



# THE HAWKER ASSOCIATION

## NEWSLETTER NUMBER 4 - AUTUMN 2003

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Members.  
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### EDITORIAL

Firstly, thanks to all those who have contributed to this Newsletter with articles. I have also received a number of requests for contacts or information. Please read them and see if you can help. It is this participation that will increase the value of our Association.

However, I haven't received any replies to the questions I put last time! Please let me know what you would like in the way of meetings and events, and when and how often you would like them held. I know the Committee members are pretty smart but I can't believe we already have the perfect arrangement for 300 different people! Come on you Members; please speak up.

Meanwhile, the Chairman and Committee Members wish all Association Members a very merry Christmas and a happy New Year. (Why not start the celebrations at our Christmas Lunch? See below)

Write to: The Editor, Chris Farara, at 24 Guildown Road, Guildford, Surrey GU2 4EN. tel. 01483 825955; e-mail <chrisfarara@ntlworld.com>.

### PROGRAMME FOR 2003-2004

Wed 12th November 2003	Talk: "A few words from a salesman" - John Crampton.
Wed 10th December	<b>Christmas Lunch</b> at Hawker Leisure (see below)
Wed 14th January 2004	Social gathering with video.
Wed 11th February	Talk: "The Work of the Air Accident Investigation Branch" - Dr David King.
Wed 10th March	Talk: "The Hawk on Land and at Sea" - Gordon Hodson.
Wed 14th April	Social gathering with video.
<b>Sat 24th April</b>	Annual General Meeting and video.

All meetings are at Hawker Leisure, the old Sports & Social Club, and start at 2.00 pm. Please note the Saturday timing for the AGM. This is so that our working Members can attend.

### CHRISTMAS LUNCH

By popular request arrangements have been made for the first Hawker Association Christmas Lunch. It will be at Hawker Leisure on Wednesday 10th December at 12.30 for 1.00 pm. Seating is limited to 100 people and because of the expected demand we are sorry to have to make it 'no partners', this time. The well stocked bar will be open and there is plenty of free parking.

Tickets at £15 are available on a first-come, first-served basis, by post with SAE please, from Barry Pegram at 12, Becket Wood, Parkgate, Newdigate, Surrey RH5 5AQ, or from Percy Collino at the November meeting. Please make your cheques payable to the Hawker Association. Cheques will, of course, be returned to unsuccessful applicants.

### 'HAWKER' MEMORIES

We plan to have an informal session of members' personal reminiscences from their time at 'Hawkers'. We would like members to recount interesting and amusing happenings of any length but not more than 5 minutes. This should give us all a very entertaining time as each story reminds others of their experiences.

So, why not write down your recollections at your leisure and have them ready for the new year. The best will also be published in the Newsletter.

### DUNSFOLD UPDATE

Dunsfold Aerodrome, now named Dunsfold Park, has been bought by a property company called The Rutland Group. Owned by Jim McAllister, who now lives locally, Rutland claim a reputation for thoughtful development, taking into account all aspects including infrastructure, environment, employment and education issues. Management personnel have been moved from London to offices in the Park.

As to the future of the site, Rutland say, "We would like to see a scheme that is based on the principles of sustainability and which integrates new transport links with a high quality, mixed use development consistent with the site's existing aspect." Comments from local people will be taken into account, consultation meetings are being held, open days organised and a well presented newsletter distributed.

At present the site looks well cared for and already several of the existing buildings have been let to over fifteen small businesses including a car restoration firm. Also, as many will already know, the BBC Top Gear programme is made in the Experimental Hangar and on a track utilising the main runway and perimeter track.

Dunsfold is still used as an airfield on a PPO (prior permission only) basis and Jim McAllister would like to see this General Aviation use continued. He is also keen to mark the history of the aerodrome. To quote Rutland, "Dunsfold Park's history is an integral part of its future development. We would hope to include a museum, open to the public, as part of our plans so they can enjoy the fascinating story of the aerodrome's background and evolution." The Association Committee has been approached by Rutland to advise on the 'Hawker' period aspects and to contribute ideas.

(See also [www.dunsfoldpark.co.uk](http://www.dunsfoldpark.co.uk) or 'phone 01483 200 900 for more information.)

## **DUNSFOLD'S DOVE**

Keith Bolland has news of the Dunsfold Dove.

G-ASMG, the DH Dove based at Dunsfold until May 1986 for communications flights, is alive and well and living in New Zealand. Registered ZK-DHW in January 2003, I caught up with her in April at North Shore airfield, Dairy Flat, about 10 miles north of Auckland. In the interim she spent over 15 years in Australia with a company called Rudge Air, operating ad-hoc charter and sight-seeing flights from Essendon, Melbourne.

She still wears the BAe livery of blue, red and orange stripes, though without the logo on the cowlings, and the interior was exactly as I remembered it. There was even a hand-written card above the co-pilot's seat with navigation data for Dunsfold, Hatfield and Bitteswell amongst others!

The current owner is Ray Trubuhovich who runs an earth moving business and also has a share in a DH Devon based at North Shore. The Dove, he said, has more powerful engines and is a delight to fly. Unfortunately he had had a ground incident due to low brake pressure on start-up, resulting in some damage to both propellers. These had been removed for repair.

G-ASMG, construction number 04533, is one of 15 Dove 8s built and was first registered in October 1963.

(see also <http://homepages.ihug.co.nz/~airdata/images/nz-new/0300325.jpg>)

## **PUTTING THE RECORD STRAIGHT**

On the 11th July John Farley gave an excellent 'Powerpoint' illustrated talk to some 70 Association members on the origins and development of the Harrier family, correcting a number of misconceptions which have taken root over the years.

Starting with the engine, John described Frenchman, Michel Wibault's idea for a new form of powerplant to give his Gyropter aircraft the ability to take-off and land vertically. Frustrated in his own country when Marcel Dassault rejected the scheme Wibault turned to the US funded NATO Mutual Weapons Defence Programme who brought the Bristol Engine company into the picture. At Filton under the direction of Stanley Hooker, Gordon Lewis turned Wibault's idea into a practical vectored thrust engine. Next came Hawkers where Ralph Hooper under Sydney Camm devised an aircraft layout to suit the engine. Perfected by Hooper the layout became the P.1127 and the Harrier.

The rest was history. Harrier I grew into the UK-US Harrier II, still in production at Boeing, St Louis. The US-UK JSF, Joint Strike Fighter, continues the line with Lockheed-Martin and BAE Systems collaborating on the design and development, the demonstrator phase having been successfully completed.

There was a long question and answer session after the talk in which John had made complex technical concepts easy to follow, without becoming simplistic. A very enjoyable afternoon was had by all present.

## **INTERNATIONAL V/STOL HISTORICAL SOCIETY**

This is a new US based Society, started by Mike Hirschberg, devoted to preserving and documenting V/STOL history. A newsletter, the 'V/stol Historian' is published on website <www.vstol.org>.

Mike is looking for help in getting the Society going, in particular he needs someone to run the membership side; to attract members, to handle applications and record the membership. If you would like to join, help in any way or contribute, e-mail Mike on <ivhs@vstol.org>. Your editor is member No. 14!

## **HARRIER WEB SITE**

Well worth a visit is <www.Harrier.org .uk> which is a comprehensive source of information on the Harrier, the Pegasus and Kingston V/STOL projects and their engines.

## **HARRIER II PRODUCTION NEARS END**

At the end of the year Boeing St Louis will deliver the last Harrier II. To mark this notable event the Company with BAES is sponsoring a book of the history of the project. It is being written by Lon Nordeen, a Boeing engineer with long involvement with the project.

On 17th September, at the request of Dick Wise, Hawker Association members Ralph Hooper, Ray Searle, Dick Poole and Gordon Jefferson met with Lon to give him details of the British background and involvement. Hank Cole, one time McAir resident engineer at Kingston, was also there. Beside ensuring that the UK contribution was fully understood, everyone enjoyed a happy social occasion remembering those particular old days.

The Committee have been promised a pre-publication copy to check the facts.

## **INDIA MAKES UP HER MIND....AT LAST**

On the 3rd September the Indian Government announced the selection of the Hawk as the Indian Air Forces Advanced Jet Trainer (AJT). Of the 66 aircraft, 24 will be built at Brough/Warton and 42 in partnership with Hindustan Aeronautics in India

According to The Times, it is 18 years (1985) since Delhi first showed interest in the Hawk. Can any Members confirm this? The Editor's belief is that it was considerably earlier.

All this is good news for Hawk enthusiasts, following our Government's decision to buy up to 44 new updated Hawks for the RAF. Based on the Australian Mk127 LIFT (Lead-in Fighter Trainer), a demonstrator, the HNDA (Hawk New Demonstrator Aircraft) XJ951, is already flying.

## **KINGSTON AVIATION HERITAGE MEMORIAL UPDATE**

Many of you will already know about the memorial to Kingston's aviation industry which a 'Hawker' committee has been working on for some years, with the Kingston Borough Council.

The Memorial Project aims to educate the public in Kingston's remarkable aviation history. The centrepiece will be an imposing column conceived by aviation artist and designer, Keith Maddison. Its upwardly sweeping lines and polished metal surfaces aim to capture the spirit of modern aviation. An elegant model Hawker Hunter climbing skyward at the top of this 30 ft column was chosen to represent the beauty and effectiveness of Kingston fighters.

Near the base will be matching lecterns presenting panels of information on Tom Sopwith, his partner Fred Sigrist, his test pilot Harry Hawker, and Sydney Camm, his most illustrious Chief Designer. A fifth panel will commemorate all those who worked in the Kingston factories. The panels will be decorated with bas reliefs of the founders and the aircraft. Directions to the Kingston Museum will also be given where a comprehensive historical electronic educational display will guide visitors to the memorial column and to the Sopwith and Hawker factory sites in the town which are marked with plaques.

The column will be sited in the pedestrian area on the town side of Kingston Bridge and will be visible from the town and the river.

At present a contract is in place with a major civil engineering firm to prepare a fully costed project definition study and to obtain formal planning permission. Once the costs are known and planning permission obtained, fund raising will start in earnest. Meanwhile, the Trustees hope that sales of Trevor Jordan's philatelic cover (see below) will swell the initial funds.

### **COMMEMORATIVE PHILATELIC COVER - UNIQUE OPPORTUNITY**

Trevor Jordan writes that just over 50 years ago, on the 7th September, 1953, Neville Duke, then Chief Test Pilot of Hawker Aircraft Ltd, set a World's Absolute Speed Record of 727.6 mph in the prototype Hunter, WB188, now in the Tangmere Museum.

Twenty five years later, in September, 1978, at the SBAC show at Farnborough, John Farley, then Chief Test Pilot, Dunsfold, of BAe's Kingston-Brough Division, performed the first public 'Ski-Jump' take-offs in the first Sea Harrier to fly, XZ450. Also at the show was a Britten-Norman Islander, G-FANS, fitted experimentally with Dowty-Rotol ducted fans. It was flown by Neville Duke.

On the 7th September, 1978, the 25th anniversary of that world speed record, 50 of the philatelic covers designed for and flown on the first flight of the Sea Harrier were carried on both XZ450 and G-FANS.

For various reasons the covers lay dormant until the 14th May this year, when the Association visited the Tangmere Museum and they were signed by Neville Duke and John Farley.

They are now available, first come, first served, at £15 (one per applicant). Net proceeds will be donated to the Kingston Aviation Heritage Memorial Fund. If you would like one of these uniquely interesting covers, first please telephone Trevor Jordan on 020 8994 2018 to check availability.

### **THE TRANSATLANTIC AIR RACE**

Maurice Carlile remembers the Daily Mail Transatlantic Air Race of May 1969

The race was timed from the top of the Post Office Tower in London to the top of the Empire State Building in New York, at 5th Avenue and 34th Street, Manhattan. Entrants in the race found various methods of crossing the Atlantic in the shortest possible time. The Harrier was entered as a ruse to get the aircraft into the USA to demonstrate it to the military and to members of the Senate Armed Services Committee. HSA, the MoD, the RAF and Defence sales agreed that Harriers from the A&AEE at Boscombe Down would be flown by RAF pilots Sq.Ldr Tom Lecky-Thompson and Sq.Ldr. Graham Williams, both test pilots at Boscombe. HSA would manage the race attempts, clear the ferry tips with 100 gal drop tanks, prove the range performance and provide technical support; the RAF would provide flight refuelling tankers.

Our team of Sales, Public Relations and Maintenance personnel arrived in New York at the beginning of May to prepare for the arrival of the Harrier. The US Marine Corps had selected a suitable VTOL site on a vacant lot at the bottom of 23rd Street on the bank of the East River and had laid an appropriate metal pad. The site not only had an unobstructed approach to the pad but also was only just over a mile from the Empire State. Graham Williams brought in XV744 having proven the route and the in-flight refuelling rendezvous. We had established the quickest way from the top of the Empire State to the pad. The Empire State had an express lift from top to bottom so we positioned someone to keep it free for our use, not an easy task, then onto a motor cycle to roar down 34th Street, turn right into 1st Avenue and then left at 23rd Street down to the pad.

So, we were ready when Tom Lecky-Thompson raced XV741 across on the 5th May, East to West, in 5 hrs 57 min, pad to pad

Now it was Graham's turn, West to East. We had been blessed with good weather throughout our preparations so we were confident of a quick time from clocking in to arrival at the pad. Graham had laid the flight plans for take-off on the 9th May. All was set but we awoke that morning to a downpour of heavy rain. Graham confirmed that the flight was on so it was 'action stations everyone'.

Graham was making his way to the Empire State Building when through the gate to the pad ran a man screaming "You can't take off!". "Who are you?" I said. "I'm from the FAA (Federal Aviation Agency), you can't take off, the weather is too bad". "Yes", I said, "I heard you the first time. Come into our tent and meet Bill Bedford, our Sales Director and ex Chief Test Pilot. He will tell you all about the aircraft". I introduced him and whispered to Bill that he had to keep the FAA official occupied until Graham was on his way. Running out of

the tent I saw Graham entering the site. "The FAA are here", I said, "but we are keeping him out of sight. Good luck!". Graham jumped in, the engine wound up, lift off and XV744 was on its way. Walking back into the tent I said "That was a clean take-off and you can tell your boss that it stopped raining just in time". Crestfallen, the FAA officer left the site mumbling some derisive remarks about the perfidious British.

Just 5 hrs 31 mins later Graham landed at St Pancras Railway Station and reached the top of the Post Office Tower in the shortest West to East time.

### **BILL SHERWOOD REMEMBERS HIS TIME AT BROOKLANDS AND LANGLEY**

I left school and joined Hawkers as a shop boy some 60 years ago, at the age of 15, at Brooklands. I worked in No.1 shop, the long hangar that ran alongside the racetrack on the Byfleet banking. In 1940 the war had reached a critical stage and even I, the most junior, was asked to work every hour I could.

Hawkers at that time could be described as a family concern as most of the people employed at Brooklands had brothers or fathers, or even sisters, working there so it was a pleasant place to be. My brother and my father both worked there. We lived in Byfleet, as did most of the Hawker employees. I enjoyed being part of the team and it gave me great pleasure to see the Hurricanes fly, when I had time to stand around at lunchtime.

My pleasure was to be short lived because Hawkers ceased production of Hurricanes at Brooklands and our family team split up. I went to Langley, my father to Kingston and my brother joined the RAF to become a flight engineer. Working at Langley was a complete change; it was so much bigger, the family atmosphere was gone and we refugees from Brooklands were quickly absorbed into the work force.

I continued to work on the erecting floor but for me disenchantment was creeping in and I decided to try to join the design department. I had to endure an interview with Sydney Camm who I felt at the time was formidable but quite friendly. Amazingly, my interview was successful but it did mean I had to work in the design office at Kingston.

After a while I hankered to be in touch with actual aircraft and asked to be transferred back to Langley and eventually my wish came true. The drawing office at Langley was very small and was situated over the main erecting floor. With the hammering, riveting and shouting it wasn't a quiet place by any means. The DO staff comprised a section leader, two engineers and me as permanent staff and two designers on secondment from Kingston who were changed every three months or so. One of these was John WR Taylor who later became editor of Jane's All the World's Aircraft, and another was Ken Gatland who was making a name for himself in the field of interplanetary travel.

One of the aircraft we dealt with was the two seat Hurricane for Persia. The experimental shop went to work on the aircraft and we, the design office, followed behind to record everything they had done. I approached my section leader to ask permission to request a flight and Bill Humble, the Chief Test Pilot, agreed to fly me in the Hurricane which had an open front cockpit and a teardrop hood over the rear.

He elected to fly from the rear cockpit; it was raining that morning and I don't think he wanted to get wet. He must have thought I had a confident look about me for if I was in the front cockpit I would have to do a number of things like raising and lowering the undercarriage and flaps because the rear cockpit had basic flying controls and not much else.

I borrowed a Sidcot flying suit and helmet from one of the other pilots and thus equipped was helped into a parachute and given instructions on how to use it. Bill Humble and I made our way out to the aircraft, climbed in and I settled down for my first flight. I must add that this Hurricane did not have the niceties of proper intercom, merely Gosport speaking tubes. Sitting in the open cockpit with my Gosport tubes plugged in I felt I could follow any instructions given by Bill; but this was before he started the engine. With the engine running it dawned upon me, and probably Bill, that I couldn't hear a thing, the Merlin made such a noise.

Nevertheless, we took off and when we were well clear of the ground I retracted the undercarriage and we continued upwards into the clouds. Because of the draughts in the cockpit all manner of sawdust, swarf and even the odd nut and bolt flew past me. It didn't occur to me that these might have been holding something vital together, such as the confidence of youth!

After a while we descended through the cloud and did a mild beat-up of Langley after which it seemed an appropriate time to lower the undercarriage and put the flaps down. We landed, taxied to the apron and got out. As I was walking away from the Hurricane, with the sound of the Merlin ringing in my ears, Bill said something to me, but whatever it was, I shall never know.

My stay at Hawkers was coming to an end, the control of labour wasn't stringent and I felt it was time for a change. So, I went back to Brooklands, but this time to Vickers Armstrong's design office at Brooklands House.

## **GEORGE ANDERSON**

Ian Craig remembers 'One-Man-Band' George Anderson

John Glasscock's reference to George Anderson as the "sales and publicity one-man-band" is more pertinent than many may think.

When I joined HSA in May '67 I had been living in Wells, Somerset after my Hunter time in the RAF. On my second day at Richmond Road, not yet settled in or launched on my first assignment, a rubicund stranger arrived busily at my desk and announced bluntly "I'm told you sing bass; I badly need a good bass. We rehearse on Thursdays at the Friends' Meeting House in Kingston at 1930 hours. Come for an audition. OK? See you there." There was no discussion and certainly no time for argument!

I afterwards discovered from Jack Collings that George was conductor and musical director of his own choral group, the Kingston Orpheus. (It was Jack who had let slip to George that I had recently been singing in the Wells Cathedral Oratorio Chorus.) There followed many happy hours under George's skilled baton and, in the best tradition, not a few Farnborough tickets and chalet luncheons by George's kind arrangement. What a good chap he was.

## **MICK MANSELL RETIRES**

(Based on information from John Farrow)

On the 6th December 2002 a small group of colleagues and their partners met at the Gibbon Bridge Hotel to celebrate Mick's career in aerospace as he was to retire from BAES at the end of the year. The core of the group should have been formed by four 'Kingston' people who had known and worked with Mick throughout his 34 years with the Company: Mike Sharland, John Farrow, Diane Raymond and Lambert Dopping-Heppenstal, the host for the evening. In the event, Diane could not attend due to a family illness.

Following the dinner Lambert gave a resume of Mick's career. He joined Hawker Siddeley, Kingston in 1968 as an avionics engineer working on flight control systems, and in 1973 moved to Dunsfold, initially on simulation but from 1976 was in charge of Sea Harrier avionics systems development. Back to Kingston in 1980 he was Assistant Head of Avionics (Computing) then Head of Avionics in 1982. In 1984 he was appointed Chief Designer Harrier I and became Kingston's Executive Director, Design in 1987. In 1988 he moved to the Strand HQ as Director, Projects and thence to Warton in 1989 as Director of Advanced Technology. From 1995 to 1997 he was located at McDonnell-Douglas St Louis as BAe's Director and Chief Engineer, Joint Strike Fighter. From 1997 until retirement he held Warton Directorships of Business Development, Future Systems Concepts and Technology and, finally, Future Air Systems.

Mick will retain some links with industry as a consultant and hopes to continue his association with Manchester University but mostly he is looking forward to his new retirement lifestyle with his family (and some golf!)

The Hawker Association wishes Mick a long and happy retirement (and a lower handicap).

## **VISIT TO BAES FARNBOROUGH**

Barry Pegram reports that on Wednesday the 3rd September some 50 Association Members visited BAES Farnborough to learn about their plans for preserving Company 'heritage'. The evening was organised by Ron Hedges, Farnborough Site Director and Chief Executive of the new TAG organisation.

We met in the Park Centre where models and pictures of 'Hawker' aircraft were on display and after refreshments were bussed across the airfield to the TAG Centre to visit the new hangars and futuristic control

tower. The hangars had most impressive architecture and housed some very expensive business aeroplanes which are maintained by this new BAES subsidiary.

Back at the Park Centre Ron and his team briefed us on BAES's approach to 'heritage', describing plans for a British Aerospace heritage centre within the Imperial War Museum at Duxford. It was clear that BAES is now taking 'heritage' a lot more seriously than a decade ago when Kingston was closed.

The evening concluded with an excellent hot buffet supper. Members were hosted very generously by BAES and our thanks go to Ron Hedges and his team for a most enjoyable evening.

## **REQUESTS FOR INFORMATION**

### **HAWKER BIPLANES**

Guy Black of Aero Vintage Ltd, restorers of old aeroplanes, requests the help of Association members. Does anyone have any technical information, photographs or drawing prints from the biplane days? Apparently all the 'C' and 'B' sized drawings were destroyed but maybe some of you have prints of these drawings as souvenirs. If you do, please contact the Editor.

Guy Black has agreed to an Association visit in the Spring of 2004 to his premises near Rye in Sussex where we can see the work in progress on Hawker types. Watch for details in later Newsletters.

### **KINGSTON SEA HAWKS**

?, who is carrying out research into Sea Hawks, has asked the Association for help. He would like to make contact with anyone who has memories or photographs of the first 35 Sea Hawks, produced at Kingston, particularly WF156. Removal of contact details requested..

### **ROBERT TANT**

Bill Cross, Secretary of the Retirement Association, Kingston has asked our Association to help find anyone who knew Robert Tant. He worked in the design team at Claremont Hall and was killed on 29th June 1944 by the blast from a flying bomb when cycling home along the Portsmouth Road. The information is needed by a nephew, Alex Dow, who is compiling a family history. If you remember Robert Tant please contact Bill Cross on 020 8399 1336 or at 14 Southcote Avenue, Surbiton, Surrey KT5 9JW.

## **BOOK REVIEWS**

### **BRITAIN'S SECRET PROJECTS**

So far there are two books in this series by Tony Buttler, the recently published 'Jet Bombers Since 1949' and its predecessor 'Jet Fighters Since 1950'. There is much of interest to Hawker people in both volumes which are concerned mainly with the large number of unbuilt projects from that period. All the significant Kingston fighter and bomber (or strike/ground attack fighters as we might think of them) projects will be found in these volumes.

The author has carried out deep research at the Public Records Office, in industry archives, at museums and by interviews, unearthing facts never before published. He not only covers the actual aircraft projects in considerable technical detail but also informs the reader about the origins and contents of the Ministry Specifications and Operational Requirements behind the projects and records the political, technical and industrial decisions leading to their success or failure. He even finds room to record the Government and industry personalities involved.

The two books, profusely illustrated with company project g.a. drawings, photographs of aircraft and models and specially commissioned artist's impressions of what might have been, are a gold mine of information for aviation enthusiast and historian alike. The books have informative appendices and excellent indexes, a vital part of any good reference book. There is much colour work.

The books are available from good book shops or direct from the publishers, Midland Counties Publications (Tel 01455 233 747, e-mail <midlandbooks@compuserve.com>.)

## RAF HUNTERS IN GERMANY

An interesting new book has been published this Summer entitled 'RAF Hunters in Germany - Front Line Defenders in the Cold War' by Gunther Kipp and Roger Lindsay, a well illustrated (many in colour), 71 page glossy softback telling the story of the aircraft's time in Germany from the first F4 at Jever in April 1955 through the F6, T7 and FR10 to the withdrawal of the last T7A in 1984. All the 2TAF Hunter squadrons are covered with details of aircraft, bases, markings, serials etc and stories of their exploits, with an 'At the Sharp End' section giving the recollections of some of the pilots who flew the Hunter operationally from German airfields.

The book is published by the authors and is available directly from Roger Lindsay, 7 North Meadow, Hutton Rudby, North Yorkshire TS15 0LD for £15.00 plus £1.50 p&p. Cheques payable to Roger Lindsay.

## HAWKER ASSOCIATION MEMBERS - OCTOBER 2003

**A:** Ken Alexander, Peter Alexander, John Allen, Terry Ansty, Alma Apted, Steve Apted, John Arthur, Alan Auld, Bryan Austin. **B:** Ambrose Barber, Ray Barber, Derek Barden, Peter Barker, Geoff Barratt, Ken Batstone, Dennis Baxter, Colin Bedford, Anne Beer, Keith Bolland, Paul Boon, Cliff Bore, Steve Bott, Bob Bounden, Alan Boyd, Roy Braybrook, Clive Brewer, Laurie Bridges, Ian Brine, Doug Britton, Peter Brown, Reg Burrell, Robin Burton, Ron Bryan, Roy Budgen, George Bunt. **C:** Bert Callan, Richard Cannon, Maurice Carlile, Chris Carter, Ken Causer, John Chacksfield, Colin Chandler, Jenny Chandler, Keith Chapman, Reg Chester, Gerry Clapp, JF Clarke, John Cockerill, Bob Coles, Percy Collino, Brian Coombes, David Cooper, Paul Cope, Nick Cox, Eric Crabbe, Ian Craig, Shirley Craig, John Crampton, Russ Culley, RG Curtis. **D:** Roger Dabbs, Clive Dalley, Andy Dalton, John Danse, John Davie, Ken Davies, Philippa Davies, Trevor Davies, Diana Dean, Norman Devielli, Lambert Dopping-Heppenstal, Jack Dowson, Dick Duffel, Jean Duffel, Peter Drye, Neville Duke, Chris Dunhill, Mike Dyke. **E:** John Eacott, Andy Edwards, Dave Edwards, Norman Evans, Frank Ewen. **F:** Ian Falconer, Mike Fantham, Chris Farara, John Farley, John Farrow, Geoff Fieldus, Mike Finlay, Wilf Firth, Ann Fletcher, Richard Fletcher, Colin Flint, Dave Fowler, Mike Frain, Harry Fraser-Mitchell, Geoff French, Mike French, Heinz Frick. **G:** Roy Gaff, John Gardner, Patricia Gardnio, Sandie Gear, Mark Gerrard, Alan Gettings, Tony Gibbs, John Gilbert, Maurice Gilson, John Glasscock, Roy Goodheart, Eric Goose, John Gough, Andy Green, John Green, James Griffin, Barry Grimsey. **H:** Douglas Halloway, Clive Handy, Bryan Harman, Dawn Harris, Brian Harvie, David Hastie, Eric Hayward, Bob Head, Frederick Hewitt, Merlin Hibbs, Richard Hickey, Peter Hickman, Reg Hippolite, Keith Hobbs, Chris Hodson, Gordon Hodson, Derek Holden, Doc Holliday, Ralph Hooper, Linda Hopkins, Paul Hopkins, Mike Hoskins, Dawn Howes, Terry Howes, Simon Howison, Gordon Hudson, Gavin Hukin. **I:** Pete l'Anson, John Ieronymides, Maive Impey, Brian Indge. **J:** Keith Jackman, John Janes, Gordon Jefferson, David Jelley, John Johnson, Johnnie Johnson, Ian Jordan, Trevor Jordan, Alf Justin. **K:** Brian Kent, Dennis Ketcher, Bill King, Dave King, Charles Kirk, Ralph Kuhn. **L:** Barry Laight, Mike Laker, Charles Lamb, Richard Lane, George Latham, Pam Lawrence, Valerie Lawrence, Ron Leader, Geoff Lee, Mark Lewis, Vernon Lidstone, Andrew Lloyd, David Lockspeiser, Norman Long, Gordon Lorrimer, David Lovell. **M:** Albert Magee, Al Mahoon, Jean Mallett, Mick Mansell, John Marsh, Bill Marshall, Bob Martin, Dennis Mason, Brian Maton, June McKeon, Ronald Mears, Mike Mendoza, Jim Middleton, Kit Milford, Jack Mills, Brian Monk, Pauline Moore, Pat Moran, Nicholas Morland, Pete Munday, Carole Murphy. **N:** Martin Nash, Anthea Newman. **O:** Roger O'Brien-Hill, Robin Owen. **P:** Les Palmer, John Parker, John Partridge, Barry Pegram, Martin Pennell, Bill Phillips, Ted Pincombe, Dick Poole, Don Pratt, Dave Priddy. **Q:** John Quinn. **R:** Frank Rainsborough, Colin Raisey, Brian Ralton, Paul Rash, Diane Raymond, Wally Rayner, Douglas Realf, David Rees, Francis Rhodes, Geoff Richards, Bill Richardson, Chris Roberts, John Rodd, Malcolm Ruscoe-Pond, Peter Ryans. **S:** Helen Sadler, Roger Samways, Alex Seaman, Ray Searle, Arthur Sharpe, Peter Sibbald, Bill Sherwood, Jack Simmonds, Sadie Simmonds, Duncan Simpson, Derek Sims, Gerry Sims, Charles Smith, Don Smith, Harold Smith, John Smith, Karl Smith, Pete Smith, Selwyn Smith, Roy Sparrow, Peter Spragg, Cora Stanbury, Vivian Stanbury, June Stephens, John Strange, Carroll Stroud, Mike Stroud, Christine Strudwick, Tony Strudwick, Bill Swinchatt. **T:** Brian Taylor, David Taylor, Stuart Taylor, Brian Tei, Reginald Thompson, Graham Tomlinson, Terence Tompkins, Rod Tribick, Ron Trowell, Frank Tuck, Bert Turner. **U:** John Underhill. **V:** Herbert Valk. **W:** Brian Walden, Terry Walker, David Ward, John Webb, Harry Webb, Patrick Webb, Graham Weller, Rob Welsh, AP West, Bryan West, Judith Westrop, Jenny Wheatley, Phil Wheatley, Jan White, Roy Whitehead, Annette Williams, Sally Williams, Colin Wilson, George Wilson, Paul Wilson, Dick Wise, George Woods, Trevor Woods, Len Woodward, Alan Woolley.

**DON'T FORGET OUR WEB SITE** - <[www.hawkerassociation.org.uk](http://www.hawkerassociation.org.uk)> for news and photos. The Webmaster is Richard Cannon who is happy to receive contributions.