

**RECORDS OF THE BRITISH AVIATION INDUSTRY**  
**IN THE RAF MUSEUM:**  
**A BRIEF GUIDE**

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## **Introduction**

The RAF Museum holds what is probably Britain's most comprehensive collection of records relating to companies involved in the manufacture of airframes (i.e. aircraft less their engines) aero-engines, components and associated equipment. The entries in this guide are arranged by company name and include a history of each company, particularly its formation and that of subsidiaries together with mergers and take-overs. Brief details of the records, the relevant accession numbers and any limitations on access are given. Where the records have been listed this is indicated. A glossary of terms specific to the subject area is also included, together with an index.

## **Background to the Collection**

The Museum's archive department began collecting records in the late 1960s and targeted a number of firms. Although many of the deposits were arranged through formal approaches by the Museum to companies, a significant number were offered by company staff: a significant example is the Supermarine archive (AC 70/4) including some 50,000 drawings, which would have been burnt had an employee not contacted the Museum.

The collections seem to offer a bias towards certain types of record, notably drawings and production records, rather than financial records and board minutes. This may reflect the circumstances in which the records were acquired (i.e. the fact that the companies had no further need for them) rather than a deliberate decision not to acquire other types of records. The major exception to this situation is the Handley Page files (HP series): after the collapse of the company a consortium comprising the RAF Museum, the Imperial War Museum and Lloyds purchased documentary and other material from the receiver. The administrative and business records were allocated to the RAF Museum, whilst drawings and photographs went to the IWM.

Another explanation for the predominance of drawings amongst the collections is that not only do engineering companies produce large numbers of drawings (ranging from General Arrangements of complete aircraft or sub-assemblies down to detailed drawings of individual components) the drawings themselves are frequently copied. The original draughtsman's drawing would be done on paper, then traced onto linen or film, which would in turn be used for the production of working blueprints or dyeline copies. Some firms then kept microfilm copies of their drawings - many Fairey drawings came to the Museum as large-format microfilm negatives, and the modern standard is 35mm aperture cards. There is thus the potential for several copies of a drawing to be in circulation, and some copies have been donated by individuals rather than by the companies concerned.

Acquisitions from companies are supplemented by donations from former employees, often comprising documents and drawings that they had used during their employment

Material relating to companies appears among the collections held by other sections of the Museum, notably the Library and the Film Section. Where appropriate,

mention of such records is made in this guide.

### **Arrangement of this guide**

Companies are listed in alphabetical order, and the company's registration number (where known) is given, usually with a brief history of the company. Many of the companies in the Hawker Siddeley Group changed names several times and these are cross-referenced.

Within each company's entry, large collections of records are arranged following the classification scheme suggested by the Business Archives Council:

- Corporate records
- Share records
- Internal administration
- Accounting & Financial records
- Legal
- Operation
- Staff & Employment

Other records are listed simply; in all cases the relevant accession numbers are given. A variety of accession numbering schemes have been employed, some of which (such as the AC, MPC and HP series) relate to groups of records, whilst others - such as the A, B, L and MAC series - indicate individual items. Numbers prefixed "X" may relate to groups of records or individual items.

### **Access to the records**

Only one group of records is currently closed; the rest may be seen in the Museum's reading room by appointment. The reading room is open Tuesday to Friday, from 10 am to 5 pm.

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## **Glossary of Terms**

*Drawing Introduction Sheets* - Ledgers giving details of all the drawings associated with a particular aircraft, especially noting changes resulting from modifications.

*Drawing Register* - List of drawings produced, usually in chronological order, often recording when each drawing was first issued and subsequently replaced by amended drawings.

*Type Record* - Complete record of all decisions made regarding a particular design, or variant, including all modifications.

*Release Note* - Certificate stating that the material or component to which it relates complies with appropriate standards and is therefore suitable for use.

*Service Reports* - Feedback to the company from its representatives, detailing the serviceability state of aircraft with specific units. Presumably analysed to provide data on causes of unserviceability and show where modifications may be needed.

*Servicing Instructions* - Special instructions for non-routine maintenance, such as inspection of a particular component throughout the fleet after a fault has been discovered.

### **The British Aircraft Industry: an overview**

The first aircraft manufactured commercially in the United Kingdom were primarily intended for sale to private pilots, who flew as a hobby. They included the machines built under licence from the Wright Brothers by the British and Colonial Aeroplane Company, and the designs of Claude Grahame-White. The First World War produced a great demand for aircraft, and many companies' designs - together with those of the Royal Aircraft Factory - were built by subcontractors such as the furniture manufacturers Waring & Gillow, or by the National Aircraft Factories.

Several aircraft manufacturers collapsed after the Armistice, as orders were cancelled. The 1920s and early 1930s were lean years, as the armed services were forced to make do with ageing aircraft despite the rapid advance of technology. A number of take-overs and mergers took place as the industry fought for the relatively few contracts let by the Government. Eventually the threat of war brought about a need for rearmament, and the Royal Air Force embarked on its Expansion Scheme. New aircraft were ordered, and "shadow factories" owned by the State and operated by firms with expertise in related fields - such as the motor industry - were built, both to meet the demand and to disperse the risk of disruption from enemy attack.

During the post-war years the British aircraft industry shrank once more: aircraft were growing more complex and therefore costly to develop and manufacture, and the power of nuclear weapons meant that fewer aircraft were needed to attack the enemy. The Sandys<sup>1</sup> report of 1957 suggested that no new manned aircraft would

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<sup>1</sup> Cmnd 124; Defence: outline of future policy; 1957.

be needed, but this was rapidly seen as incorrect. Further contraction of the industry took place in the 1960s, and the ever-increasing cost of aircraft led to collaboration with other countries in projects such as Concorde, Jaguar, Tornado, and the Gazelle, Puma and Lynx helicopters.

Two major groupings took place: the Hawker Siddeley Group was founded in 1934 when Hawker acquired the Gloster Aircraft Company and the Armstrong Siddeley Development Company. Further companies were added in the 1950s, including a number in Canada. The formation of the British Aircraft Corporation in 1960 united most of the remaining airframe companies. The Plowden Committee report on the aircraft industry in 1965<sup>2</sup> suggested that the Government should acquire shares in BAC and the airframe elements of Hawker Siddeley to make both public and private capital available. The two groups were merged in 1977, together with Scottish Aviation, to form British Aerospace (BAe), effectively nationalising most of the British aircraft and guided weapons industry. A change of government in 1979 led to the privatisation of BAe over the years 1981 to 1985: it subsequently underwent several reorganisations, with subsidiary companies being sold or merged, and became BAE Systems in 1999. Only a few other companies now produce aircraft, whilst Rolls-Royce is the only British aero-engine manufacturer. The component and service sector of the industry continues fairly well, with expertise in a number of areas such as undercarriages and propellers.

The Hawker Siddeley Group was a very large organisation with many subsidiaries outside the aircraft industry. When the Group's aerospace operations became part of British Aerospace in 1977, some of the companies – and their records – became part of the BTR group, now Invensys plc. Over time the names of these companies have been used for firms whose activities at best only loosely connected with the aircraft industry, such as William Graydon & Company Ltd (*Scottish Registered No. 31620*), which became Blackburn Aircraft Ltd in 1975. The Museum holds a large collection of records, on loan from Invensys, the majority of which is material from these firms' time in the aircraft industry, but some non-aviation material is also held to preserve the continuity of the records.

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<sup>2</sup> Cmnd 2853; Report of the Committee of Inquiry into the aircraft industry; 1965.

## **Section 2**

### **Company Histories and description of records**

Changes in the main company's name are shown in bold type: italic type indicates companies whose records are also held by the Museum, but this does not necessarily mean that records relating to mergers and take-overs are included.

Some companies produced house magazines, which have been transferred to the Museum Library's Periodicals Collection: these are included in the guide for completeness.

#### **Airspeed Ltd**

*formerly ECC (Holding Company) Ltd*

*became Hawker Siddeley Pensions Services Ltd (802618)*

Register of members 1964-1978

Annual returns 1965-1973

Signed accounts 1974-1984, 1986-1990

(X003-6163 Box 4453)

#### **Airspeed (1934) Ltd**

The company was founded as Airspeed Ltd in York in 1931 by A Hessel Tiltman and Neville Shute Norway, but a take-over by Swan Hunter in 1933 led to the name being changed to Airspeed (1934) Ltd and the business moved to Portsmouth. In June 1940 Swan Hunter's shares were bought by the De Havilland Aircraft Company, and the name of the company reverted to Airspeed Ltd in January 1944. De Havilland bought out the preference shares in 1948 and a merger between Airspeed and De Havilland was announced in June 1951, leading to the formation of the Airspeed Division of De Havilland.

Before the Second World War the company built light twin-engined transport aircraft, one of which - the Envoy - was developed as a multi-purpose trainer for the RAF and renamed the Oxford. Airspeed's other important contribution to the war effort was the Horsa troop-carrying glider. The post-war Ambassador airliner was purchased in small numbers by British European Airways (BEA)

Management Minute Book 1939-1941

Policy Committee Minute Book 1940

Design Minute Book 1938-1939

Papers re winding up of Airspeed Ltd and assignment of patent rights to the de Havilland Aircraft Company, 1951

(X003-6163, boxes 6497 & 6498)

Papers of A Hessel Tiltman, including prospectuses for the original Airspeed Ltd and the Memorandum and Articles of Association of Airspeed (1934) Ltd 1917-1943 (AC 77/26, listed)

Report on Airspeed A.S. 45 longitudinal stability test flights, circa 1946-1947 (AC 97/27/4)

Advertising brochure for the Airspeed A.S. 67 Ambassador freight aircraft, n.d. (AC 97/27/5)

Airspeed Freight Aircraft Type A.S.66, 2 Centaurus Engines, Abridged Description, 5 February 1947 (AC 78/5/4)

Drawings for a range of aircraft, including the Envoy and the projected AS 14 (MAC 10996 - 11030, listed)

### **Alvis Ltd**

Originally a motor car manufacturer, Alvis entered the aero-engine field in 1935. The Leonides air-cooled radial engine was originally designed before the Second World War but intensive work for the war effort slowed its development. The engine did not enter production until the late 1940s but a series of variants was produced, being used in a number of British aeroplanes and helicopters. Alvis did not pursue aero-engine development beyond the 1950s, concentrating on military vehicles, but continued to support the Leonides and carried out overhaul work on Lycoming piston engines. The company later became part of the United Scientific Holdings group.

Drawings for the Leonides series (MAC 58500 - 58570, listed)

Correspondence from the office of the Chief Engineer, Aero Division (Mr A F Varney) (Uncatalogued)

Lists of modifications to Leonides engines (AC 90/10)

### **Armstrong Whitworth**

*See: Sir W G Armstrong Whitworth Aircraft Company Ltd*

### **Blackburn**

The Blackburn Aeroplane & Motor Company was registered June 1914; its factory in Leeds was supplemented by another at Brough, opened in 1916. An airline subsidiary, the North Sea Aerial Navigation Co Ltd started a regular passenger service between Roundhay Park (Leeds) and Hounslow Heath. In 1920, the company was renamed North Sea Aerial & General Transport Co Ltd, and services were extended to Amsterdam.

The Leeds factory had closed by 1932, and Blackburn Aircraft Ltd was registered on 2 April 1936, taking over the over assets of the original company. Factories at Dumbarton and Sherburn-in-Elmet were opened in 1937 and 1940 respectively. In 1940 Blackburn absorbed the engine manufacturer Cirrus Hermes Engineering, and amalgamated with General Aircraft Ltd in January 1949.

A reorganisation in 1959 split the company into Blackburn Aircraft Ltd, Blackburn Engines Ltd, and Blackburn Electronics Ltd. Four years later the company became part of the Hawker Siddeley Group and was renamed the Hawker Blackburn Division of Hawker Siddeley Aviation Ltd, before becoming Hawker Siddeley Aviation, Brough in April 1965.

X003-6163: see box numbers listed below.

### **Blackburn Aeroplane & Motor Company Ltd**

*Registered June 1914*

6504 Directors' minute book, 1922-1931

### **Blackburn Aircraft Ltd (31620)**

*Originally registered under this name 1936, taking over the assets of Blackburn Aeroplane & Motor Company Ltd and North Sea Aerial & General Transport Company Ltd.*

*Absorbed Cirrus Hermes Engineering Company Ltd in 1940.*

*Became Blackburn & General Aircraft Ltd in 1949*

*Formerly William Graydon & Co. Ltd – name changed 1975*

#### Corporate records

Grey Articles of Association adopted 1989

6504 Directors' minute book, 1936-1946

6504 Directors' minute book 1959-1970

6504 AGM minutes 1936-1941

Grey Register of Directors or Managers, 1936 – 1964

6505 Register of Directors 1959-1965

6504 Register of Seals, 1936-1944

Grey Register of Seals, 1986

Grey Statutory returns, 1963 - 1979

#### Accounting & Financial records

4436 Signed accounts

Grey Signed accounts, 1972 – 1984, 1986 - 1990

6504 Register of mortgages etc. 1952 - 1955

### **Blackburn & General Aircraft Ltd**

*Registered 1949.*

*Reorganised 1959 into 3 companies:*

*Blackburn Aircraft Ltd*

*Blackburn Aircraft Ltd*

*Blackburn Electronics Ltd*

*Became part of the Hawker Siddeley Group in 1962, then Hawker Siddeley Aviation Ltd, Hawker Blackburn Division*



### Share records

- 6505 Register of Ordinary Shares, Abbey - Bithel
- 6505 Register of Ordinary Shares, Abbiss – Jones (closed sheets)
- 6511 Register of Ordinary Shares, Black - Clydesdale
- 6510 Register of Ordinary Shares, Coad - Dykes
- 6508 Register of Ordinary Shares, Eadie - Gwilliam
- 6510 Register of Ordinary Shares, Hackforth - Jupe
- 6508 Register of Ordinary Shares, Kadish - McVitty
- 6509 Register of Ordinary Shares, Naish - Quoted
- 6508 Register of Ordinary Shares, Rabbidge - Synnott
- 6511 Register of Ordinary Shares, Taberer - Zieger
- 6505 Blackburn Group Ltd - Acquisition offer correspondence

### **Blackburn Aircraft Products Ltd**

- 6504 Directors' Minutes 1918 - 1936

### **Blackburn Consolidated Ltd**

- 6504 Directors' Minutes 1929 – 1931

### **Blackburn Group Ltd**

- 6504 Correspondence re acquisition offer by Hawker Siddeley Group Ltd, 1959 - 1960
- 6504 List of persons who have ceased to be members by acceptance of offer (photocopy)

Project brochures submitted to the Air Ministry and its successors, by British aircraft companies, 1950s (AC94/27/211 & 212)

### **Bristol Aeroplane Company**

The company name was first registered in 1910 by Sir George White, his brother Samuel and his son George, but it was not used until 1920 when the assets of the British and Colonial Aeroplane Company Ltd (another of the Whites' companies) were transferred to it. An engine department was also formed in 1920. Shares in the Bristol Aeroplane Company were offered in 1935 but it was restructured in July 1944 with three divisions: Aircraft, Aero-engines and Armament. In 1956 the first two became Bristol Aircraft Ltd and Bristol Aero-Engines Ltd respectively, still owned by the Bristol Aeroplane Company Ltd. The former became part of the British Aircraft Corporation in June 1960. Bristol Aero-engines Ltd merged with Armstrong Siddeley Motors to form Bristol-Siddeley Engines Ltd - owned by the Bristol Aeroplane Company and the Hawker-Siddeley Group - in April 1959: it was later bought by Rolls-Royce.

- Drawings, papers & photographs 1912-1963
- Drawing Registers, H series, c.1950s, relating to the Belvedere helicopter

- Blenheim test reports
- Specification for the Type 152
- Tenders for Air Ministry Specifications issued in 1935 & 1936
- Type Record for the Beaufighter
- Type records for several variants of the Britannia and Type 170
- Lecture notes on the Britannia's airframe and systems
- Photograph albums and press cuttings)

(X003-8876, listed)

Drawings for the Bulldog (MAC 037597 - 039999 and 041631 - 045413, listed)

Company Christmas card, 1947 (A490)

Notes on a meeting to discuss Shadow Production of Bristol Hercules engines, April 1939 (B960)

Correspondence with Major J L B H Cordes, 1940s (AC 97/75/38, listed)

Project brochures submitted to the Air Ministry and its successors, by British aircraft companies, 1950s-1970s (AC94/2781-180 and 455-456, listed)

Flying logbooks of C F Uwins: Chief Test Pilot 1919-c.1949 and later Managing Director of the Aircraft Division (B1025 - 1035, listed)

House magazines in the library collection:

*Bristol Quarterly* 1953-1958

*Bristol Review* Spring 1958-Spring 1959

### **British Aerospace**

In April 1977, as a result of the Aircraft and Shipbuilding Industries Act, ownership of the British Aircraft Corporation, Hawker Siddeley Aviation, Hawker Siddeley Dynamics and Scottish Aviation was vested in a corporation called British Aerospace. The change of government in 1979 led to a move to denationalise the company and shares in British Aerospace plc were offered in February 1981, with the final tranche of shares being offered in 1985. During the 1980s and 1990s the company was restructured several times and a number of elements were sold.

Drawings for the conversion of the Vulcan bomber to a tanker c.1982 (MAC 035976 - 036056, listed)

### **Cierva Autogiro Ltd**

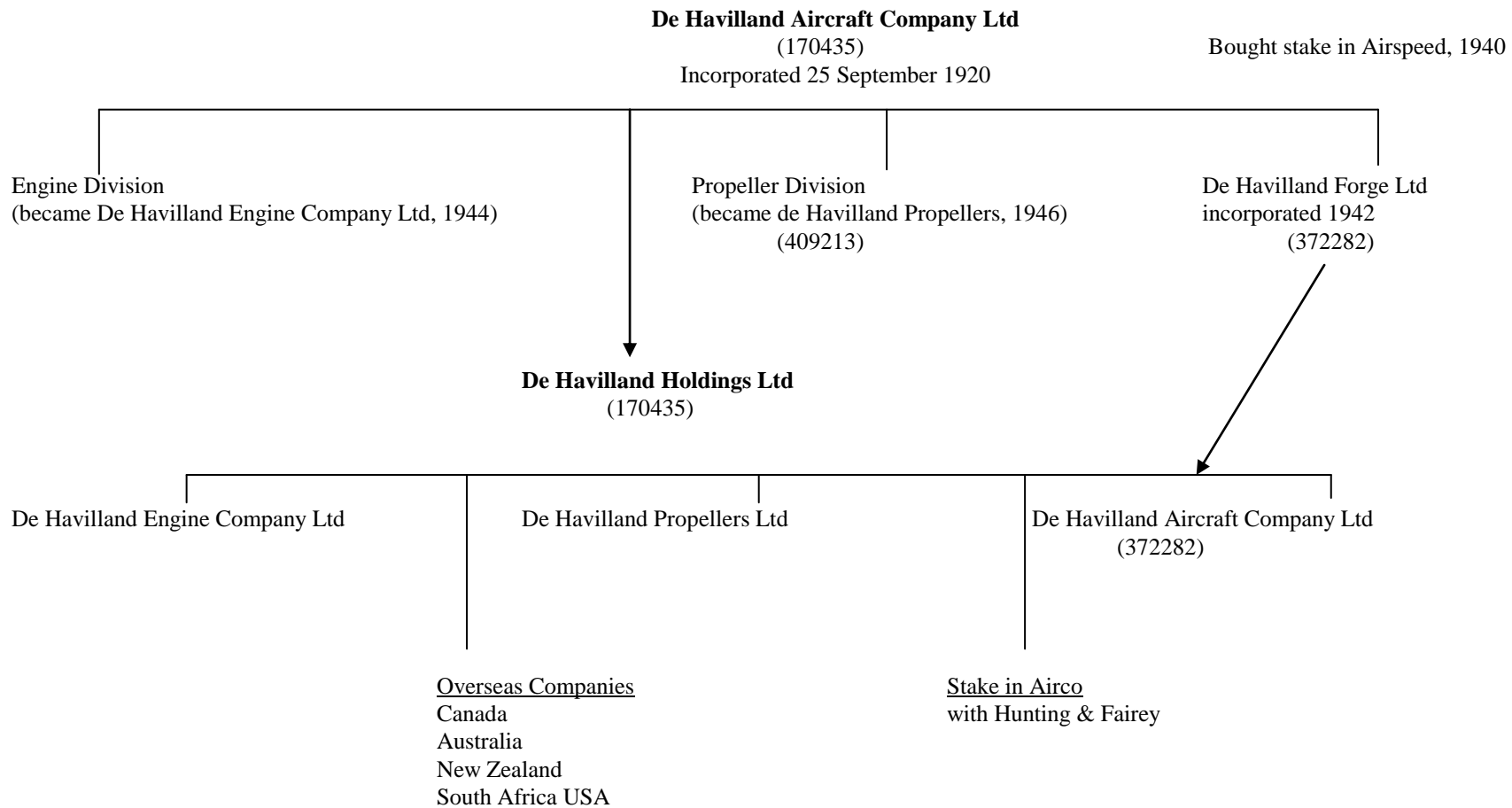
Don Juan de la Cierva pioneered the autogyro in Spain, but an order from the Air Ministry led to the formation of a British company to hold patents and grant licences. The company moved to Hanworth (Middlesex) in 1932, where a training school was formed. The company chairman, Air Commodore J G Weir, had his own company concentrating on helicopters and in 1943 the Cierva company merged with G & J Weir to form Cierva Rotorcraft Ltd. This company was still trading in 1983, producing

a light helicopter and windmills, but seems to have ceased trading.

Papers of R A C Brie, former chief pilot (A510 - 511 and B1240 - 1385, listed)

**De Havilland Organisation**

*See chart re de Havilland reorganisation in 1955.*



The de Havilland Aircraft Company Ltd was formed at Stag Lane, Edgware, in 1920 building light aircraft, trainers, racing aircraft and an airliner before moving to Hatfield, Hertfordshire in 1934. A factory at Hawarden, near Chester, was taken over from Vickers-Armstrongs in 1948 for aircraft production. Separate companies were formed to manufacture engines and propellers, and a parent company - de Havilland Holdings - was formed in 1955. This in turn became the de Havilland Division of the Hawker Siddeley Group in January 1960.

*The De Havilland Forge Ltd (372282)*

*Incorporated 1942*

*Became the De Havilland Aircraft Company Ltd, 1955*

X003-6163: see box numbers listed below.

**De Havilland Aircraft Company Ltd (170435)**

*Became De Havilland Holdings Ltd, 1955*

*Became part of the Hawker Siddeley Group, 1961*

#### Corporate records

- 6498 De Havilland Aircraft Company Ltd (previously the De Havilland Forge Ltd) - Memorandum & Articles of Association
- 6496 Certificate of Incorporation 1920
- 6496 Minute Books - Directors and General Meetings, 1937-1947
- 6495 Minute Books - Directors and General Meetings, 1947-1955 (locked)
- 6521 Board Minutes January - June 1955 (Aircraft Company)
- 6521 Board Minutes July – December 1955 (Aircraft Company)
- 6523 EGM, 1953 - prospectus for new share issue and related correspondence
- 6525 EGM, 1955 - papers

#### Share records

- 6522 Correspondence with stockholders, 1961 - 1963
- 6522 Lists of dissenting Stockholders, 1960 - 1964

#### Internal administration

- 6525 Change of name: correspondence with bank etc., 1955 - 1956
- 6525 Reorganisation: working papers, 1955
- 6523 Company re-organisation - working papers, 1955 - 1956
- 6523 Reorganisation: correspondence to 5 December 1956
- 6523 Reorganisation: papers, 1960 – 1963
- 6523 Mail & stationery, 1960 – 1963
- 6523 SARO Companies: General Correspondence, 1959 – 1961
- 6523 SARO (Anglesey) Ltd: Reports, January – March, 1961

#### Accounting & Financial Records

- 6490 Accounts 1920-1946
- 6521 Mosquito contract costs, 1945 – 1949
- 6521 Expenditure on Dove contracts, 1945 - 1950
- 6521 Hornet contract costs, 1946 – 1947
- 6521 Expenditure on Comet, 1947 – 1949

- 6521 Chipmunk contract costs, 1949
- 6498 Licence: The De Havilland Aircraft Company Ltd & Aero Research Ltd, 1954
- 6498 Capital Assistance Agreements between De Havilland Aircraft Company Ltd & Ministry of Supply, 1952, 1953, 1954, 1954 & 1956

### Legal

- 6524 Various agreements and correspondence (including Certificate of Entitlement to commence business, 1929 and schedules of deeds)
- 6524 Agency Agreements, 1930 - 1941
- 6524 Agency Agreement: India (Wg Cdr D S K Crosbie 1929-1945)
- 6524 De Havilland Aircraft Company of South Africa (PTY) Ltd: Agreements, 1931 – 1936
- 6524 De Havilland Canada: agreements, 1928 – 1929
- 6524 Sub-licence for Australia re Airscrews, 1943
- 6521 Licence: manufacture of Vampires in Switzerland, 1949
- 6524 Patent Licences 1923-1947
- 6522 Applications for Trade Marks, 1953
- 6523 Trade Marks: regularisation, 1960 - 1963
- 6523 Bruno Jablonsky & Jablo Propellers Ltd: claim for an award to the royal Commission on Awards to Inventors in respect of Hollow Aircraft Structures, 1953 – 1954
- 6523 Correspondence re lease of premises at La Guardia airport, New York, 1954
- 6523 Assignment of leases and licences, 1955 – 1956
- 6523 Prosecution of two employees, 1953 – 1954
- 6523 Loss of Iraqi Vampire 334, 16 December 1953: Claims
- 6523 Accident to Dove N4278C, 23 July 1954: Claim
- 6523 South African Air Force: Claims, 1955 – 1957
- 6523 Loss of Chilean Vampire J-03: Claim, 1955
- 6523 Rainbow Garage: Claim, 1955 – 1955
- 6523 Da Re & Stefani Milan: Claim, 1953 – 1955
- 6498 Agreement: The De Havilland Aircraft Company Ltd & Ferranti Ltd re transfer of copyrights in connection with the Pegasus computer, 1959
- 6498 Agreement: sale by the De Havilland Aircraft Company Ltd of shares in the De Havilland Engine Company Ltd to Bristol Siddeley Engines Ltd, 1961
- 6498 De Havilland Aircraft Company Ltd - Letters of Undertaking on signing the DH121 contract, from Hunting Aircraft Ltd, The Fairey Company Ltd, and also Airco Heads of Agreement, 1959-1962

### Operation

- 6524 Contracts: Sale of Tiger Moth aircraft to Persia, 1934
- 6524 Contracts: Sale of Dragon Rapide, DH86B, Dragonfly & Tiger Moth aircraft to Turkey, 1937
- 6521 File re sale of Mosquito aircraft to Turkey, 1946 – 1948
- 6521 File re sale of Vampire aircraft to Sweden, 1946 – 1949
- 6521 File re sale of Vampire aircraft to Switzerland, 1946 – 1950
- 6523 File: sales of Vampire & Venom aircraft overseas, 1953 – 1957
- 6522 General correspondence, 1952
- 6523 Correspondence with BOAC re defects on Comet G-ALYR, 1953
- 6522 Correspondence re Comet accidents in 1954

- 6522 Report of the Court of Inquiry into the loss of Comets G-ALYP and G-ALYY
- 6522 Venom crash, Malta: correspondence 1954
- 6523 De Havilland Canada: Correspondence, 1960 – 1963

#### Staff & employment

- 6523 Deceased employee: settlement of account etc. 1954

### **De Havilland Holdings Ltd**

#### Corporate records

- 6498 Memorandum & Articles of Association, 1955 (2 copies)
- 6525 Proposed amalgamation of De Havilland, Vickers and English Electric - working papers
- 6525 Proposed amalgamation of De Havilland, Vickers and English Electric - correspondence, 1959 - 1960
- 6495 Minute Books - Directors and General Meetings, 1955-1958 (locked)
- 6496 Minute Books - Directors and General Meetings, 1958-1964
- 6497 Index to minute book of Board Meetings
- 6496 Directors' Waivers of Remuneration 1964
- 6496 Seal Book 1949-1961

#### Share records

- 6496 Allotment of shares, annual return, Balance Sheet 1963
- 6522 Directors' shareholdings, 1953
- 6522 Re-organisation 1962: share transfers, resignations of directors etc.
- 6495 Probate Registers, 1946-1955
- 6495 Probate Registers, 1955-1958
- 6495 Probate Registers, 1958-1959
- 6495 Probate Registers, 1959-1962

#### Internal administration

- 6498 Folder "Reorganisation documents" containing:
  - Certificate of Incorporation, 1955 (2 copies)
  - Certificate of change of name, 1955
  - Certificate of the registration of a mortgage or charge, 1955 (Photocopy)
  - Extracts from Board minutes
  - Agreements
- 6498 Memorandum: Amendment to reorganisation agreement, 1956.
- 6523 Reorganisation: Returns, deeds and Certificate of Incorporation, 1955 - 1957
- 6525 Reorganisation: correspondence, 1955 - 1957
- 6523 Sale of shares in Saunders-Roe to Westland, 1959 – 1960

#### Legal

- 6523 Saunders-Roe: Trade Marks, 1959 – 1960

#### Operation

- 6498 Deeds & Agreements: Purchase by De Havilland Holdings Ltd of shares in Saunders Roe Ltd, 1956-1959
- 6525 De Havilland holdings: mortgages, debentures etc., 1955
- 6498 Agreement for Indemnity: The De Havilland Aircraft Company Ltd & De Havilland Holdings Ltd, 1959
- 6498 De Havilland Aircraft & Propellers - Debentures & Releases/Saro Products Ltd, 1955-1962
- 6498 De Havilland Holdings Ltd - note for the Board on proposed amalgamation with Bristol, 1957 (2 copies)
- 6498 De Havilland Holdings Ltd – assignment of lease re Hay Hill offices, London, 1955-1962
- 6498 Subvention Agreement between De Havilland Holdings Ltd, De Havilland Aircraft Company Ltd De Havilland Engine Company Ltd, De Havilland Propellers Ltd, 1958 (2 copies)
- 6498 Termination of Subvention Agreement, 1960 (Original and carbon copy)
- 6498 Agreement: De Havilland Holdings Ltd, Philip Ian Brittain & Brent Chemical Products Ltd re Fluorescent Flaw Detection, 1956
- 6498 Delegation Agreement: Aircraft Manufacturing Company Ltd, British European Airways Corporation & the De Havilland Aircraft Company Ltd re DH121 contract, 1959
- 6498 Agreement between De Havilland Aircraft Company Ltd & Emerson Associated International Trade Consultants Ltd, 1959
- 6498 Supplemental Agreements between De Havilland Aircraft Company Ltd & Eastern Electricity Board, 1954 & 1956
- 6525 Proposed association with Sud-Aviation and FIAT, 1959
- 6525 *LRBM company*
- 6525 Notes on approach by the Radio Corporation of America, 1958
- 6525 De Havilland Holdings: Merger with Hawker Siddeley, 1959 - 1960

#### Staff & employment

- 6497 De Havilland Enterprise – Personnel statistics ("Psalms I")
- 6497 De Havilland Enterprise – Personnel statistics ("Psalms II")
- 6522 *Superannuation funds*

#### Operation

- 6523 *Damage to propellers in transit, 1953*

Permit to use De Havilland Aircraft Company amenities at Hatfield aerodrome, issued to Capt Henry Shaw, 1934 (A442)

Papers of Sir Geoffrey de Havilland (AC 96/52, listed; AC96/53, listed))

Papers of Captain Hubert Broad (AC76/20, listed)

Papers of Henry (Jerry) Shaw, 1938-1962 (A558-A589, B1763 and B1772)

Project brochures submitted to the Air Ministry and its successors (AC94/27/317, 319-320, 338-355, 459, listed)



Letter to Sir Charles Cheers Wakefield from L L Walker of the de Havilland Aircraft Company Ltd. describing developments made as a result of his sponsoring the Company's entry in the 1927 King's Cup Race, 5 February 1929 (AC 71/11/5)

Collection of blank forms relating to aircraft inspection within the De Havilland Aircraft Company Limited, circa 1930s (A1630)

Type records for the Comet 4, 1958-1961 (AC98/14, listed)

Application form for the de Havilland aeronautical school (DC 73/40/1)

Papers on man-powered flight, including history of construction of "The Puffin" by the Hatfield Man Powered Aircraft Club. (B504)

De Havilland company drawing office handbook, circa 1958 (B3521)

De Havilland war history (propellers) (B3838)

Certificate of incorporation on change of name for De Havilland Holdings Limited to change to De Havilland Aircraft Company Limited, 13 September 1960 (L173)

Drawings for the DH 9 (MAC 10251 - 10256, listed)

Film - mainly raw camera footage, but including some finished publicity films, 1930s-1950s (FC 95/170-286, listed)

House magazine in the library collection:

*D H Gazette* June 1937; December 1938-May 1939; April 1948 & February 1949-August 1961

### **Hawker Siddeley Aviation Ltd - Hatfield**

De Havilland Aircraft Company Accounts 1920-1946 (X003-6163, box 6490)

### **Fairey Aviation Company**

The company was formed in 1915 and built aircraft at Hayes and at Hamble. The slump in the aircraft industry led to the formation of Fairey and Charles, producing motor-vehicle bodies but the main business carried on and a public company - the Fairey Aviation Company Ltd - was registered on 5 March 1929. It developed the Great West Aerodrome at Harmondsworth, Middlesex, and expansion of the aircraft industry in preparation for, and during the Second World War led to the company operating factories at Hayes, Stockport, and Errwood Park, together with plants at Longbridge, Hamble, Weybridge, Ringway and Burtonwood. The development of Heathrow Airport led to a move from the Great West Aerodrome to White Waltham near Maidenhead.

In March 1959 a new parent company, the Fairey Company Ltd, was formed as a holding company with a number of subsidiaries including Fairey Aviation Ltd.

Pressure from the government led to the latter being bought by Westland in May 1960.

Minutes of Board Meetings of the Fairey Aviation Co. Ltd. and the Fairey Company Ltd. March 1929-February 1947 and January 1949-December 1970 (unaccessioned)

Drawings, photographs, type records, Drawing Introduction Sheets, press cuttings (AC 73/30, listed)

Microfilm copies of annual reports & balance sheets, 1929, 1930, 1938, 1958, & 1961 (M10,176, listed)

Microfilm copies of reports on the Prince aero engine, and the company's responses to Air Ministry specifications for a variety of aircraft, c.1925-1950s (M10,177 - 10,179 & M10,199 - 10,287 listed)

Papers relating to the testing of a high lift device by Fairey Aviation, 1940 (B2452)

Fairey Aviation Ltd report and associated correspondence on the P.24 aero-engine, 1941 (B3744)

Records relating to the E.H.101 Heli-liner prototype helicopter PP8 (X003-1576 and X003-4652 - Closed)

Project brochures submitted to the Air Ministry and its successors, 1950s-1970s (AC 94/27/238-253 and 460, listed)

Papers relating to attempt to sell Fairey Battles to the Egyptian government, 1937-1938 (AC 94/44/1-8, listed)

Film - largely raw camera footage, 1950s, including the Fireflash missile, the Rotodyne, Gyrodyne and Fairey Delta (unaccessioned)

House magazine in the library collection:  
*Fairey Affairs* June 1945-Christmas 1954

### **Fane Aircraft Company**

Captain Gerard Fane set up the Fane Aircraft Company at Norbury, London. Only one aircraft was produced - an Air Observation Post (i.e. artillery spotting) design, to Air Ministry specification F.1/40 - which first flew in 1941 but did not enter production.

Drawings of the Fane F.1/40, correspondence with engine manufacturers (AC 76/7, listed)

### **Flight Refuelling Ltd**

Alan (later Sir Alan) Cobham was a pioneer aviator whose company Alan Cobham

Aviation Ltd helped to popularise aviation and also conducted trials on the refuelling of aircraft in flight. In 1934 the name of the company was changed to Flight Refuelling Ltd. Flight Refuelling (Holdings) Ltd was formed in May 1955 and acquired a number of other subsidiary companies in diverse fields. It became the Flight Refuelling Group plc in 1985 but to reflect the group's widespread interests the name was changed in 1994 to Cobham plc.

Papers of Sir Alan Cobham (X006-0170, in process of being catalogued)

Publicity film on the history of refuelling in flight (FC 78/45)

House magazine in the library collection:

*FR* Summer 1963-Spring 1968

### **Folland Aircraft Ltd/Folland Holdings Ltd (304047)**

British Marine Aircraft Ltd was formed in February 1936 to produce Sikorsky S-42-A flying boats under licence in the UK. The company built a factory on the western side of the Hamble peninsula with a slipway to Southampton Water. The Sikorsky deal fell through, and the company was sold to Henry P. Folland, formerly Chief designer for Gloster Aircraft Company, who renamed it Folland Aircraft Limited on 24 December 1937.

Folland began aircraft assembly at Hamble making parts and sub-assemblies for a wide range of military aircraft. The first aircraft of its own design to fly was the Folland Fo.108 in 1940. Designed and built to meet Air Ministry Specification 43/47 for a flying engine testbed it was generally known as the 43/47 or by the nickname "Folland Frightful" from its unusual appearance.

The Folland F.115 and F.116 designs were tendered to meet Specification E.28/40 for a research aircraft to investigate the issues of landing weight for aircraft operating from carriers. The F.116 design was powered by a Centaurus radial and used a variable incidence wing on an airframe estimated at around 18,250 lb (8,300 kg). Two prototypes were ordered but the project was cancelled in 1943 as most of the problems had already been overcome, and neither prototype was completed.

W. E. W. Petter joined the company as managing director in 1950. He designed the Folland Midge prototype lightweight jet fighter which first flew 11 August 1954. This was followed by the Gnat advanced training jet: both were built at Hamble until the 1960s, and tested at Chilbolton.

In 1959 Folland was acquired by Hawker Siddeley who dropped the Folland name in 1963. Ultimately, Folland became part of British Aerospace (BAe).

X003-6163: see box numbers listed below.

#### Corporate records

6529 Board Minutes 1935-1937

6517 Board Meetings & Shareholders Minute Book 1937-1942

6529 Board Minutes 1942-1947

- 6529 Board Minutes 1947-1948
- 6529 Board Minutes 1948-1951
- 6529 Board Minutes 1951-1956
- 6517 Register of Directors' Shareholdings 1940 - 1962
- 6512 Notice of situation of registered office, 1937
- 6512 Directors & Secretaries: Remuneration, Waivers & Receipts, 1952 - 1959
- 6512 Directors' shareholdings, resignations etc. 1954 - 1970
- 6517 Seal Register 1942 – 1950
- 6517 Seal Register 1950 – 1957

#### Share records

##### *Share Registers A-Ch*

- 6512 Share Registers City-De Zouche
- 6513 Share Registers Dible – Gittings
- 6513 Share Registers Gladding - Hives
- 6514 Share Registers Hoare-Leyshon

##### *Share Registers LH-Z*

- 6517 Unclaimed dividends: schedules, bank statements, correspondence
- 6517 Dissident shareholders: schedules, bank statements, correspondence  
*Correspondence with Hawker Siddeley Group re takeover*
- 6517 HSA block transfer of shares
- 6517 File labelled "EGM" – contains resolution passed at EGM, 7 February 1962 and Annual Return for 1962
- 6517 Shareholders' correspondence - closed accounts
- 6517 Correspondence re cleared dividends
- 6517 Registers of Probates, Attorney, Marriages etc., 1940 – 1948
- 6517 Registers of Probates, Attorney, Marriages etc., 1948 – 1959
- 6517 Registers of Probates, Attorney, Marriages etc., 1952 – 1965
- 6517 Registers of Probates, Attorney, Marriages etc., 1955 – 1968
- 6517 Registers of Probates, Attorney, Marriages etc., 1958 – 1973
- 6512 Annual Returns 1942, 1944, 1947-1957, 1959-1971

#### Accounting & Financial Records

- 6512 Balance Sheets & Accounts 1960 – 1963, 1965-1970
- 6517 Register of Mortgages & Charges 1959 - 1966

- 6517 Miscellaneous microfiche from Companies House

#### **General Aircraft Ltd**

General Aircraft Limited (GAL) was formed in 1931 to undertake production of aircraft using the 'monospar' wing designs of the Mono-spar Company Ltd. Both firms were headed by Helmut J. Stieger, the Swiss inventor of the technique. In October 1934, both companies were re-capitalised by investment group British Pacific Trust, and were re-formed in a new company also named General Aircraft Limited. Also included in the new company were the assets of National Flying Services Ltd, the owner of London Air Park, plus adjoining industrial premises built in 1917 by Whitehead Aircraft Ltd. In early 1935, the Croydon production facilities were transferred to the Hanworth site, near Feltham.

After World War II, GAL diversified into the construction of pre-fabricated houses and car bodies. The company had designed and built a large transport aircraft, the GAL.60 Universal. However, GAL realised it did not have the room or capacity to produce the aircraft in quantity, and approached Blackburn Aircraft Ltd, that was looking for work to keep its factory at Brough Aerodrome busy. On 1 January 1949, this led to the two companies merging to form Blackburn and General Aircraft Ltd. The first GAL.60 (renamed the Beverley by Blackburn) was transported by road from Hanworth to Brough, and the factory at Hanworth was later closed.

Brochure for the G.A.L. air-sea rescue chair, circa 1946 (003711)

Report on the flight trials of the tailless V-wing glider type GAL 56/03 (36.4° sweepback), circa May 1946 (AC 94/27/210)

### **Gloster Aircraft Company**

Originally registered as the Gloucestershire Aircraft Company on 5 June 1917, the company was owned jointly by George Holt Thomas's Airco and H M Martyn. The Armistice brought the cancellation of large numbers of contracts and the GAC acquired the design rights of the Nieuport Nighthawk fighter. Nieuport's designer Harry Folland became the chief engineer in 1921 and over the next 14 years developed a series of biplane fighters.

In 1926 the company name was changed to the Gloster Aircraft Company, apparently to help overseas customers and in 1927 it acquired the Steel Wing Company. In May 1934 Gloster was taken over by Hawker, becoming part of what would become the Hawker Siddeley Group. It built many of its parent company's designs but won contracts for Britain's first jets: the E.28/39 which tested Sir Frank Whittle's engine, and the Meteor which was the first Allied to jet to see service. Later marks of Meteor were built by Armstrong Whitworth, whilst Gloster concentrated on the Javelin fighter. It was absorbed into the Whitworth Gloster division of Hawker Siddeley in 1961.

Gloucestershire Aircraft Company brochure, c.1923 (012199)

Gloster E1/44 type record, 1946 (B1449)

Project brochures submitted to the Air Ministry and its successors, by British aircraft companies, 1950s-1970s (AC94/27/262-265, listed)

Papers and technical drawings relating to the Meteor and Javelin (AC78/24/1-15, listed)

Drawings for the Gamecock (MAC 013456 - 013471, listed)

Drawings for the Gauntlet and Gladiator, mostly Centre of Gravity diagrams (MAC 036057 - 036073, listed)

Photographs, glass negatives and reports (AC 71/15)

Service reports, servicing instructions and other papers of Mr F C Cook, former technical representative, c.1941-1960s (AC 78/24)

Production data, Meteor and Javelin (AC 74/28)

Microfilm copies of Meteor and Javelin drawings (AC 92/11)

House magazine in the library collection:  
*The Gloster* 1925-1929

### **Gloster Coach & Sheet Metal Company Ltd**

Private Ledger 1931-1934 (X003-6163, box 6500)

### **Grahame-White Aviation Company**

Claude Grahame-White founded a flying school at Pau in France before purchasing land at Hendon and developing the London Aerodrome in 1910. In addition to training service and civilian pilots the company built aeroplanes of its own design and, during the First World War, other designs under licence. Another victim of cancelled contracts after the Armistice, the company branched out briefly into motor vehicles and furniture manufacture but went into receivership in February 1924.

Photograph albums of the factory and the Hendon aerodrome, albums of press cuttings, fragmentary correspondence and other papers re the company and the Hendon aerodrome. (A301 - A316 and B700 - B802, listed)

Plan of the London Aerodrome, Hendon, circa 1922 (L107)

Published material is held in the Library collection

### **H G Hawker Engineering Company**

#### Corporate records

Memorandum & Articles of Association - Miscellaneous

Minute Book 1920-1933

Seal Book 1923-1933

#### Share records

Register of Members etc. 1920-1927 & 1922-1932  
(X003-6163, Box 6494)

### **HSG Services Ltd**

*Formerly:*

*Hawker Siddeley Industries (Services) Ltd*

*Brush Group Services Ltd*

*Brush Aboe Group Services Ltd*

### *Industrial Relations Services (ABE) Ltd*

X003-6163: see box numbers listed below.

#### Corporate records

4463 Articles of Association adopted 1989

4463 Register of seals 1951-1978

#### Share Records

4463 Register of members 1945-1952

4463 Register of Members 1965-1981

4463 Share Certificates 1965-1981

#### Accounting & Financial Records

4463 Signed accounts 1957-1990

### **Handley Page Ltd**

The world's first public company solely for the construction of aeroplanes, it was founded by Frederick (later Sir Frederick) Handley Page in 1909. In addition to manufacturing aircraft, the company also had interests in airlines, forming Handley Page Transport Ltd in June 1919 and bought the Aircraft Disposal Company in 1920. A factory and aerodrome were built at Cricklewood during the First World War but the encroachment of housing onto the site forced flying activities to be moved to Radlett, Hertfordshire in 1929.

In June 1948 Handley Page (Reading) Ltd was formed to take over the former Miles factory and that company's projects, but production was slowly transferred to Cricklewood and the Reading site closed on 31 March 1963. Sir Frederick was fiercely independent, refusing government pressure to merge. After his death in 1962 the firm had financial trouble and Handley Page Ltd went into voluntary liquidation in August 1969. A rescue bid was mounted, with the aim of forming Handley Page Aircraft Ltd to build the Jetstream, but this failed and on 27 February 1970 a winding up order was issued.

Papers from Sir Frederick Handley Page's private office (AC 70/10, listed)

Company files 1909-1970 (HP series, part listed)

Papers of G C D Russell, Chairman and Managing Director, 1962-1965 (AC 71/21, listed)

Halifax drawings (microfilm copies, MAC 11242 - 11278)

Drawings for most HP aircraft types (in process of being catalogued)

### **Hawker Aircraft Ltd (276035)**

The Sopwith Aviation Company went into receivership in September 1920 but the

directors quickly formed a new company to purchase the Sopwith patents. This was registered in November 1920 as the H G Hawker Engineering Company Ltd - named after Sopwith's test pilot. By 1933 the company had grown, partly due to the production of its Hart bomber under licence, and it was decided to float a new company, Hawker Aircraft Ltd. Within a year it had purchased the Gloster Aircraft Company and announced plans to form a trust to acquire the Armstrong Siddeley Development Company: this would lead to the formation of a public holding company, the Hawker-Siddeley Aircraft Company Ltd.

The holding company bought out the remaining shares in Hawker Aircraft Ltd in 1937 and was renamed Hawker Siddeley Aviation Ltd in 1965: HSA was absorbed into British Aerospace in 1977.

X003-6163: see box numbers listed below.

#### Corporate records

- 6494 Memorandum & Articles of Association 1933 (3 copies)
- 6493 Memorandum & Articles of Association, 1933 and c.1950
- 6492 Directors' Minute Book 1933-1937
- 6492 Directors' Minute Book 1937-1939
- 6492 Directors' Minute Book 1940-1948
- 6492 Directors' Minute Book 1948-1955
- 6492 Directors' Minute Book 1955-1971
- 6492 Minutes of AGMs 1933-1972
- 6493 Register of Directors or Managers 1934
- 6493 Register of Seals 1933-1953
- 6493 Register of Seals 1953-1956
- 6493 Register of Seals 1956-1970

#### Share records

- 6492 Share Register 1950-1954
- 6527 HS debenture deed (1938) and Memorandum of Satisfaction, 1947
- 6527 Trust deed securing convertible debenture stock 1979/84, 1959
- 6527 Annual returns 1940-1948

#### Internal administration

- 6527 Hawker Siddeley reorganisation: correspondence, 1963 - 1965

#### Accounting & Financial Records

- 6493 Signed accounts 1933-36, 1938-1950
- 6493 Signed accounts 1951-1965
- 6493 Register of Mortgages & Charges 1938-1944
- 6528 Directors' expenses etc: Copies of Forms P11D 1952/1953 & 1953/1954, and analysis for 1954/1955
- 6528 Directors' expenses etc: Copies of Forms P11D and analysis for 1955/1956
- 6528 Directors' expenses etc: Analysis for 1955-1956
- 6528 Directors' expenses etc: Copies of Forms P11D and analysis for 1956/1957
- 6528 Directors' expenses etc: Copies of Forms P11D and analysis for 1957/1958
- 6528 Directors' expenses etc: Copies of Forms P11D and analysis for 1958/1959



- 6528 Directors' expenses etc: Copies of Forms P11D and analysis for 1959/1960
- 6528 Directors' expenses etc: Copies of Forms P11D and analysis for 1960/1961
- 6503 Nominal Ledger 1933-1942
- 6503 Nominal Ledger 1942-1947
- 6502 Nominal Ledger 1947-1950
- 6502 Nominal Ledger 1950-1954
- 6501 Nominal Ledger 1955-1958
- 6501 Nominal Ledger 1958-1963

### Legal

- 6527 Index to deed box at Lloyd's Bank, 1933 - 1949
- 6527 Aircraft Research Association agreement 1952

### Operation

- 6528 Hunter Mk 6 flight test schedule
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India, 1957: Volume 1 (2 copies, one signed)
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Volume 2
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 4: Appendix "A"
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 4: Amendments to Appendix "A": Part 1
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 4: Amendments to Appendix "A": Part 2
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 4: Amendments to Appendix "A": Part 3
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 4: Amendments to Appendix "A": Part 4
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 4: Amendments to Appendix "A": Part 5
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 5: Spare parts
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 7: Special tools & ground equipment
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Amendments, 1957 – 1961
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 10: Hunter F6/F56 brochure
- 6526 Contract for the supply of Hunter F56 & T66 aircraft to the Republic of India: Annexure 11: Hunter T66 brochure
- 6526 Contract for the supply of Hunter T66 aircraft to the Republic of India, 1959:
- 6526 Contract for the supply of Hunter F4 aircraft to the Royal Danish Air Force, 1954:
- 6527 Contract for the supply of Hunter F4 aircraft to the Royal Swedish Air Force, 1954
- 6527 Ministry of Supply enquiries for new aircraft (including P1108 and NATO light ground attack aircraft) 1953 - 1954

- 6527 Certificates of performance: Point-to-point (Fury, Sea Furies & P.1052) and speed (Hunter) 1949 & 1958
- 6527 FAI diploma: Hunter WB188 World Air Speed Record, 1953
- 6527 Contract for the supply of Hunter F4 aircraft to Peru, 1955
- 6527 Contract for the supply of Hunter F6 aircraft to Switzerland, 1958
- 6527 Contract for the supply of Hunter T66 Dual Control (trainer) aircraft to the Hashemite Kingdom of Jordan, 1959

#### Staff & employment

- 6527 Staff & Works Pension Schemes: trust deeds and rules, 1937 – 1940s
- 6527 Works Pension Scheme: rules, list of employees, 1937 – 1940
- 6527 Works Pension & Assurance Scheme: Resolution, 25 March 1953
- 6527 Hawker Sickness & Benefit Schemes: minutes & correspondence, 1949 – 1959
- 6527 Hawker Air Raid Damage Mutual Assistance Scheme: Winding up, 1945 – 1959
- 6527 File: Retiring Directors (including A N Spriggs terminal arrangements), 1959 - 1961
- 6528 Trust Deed: Hawker Aircraft Ltd & E H Jefferson, 1956

#### **Hawker Aircraft Ltd**

*Formerly Hawker Siddeley Blackwood Ltd  
Ivor Power Speciality Company Ltd (263912)*

X003-6163, Box 4443

#### Corporate records

Memorandum & new Articles of Association adopted 1973 (2 copies)  
Articles of Association adopted 1989  
Minute book 1932-1948  
Minute book 1949-1973  
AGM Minutes 1940-1948

#### Share records

Register of members  
Share certificates 1946-1978

#### Accounting & Financial records

Balance sheets 31 January 1971 & 31 January 1972 (2 copies of each)  
Signed accounts 1974-1984, 1986-1990

#### **Hawker Aircraft (Blackpool Ltd)**

*Became Hawker Siddeley Marine Ltd  
Hawker Siddeley Overseas Investments Ltd (497175)*

(X003-6163, Box 4453)

Corporate records

Articles of Association adopted 1989  
Board minutes 1951-1966  
AGM minutes 1952-1966  
Directors' shareholdings 1951-1963  
Register of Secretaries & Directors 1951-1971  
Register of Members 1951-1978  
Register of Transfers 1951-1962

Share records

Share certificates 1951-1967

Accounting & Financial records

Signed accounts 1965-1990

**Hawker Brakes Ltd**

*Formerly Hobbs Transmission Ltd (310542)*

(X003-6163, Box 4443)

Corporate records

Memorandum & Articles of Association (3 copies)  
Articles of Association (adopted 1989)  
Board Minutes 1960-1977  
Directors' attendance book 1960-1964  
Special resolution passed 27 September 1983  
Combined register

Share records Register of members 1936-1955

Share certificates 1937-1955  
Share certificates 1955-1984  
Stock transfer form 31 December 1983  
Annual returns 1955-1957, 1963-1969

Accounting & Financial records

Signed accounts 1977-1984, 1986-1989

**Hawker Sanders Ltd (244886)**

*Incorporated 1930*

X003-6163: see boxes listed below

Corporate records

6499 Memorandum & Articles of Association, 1950

### Accounting & Financial records

6499 Nominal Ledger 1953-1954

6499 Nominal Ledger 1954/55 – 1957/58

6499 Accounts & Schedules 1948/1949 - 1953/54, 1956/57 - 1957/58

6527 Hawker Sanders Property Deeds and documents

6527 Property deeds and documents 1946-1952

### **Hawker Siddeley Aircraft Company**

Directors' reports and accounts, 1936-1947

Statutory Report, 1935

(X003-6163, Box 6493)

Victor Tanker conversion (AC 93/13/3, 5 and 7)

Papers re development of the Blue Steel missile (AC 93/21)

Reports relating to the Buccaneer aircraft, 1968-1990 (AC94/8)

Papers relating to Victor, Hawk, Buccaneer and Avro 748 aircraft, 1950s-1970s (AC 94/21)

Project brochures submitted to the Air Ministry and its successors, by British aircraft companies, 1950s-1970s (AC 94/27/48, 294-341 and 461, listed)

Type records and modification reports for the Avro Shackleton, circa 1951-1978 (AC 98/13)

House journals

*Hawker Siddeley Review* 1952-1968

*Hawker Siddeley News* 1972, 1973 & 1975

### **Hawker Siddeley Aviation Ltd - Hatfield**

*Became Hawker Siddeley Holdings Ltd, 1963*

### **Irvin Great Britain**

Leslie Irvin founded the Irving (sic) Air Chute Company in the United States in 1919, and opened a factory in Letchworth in 1926. The British company has changed its name many times as a result of mergers and takeovers, and Irvin-GQ Ltd is now dormant, owned by Airborne Systems Europe.

Documents relating to the manufacture of the parachute used by HRH the Prince of Wales on 28 July 1971, primarily Release Notes and a list of staff involved (AC 77/3)

Parachute drawings (AC 77/3)

Irving Air Chute Company promotional photograph album, circa 1926 (B1182)

### **Miles Aircraft Limited**

F G Miles and his brother George built their first aircraft, the Gnat, in 1926 and founded the Gnat Aeroplane Company at that time. They also set up the Southern Aero Club Ltd and Southern Aircraft Ltd, the latter's business being primarily the rebuilding and repair of light aircraft, although another Miles design - the Southern Martlet - was built by the company. In 1932 the brothers approached Phillips & Powis, a Reading-based motor dealer which also ran a flying club and aircraft repair business, to build his Hawk design. This proved successful: Powis bought out Phillips' share of the business, and F G Miles joined the staff of the company.

In 1936 Phillips & Powis was floated, 125,000 shares being purchased by Rolls-Royce: F G Miles became Managing Director. Five years later Rolls-Royce sold its shares to F G Miles, his wife and George Miles and the company name was changed to Miles Aircraft Ltd in 1943.

Although the company had been successful in the period up to 1945, winning large orders for training aircraft, severe financial difficulties were experienced in 1946 and 1947. A receiver was appointed in November 1947. An agreement with Handley Page to take over the company's aircraft business was reached in 1948, resulting in the formation of Handley Page (Reading) Ltd. Other products in which Miles had interests, including photocopiers, bookbinding machinery and Biro pens, were taken over by the Western Manufacturing Estate Ltd, which later merged with the Adamant Engineering Company Ltd. Adamant Western became the Adwest Group Ltd on 31 October 1963.

House magazines in the library collection:

*Miles Magazine* 1938 & 1946-1947

*Milestones* 1946

*The following records are copies of material held by the Adwest Group, from whom permission must be obtained before copies are supplied to researchers.*

Drawings for Miles aircraft of the inter-war period (MAC 053052 - 054412, listed)

Copies of film shot by the company's film unit, 1940s - mainly raw footage of aircraft trials, but including some factory scenes and newsreels.

### **Morris Motors Ltd**

Osberton Radiators, founded in 1919, was purchased in 1923 by Morris Motors. It was sold to a holding company, Morris Motors (1926) Ltd three years later and became Morris' Radiator Branch. The company was approached by Rolls-Royce in August 1939 to make radiators for its Merlin aero-engine and later developed a range of heat exchange equipment for aircraft and military vehicles. The parent company was absorbed into the British Motor Corporation in 1952.

Radiator drawings (MAC 013758 - 014641, listed)

### **North Sea Aerial & General Transport Ltd**

*Wound up 1936, assets transferred to Blackburn Aircraft Ltd*

Minute book 1919 – 1936 (X003-6163, Box 6504)

### **Pemberton-Billing**

Noel Pemberton-Billing decided in 1913 to build flying boats: his company produced several designs - including landplanes - but when he stood for Parliament in 1916 Pemberton-Billing sold his interest in the firm, which became the Supermarine Aviation Works Ltd.

Drawings for the PB 25, 25E, 29E and 31 (MAC 045685 - 046584, listed)

Brochure, c.1914 (B3501)

### **Redifon Flight Simulation Ltd**

The electronics group Rediffusion had a Flight Simulation Division by 1971, together with a separate firm Redifon Air Trainers Ltd. The two seem to have merged and by 1974 Redifon Ltd - a holding company - owned Rediffusion Flight Simulation Ltd. The name of this company changed frequently, becoming Redifon Simulation Ltd by 1979 and - by 1983 - Rediffusion Simulation Ltd. A link with the American firm Hughes led to another change of name to Hughes Rediffusion Simulation, but Hughes sold the company in 1994 and it is now Thales Training & Simulation.

Drawings for Britannia & Comet flight simulators (unaccessioned)

### **Rose Brothers (Gainsborough) Ltd**

William Rose developed a bombsight during the First World War, but it was not put into production. During the Second World War the company designed and developed a rear gun turret for the Lancaster, armed with .5" Browning machine guns, which replaced the earlier Frazer Nash turret. The company is now Rose Forgrove Ltd, and mainly manufactures wrapping machines, although some specialised work is undertaken for the aviation industry.

Patent specifications and related drawings for the Rose Bombsight, c.1917 (AC 76/5, listed)

Pictorial record of the development of the Rose gun turret (V011304)

### **Short Brothers Ltd**

Eustace, Oswald and Horace Short took up ballooning in the 1890s and began manufacturing balloons in 1902. The company was formed in 1908 in Battersea, and aeroplanes were first built in 1909. A factory at Rochester, Kent was opened in late 1914 over the next 25 years the company grew steadily, producing a long succession of flying boats including the Empire boat for Imperial Airways and the

RAF's Rangoon, Singapore and Sunderland. Landplanes included the Stirling heavy bomber.

In 1934 the company took a majority holding in Pobjoy, an engine manufacturer, forming Pobjoy Aircraft and Airmotors which built the Short Scion light transport under licence. Another subsidiary, Short & Harland Ltd - owned equally by Short Brothers and Harland & Wolff - was established in 1936 with a factory in Belfast. Management of the firm was taken over by the Government in 1943, Short Brothers being merged with Short & Harland in November 1947 to form Short Bros. & Harland. Production was then concentrated on the Belfast site, with Rochester closing in 1948. In the 1950s the firm built a number of prototypes for projects which were not developed, building other companies' designs under licence. A series of transport aircraft were built in the 1960s and 1970s and the company also developed expertise in the design and production of anti-aircraft missiles and remotely piloted vehicles.

Renamed Short Brothers Ltd in 1977, the company became a public limited company in 1984. It was purchased by the Canadian firm Bombardier in June 1989.

Correspondence, reports and drawings concerning the patenting of Henry Richard Busteed's emergency flotation gear for aircraft and the subsequent sale of those patent rights to Short Brothers of Rochester, 1918-1932 (B1466)

File of query forms sent by the shop floor to the Modifications and Queries Design Office of Short Brothers, concerning modifications made on, or proposed for, the Short S.25 Sunderland, 1944 (B2548)

Project brochures submitted to the Air Ministry and its successors, 1950s-1970s (AC94/27/405-431, listed)

Type records for the Sunderland, C-class flying boat and Stirling (AC 93/9, listed)

Sunderland drawings (MAC 11979, 13484-13486, 13738, 13739, 14689, 41323-41630)

Drawing schedules for the Sperrin, photograph albums c.1909-1980s (AC 94/40, listed)

Drawings for the SC9 (unaccessioned)

Correspondence regarding the purchase of patent rights in H R Busteed's emergency flotation gear for aircraft 1918-1932 (B1466)

Logbooks and papers of John Lankester-Parker, test pilot (AC 71/16)

House magazines in the library collection:

*Short Story* 1946-1962 & 1972-1986

*The Short Story News-Gazette* January-May, 1947

### **Sir W G Armstrong Whitworth Aircraft Ltd**

Armstrong Whitworth acquired the shares of Siddeley Deasy - an aero-engine manufacturer - in 1919, and the Armstrong Whitworth Development Company Ltd was registered in May of that year. It was a subsidiary of Armstrong Whitworth, with its own subsidiary - Armstrong Siddeley Motors Ltd. In April 1920 this company proposed to the main board that a subsidiary company should be formed to continue work on aircraft, and the Sir W G Armstrong Whitworth Aircraft Company Ltd came into being shortly afterwards.

The company made many advances in metal construction and by 1925 the Development Company was prospering. John Siddeley objected to the profits being used to subsidise Armstrong Whitworth's other companies and in December 1926 bought the Development Company from the parent firm, resulting in a change of name to the Armstrong Siddeley Development Company. In 1935 Hawker purchased all the shares of this company, forming the Hawker Siddeley Aircraft Company Ltd (later the Hawker Siddeley Group Ltd) a holding company with shares in Hawker Aircraft Ltd and The Gloster Aircraft Company, together with Avro and Air Service Training.

In October 1961 the merger of the Sir W G Armstrong Whitworth Aircraft Company Ltd and the Gloster Aircraft Company brought the formation of a new concern within the Hawker Siddeley Group, known as Whitworth Gloster Aircraft Ltd. Two years later, further consolidation led to it becoming the Avro Whitworth Division of Hawker Siddeley Aviation.

#### Corporate records

- 4477 Memorandum & Articles of Association adopted 1950 (2 copies)
- 6515 Certificate of Incorporation, 1920
- 6516 Certificate of Incorporation in Australia, 1953
- 6515 Minute Book: General Meetings 1930-1966
- 6515 Register of Seals 1923-1948
- 6515 Register of Seals 1948-1961

#### Share records

- 6515 Register of Members, Mortgages & Charges 1935-1946
- 6516 Register of Members 1948 - 1966
- 6516 Debenture Trust Deed between Sir W G Armstrong Whitworth Aircraft Ltd and Hawker Siddeley Aircraft Company Ltd, 26 November 1938 (Original and copy)
- 6515 Cancelled share certificates 1920-1930
- 6515 Cancelled share certificates 1931-1950
- 6515 Cancelled share certificates 1951-1962
- 6515 Share transfer forms 1920-1959

#### Accounting & Financial Records

- 6515 Signed Accounts 1921-1936



6515 Signed Accounts 1937-1955

Legal

6516 Reorganisation agreement

6516 Agreement: Armstrong Whitworth Development Company and J D Siddeley re Preference & Ordinary Shareholders, 1927

6516 Agreements:

1. The shareholders of Gloster Aircraft Company Ltd. & Hawker Aircraft Company Ltd, 1934

2. Trust deed for pilots' insurance, 1936

3. R F Birt: Assignment of half interest in rivetting tool, 1938

4. Land at Brockworth requisitioned by the Secretary of State for Air, 1940

5. J Loblely – letter re Power Jets, 1940

6. Trust Deed: Hawker Siddeley Aircraft Company Ltd re test pilots, 1940

7. Gloster Aircraft Company Ltd & Commissioners of Works and Public Buildings re land at Brockworth, 1942

9. Gloster Aircraft Company Ltd & Ministry of Aircraft Production re Crown Assets, 1945

10. Performing Right Society Ltd, 1946

11. Contract for the purchase of 110 Meteor aircraft by Argentina, 1947 (in Spanish)

12 Supplement to No. 11, 1947

13 Contract for the purchase of 7 Meteor VII aircraft by the Netherlands, 1948 (in Dutch)

15. Argentine contract: cannon agreement, 1949 (in Spanish)

16. Supplement No. 3 to No. 11: CIF charges on spares (in Spanish)

17. Bond for payment of charges for attendance of Customs officers , 1951

21. Capital Assistance for expansion of production of Javelin aircraft and Hunter undercarriage brackets, 1953

25. Repayment of advances on salary and mortgage by P W R Varley, 1955

30. Lease: Bentham Factory from Ministry of Supply, 1956

32. Memorandum of satisfaction in respect of 18 debentures issued in 1927 to the Steel Wing Company Ltd (later Hawksley Constructions Ltd) 1957

38. Rights to sell a Forage Harvester: Bamfords Ltd, 1959

39. Rights to sell automatic vending machines: The British Automatic Company Ltd, 1959

42. Gloster Aircraft Company Ltd & Supreme Automatic Vending Company Ltd, 1959

53. Licences for dealing in heavy oil for use as road fuel, 1960 & 1962

254. Gloucestershire County Council: Erection of radar marker, 1955

255. G B Heywood: Erection of radar marker, 1955

Aircraft Research Association Ltd: Membership, 1952

Bond: W F and Mrs E Hedge, 1956

Licence: Power Jets (Research & Development) Ltd; Use of patent 579657 in Sea Hawk, 1957

Aircraft Research Association Ltd: Supplemental agreement, 1958

Wilson (Bitteswell) Ltd – cutting grass at Bitteswell aerodrome, 1958

Contract: EMI Electronics Ltd for analogue computer, 1958

Power of Attorney: C S Emery – for use in South America, 1949

Power of Attorney: C S Emery – for use in Syria, Egypt or Lebanon, January 1954

Power of Attorney: C S Emery – sale of aircraft etc. outside the UK, September 1954

Power of Attorney: C S Emery – sale of aircraft etc. outside the UK, 1957

Power of Attorney: C S Emery – completion of a contract for the sale of Sea Hawk aircraft and equipment to the Federal Republic of Germany, 1959

The British Rayon Research Association: patterning mechanism, 1959; with rectifying agreement, 1960

Folder of contracts relating to utilities, 1950s

Capital Assistance Agreements:

Expansion of capacity for F3 aircraft production, 1952

Expansion of capacity for production of spar booms for Hunter aircraft, 1952

Facilities for Research & development work on Project 502, 1952

Production of components for aircraft, 1955

### Staff & employment

6515 Trust Deed re pension for H M Woodhams, 1955

Drawings for the AW 52, Albemarle, Argosy, Ensign, Siskin and Whitley (MAC 048025 - 048847, listed)

Drawings for the AW 27 (MAC 11031 - 11043, listed)

Drawing Registers (unaccessioned)

House magazine in the library collection:

*A W Affairs* 1950-1957

### **Sopwith Aviation Company Ltd (132793)**

T O M (later Sir Thomas) Sopwith was one of Britain's pioneer pilots and formed the company in 1912. Its designs were produced in large numbers during the First World War but, ironically, a large claim from the Treasury for Excess War Profits Duty led to the firm going into voluntary liquidation in 1920. It was re-formed later that year as the H G Hawker Engineering Company Ltd. *See also entry for Hawker Aircraft Ltd.*

X003-6163: see box numbers listed below.

### Corporate records

6494 Memorandum & Articles of Association 1913

6494 Agenda Book 1917-1919

6494 Minute Book 1913-1919

6494 Minute Book 1919-1920

### Share records

6494 Register of Members 1913-1923

Accounting & Financial records

6500 Nominal Ledger 1914-1923

Operation

6494 Register of Employees 1917-1920

Drawings and photographs, c.1914-c.1918 (AC 92/11)

Copies of Sopwith Triplane drawings (MPC 71/12, listed)

Copies of Sopwith Baby drawings (MPC 74/33, listed)

**Sopwith Aviation & Engineering Company**

Agenda Book 1919-1920

Minute Book 1919-1920

Register of Members 1918-1920

(X003-6163, Box 6494)

**Sopwith Engineering Company**

Nominal Ledger 1928-1930

(X003-6163, Box 6500)

**Supermarine Aviation Works (Vickers) Ltd**

"Supermarine" was the telegraphic address of Pemberton-Billing Ltd: when Noel Pemberton-Billing sold his interest in the company in 1916 it was renamed the Supermarine Aviation Works Ltd. Most of the company's products prior to 1936 were flying boats or seaplanes, but the series of seaplanes designed for the Schneider Trophy contests of 1927, 1929 and 1931 paved the way for the famous Spitfire fighter. In 1928 Vickers acquired Supermarine's equity, resulting in the name Supermarine Aviation Works (Vickers) Ltd: this was taken over by Vickers-Armstrongs in October 1938, when the company became Vickers-Armstrongs Ltd (Aircraft Section) (Supermarine Division). The expansion of the aircraft industry in readiness for the Second World War brought new factories at Long Marston, near Swindon and at Castle Bromwich near Birmingham, whilst design work and administration was dispersed to a number of sites to reduce the threat from enemy attack.

Drawings, specifications, Drawing Introduction Sheets, technical manuals and series of reports issued by the Aeroplane and Armament Experimental Establishment and the Marine Aircraft Experimental Establishment. (AC 70/4, listed)

Papers collected by E J Davis, whilst a designer with the company (AC 93/14, listed)

Indexes to Technical Office reports 1925-1946 (B255 - 257, listed)

Plans of works and schedules relating to requisitioned property, 1939-1951 (B258 -

264 & B266, listed)

Charts illustrating monthly production of Spitfire and Seafire aircraft, 1938-1943 (L35, listed)

Album of photographs of the internal systems of the Supermarine Scimitar, 1955 (B265)

Papers of R J Mitchell, former Chief Designer - mainly commemorative: include photographs of Schneider Trophy aircraft and teams. (AC 72/24, listed)

Brochure commemorating the RAF Far East Flight's voyage to Singapore flying Supermarine Southamptons, 1928 (V019202)

Specification No. 480: Spitfire Mk. 22 (incorporating Seafire Mk.47) n.d. (002274)

Specification No.481: Spiteful (incorporating Seafang) (R018555)

Specification No. 488 Spitfire (P.R. Mk. XIX) n.d. (002275)

Specification No. 497, 509, & 492: Sea Otter amphibian - military version; Sea Otter (air sea rescue version); & Walrus (civil version), n.d. (002271)

Specification No. 498 Spitfire Mk. IX (002273)

Specification No. 499/502: Spitfire trainers (Mk. VIII & Mk. IX conversions): 1948 (002272)

Specification No. 507: Attacker to A.M specification E.10.44 (002270)

Specification No. 546 (issue 2): Supermarine Swift F.Mk. 4 high performance single seater fighter, 1954 (002267)

House magazine in the library collection:

*Vickers & Supermarine Aviation Bulletin* No 3 (1931) only.

### **Vickers Ltd**

The armament firm Vickers, Son and Maxim Ltd received a contract from the Admiralty in 1908 for the construction of an airship. This led to the formation of Vickers' aviation department at Brooklands in 1911, a factory being opened at Erith in Kent. A further factory was opened at Weybridge in 1915 and the business grew during the First World War. In 1925 a subsidiary company was formed to exploit the rights Vickers had in patents granted to Michel Wibault.

Vickers merged with Armstrong Whitworth in 1928 (although the Sir W G Armstrong Whitworth Aircraft Company Ltd was not part of the merger) to form Vickers-Armstrongs Ltd. This new company then acquired Supermarine. In 1954 Vickers-Armstrong formed a subsidiary, Vickers-Armstrong (Aircraft) Ltd to handle its aircraft business, and this became part of the British Aircraft Corporation when that

company was formed in 1960. Vickers retained a 40% share of BAC.

Photographic negatives of illustrations from technical manuals for aircraft produced by the company (AC 77/5 & AC 77/11)

Papers collected by E J Davies, whilst a designer with the company (AC 93/1, listed)

Catalogues of Vickers accessories for aircraft, 1931, 1936 & 1939 (019226-019228)

Papers of Sir George Edwards (AC 74/27, listed)

Papers of Sir Barnes Wallis (A1235 - 1248 & B3246 - 3257, listed)

Drawings for projects associated with Sir Barnes Wallis, 1940s-1950s (AC 71/26)

Air Cdre E.A.D. Masterman's correspondence with Vickers Limited and Airship Guarantee Company, mostly regarding royalties for Masterman's airship mooring system, September 1919-May 1925 (AC96/46/17)

Table of performance and design characteristics of various Vickers-Armstrongs (Supermarine) aircraft, circa 1939-1945 (L36)

Project brochures submitted to the Air Ministry and its successors, 1950s-1970s (AC94/27/432-451, listed)

Collection of diagrams of internal systems of the Supermarine Swift aircraft, 1957 (B252)

Photographic record of Swift F Mk 1 and 2 engine change demonstration, December 1953 (B253)

Viscount type 810 specification, embodying 840 supplement, 1956 (010567)  
Supermarine Company Flight Test reports (numbers 228-295 inconsecutive): E.10/44 and Attacker aircraft, 9 January 1947- 9 April 1951 (B3178)

Flight test reports and statements of staff and passenger flying of Wellingtons for Vickers Armstrong, 1942 (X003-1820)

Return of design progress on alterations and trial installations for Wellington aircraft, 1942 (R012602)

Collection of negatives showing Vickers aircraft production at Weybridge, circa 1945-1955 (X003-7177)

Graph of Spitfire production, circa 1944 (DC71/8/153)

Specification No. RKP/77799 of the Vickers Viking twin engined transport, 1945 (002266)

Arch file containing correspondence regarding wind tunnels, 21 August 1953-16 December 1958 (AC 76/33)

Photographic negatives of illustrations from technical manuals for aircraft produced by the company (AC 77/5)

Handbook for 53.3 cm Weymouth torpedo for Turkish destroyers, 1940 (X003-0521)

Preliminary drawings for the "Swallow" Project, a proposal for a research aircraft capable of wide military applications by Vickers-Armstrongs (Aircraft) Ltd, 1958 (B4205)

Film shot by the company's film unit, including raw footage of trials of "bouncing bombs" and the Swallow and Wild Goose variable-geometry aircraft, Spitfire production and testing at Castle Bromwich, and promotional films for the Viscount, is held by the Department of Visual Arts, Medals and Uniforms.

### **Westland Aircraft Ltd**

Petters Ltd received a contract from the Admiralty to build aircraft and opened the Westland Aircraft Works at Yeovil in 1915, initially building other companies' designs but later being given design tasks such as the development of the DH9A from the DH9. In July 1935 the aircraft department became a separate company, Westland Aircraft Limited and in July 1938 the John Brown shipbuilding group purchased most of the shares, the remainder being bought by the electrical group AEI. Much of Westland's work revolved around the production and modification of other companies' designs, but a number of the company's own aircraft were produced such as the Lysander and Whirlwind. Many, such as the Pterodactyl, failed to progress beyond the prototype stage.

In April 1946 a wholly-owned subsidiary - Normalair - was formed to produce air control equipment, and an important step was taken in 1946 with the negotiation of a licence to build helicopters designed by the American company Sikorsky. This led to Westland becoming Britain's prime helicopter company and, in addition to the Sikorsky designs, Westland participated in a number of international helicopter projects. In 1959 the company bought Saunders-Roe and in the following year both Bristol Helicopters Ltd and Fairey Aviation Ltd, resulting in a four-division structure reflecting the original firm (the Yeovil Division) and the three acquisitions. Westland had a 65% stake in the British Hovercraft Corporation, formed in October 1966. Westland Helicopters Ltd was also formed in 1966 as a wholly-owned subsidiary of the parent firm, to handle the helicopter business of the group.

In the early 1980s Westland bought the US firm Airspur Helicopters Inc, renaming it W30 Hel Inc. A financial reconstruction in 1986 brought about the sale of significant numbers of shares to United Technologies and Fiat, the latter selling its shares to GKN in 1988. GKN's holding was in turn sold in 2004 to Finmeccanica SpA.

Drawings, largely for the Wapiti (MAC 010262 - 010580, listed)

Papers (mostly letter books) of H E T Saint, Westland representative at the Aeroplane and Armament Experimental Establishment, Boscombe Down, 1939 - 1944 (A131, A132, A140, A141, B214 - B236, listed)

Design submission for twin-jet fighter-bomber, 1944 (B3071)

Project brochures submitted to the Air Ministry and its successors, 1950s-1970s (AC94/27/452-454, listed)

Drawings of projected Westland aircraft designs, circa 1950 (X002-5586)

Pilot's notes for the Jet Deflection Meteor (RA490), 1950's (AC94/41/2)

Technical specification for the Westland Sea King H.A.R. Mk. 3 helicopter to meet the search and rescue requirement of the Royal Air Force, 1975 (022495)

Records relating to the E.H.101 Heli-liner prototype helicopter PP8 (X003-1576, Closed)

**Whitworth Gloster Aircraft Ltd (1009385)**

*Formerly Sir W G Armstrong Whitworth Aircraft Ltd,  
Fenwal Aberdare Ltd*

*Became High Duty Alloys Castings Ltd (169374) in 1975*

In October 1961 the merger of the Sir W G Armstrong Whitworth Aircraft Company Ltd and the Gloster Aircraft Company brought the formation of a new concern within the Hawker Siddeley Group, known as Whitworth Gloster Aircraft Ltd. Two years later, further consolidation led to it becoming the Avro Whitworth Division of Hawker Siddeley Aviation.

X003-6163: see box numbers listed below.

Corporate records

4463 Memorandum & Articles of Association adopted 1973 (3 copies)

4477 Memorandum & Articles of Association adopted 1973 (5 copies + photocopied drafts)

4463 Articles of Association adopted 1989

4477 Articles of Association adopted 1989

6515 Certificate of Incorporation, 1961

4477 Board & AGM minutes, 1967 - 1973

4463 Minute Book 1970-1980

*Local Directors 1960-1962*

*Minute Book: Directors 1920-1946*

*Minute Book: Directors 1946-1956*

*Minute Book: Directors 1956-1961*

*Minute Book: Directors 1962-1969*

4477 Register of directors' holdings & interests, 1970s

4463 Register of seals 1961-1983

### Share records

4463 Register of members 1955-1984  
4463 Share transfers 1961-1978  
4463 Share certificates 1962-1978  
4477 Annual returns, 1960 – 1974

### Accounting & Financial Records

4463 Signed accounts 1956-1982, 1984, 1986-1990  
4477 Signed accounts 1976-1984, 1986-1990

### Operation

4477 Secretary's file, 1969 – 1974  
*Visitors signature books 1929-1965*

Box 4477 also contains:

**Fenwel-Aberdare Ltd (1009385)**  
*Became Whitworth Gloster Aircraft Ltd, 1977*

### Corporate records

Memorandum & Articles of Association, 1971  
File: company incorporation, 1971  
Combined register (including Board minutes, register of members etc.) 1971 – 1973  
Notification of change of directors & return of allotments, 1971  
Report on handover of trading, 1973

### Accounting & Financial records

Accounts, 1971 – 1974

### Operation

Correspondence re patent applications, 19771 - 1973  
File: General correspondence, 1971

### **William Aitkenhead Ltd (424938)**

*(Became Brush Fusegear Ltd)*  
X003-6163, Box 4477

### Corporate records

Articles of Association, 1946 (with Articles of Association of Hawker Fusegear Ltd, adopted 1989)  
Documents re acquisition by R A Lister & Co. 1973  
Board & AGM Minutes, 1974 - 1984  
Brush Fusegear Ltd: Directors' report, 1989 – 1990  
Register of Seals, 1978 - 1985  
Register of members, 1947 – 1978

### Share records

Share certificates, 1947 - 1978



Stock transfer forms, 1952 – 1973

Accounting & Financial records

Accounts, 1980 – 1984, 1986 – 1988

**William Graydon & Company Ltd** (*Scottish Registered No. 31620*)

*Became Blackburn Aircraft Ltd, 1975*

X003-6163, Grey box

Register of Members, 1956 - 1981

Directors' & AGM Minutes, 1956 - 1972

**Yorkshire Electric Transformer Company Ltd** (*201550*)

X003-6163, Box 4477

Articles of Association, adopted 1989

Board minutes, 1969 - 1983

Directors' reports & accounts, 1986 – 1990

## THE BRITISH AIRCRAFT INDUSTRY: A BIBLIOGRAPHY

### GENERAL

R Smith; *British built aircraft*

Tempus Publishing

Volume 1 - Greater London (2002)

Volume 2 - South west and central southern England (2003)

Volume 3 - South East England (2004)

Volume 4 - Central & eastern England (2004)

Volume 5 – Northern England, Scotland, Wales and Northern Ireland (2005)

### INDIVIDUAL COMPANIES

#### Airspeed

H A Taylor; *Airspeed aircraft since 1931*;

Putnam Aeronautical Books; Revised edition; 1991.

#### Armstrong Whitworth

O Tapper; *Armstrong Whitworth aircraft since 1913*;

Putnam Aeronautical Books; Revised edition; 1988.

#### Avro

A J Jackson; *Avro aircraft since 1908*;

Putnam Aeronautical Books; Revised edition; 1990.

#### Blackburn

A J Jackson; *Blackburn aircraft since 1909*;

Putnam Aeronautical Books; Revised edition; 1989.

#### Boulton Paul

A Brew; *Boulton Paul aircraft since 1915*;

Putnam Aeronautical Books; 1993.

#### Bristol

C H Barnes; *Bristol aircraft since 1910*;

Putnam Aeronautical Books; Third edition; 1994.

#### British Aircraft Corporation

H Evans; *Vickers against the odds 1956-77*;

Hodder & Stoughton; 1978.

#### De Havilland

A J Jackson; *De Havilland aircraft since 1909*;

Putnam Aeronautical Books; Third edition, 1987.

### Dowty

D N James (Comp.); *Dowty and the flying machine*;  
Chalford Publishing Company; 1996.

### English Electric

S Ransom & R Fairclough; *English Electric aircraft and their predecessors*;  
Putnam Aeronautical Books; 1987.

### Fairey

H A Taylor; *Fairey aircraft since 1915*;  
Putnam Aeronautical Books; 1974.

### Gloster

D N James; *Gloster aircraft since 1917*;  
Putnam; 1971.

### Grahame-White

A D George; *Aviation and the State. The Grahame-White Aviation Company, 1912-23*;  
Journal of Transport History; c.1988; pp 209-213.

### Handley Page

C H Barnes; *Handley Page aircraft since 1907*;  
Putnam Aeronautical Books; Second edition, 1987.

### Hawker

F K Mason; *Hawker aircraft since 1920*;  
Putnam Aeronautical Books; Third edition, 1991.

### Miles

D L Brown; *Miles aircraft since 1925*;  
Putnam; 1970.

### Parnall

K E Wixey; *Parnall aircraft since 1914*;  
Putnam Aeronautical Books; 1990.

### Percival

R Simpson (ed.); *On the wings of a gull: Percival and Hunting aircraft*  
Air-Britain (Historians); 2012.

### Royal Aircraft Factory

P R Hare; *The Royal Aircraft Factory*;  
Putnam Aeronautical Books; 1990.

### Saunders-Roe

P London; *Saunders and Saro aircraft since 1917*;  
Putnam Aeronautical Books; 1988.

### Short Brothers

C H Barnes; *Shorts aircraft since 1900*;  
Putnam Aeronautical Books; Second edition, 1989.

### Sopwith

H F King; *Sopwith aircraft 1912-1920*;  
Putnam; 1980.

### Supermarine

C F Andrews & E B Morgan; *Supermarine aircraft since 1914*;  
Putnam Aeronautical Books; 1981.

### Vickers

C F Andrews & E B Morgan; *Vickers aircraft since 1908*;  
Putnam Aeronautical Books; 1988.

H Evans; *Vickers against the odds 1956-77*;  
Hodder & Stoughton; 1978.

J D Scott; *Vickers: a history*;  
Weidenfeld & Nicolson; 1962.

### Westland

D N James; *Westland aircraft since 1915*;  
Putnam Aeronautical Books; 1988.