

The Hatfield 1986 Open Day Souvenir Programme and Poster was an A1 sheet folded eight times to A4 size. When opened out one side was an A1 picture of the second BAe 146, G-SSHH, flying over the Isle of Wight Needles.



BRITISH AEROSPACE

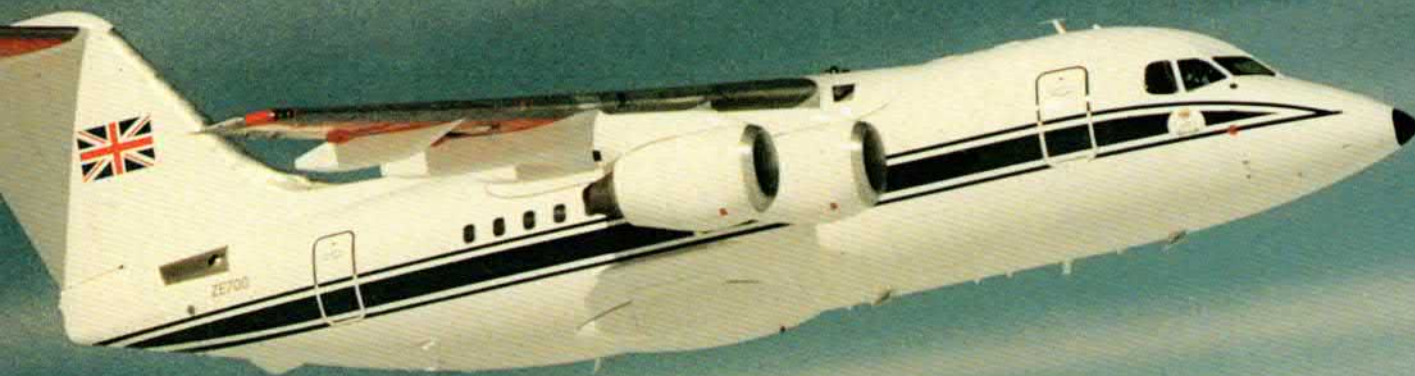
Civil Aircraft Division

HATFIELD'86
OPEN DAY

1986
is
INDUSTRY
YEAR

SOUVENIR PROGRAMME AND POSTER

50p



A welcoming message from Mr Charles Masefield

It is with great pleasure that I welcome you to our 1986 Hatfield Open Day.

I consider this to be one of the most important days in our annual calendar, as it provides us with an opportunity to show our families and friends where we work and what we do, and we have much to show and much to be proud of.

Today you are visiting an organisation which, over the years, has built up a magnificent reputation for design, development and research, and for manufacturing, flight test, marketing and many other disciplines, many of which are open for viewing. You will see, for example, our new machine shop - one of the very best in British Aerospace - where we manufacture components for the European Airbus.

You will also see - this year for the last time - a production line of aircraft in our main assembly hall. By next year's Open Day we will have built a completely new final assembly hall and it will be turning out 146s at the rate of one every 10 working days.

So 1986 represents the end of an era stretching back 52 years, to 1934. During this time a long line of many of the world's most famous aircraft have been assembled under the self same roof. Many examples of these will be on display today, including a Rapide, the actual DH88 Comet Racer that won the 934 London-Melbourne Air Race, The Mosquito, of which 3054 were built at Hatfield, The Dove, 125, Trident and the 146 of today.

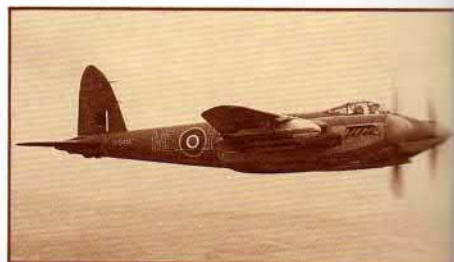
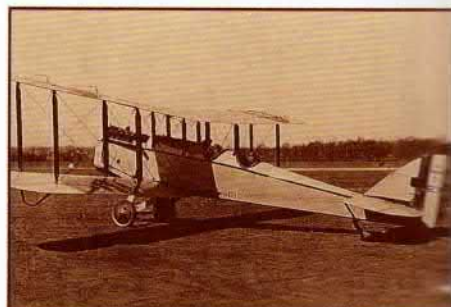
Hatfield is, of course, also famous as the home of the world's first jet airliner to enter service, the DH 106 Comet. Although none of these remain in civil service, the Comet's familiar - if somewhat modified lines can be seen in the shape of the Nimrod, that will be flying in the display and which I, personally, will watch with many happy memories. Indeed, today's Nimrod will represent a visible link between the great Hatfield and Manchester units now partners within the new British Aerospace Civil Aircraft Division.

We have much to do at Hatfield to prepare the site, and ourselves, for the demands of the future. As you walk round today you will see - everywhere you look - evidence of great enthusiasm, expertise and achievement and I hope that you will share with me both pride in our past and excitement for the future.

Thank you for coming - have a very interesting and enjoyable day.



C.B.G. Masefield
Divisional Director and
General Manager - Hatfield.



BAe 146

Walking around the factory today you will see the BAE 146 regional jet airliner in various stages of production. The 146 is a new generation aircraft that is designed, part manufactured and assembled here at Hatfield.

Components for the 146 are supplied from a number of British Aerospace factories throughout the country, as well as assemblies from suppliers abroad, namely AVCO Corporation of the USA and SAAB Scania of Sweden

In the Detail Assembly (D.A.D.2), and Nose Build departments, you will see the doors and nose sections of the 146 in the process of manufacture. From there you can then walk through the Final Assembly area, starting at the south end, (next to the New Machine Shop), where the major assemblies arrive from the other factories involved in the programme.

The first stage you will see is the "boxing up" of the fuselage of the aircraft. Here the centre section, from our Filton factory near Bristol, is connected to the rear section from our Manchester factory. At the same stage the Hatfield built nose is also attached.

The next step is when the wings, supplied by AVCO Aerostructures in the U.S.A. and the fin, built by our factory at Brough, are attached. The familiar lines of the 146 now begin to take shape.

As you walk further along the assembly line you will notice other components have been attached to the aircraft, including the flaps, again built at Brough, and the undercarriage, supplied by Dowty.

At the end of the assembly line the aircraft can be seen in an almost complete condition. Final completion of the aircraft is in fact carried out in the Flight Test hangar.

Following test flying, the aircraft is finally painted in the livery of the airline in the large paint shop adjacent to the North end of the Assembly Hall.



The 146 first flew in September 1981 and is currently built in two versions, the Series 100 which seats about 80 passengers and the larger Series 200 which seats about 100. A larger version, the Series 300, is being planned, and a freighter version is now being built in the USA using a standard Hatfield built air frame.

Thanks to its four quiet and economical ALF 502 engines, and the highly efficient Hatfield designed wing, the 146 has proven to be the world's quietest jet airliner, a strong advantage in today's noise sensitive market. This has been a major factor in achieving the 66 sales to date from a list of 14 customers across all six continents. Probably the most prestigious order has been the two aircraft for the Queen's Flight.

Another customer is the People's Republic of China who have ordered 10 146's, some of which can be seen on the Final Assembly line today. This contract renews the links that Hatfield has had with China for many years, going back to the Trident which is still in regular service with CAAC.

The 146 has won Queens Awards for both Technology (1985) and Export (1986).



Jetstream 31

British Aerospace's smallest civil turbo-prop aircraft is the Jetstream 31 manufactured at our Prestwick factory in Scotland.

The Jetstream is a twin engined transport aircraft that has been developed from the earlier Handley Page Jetstream, built some years ago at Handley Page's Radlett factory.

The Jetstream can be used in a variety of roles, including an 18 seat commuter airliner shuttle aircraft carrying 12 passengers in first class comfort, or corporate aircraft with similar luxuries as would be found in the 125-800. The Jetstream 31 is also now in service with the Royal Navy, designated as the 31EZ, for use as a surveillance aircraft.

Since March 1982, when the first Jetstream 31 took to the air, 177 have been sold worldwide, the majority for export and earning the aircraft the Queens Award for export in 1985.

British Aerospace ATP

Although it is not built at Hatfield, the ATP, (short for Advanced Turboprop), is built at two other Civil Aircraft Division factories, both in Manchester. This aircraft is a second generation twin turboprop airliner that is due to fly for the first time later this year, at 10am on August 6th, and it will enter service in September 1987 with the British airline, British Midland.

The design of the ATP takes full advantage of new technology in aircraft manufacture which will result, like the 146, in very low noise levels and operating costs.

The Pratt and Whitney built engines, which will power the ATP, will turn two large 13ft 9in (4.19m) diameter six bladed propellers that are designed, developed and produced jointly by the British Aerospace Air Weapons Division and Hamilton Standard of the USA.

These propellers are a new design, made from composite materials, making them very lightweight. Thanks to their advanced aerodynamic design, they will be able to turn at low speeds, therefore resulting in very low external noise.

The ATP is designed to replace the highly successful 748 turboprop, again built at Manchester, and will seat up to 64 passengers in comfort normally enjoyed by those travelling in jet aircraft.



de Havilland Sports and Social Club

Entertainment for all at the de Havilland Sports Club

- Fun Fair
- Motor cycle rides (for children)
- Various stalls (tombola etc)
- "Industry Year" stands (run by local companies)
- Marquee "beer tent"
- Displays and stalls run by various charitable organisations
- Tottenham Hotspur FC Road Show
- Fun Castles etc
- Barbecued food and other refreshments

The de Havilland Sports and Social Club offers a wide range of sports and facilities to its members. The clubs and sections which any member can join include:

- Angling
- Art
- Athletics
- Bowls
- Cricket
- Karate
- Ladies Bowls
- Model Railway
- Netball
- Wine Guild
- Weight Training
- Ballroom and Latin American Dance
- Billiards and Snooker
- Old Tyme Modern Sequence Dance
- Darts
- Football
- Golf
- Photographic
- Racing Pigeons
- Retired Members
- Rifle and Pistol
- Rugby
- Ski
- Table Tennis
- Tennis

The Club has:

- 3 Table Tennis tables contained in a separate hut
- Weight Training Hut with equipment
- 3 Snooker Tables
- Cricket pitch (including an all weather wicket)
- 2 Rugby pitches
- Rifle and Pistol Range (small bore)
- 2 Football pitches
- Bowling Green
- 3 Tennis courts
- Pigeon hut
- Modern Pavilion with full changing and shower facilities, plus a large reception area.

The Club is undergoing large re-development alterations and on the Monday after Open Day it will be gutted and rebuilt. New bars are being installed, the ballroom will become larger and there will be a new entrance way and foyer.

There are over 4000 full members out of workforce of 4500. There are nearly 7000 members in all, including Retired Associates and Paying Associates.

The de Havilland Sports Club is also one of the 21 members of ABARC (The Association of British Aerospace Recreation Clubs) organising a wide variety of sporting and social events for all British Aerospace employees throughout the country.

Do not hesitate to contact the Sports Club office if you have any queries about the Club.



BAe 125-800

Although the highly successful BAe 125 business jet is not manufactured at Hatfield, the design, development, marketing and support of this aircraft is undertaken here. In fact, the first two 125 prototypes were built at Hatfield in the early 1960's, before production was moved to our factory at Chester. Since the early days the aircraft has been developed through eight different stages, from the Series one to the Series 800, the latest in this line of highly successful aircraft.

The Series 800 first flew in 1983 and, to date, more than 50 have been sold to customers worldwide. Total sales of all versions is now approaching 630 with 80% of 125s being exported, the majority to the tough North American market.

The 125-800 brings to its operators a high degree of comfort, privacy and flexibility, as well as the technological excellence expected from the only business jet in the world built by a company that also builds civil airliners.

The 125 serves customers in many countries operating under a wide variety of conditions. Its ability to operate from unpaved runways and its rugged construction has led to a considerable number of 125's being used in roles other than business communications. These include air ambulance, airways calibration, crew training, and Government and VIP transport.

The 125 is Britain's best selling jet transport of all time and export earnings alone have been worth well over £1,200 million at today's values.

Airbus

Adjacent to the 146 Final Assembly area is the New Machine Shop which is largely engaged in producing components, such as wing spars, for the various versions of the European Airbus.

British Aerospace is a full partner in the Airbus programme which is managed by Airbus Industrie, based in Toulouse in France. Hatfield has been involved in the programme since the 1960's and it has been partly due to the design of the wings, largely carried out at Hatfield, that has contributed to the aircraft's success.

Three different versions of the Airbus are currently in production. The A300 and A310 widebodies, which seat up to 300 passengers, are already in service, while the new, smaller 150 seat single aisle A320 will enter service in 1988.

Apart from design work, Hatfield is one of several BAe sites engaged in producing wing components which are assembled at Chester. Final equipping of the A300 and A310 wings is carried out in Germany but with the A320, this work is undertaken at our Filton factory.

Several other European countries are involved in manufacturing assemblies for the Airbus which finally comes together at Toulouse. In all, nearly 550 Airbus aircraft have been sold, including 134 A320's, one of the largest "off the drawing-board" order books achieved by a modern jet.



Programme of Events

- 09:30** Gates open for factory tours, many activities and displays.
- 10:00 (Approx)** Flypast by a British Airways Concorde.
- 11:15 to 12:45** Flying display of aircraft from British Aerospace, the Ministry of Defence and private sources, including a Concorde from British Airways.
- 16:00** Programme ends.
- 16:30** Site closes.

You may be subjected to security checks during the day. We apologise for any inconvenience this may cause.

The day's activities will include:

- A marquee dedicated to the company's support of Industry Year. This will include The National Industry Year exhibition, as well as displays by British Aerospace sites showing their contribution to British Industry.
- Aircraft assembly areas and machine shops open to inspection.
- Metropolitan Police motorcycle display team.
- B.B.C. Radio Bedford will be broadcasting during the day from various parts of the site.
- Free Open top bus rides along the flight line for budding photographers.
- Pleasure flights in a DH89 Rapide and a Squirrel helicopter.
- Various stalls and exhibitions representing, among others, RAF Museum - Battle of Britain Museum - Duxford Aviation Society - Mosquito Museum - de Havilland Museum - The Post Office - Police crime prevention - Hertfordshire fire brigade - RAF Benevolent fund.
- Various vintage cars will be on display.
- There will be a full Sports Club programme. (Please refer to another page in this programme for details.)
- Throughout the day members of the de Havilland Moth club will be arriving with their aircraft.
- Light refreshments - ice creams and meals will be available at kiosks and in the works restaurant.

Civil Aircraft Division

Displays and amenities

- A — Outside Exhibitions
- B — Bandstand
- C — Fire Brigade Exhibition
- D — Snacks, Beverages and Ices
- E — Ices
- F — First Aid
- G — Company Guests and aircrew lunches
- H — Restaurant
- J — Lost Child Centre and information
- K — Sports Club
- L — Static display area & Motorcycle display team
- M — Rapide pleasure flights

Buildings open to the public

- 1 — Aircraft assembly area
- 2 — New Machine shop
- 3 — Computer aided design
- 4 — D.A.D.2
- 5 — E.S.A. Avionics
- 6 — Redux dept.
- 7 — D.A.D.1
- 8 — Upholstery
- 9 — Training module
- 10 — Production engineering and safety
- 11 — Press and foundry
- 12 — Metal form shop
- 13 — Systems test
- 14 — Tech. services
- 15 — Structural test
- 16 — de Havilland Museum
- 17 — Restaurant
- 18 — Surgery
- 19 — Machine Shop
- 20 — Aircraft Mock-up

IN EMERGENCY. Contact the Security Police Control, any uniformed Security Policeman or the First Aid Post shown on the map. First Aid coverage is kindly provided by the St. John Ambulance Brigade.

- ++ PUBLIC ENCLOSURE BOUNDARY
- ▲ TOILETS-LADIES
- TOILETS-GENTLEMEN
- TOILETS-DISABLED
- = Open

