

KINGSTON DESIGN PROJECTS - THE ONES THAT GOT AWAY

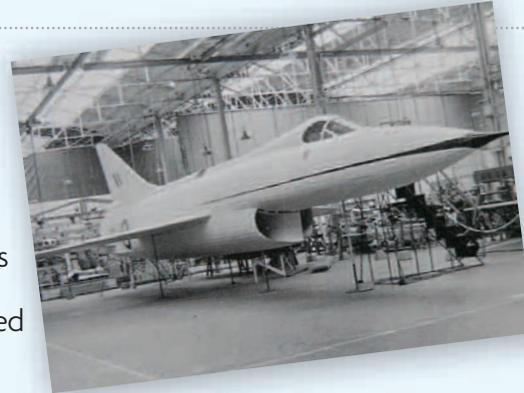


The 1952 P.1083 was a supersonic Hunter development with a thinner, more highly swept wing

Initially discussed with the RAF in 1950, design and manufacture of the new wings and modified fuselage went ahead. Sadly, in June 1953 Camm was advised that the aircraft was no longer required and it was officially cancelled in July. In spite of its transonic performance the standard Hunter went on to be developed for many roles and sold in very large numbers.

The 1956 P.1121 was a large Mach 2 strike fighter cancelled at a late stage through a misguided defence policy decision

Advised by the RAF, Hawker launched this advanced fighter using Company funds. However the 1957 Duncan Sandys Government White Paper stated "...the RAF are (sic) unlikely to have a requirement for fighter aircraft of types more advanced than the supersonic P.1 (Lightning), and work on such projects will stop". The HS board cut expenditure and the project ran down during 1958 with the prototype 60% structurally complete. A sad story but it released design effort which allowed the P.1127, and hence the Harrier, to go ahead.



The P.1154 won a NATO competition for a supersonic V/STOL fighter.

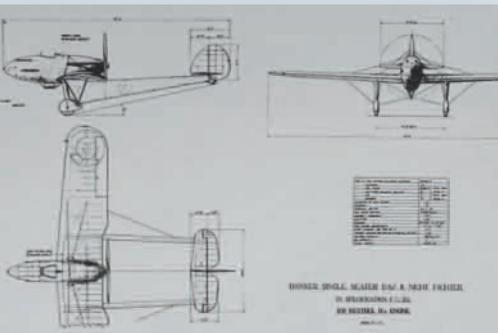
This was funded as a common fighter for the RAF and the RN, a tough challenge as the RAF wanted a single-seat ground attack fighter and the Navy a two seat, high altitude interceptor fighter. Hawker devised an aircraft which satisfied this commonality but which the Navy refused. An RAF only version was designed and a number of aircraft were under construction when the incoming Labour Government cancelled the P.1154 contract. At the same time they ordered a fully developed version of the P.1127 later named Harrier.

The 1980 P.1216 supersonic ASTOVL (Advanced short take-off and vertical landing) fighter reached an advanced state of design and development at Kingston before the British Aerospace board denied it funding in favour of the Eurofighter international project

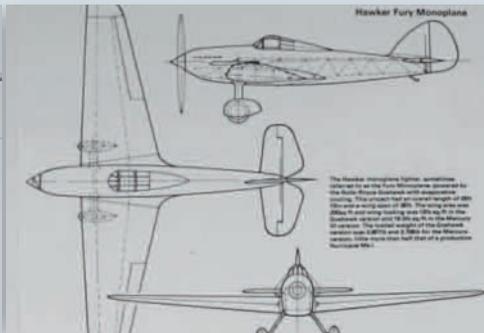
The P.1216 was designed in response to an RAF need. It solved a number of problems uncovered by the Harrier and incorporated the very latest in airframe and systems technology. Hot gas ingestion and damaging airframe vibration were addressed by new nozzle and intake system designs and the twin boom layout. Fly-by-wire and on-board computers allowed improved manoeuvrability and 'carefree handling' for the pilot. New light weight materials were used and innovative weapon carriage arrangements were devised. Versions for naval use off carriers were also proposed. After years of study, wind tunnel and rig testing BAe decided not to fund the P.1216 because it might divert attention from the Eurofighter proposal.



Of the 1,300 project studies carried out at Kingston, of course most remained on paper like these:



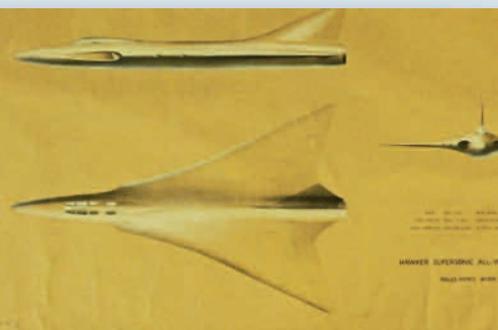
1930 Day & Night Fighter



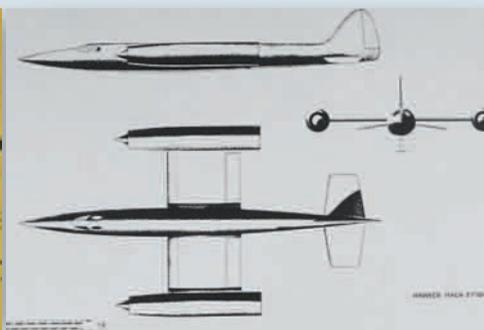
1933 Fury Monoplane



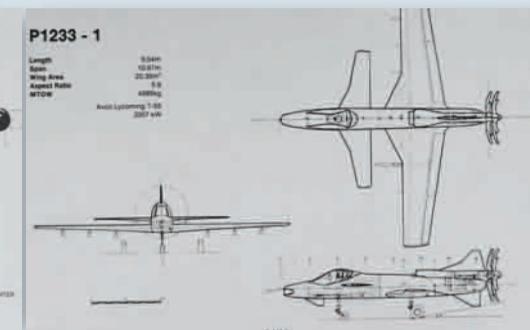
1943 P.1035 First Jet



1951 P.1092 All Weather Fighter



Mid 1950s Mach 3 Fighter



1987 P.1233 Battlefield Fighter