

# H.G. HAWKER ENGINEERING AND THE 1930s CAMM BIPLANES



**The 1928 Hawker Hart two-seat light bomber was faster than contemporary fighters and was ordered in large numbers**

The Camm/Sigrist patented swaged steel tube construction system matched with the new Rolls Royce Kestrel V12 engine led to the design of the easy to build, lightweight, fast, rugged, practical Hawker Hart. The Hart light bomber was introduced into squadron service in 1930, the first of the most successful family of British military biplanes in the 1930s. 960 Harts were built by Hawker and several subcontractors leading to the rapid growth and financial success of the company.

**The Hart basic airframe was developed throughout the 1930s into the Hawker Audax army co-operation aircraft, Osprey fleet spotter and reconnaissance aircraft and Demon two seat fighter**



**Further developments included the Hawker Hind light bomber, Hardy counter-insurgency, Hartbees ground attack and Hector army co-operation aircraft**



**The beautiful 1931 Hawker Fury was the RAF's first fighter to exceed 200 mph in level flight**

Winner of the F20/27 competition for a new interceptor fighter for the RAF, the Fury set the standard for handling qualities, performance and construction and was an excellent aerobatic display aircraft. It adopted the same basic airframe construction system as the Hawker Hart light bomber with a Rolls Royce Kestrel engine. The Fury II was even faster at 220 mph. After overseas demonstrations by Chief Test Pilot 'George' Bulman the Fury was exported to South Africa, Yugoslavia, Persia and Spain. In total of 279 were built.

**The 1931 Hawker Nimrod gave the Royal Navy their fastest ever fleet fighter**

Developed from the Fury, the Nimrod flew from the Royal Navy's carriers from catapults and off the water when fitted with floats. 91 were built.



**Almost 3000 Sydney Camm designed Hawker biplanes from the two-seat Hart and single seat Fury family were produced over 9 years**

These aircraft were sold to 18 countries ranging from Sweden to New Zealand and Ireland to India. They were operated by the RAF throughout the British Empire and on the oceans of the world by the Royal Navy.



**On the back of the flourishing Hawker business, Tommy Sopwith purchased Gloster Aircraft, A.V. Roe and Armstrong Whitworth to create Hawker Siddeley Aircraft in 1935.**

**H. G. Hawker Engineering was re-named Hawker Aircraft but was otherwise unaffected**

The factories of these new Hawker Siddeley companies were subsequently often used to satisfy the demand for Hawker products when that could not be met by Hawker's restricted production capacity in Canbury Park Road. Hawker aircraft design, engineering and prototype manufacture, however, always remained in Kingston.