead further.

The whole episode seemed remarkable then and it seems even more remarkable now.

DUNSFOLD NIGHT SHIFT - THE EARLY DAYS from Eric Hayward.

During 1954-56 I did several stints on the Production night shift at Dunsfold; not a thing I really enjoyed but we all had to take our turn. However, it was great to have Mondays off although it was somewhat tainted by the fact that you had to start work at 7.00 pm. By the time 12.30 am arrived you were half way into your shift and a cooked meal was available in the canteen, which meant you were reversing your eating schedule, then it was straight back to work again. The final early morning hours always seemed to drag and 4.00 am was the very worst time, and with the hangar heaters blasting away you always had a very strong urge to curl up and go to sleep. Anyway, on summer mornings it got light by 5.00 am which brought you back to life and if you had finished your allotted task, you had time to spare.

Dunsfold Aerodrome in the autumn produced a big crop of wild mushrooms so a few of the more adventurous of us would vanish into the dawn and collect fresh mushrooms for breakfast. On one such autumnal morning there was a heavy mist covering the airfield. I ventured out and found a great crop of mushrooms, filling completely the two carrier bags I had with me. On my return towards the hangar a figure appeared out of the mist. Most unusual, I thought to myself, and as I approached I was shocked to see Fred Bromley, the hangar foreman. "What are you doing?" said Fred, "Just out for a walk", I responded without acknowledging the fact that I had two very full carrier bags of mushrooms. "You do know that you are not allowed out here without permission!" he boomed. "Oh, yes" I replied in a whisper. "But you did not request permission" Fred boomed again. A weak "No", was my reply. "Your fine will be a bag of those mushrooms." So I gladly surrendered half of my mushrooms thinking myself jolly lucky to get off so lightly. Honour was satisfied and no more was said about the incident. We then both returned to the hangar carrying our bags.

Fred Bromley was the first Hawker man I met when he interviewed me at Dunsfold when joining the company in 1953. He was a very strict and fair individual regarded by all who worked under him as a 'good guy'. After the experience with the mushrooms I certainly had to agree with them.

REQUESTS FOR INFORMATION

RAF Sgt Rod Urich was the Senior NCO in charge of the recovery of an Iraqi Fury T61 No 329 (ex VZ348) from Shaibah after the recent war. Rod would like information on the original delivery colour scheme as at present it has "been given a go from about every variation of colour available from the local Iraqi B&Q!" The aircraft is held in a secure store at Basrah International Airport pending permission to bring it to the UK for repair and conservation.

SPECIAL OFFER - PILOT SIGNED, FINE ART, 17" by 12", PROTOTYPE HURRICANE PRINT .

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CORRECTION In 'The Transatlantic Air Race' in Newsletter No.4 it said that Graham Williams's time was the shortest W-E; it should have said that Tom Lecky-Thomson's time was the shortest E-W.

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DON'T FORGET OUR WEB SITE - <www.hawkerassociation.org.uk> for news and photos.

The Webmaster is Richard Cannon who is happy to receive contributions.