

This is a collection of memories from
former de Havilland apprentices



**The de Havilland Aeronautical
Technical School**

Life after DH

Reunion 20th & 21st October 2006

Second Edition

WELCOME to the Second Edition of Life after DH.

Those of you who attended the Reunion in 2005 will already have a copy of the first edition and will therefore only receive the new additional pages, plus a new contribution from Max Kelly and Alan Page and then there is one from Rex...

For those attending for the first time this year you will receive a complete set of all the cv's already on record, including these new pages and of course the one from Rex.....

Last year Tim Longley did a marvellous job gathering and collating all these pages and I am extremely grateful to him for his help and extra information that he passed on to me. It was also very satisfying that very few of you wanted to alter or send different pages, so thank you all.

I am truly sorry that we will not be with you this year – maybe 2007.

Best wishes,
Peter Jerram.

October, 2006.

COLIN CAPPS

17th November 1934 – 11th December 2005

Shortly after our last get-together in October 2005 Colin Capps died. Colin had been diagnosed with prostate cancer some five/six years ago, and having gallantly struggled with every possible treatment it finally caught up with him. He leaves his beloved wife, Geraldine, his two sons and three lovely grandchildren – all of whom he was justly proud.

Since the time of our meeting at Astwick Manor fifty years ago, Colin was a good friend and mentor to me, he had a wonderful sense of humour and fun that never left him.

In the cv. published last year for 'Life After De Havillands' he included mention of his time at Palmer Aero Products, where for five years he handled the Aerospace business, this was followed by a further five years at Fairey Hydraulics at Heston as Sales Manager. Not exactly hanging around, he then moved to Smiths Industries Hydraulics as General Manager for six years. Quite why, after this time at Smiths, I don't know, but he ended up at Maidenhead with Alenco selling pipe fittings which he did not exactly enjoy. Three years later he was M.D. of Mono Saunders Pumps group where he spent the next eleven years.

Finally, the job he seemed to enjoy most of all was, as he put it 'selling all sorts, mainly laboratory services from Severn Trent'. Here, for the first time, he was self-employed, a state that suited him very well indeed.

Colin enjoyed his tennis, golf, following Wasps Rugby Union with a passion, but most of all it was the love of his family and friends.

Peter Jerram.

DICK HALL

Started apprenticeship on 19th January 1953.

January 1958 started in the T.D.O. where I eventually became section leader on the wing jig design, working on both the first 121 wing and the 125 wing.

January 1962 started as a Production Engineer at Kodak in Stevenage. Following several changes of job I was eventually made redundant in August 1986.

I got a job as Chief Admin Officer at the Herts College of Art & Design in St Albans; this I stuck for four years and then took early retirement in August 1990.

Since then I have been working hard at retirement!

Dick Hall e-mail : dickall@ntlworld.com

LIFE AFTER DH's – PLANES & BOATS & TRAINS

While I was an apprentice there must have been a call for more electronics engineers, as a few of us were asked if we wanted to switch from the Aero degree course at Northampton Poly to Electrical Engineering. I have never regretted accepting, and an early benefit was a job at DH Propellers with deferment of National Service – a great bonus when you have just married. I was so lucky to meet Sheila, who has been at the centre of my life ever since.

As Electronics was a hobby from schooldays it was fun as a junior engineer to be paid to learn about transistors and dabble with circuit design. Work was strongly Aero oriented to begin with, and I spent many weeks in Montreal flight testing a propeller synchroniser on Canadair's CL44 turboprop. Everyone on our side of the airfield gathered to watch Trident's first flight – I had worked on the windscreen de-icing before I left DH Aircraft.

A turning point was joining the design team on the fuel control for the RR Gnome turboshaft engine used in helicopters. We replaced the mechanical speed governor and demonstrated the first full-authority electronic fuel control at Farnborough. To impress on us designers the importance of reliability in a single-engined helicopter we were taken for a short trip ending in a descent with engine at idle, with the pilot demanding full power to stop the descent at what seemed like 100 feet from the ground. Luckily it all worked to spec.

The Controls department diversified into many industrial projects, one of which was a Train speed indicator for diesel locos hauling coal trucks under a hopper at exactly 1.5 mph. The sensor mounting had to be strong enough to be used as a step for the driver to get into the cab.

To gain experience I moved to ICL Computers at Stevenage in 1967, when a computer with 50 kilobytes of memory – not megabytes – was the size of a supermarket freezer. Each customer had to specify how many printers, tape readers and VDUs he wanted and programmers worked for a week to put the system together – no plug and play.

When rationalisation threatened I came back to what was by then Hawker Siddeley at Hatfield to work on controls for gas turbines in Navy warships. The systems expanded to control all the propulsion machinery, pumps, valves, ventilation and fire fighting – everything except weapons. Export versions went to Navies from Scandinavia and South America to South Korea, which involved a lot of travelling and some strange meals – eating noodles with chopsticks was one of the challenges.

We also fitted controls on gas turbines on oil rigs for power generation, but luckily I was deskbound (mostly) by this stage so did not have to install them.

The company passed through several owners over the next decade, ending up with Vosper Thornycroft shipbuilders, who thank goodness have a viable pension scheme, (so far). So working life seems to have involved a succession of planes and boats and trains, with other ingredients thrown in – seldom a dull moment, but quite a few frustrating, stressful and exhausting ones.

I feel busier than ever in retirement - archaeology, photography, helping in the shop at our local hospital and family events seem to overflow each day. Workshop training still comes in handy with all the DIY, and after all these years we are still living within 3 miles of Astwick Manor!

TIM MARWOOD

e-mail address : tim.marwood@ntl.com

CV - John Henry Gandon

e-mail: johngandon@hotmail.com

Age: 71 (Born 28.1.35)

Family: Married to Liz since 1965, 3 sons.

Education: Sherborne School, 1948-53, Hatfield Polytechnic 1953-58

Career: de Havilland Aircraft Company, 1953-58: Engineering Apprenticeship

Shared flats in Welwyn GC and St Albans (Fredesia) with among others; Nick Ruston, Mick Rose, Johnny Coombes, John Andrew, John Musto, Adrian Fisher, Geoff Greatwood, Rusty Lawyer

National Service, 1959-61: Sapper with 1st Field Squadron RE in Germany

GEC, 1961-68: Graduate Trainee, Production Controller, O&M Officer

BBC, 1968-69: Management Services Assistant

Thomson Organisation, 1969-70; Management Systems Analyst

BUPA, 1971-92: O&M Manager, then Office Systems Manager

Retirement: Since 1992 involved in a number of local voluntary organisations: CPRE, U3A, Scouts, etc.

Max Kelly – Life and times over the past 50 or more years

Student Design Apprentice at Hatfield, 1952-57. Unable to afford at first the luxury of four wheeled transport and my pride and joy was a Velocette 500cc motorcycle. After completion of my apprenticeship I continued to work in the Aerodynamics Department but came to the conclusion that I was not destined to be a technical high flier and transferred to Sales Engineering which provided technical support to the sales team. I was involved on the DH125 executive jet and the first sales of this aircraft in the course of which I had the then unusual experience of flights to Australia by Comet which was a particularly arduous task involving some eight or nine stages, and a meal on each stage. The Comet was not designed as a long range aircraft.

In 1964 I decided to move on and find out what the world had to offer, believing my future activities would be in sales, which proved to be correct. I joined Minerva Detector Company as a Sales Engineer on fire detection systems. Good experience, but I missed the aircraft industry and the people in it.

On to British Aircraft Corporation, Weybridge in 1966 as Sales Manager, responsible for sales of BAC1-11 and VC10 aircraft in Europe, Scandinavia and Southern Africa. Enjoyed this and I had some successes but it was clear that BAC Weybridge had no future and I concluded it was time to move on again.

1969 involved a move to Dowty Rotol Ltd., Gloucester as General Sales Manager where I was promoted later to Sales and Marketing Director. I had a glorious and successful 26 years with this company in the selling of aircraft systems to most of the world's aircraft manufacturers before taking early retirement in 1995. The highlight of my career was the honour of receiving an OBE for services to exports at Buckingham Palace. The Dowty Group was taken over by TI which had no interest in the business other than the finances and the heart was torn out of the company. Early retirement was a relief.

From 1995 I took on various consultancy tasks from several companies including Lockheed Aircraft Corp., USA, and Ashot, Israel involving a range of activities such as political lobbying and sales representation. I enjoyed immensely this transition into "retirement" before I hung up my briefcase in 2002. Also, I vowed I would never travel abroad again and would burn my suitcase since so much of my business life had been spent travelling the globe – but domestic sources disallowed my resolve!

Since 2002 I have discovered "retirement" to be a myth and wonder how I ever found time to go to work. I now report to a family "board" consisting of: - Wife (Jan), 1 son, 2 stepsons, and 4 grandchildren, still working but unpaid. Life seems to be busy permanently, but we do manage to take frequent holidays and have an escape hole in Bideford, Devon, where we can seek refuge when necessary. I have obtained much pleasure in organising the first reunion of our apprentice year(s) in 2005 which proved to be so successful and I hope the 2006 reunion will be able to repeat this success.

I look back to my days as an apprentice and to my experience gained at Hatfield with great affection. I feel I gained so much and was privileged to have had this. Certainly, for me it was the springboard for a successful and rewarding subsequent career.

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Brian Cooper...The past 50 years.

a year in Functional Test Dept joined RAF on 3yr short Service Commission. Met Sue (winner of ladies prize (driving gloves) presented by Nancy Mitchell works driver) after one of the college motor club rallies. We learned to sail. AF in 62- no flying! . Went to work in Stuttgart as Aerodynamics/development engineer. Lots of engineers no managers . Hence became a manager tech director, We learned to ski, Daughter Jenny born. Returned to UK to set subsidiary company. Lived in Ascot. Got involved in Patent litigation, travelled wide. 68 Charlotte born. Became MD, had peritonitis, Became PA to main Director turning round subsidiaries in North. Went to **London Business** I it totally changed my life-cashflow is reality all else is vanity. More turn s for GKN. 72 headhunted to Bowater Corporation to turn round Packaging 3 moved to Brussels to do same for about 40 Bowater subsidiaries in central Europe including a banking, property, Plastics, Vineyards, Tannery pharmaceutical distribution, Building products, Rhine transport, cranes paper, printing, fine china I know it sounds implausible!!!! Some ok, some sold, some . Stopped playing rugger, started playing squash .76 Returned to UK but with s to continue to chair European subsidiaries and sort Bowater Building acts in UK. Rebuilt BSA 250. 83 headhunted to run Hargreaves Group plc in Yorkshire. Moved to present house on 25th wedding anniversary..**our 30th** Moved share price from 50p to 320p. but lost takeover battle to Coalite plc er became Director then Chief Exec. (Sue did Mature student English/French s at Leeds and Grenoble.) Defended and lost major all cash break up bid for e by lunatic who quickly went broke. Pain eased by profit on share options loved share price from 230p to 500p. Out of work so became consultant to s and Midland bank (who had funded lunatic) . Rebuilt MGB. Became Non irector of various plcs. 89 became Chief Exec and latterly Chairman of a private M&E contractor in reality a turnaround and development job with lots struction industry battles and litigation. In 89 designed and had house built in edoc France. Since 2000 have gradually relinquished Non exec positions one Chairmanship of an engineering group in Leeds. Still sailing, given up i, taken up golf...very inconsistent but love it. Seem to be unpaid financial r to village school and legal adviser to Parish Council hence played barrister ng motorway service area at 6 month Public Inquiry and won!! Great Fun. We lots of time in France and travelling, walking and a bit of bird watching a bit ng. Last year we joined Stuart and Kaye Matthews and Caz their daughter (od daughter) in Colorado. She is a very successful business executive with an ssive track record of turn rounds. Sue runs what our friends call 'Cooper plc' ays lots of Bridge...but not with me! Not my scene. We do crosswords er! **AMBITION..LOWER HANDICAP**

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Two wheels versus two wings

Rex de Winton 1952-1957

On that now distant day in September 1952 when some forty-odd Engineering Apprentices turned up at Astwick Manor, it seemed to me that much of the mutual sizing up that went on was directed at our personal transport. Cash flow (weekly wage packets were full to brimming with around thirty bob) dictated that most of us were on pre-war motorcycles or even pushbikes while those whose silhouettes were better suited to four wheels were consigned to the world of Austin Sevens. Although we were supposed to direct all our energies towards the subject of aircraft design, I remember that much of our activity and conversation was concerned with the struggle to keep our motorcycles on the road and, of course, with the excitement of riding them.

Looking back, it occurs to me that our choice of bikes in some way reflected our own personalities. The bikes used by the Dynamic Duo, Halliday and Harris pretty well covered the range of performance available then; from pre-war two-stroke to that symphony in polished aluminium, the Vincent Rapide. At the slow end of the scale and you may not want to read this, one individual in the struggle for a hint of motorcycle glamour painted the tyres of his BASA Bantam white à la Detroit chic. Sadly, only the front tyre remained thus embellished as oil from the chain rapidly returned the rear tyre to its original colour. (This Bluebottle inspired customiser has asked me to withhold his name.)

As a Bantam owner myself, I was subjected to a certain measure of derision regarding its brave but modest performance. Etched into my memory is one particularly cruel comment. It was that the only detectable effect of slamming open the throttle was the exhaust note changing from eeeeeeee to orrrrrrrrr.

Now, fifty years on, things are a little different with one litre sports bikes having a 0 to 100 approaching that of Mr. Schumacher's weekend car. And as for excitement, riding them beats dorking around in some old Cessna Aerobat by a mile. Being festooned with all the crud from the cockpit floor for £120 per hour is not my idea of fun. Admittedly, flying light aircraft is safe enough provided you stick to VMC whereas on a motorcycle the Reaper is always riding pillion.

So I have some advice for all you dear boys out there on the brink of dodderdom. It is to blow away all the stresses of a lifetime; dreaded items like having to manage wives and children and careers; things which I have mostly avoided through apparent incompetence combined with a certain peasant cunning. Just nip down to your local bike shop, hand over around £3000 of the folding and ride away on a will-revealingly fast motorbike. If you do take my advice, be sure to wear a full face helmet with smoked visor for its rejuvenating effect. Bolt your Simmer frame to the back and you can tell 'em it's a luggage rack. At least your long suffering captive audience down at the *Drone and Hearing Aid* won't have to listen yet again to the one about how you had done six consecutive rolls before you realised you were caught in a tip vortex behind Concorde. As for 'Two wheels versus two wings'? No contest!
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JOHN (JOHNNIE) D. GAULD

I left Hatfield's 'Defects Dept' to take up a post in a family connected publishing company, due to pressure from family and a much needed increase in salary. Six years later I joined the printing side and enjoyed the rest of my working years in this very broad and innovative medium: thirty years as M.D. and later as Chairman. Quite a small concern when compared to Hatfield.

Every now and then I felt guilt at leaving the aircraft industry after learning so much and acquiring so many skills but am for ever grateful to De Havillands as these skills have been so very useful in so many ways throughout. (Incidentally, I still have my wooden toolbox, as I am sure many of us have, and my son was left Stanley Tubbs', his Godfather, on his very sad early death).

Sailing has featured quite strong - pinching father's old wooden cruiser, dinghies, a trimaran and monohulls in various parts of the northern hemisphere, more often than not with and without Bob Kirkby in his boat 'Sherpa' - distance races, crossing the Atlantic and cruising - all good fun.

Blessed with a daughter, son, two granddaughters and a grandson.

ROGER GRINTER (1952-7)

I bent over a drawing board at Hatfield for a year before long-deferred National Service finally beckoned - so I signed-on instead for three years "short service" and was still in RAF blue 26 years later - by then a wing commander engineer. Most of my time was spent with operational units, first keeping transport and V-force aircraft going in the UK and then recce squadrons overseas, and later Vulcans at Scampton, as well as doing various HQ jobs around Whitehall and High Wycombe and elsewhere.

On the home front one marriage yielded two sons and two daughters. Family moves were frequent following RAF postings before we dropped roots in Marlow.

My fiftieth in 1985 coincided with my returning to industry, by chance to Hatfield, working for the US company, Textron, that supplied wings and engines to BAe for their 146. Hatfield seemed much the same after a quarter of a century, apart from a tunnel. (On day one I spotted a silver and blue "DH" sign surviving still by the old experimental hangar!) In 1996, by then taken-over by AlliedSignal and shifted to Luton, I clocked-off finally after 44 years.

Now enjoying year nine of busy retirement I'm into 'age-denial'. Last March all four grandchildren helped me blow out seventy candles. I'm sure it was all a big mistake. You know, the wrong cake.

MAX HARRIS

LIFE AFTER DE HAVILLANDS

In 1957 I finish my apprenticeship. By now married + one child

1957 - 1960	DE HAVILLAND design office. By 1958 married + two children
1960 - 1961	DELANEY GALLAY design office. Hydraulic components and heat exchangers for the aircraft industry. Boring.
1961 - 1963	PALMER AERO PRODUCTS design office. Hydraulic components for the aircraft industry. Boring, but was promoted to Section Leader so stayed on.
1963 - 1970	LUCAS AEROSPACE design office. Gearboxes, constant speed drives, starters, generators and actuators for the aircraft industry. Really interesting stuff.

During this period I realised that life was really quite serious, and with only an ONC in mechanical engineering to my name, future career prospects were decidedly limited. I decided to do what I should have done during my apprenticeship!

In 1969 after five years of mostly evening study, was elected M.I.Mech.E.

1970 - 1974	LUCAS AEROSPACE UNDER WATER WEAPONS DIVISION Design manager for the propulsion system on what was to become known as the STINGRAY air launched anti-submarine weapon.
1974 - 1975	BRITISH OXYGEN (Under Water Projects for the North sea oil industry) Disaster. Round peg in square hole. Least said the better.
1975 - 1985	LUCAS C.A.V. Design manager Diesel fuel injection systems. (Finchley) In 1985 Lucas closes Finchley factory. Offer of redundancy or relocation to Kent to work in Gillingham plant. At 52 years of age it does not take long to decide to accept relocation.

Move home to Maidstone in May 1986.

1985 - 1992	LUCAS DIESEL SYSTEMS (Gillingham) Design manager advanced projects. Uncomfortable feeling that neither we nor our products are welcome. In 1992 the situation is resolved in the day of the long knives. A 25% redundancy is imposed with anyone over 50 being top of list Oh my god I'm 59!
February 1992	Bloody hell I'm out of work and cant afford to retire!!!

Someone up there was looking after me. I found a new job.

1992 - 1996	HOBOURN AUTOMOTIVE. Power steering systems. Project Manager for new power steering pump. This is a new world. Unlimited hours, fiendish pressures. Soon suffering from high blood pressure and near mental breakdown. What am I doing here? Get more people, work less hours and soldier on. Successful product introduction into Rover and Jaguar.
April 1996	I hand in my notice and leave Hobourn in April 1996
May 1996	HOBOURN AUTOMOTIVE. I must have been doing something right. They don't want to lose me. Re employed as Consultant on short-term contract. Civilised hours and very little pressure.

Elizabeth diagnosed with Lung Cancer in July 1996 and dies November 1996

January 1997	Further short-term contracts with HOBOURN AUTOMOTIVE. More money for less work than at any time in my life.
July 1998	Finally stop working and retire at age 65.
August 1998	Start to learn how to enjoy life without work.

September 2002 Meet Dorothy and start a wonderful new relationship.

JOHN HELLINGS.

DHAeTS 1952-1957

Unlike most, I suppose, who joined the Tech School, I spent all my working life with “DH” so my opportunities to visit the fleshpots of the world at Company expense were pretty limited. After finishing my 5 years I entered the D.O. as a Design Engineer, Structures, having resisted the blandishments of Ralph Hare who promised me a glittering career in the Stress Office. (I had found my time there excruciatingly boring with little or no scope for original thought.) During the following 2 years I enjoyed continued deferment from National Service which appeared to be there for the taking. Eventually the day of reckoning arrived which brought with it glorious rejection at a hilarious selection process in the St. Albans Army Recruiting Centre. I think that’s what it was. Fortunately the feeblest of excuses was acceptable since by then NS was due to be abolished. Mine was flat feet, an ailment which, I was assured, would have dispatched me straight to the cookhouse had there been any justice in the world.

A transfer into the Trident Project Office saw interesting work on initial studies for the rear end, comparing high and low tails etc. I then started learning my structural design craft on the Trident rear fuselage under Doug Watt, a very thorough man, and four years later on the 125 forward fuselage with Pete Savitsky, before returning to the Trident to investigate, among other things, provision of a Kruger flap.

In 1965 I was made a Senior Design Engineer and joined a small Hatfield team based in Paris engaged with Sud-Aviation, Breguet and Nord Aviation on project studies which eventually emerged as the (Airbus) A300B, for which the Hawker Siddeley Group (a part of which we had by then become) assumed responsibility for wing design in Hatfield and manufacture in Chester. Later I became Assistant to the Designer in Charge, A300B, (Peter Brown) and was largely involved in liaison with Fokker in Holland and VFW in Germany who were designing and manufacturing the wing moving surfaces under Hawker Siddeley technical direction. Hawker Siddeley (by then a major sub-contractor in the programme following British government withdrawal from Airbus partnership in 1969) was also involved in supervision of the overall design of the Airbus together with the two major Airbus partners, France and Germany, so we were fully committed to the project. The A300B first flew in 1972.

Subsequently, after the smaller A310 had flown in 1982 I was appointed Project Designer A300/A310, and in 1987 Chief Designer Airbus (Hatfield/Manchester) directing all the (wing) technical aspects of both them and the newly launched A330 and A340, (twin and four engine’s respectively) Hatfield being responsible for the common wing box design of both. Computer aided design was employed for the first time on these new programmes. This in effect enabled computer controlled machine tools to talk directly to the ‘drawings’ which were in fact computer files. Each ‘drawing’ comprised some 13 or so ‘sheets’ as I recall, containing every piece of information necessary to make the part. I concluded my Airbus days in this position until all Hatfield Airbus design work was transferred to Filton at the beginning of 1990 as part of a Company reorganization and before, in fact, either new model made its first flight.

I then transferred to the Executive Jet Division as Project Design Manager for the 125-1000, a larger and longer range member of the ubiquitous 125 family of executive jets. At the outset I made my first business trip to the US and enjoyed many more before retirement. My responsibility was guiding the “1000” through its flight test (at Woodford) and certification

programmes. After entry into service at the end of 1991 there followed an interesting period dealing with customers at first hand both here and in the States. In 1992 it was rumored that British Aerospace proposed to sell their executive jet division to Raytheon Corp. in America, and although this was officially denied I, together with some colleagues, elected to take early retirement in 1993, a decision I never regretted. (A decision to sell the division to Raytheon was announced not long afterwards). These last three years were perhaps the most fulfilling, dealing as they did with a complete aircraft programme.

On the personal side, some may remember my pale blue Lotus Elite sports car. Although it was eventually replaced on the road by faster and more reliable transport, I never parted with it and today it patiently awaits a long promised restoration, not having turned a wheel for probably 30 years! Whether I can still get into it is a debatable point which I am reluctant to put to the test. It is the second earliest one still in existence according to the register. I maintained my active interest in motor sport at local Club level until I forsook E-Type Jaguars (and riotous visits to the Le Mans 24 hour race) for things more practical and later turned to the dreaded committee work for the Herts County Auto & Aero Club, the Harpenden Arts Club and the Guild of Aviation artists, for each of which I also did a tour of duty as chairman. In 1993 I underwent a quadruple heart by-pass (brilliant surgeon, name on request) the requirement for which came out of the blue and this, together with my simultaneous retirement (whose date had in fact already been pre-arranged) gave me a new lease of life, enabling me to take up sensible eating, exercise (cycling), enjoy a weight reduction programme and spend more time on a lifetime's hobby of watercolour painting

In March this year I got married (for the first time!) to someone I met on a painting holiday and we now live in a Georgian house in a small village on the south coast near Chichester. I still cycle, paint and submit watercolors for an annual exhibition in Harpenden. Membership of the Hatfield Aviation Association, a large group of former (mostly Hatfield) executives, helps me to keep in touch with others and with the DH Heritage scene. That I continue to edit the HAA Newsletter undoubtedly helps.

Neil Harrison

January 53 – December 57: DHAeTS Hatfield. Design apprenticeship. A founder member with Tim Longley of the TK group formed to build the Turbi.

January 58 – September 59: DH Aerodynamics Flight Test Hatfield under Ernest Clearhill, Tony Fairbrother and Stan Borrie. Flight test data reduction. Colleagues in the department: Johnny Johnston, Ron Ashford, John Barrett, John Rye, Don Burns and Liz Hayes (later to become Liz Longley).

September 59 – May 60: Short Bros & Harland Belfast Light Aircraft Division Aerodynamics under Frank Robertson and Cyril Hughes. SC7 Skyvan initial performance and stability/control predictions.

June 60 – March 62: Hawker Siddeley Aviation 32 Duke Street, SW1 Market Research Group under Alan Stratford. Economic and operational analysis of the SST (in conjunction with Jim Floyd's Future Projects Group at Kingston) and of the HS125 project, plus market research and sales engineering on the AWA Argosy freighter. Colleagues in the group included Mike Spanyol, Peter Detmold and Mike Lumb.

April 62 – August 69: *Flight* editorial writer for the Air Transport Editor Mike Ramsden covering all aspects of air transport development plus general aviation and, with Mark Lambert, the conduct of more than 50 flight tests for the "In the Air" series ranging from the Wallis WA116 autogyro to the Fokker F28 Fellowship.

September 69 – September 71: Britten Norman Aircraft Limited Bembridge. As a reporter I had witnessed the development of the Islander and had met John Britten and Des Norman on several occasions. I also shared their interest in the concept of kit-built small aircraft, which led John and Des to their BN3 Nymph design. They kindly invited me to join them on the project but by the time I could disengage from *Flight* (and get married) the Islander had come onto full stream with British Hovercraft Corporation airframe assembly at Cowes and it was a case of all hands on the pump to set up a worldwide marketing, sales and distribution organization - so that's what I did instead! My special areas of responsibility were the UK, Scandinavia, the Middle East, India, Australia and South Pacific! We had remarkable success such was the wide gap in the market and which the Islander was uniquely able

to fill at that time. However, the output from Cowes and Romania outstripped the market and the firm got into problems and so headed into receivership. For me it was an immensely interesting introduction to international marketing and sales as well as some superb flying experiences (the first Trislander landing on the beach at Barra and landing the Islander on the 1:11 strip at Lukla at the foot of Everest).

September 71 – November 87: Eagle Aircraft Services Limited: Upon the collapse of BN I joined Harold Bamberg's Beech Aircraft distributorship at Leavesden just as the ubiquitous King Air was starting to make its mark on the market. Sixteen years were to follow – a roller coaster experience from the depths of the recession in business aircraft (I remember one sales meeting by candle light during the three-day week in 73) to our best year (79) when we sold twenty King Airs new and used in the UK and abroad. Harold eventually decided he really wanted to spend more time with his horses and property development and so he and Mrs Beech parted company just as Raytheon was taking over the old family business in Wichita. Again great years for me with loads of friends in Beech, and in the customer community. I eventually managed to convert my PPL and Instrument Rating into an ATPL and almost promptly stopped regular flying.

November 87 – August 88: Brokered some aircraft on my own before being invited by Brian Calvert to join his Aircraft Management and Sales group in Field Aircraft Services Limited at Heathrow.

September 88 – June 98: Field Aircraft Services/Hunting Aviation: Brian Calvert (famous for his key role in BOAC and later BA for the introduction of Concorde) had built up a nice little aircraft management group operating several Gulfstream's, 125s, Falcons and Challengers. We did good business for several years broking and dealing and consulting for buyers of business aircraft. Then Hunting decided to concentrate on its oil industry related business and pull out of aviation and defense altogether and so I too thought it about time to retire when another door opened:

January 99 to today: Anglo Normandy Aero engineering Limited in Guernsey. One day soon after I retired I got a call from Dave Jackson, MD of ANAE and formerly of Hunting East Midlands, to ask if I'd be interested to help him develop the third party maintenance business and prepare the company for sale? Thanks to modern means of communication this became a practical proposition for me to do from home in Oxfordshire. Six and a half years later and two changes of ownership at ANAE I'm still hard at it full time (*June 06=update=now only part time*) finding third party business for ANAE. We now specialize in ATR42/72 and Saab 340 and Short 330/360 and, of course, BN Trislanders (our sister company Aurigny was my first customer at BN over 30 years earlier).

After 52 years in aviation I can honestly say that I've never regretted a year of it and can thank the industry for the dozens of friendships made, the challenges and excitement, and the livelihood earned. And I look forward to going on for as long as I can make a useful contribution and earn my pay. Subject as ever to the responsibility to family – my wife Margaret, our six offspring (one son, two daughters and three step sons) and one grandchild. We were so lucky to be in aviation during these years.

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Personal History - Terry Hawthorne

Born and educated in Reading, in 1952 I started as an engineering apprentice at De Havillands in Hatfield.

In 1959, I married Bridget (Roy Duffey's daughter) and set about building a career inside, and later outside, the aircraft industry. We bought a little house near my home town, produced daughter no.1 and settled down - or so we thought.

One ailment I have suffered all my life is that of itchy feet - the travelling sort - and this, combined with the dreadful winter of 1962, drove us to emigrate to Toronto, Canada. There, we rented an apartment with central heating and a huge fridge and I started work in the Planning Office with De Havilland Canada, building DC 9 wings. In 1964, DHC introduced the first IBM System 360 computer into the business and driven by the thought of "better to control the computer rather than be controlled by it", I joined the systems team and set about implementing manufacturing systems across the company.

It was a logical step from there to join IBM, for whom I worked in Canada, White Plains New York and finally, in 1969, to keep a promise made to Bridget when we first went abroad, back in the UK.

Once again, however, itchy feet intervened and in 1970, we bought a house in Henley-on-Thames and I joined a London-based management consultancy, for whom I carried out assignments in England,

Wales, Scotland, Belgium and, best of all, in Johannesburg in 1974. As this assignment lasted for 12 months, my family, now with two daughters, came with me. Although this was in apartheid-ridden South Africa and the injustices were clear to see, we enjoyed the experience. Lasting memories include a visit to a gold mine, where the Zulus performed their traditional dances, and a long weekend on safari in the Kruger Park - seeing the animals in their natural environment has put us off zoos forever!

In 1977, Bridget needed more of my presence at home to help control two spirited teen-age daughters, so after a disastrous period in local government (I couldn't relate to the organizational culture), I joined Metal Box in Reading and implemented computer systems in the various factories in UK. This required travelling around the country and kept my itchy feet quiet for a while.

Then in 1985, two major events took place which changed my life. The first - daughter no.1 married a young man she had met at Southampton University and they took off for California where they still live with their two children. Secondly, Metal Box was sold to a French manufacturer and all head-office staff were made redundant. I was shattered by this news but as a neighbor pointed out, it represented an opportunity - in IBM-speak, "every problem is an opportunity". I set up my own business as a computer consultant and for the next 15 years worked with companies in and around the London area.

Business was good in some years, not so good in others. In 1991, during a quiet time, Bridget and I engaged a house-sitter and took off on a 3-month world trip. We flew clockwise round the world, chasing the sun, and called in on friends and relatives in New York, Los Angeles, Auckland, Melbourne, Cairns, Hong Kong, Bangkok and so back to London. It was a fabulous trip of which we have many happy memories and met many charming people.

In the early 1990's, I took my itchy feet to the Lake District and with a neighbor, followed in Wainwright's footsteps, walking from coast to coast, a total of 192 miles in 2 weeks - a great experience. During this time, daughter no.2 produced our second grandson, whom I first met at the end of the walk.

In 1999, we sold our Henley home and down-sized to a smaller house 5 miles to the west. I retired from active programming and now take trips to Tenerife for winter sun and occasionally, to California to meet up with the grandchildren there.

Two years ago, I was diagnosed as having Parkinson's disease. This is being controlled with drugs and with Bridget's wonderful support, I am facing up to the challenge.

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ARTHUR HOWES MBE

Having joined de Havilland as an apprentice in 1953, I entered the Future Project Group under Derek Brown in 1957. By the early 1960s most of my work was concerned with designs for future, high-capacity, sub-sonic airliners. This turned out to be a good position to be in, since the work led up to the A300 and the formation of Airbus Industry, and when, in 1964, we started a working group with the French, I was part of it. A year later, the group was extended to include the re-emerging German aviation industry, with work centred in Toulouse. I was based there as Assistant to the Designer in Charge, responsible for technical coordination between the various design teams. This lasted until 1969, at which time the British government withdrew from the programme, giving instead its support to Rolls-Royce engines for the Lockheed L1011 programme.

Happily, H.S.A. were requested by the other partners to stay with the programme (albeit with a much reduced participation and an even greater reduction in responsibility), and the position that I held could no longer be filled by a Brit. Fortunate again, I was asked to transfer to Sales and move to New York, opening the new Airbus Sales Office for North America. Five very happy years followed, flying the flag for the new European programme and initiating sales campaigns, several of which eventually came to fruition, but only after I had returned to Toulouse to head up the European Sales department in 1974.

As Vice-President, Sales I ran the Sales teams for Western and Eastern Europe, extended later to include Africa (and, for a while, Latin America), which gave a bit of variety and diversity to life. The Airbus policy at that time was for salesmen to travel an average of 180 days a year, so this was a wonderful opportunity to get to know these different parts of the world. In addition to heading the department, I was also directly responsible for specific sales campaigns, including those with Laker Airways (that was a lot of fun), British Caledonian, South African, Alitalia...

In 1978 my responsibilities were extended to include persuading the Brits to rejoin Airbus as full partners, including the UK Government; this involved political lobbying, working both in Westminster and directly with Parliament. This successful experience proved to be useful later on when, as part of the team coordinating the definition and launch of the A320 and even later, the A330/A340 programmes, I was tasked with obtaining the necessary financial support from the UK Government.

In 1986, a new Airbus President decided that a complete overhaul and reorganisation of the Public and International Relations Division was required, and I became Vice-President of International and Public Relations. In this position I continued to work with governments, notably the British, and this led, in 1990, to the award of an MBE for services to British aviation. In the same year, I also had the honour to be made a Chevalier – for services to the wine region of Fitou in France, an award that was probably more truly merited!

On the 14th July, 1995, after 42 years in the industry, I took early retirement, and have ever since taken great pleasure in telling the French that they all have a day off every year to celebrate the event. Retirement was the best decision that I ever made in my life, although there have been times when I have thought that it might be nice to go back to work for a rest (but please don't tell Edith that!).

Arthur Howes.

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John Berger's "career" (as on horse....) since De Havilland

At the end of my apprenticeship, in 1958, I was lucky to be already working on the Comet and Trident flying control test rigs, and stayed on as a test engineer. The Comet rig was simply being cycled to death, but building and commissioning the Trident rig was different altogether – that huge simulated all flying tail went unstable at 7 cycles a second when first fired up.... Marriage to Mervynne in 1961 put pressure on the budget, and ICI were offering more than £1000 p.a. to engineer the manufacture of polythene film and bags, so I did. Designed and developed a bag-maker that was quicker than anyone else's (even the Americans' – hooray), but was so sophisticated they trained me as a training manager so I could teach people how to use it. By 1969 I found myself training boss for the Division, but couldn't see myself doing lifetime service under the ICI broly, and London Weekend Television were looking for a training guy to get them from monochrome to colour, so I jumped ship.

LWT was huge fun for two hectic years, but by then it was clear there was no personnel turnover and no more training need, so I tried to scratch an itch which De H had started – surely it was possible to run an honest garage? The cash value of half the house went into partnership with He who had been my Best Man – which just shows you should never go into

business, naïve, with old friends! When our accounts manager told me there wasn't any money left, my partner was in Spain with his mistress.....

A short stretch with the Industrial Society led to a couple of years as Division Personnel Manager for a diamond tool manufacturing and merchanting company with subsidiaries in France and Italy, and then consultancy beckoned in the shape of joining a delightful American who I had worked with when he was doing a major exercise with ICI. What I didn't know (and couldn't have) was that **his** mercurial partner and he were coming apart at the seams and taking the consultancy with them.

Back to the drawing board – and ten years with a container shipping company based in Southampton as personnel guy, latterly looking after their (final salary) pension scheme; amazingly finding pension management fascinating, and, when the company was taken over by P&O, spending two years running the Scheme solo from my office at home while (successfully!) fighting off P&O's attempts to raid the £4.5million surplus.

By then – 1985 – I was fed up with other people deciding what I was going to do, so I set up as a freelance HR manager who also ran pension schemes – and I've been doing it ever since. (Ironically, my own pension was set up as a with-profit with Equitable Life, which is why I'm still working!) One of my first paying clients was Harben Systems – old de Havillanders Bernard Hart and Alan Bennie making very high pressure water pumps in Salisbury - and others have ranged from a seven-man optical coating company through a super-yacht builder in Southampton (one of my favourites) to running the pension scheme for Diners Club and being interim HR Director for a national children's cancer charity. (My website is www.kingsmillsservices.co.uk if anyone wants some HR help....)

On the home front, No.1 son Guy arrived in 1962 and after training in Swiss hotels is now project managing the hanging of huge sheets of glass on buildings (curtain-walling it's called, apparently – don't ask, it's a long story). No. 2 son Jonathan arrived in 1964 – and after training in retail management now runs a painting and decorating business (another long story).

Through all of this, Mervynne has, amazingly, managed me, the house, school nursing, clinic management, the garden, and is now a fully qualified traditional upholsterer. Stunning.

One of these days I'm going to have to retire, I guess.

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Frank W. Harvey Personal History since Hatfield

After leaving De Havillands emigrated to Canada to start employment with Avro Aircraft Canada at Malton Ontario. Experience gained at AVRO CANADA on both the CF100 and ARROW aircraft. From repair and overhaul of the CF100 aircraft to experimental flight test on the ARROW. Part of experience was performing modifications on the CF100 at various RCAF bases. This continued until FOO 20" 1959 when the Canadian Government cancelled the Avro Arrow, when I was one of 14000 employees laid off.

Between the end of February 1959 until August 1963 worked at various occupations including a joint business venture with my father.

Returned to the Malton plant in 1963 with De Havilland Canada working on the

Canbou Buffalo, and Turbo Beaver before moving on to the Douglas DC9 when production was started. Assignments in various phases of manufacturing followed over the next few years. Prior to retirement in 1992 was S.B.U. (Strategic Business Unit) Leader on the MD80190 Leading Edge program in control of both fabrication of parts and assembly of components.

Since retiring I have been retained on numerous occasions as a manufacturing consultant on new projects by both McDonnell Douglas and Boeing. Also as an instructor on MD90 assembly and fabrication for the XIAN Aircraft Company of Xian China.

President Member

- Aerospace Heritage Foundation of Canada
- De Havilland Aeronautical Technical School [ft.s'3OCiation](#)

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