

# AVIATION INDUSTRY SUPPLIERS IN KINGSTON

## T. W. K. Clarke and Co. in central Kingston

Established in 1906, Clarke and Co. moved from Union Street to Crown Works, High Street, Kingston and to Hampton Wick. They built two gliders in 1909 and 1910 and were suppliers to model aircraft builders. They advertised in 1913 as “contractors to HM Government for hydro-aeroplane floats” and in 1915 had a department making 2 and 4 bladed aircraft propellers.



## The Cellon Dope Company built a factory opposite Leyland Motors in Richmond Road in 1929.

Cellon specialized in dope for proofing aircraft fabric against air, oil, water and petrol from 1912. They moved on to Cellulose Lacquers and became one of two major paint suppliers to the British aircraft industry. In 1949 Cellon were advertising that they supplied every British aircraft manufacturer.

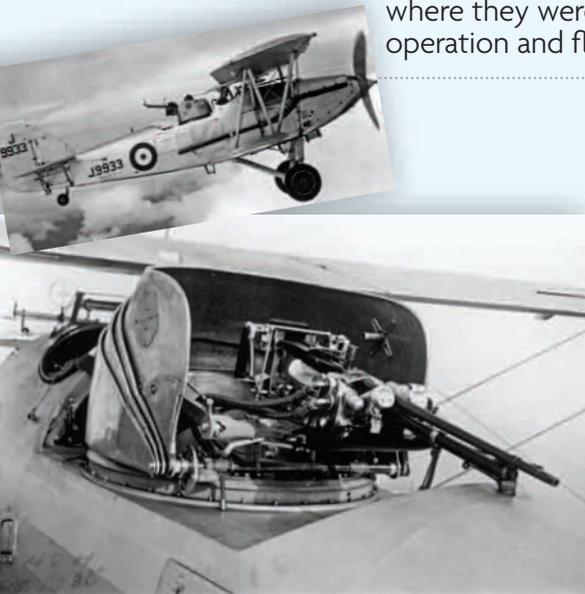


## KLG & Smiths Industries Aviation in Kingston Vale from 1912

In 1912 Kenelm Lee Guinness (KLG) purchased the Bald-Faced Stag Inn on the London to Portsmouth Road (A3) at Kingston Vale and made his first sparking plug in a cellar workshop. By 1916 the factory was producing 2 Million sparking plugs per year, many of which were used in Sopwith Pup and Camel aircraft engines. The premises had to be extended during 1917 and by the end of the war employed 1200 people.

In 1937 construction of a new and considerably larger purpose built factory commenced and the Bald-Faced Stag was demolished. Over 13 Million sparking plugs were made during WW2, many used in Hurricane, Spitfire and Lancaster aircraft.

From the mid 1960's the site focused on the production of Igniters and Thermocouples for new generation, high performance jet engines such as the Rolls Royce Pegasus, Adour, Olympus, RB199 and RB211 where they were used to start, relight and record engine temperature during operation and flight of the Harrier, Hawk, Concorde, Tornado and Boeing 747 aircraft.



## Nash and Thompson designers and producers of powered gun turrets in Tolworth

Archie Frazer-Nash was well known as a motor racing driver. He started in business before WW1 with Ron Godfrey producing GN Cyclecars and in the 1920s produced Frazer Nash sports car in Kingston. He invented the Vickers-Nash crane safety indicator and continued as a successful inventor throughout his life.

In aviation he is known as the inventor of the world's first powered aircraft gun turret. The hydraulically powered Nash and Thompson turret was initially used on the Hawker Demon fighter. It was developed into the turret used on many World War Two bombers including the Vickers Wellington. They were produced at Tolworth and Yate near Bristol.

## Reid and Sigrist Ltd made aircraft instruments in Kingston from 1929 to 1947 when the factory at Shannon Corner was bought by Decca

Reid and Sigrist was set up in 1927 to build instruments partly financed by Fred Sigrist, a Director of Hawker Aircraft. Specialising in gyroscopes they also invented the Reid blind flying panels incorporated a unique turn and bank indicator. These were adopted for night flying by the RAF and were first used in the Hawker Tomtit trainer with the trainee's view obscured by a hood. Their metal treatment factory also did aircraft work.

