

# HAWKER SIDDELEY AND BRITISH AEROSPACE IN KINGSTON

## From 1963 the Hawker Aircraft name was dropped in favour of Hawker Siddeley Aviation

In 1959 the Hawker Siddeley Group bought Folland Aircraft at Hamble in Hampshire and Blackburn Aircraft at Brough in Yorkshire. In 1963 Hawker Siddeley Aviation (HSA) was formed, and a Hawker Blackburn Division established with its headquarters at Kingston combining the Hawker, Blackburn and Folland operations.



## The 1964 Hawker Siddeley Kestrel was the world's first jet V/STOL aircraft to be flown by service pilots

Ralph Hooper developed his Hawker P.1127 into the Hawker Siddeley Kestrel. Nine Kestrels were built for the tripartite Kestrel Evaluation Squadron manned by pilots, ground crew and engineers from the UK, the USA and West Germany. After these successful trials 6 Kestrels went to the USA for further service trials and experimental flying.

## In 1969 the RAF became the world's first air force to operate a V/STOL aircraft, the Hawker Siddeley Harrier developed from the Kestrel by John Fozard

In 1965 John Fozard was appointed Chief Designer Harrier to direct the development of the Harrier from the Kestrel. The ground attack and reconnaissance Harrier GRMk1 entered RAF service in 1969 operating in Germany as part of NATO's Cold War defences. In time of war the Harriers would operate away from vulnerable airfields using car parks and streets in towns or in the countryside from hides in woods.



## AV8A Harriers were bought by the United States Marine Corps, a rare example of a foreign combat aircraft in US military service

The Harrier is ideally suited the expeditionary nature of USMC operations and 110 AV8As were built at Kingston and Dunsfold in the early 1970s. Similar aircraft were bought by the Spanish navy to fly from their aircraft carrier.

## The 1969 stretched tandem two-seat Harrier trainer carried the student in front and the instructor behind

Two-seat Harriers were only required in small numbers. To keep costs down, John Fozard managed to retain most of the original Harrier airframe by inserting a second cockpit behind the standard cockpit, fitting the fin on a plinth to increase its area and adding a tail sting to hold removable ballast. For combat use, weight saving was simply achieved by removing the rear seat and tail ballast.



## In 1977 Hawker Siddeley Aviation was nationalized to become part of British Aerospace

When the British aircraft industry was nationalized, Kingston became the headquarters of the Kingston-Brough Division of British Aerospace (BAe). In March 1984 Kingston joined the new Weybridge Division of BAe, merging the two old rivals, Hawker and Vickers. In 1986 Kingston became part of the new Military Aircraft Division of BAe and in 1989 part of BAe (Military Aircraft) Ltd.

## The Hawker Siddeley/British Aerospace Hawk was the last all-British aircraft to enter RAF service

Through the 1970s the Hawker Siddeley 1182, later named Hawk, was designed under Chief Engineer Ralph Hooper's direction by Chief and Assistant Chief Designers Gordon Hudson and Gordon Hodson to satisfy an RAF requirement for an advanced trainer. Ralph Hooper directed that the performance and capabilities of the aircraft should exceed RAF needs. This was a wise decision, as Hawks went on to sell in large numbers to air forces all over the world and still operates as the RAF's advance trainer.

