

CHARITY AIR DAY 1992

0214



PROGRAMME £1



WELCOME TO HATFIELD

Welcome to our second Charity Air Day here at Hatfield. We are pleased to be hosting what promises to be a thoroughly enjoyable day.

The de Havilland Moth Club and members of the Vintage Sports Car Club have provided the aircraft, cars and organisation that have made the day possible and I would like to say how pleased we are to be able to work with them in this charitable initiative.

I would also like to thank the many charity stalls that have agreed to participate. They will be raising money on their own behalf and I do hope you will be able to support them.

Thanks must also go to our sponsors, Chiltern Radio, and the many Hatfield people who are assisting to make today successful and enjoyable.

The event will involve two British Aerospace companies, Regional Aircraft Limited, which is responsible for the aircraft manufacturing and design activities that we undertake on the site, and London Business Aviation which now operates the Hatfield airfield and aircraft maintenance business.

The last Charity Air Day of this type raised nearly £10,000 for charity. With your help, we hope to comfortably exceed that figure today.



Tony Saint
Director & General Manager
BAe Regional Aircraft Hatfield

Lucky Draw for Free Flight

The number on the front of this programme is your lucky draw number. The draw will be made at 3 p.m. and the winner will be entitled to a free flight in a Moth.

Opposite: The Cirrus Moth over Hatfield House. Built in 1925 and owned and maintained by British Aerospace, it is the oldest Moth in the world still flying.

LONDON BUSINESS AVIATION

London Business Aviation has just celebrated its first anniversary, being established at Hatfield in August 1991 to operate a full range of services to operators of business aircraft, as well as maintenance services to these and larger regional jet aircraft such as the British Aerospace 146.

Being located at Hatfield means that LBA is ideally placed for business operators who wish to visit London. Heathrow Airport is only 40 minutes away, and the network of motorways adjacent to Hatfield gives easy access to other parts of the country.

Hatfield airfield has a 1823m runway, fully equipped with all modern navigational aids including VHF, ILS, PAPIS and primary and secondary surveillance radars. On the ground, it has the full range of safety measures, as well as hangarage space and a fully FAA/CAA approved engineering service.

LBA fully recognises the needs of the business traveller for a fast, efficient, service. Customs and immigration facilities can be quickly met and the Company offers a whole range of services, including flight planning, in-flight catering, aircraft servicing and cleaning, ground power, meeting and conference reservations and limousine service, to ensure that arrival and departure are as smooth and relaxed as possible.

In the year since LBA started operating business travel into Hatfield has doubled and maintenance activity has increased fourfold. The high standard of service is obviously paying off.



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HATFIELD'S HERITAGE

When in 1930 the pilot of the light aircraft from de Havilland's airfield at Stag Lane, Edgware, spotted the flat fields of three farms near the small country town of Hatfield in Hertfordshire, he put in train a whole new industry for the area and made the name 'Hatfield' renowned worldwide as the home of such famous aeroplanes as the Mosquito, Vampire and Comet.

The full story really began 20 years before when on Saturday, 10th September, 1910, Geoffrey de Havilland made his first successful flight at Seven Barrows near Newbury. The aircraft he had built himself and the engine was to his own design.

From this beginning the name of 'de Havilland' was to become one of the most famous in the aviation world.

After a short spell at the H.M. Balloon Factory, Farnborough, Geoffrey de Havilland (later Sir Geoffrey) took up the position of Chief Designer with the Aircraft Manufacturing Company (Airco) at Hendon and his designs started to bear the prefix 'DH'. During the first world war aircraft like the DH2, DH4 and DH9 bore witness to the quality of his designs.

In 1920, Geoffrey turned his attention to civil aircraft, forming the de Havilland Aircraft Company at Stag Lane, Edgware.

During the 1920s the Company's Moth series of light aircraft brought flying within reach of the common man and the name 'de Havilland' to the fore of aircraft designers and manufacturers.

As business expanded, the Company decided to look for larger premises and subsequently in 1930 purchased the farmland near Hatfield.

Initially de Havilland moved only a flying school to Hatfield but by 1934 a new factory and offices had been built and production of Tiger Moth trainers and Dragon light transport aircraft was under way.

At the outbreak of war de Havilland once again turned to military aircraft. They created an aeroplane of unique design - a twin engined, high speed fighter bomber made out of wood. Its name was the Mosquito and it became one of the most famous aircraft of the second world war.

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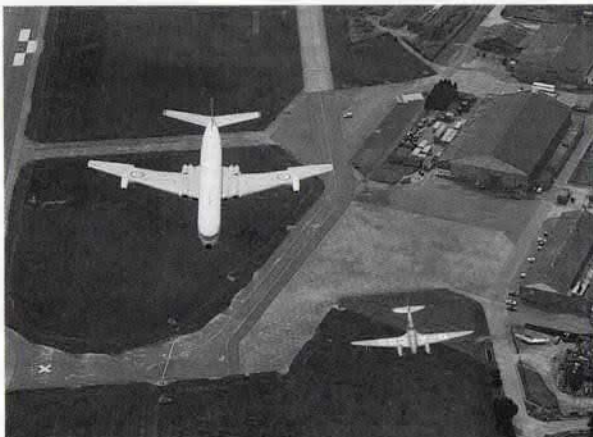
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During the post-war period the Hatfield design team worked on both civil and military projects. In the military sphere the twin-boom, jet powered Vampire and its derivatives sold in large numbers to the RAF, RN and many other air forces around the world becoming the first jet fighter in many inventories. In the civil field the Company designed and built the world's first jet airliner, the Comet, which cut international flight times by half. Subsequently it produced the world's fastest and most advanced regional jet airliner of the 1960s, the Trident, and more recently designed and manufactured the world famous BAe 146.

The Company has come a long way since the spruce and fabric creations of the early pioneers but the spirit of adventure, of creative engineering and the search for quality lives on with a new generation of enthusiasts.

Two famous Hatfield-designed Comet aircraft recently came home for a welcome reunion. Seen here are the DH 88 Comet Racer G-ACSS, 'Grosvenor House', which won the 1934 international air race between London and Melbourne, and the Comet XS 235 which was built at Chester as a flying laboratory and sold to the Ministry of Aviation in 1963. It still operates from A&AEE Boscombe Down in its role of assessing navigational and radio systems.



The famous 146 series of jet aircraft is now known as the Regional Jet family - complete with new engines, new avionics (including CAT III blind landing), a new flight deck and a new interior.

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and all future ventures.*

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Not until 1975, when the world was celebrating the Golden Jubilee of the first de Havilland DH 60 Moth, was a serious attempt made to harness the interest and talents of the owners of surviving Moth aircraft. 'The Tiger Moth Owner's Circle' was an idea floated by the private restorer of a Tiger Moth discovered in France. The aim was to put enthusiasts in all parts of the world in contact with one another for the mutual exchange of spares and knowledge. Almost as soon as details were announced owners of Hornet, Puss and Leopard Moths asked to be included, in addition to non-owners with a penchant for DH products. The result was that 60 members founded 'The de Havilland Moth Club' in February 1976, and 16 years later the nominal roll stands at 2500 individual members based in 28 countries.

In addition to publishing a regular magazine devoted entirely to matters concerning deHMC's Representative Types (from DH51 to DH94) and appropriately named THE MOTHS, the Club coordinates bulk manufacture of spare parts where none exist, offers technical information and advice to operators and restorers, acts as a general liaison office for worldwide communication, and organises rallies, social events and competitions.

Club members respond to de Havilland anniversaries at every opportunity. In 1979, 55 aircraft gathered at Hatfield before flying 400 miles cross country via Hucknall and Sunderland to Strathallan, Perthshire, in the Famous Grouse Moth Rally. The following year, in appalling weather, 20 DH machines gathered in a field at Seven Barrows on the Hampshire Downs, from where Geoffrey de Havilland, assisted by Frank Hearle, made his first successful flight in September 1910.

The Tiger Moth herself celebrated 50 years of life in 1981, and worldwide gatherings were organised to pay special tribute. In the UK, a commemoration of 50 years of Royal Air Force involvement with Tiger Moths was acknowledged by the passage of 40 Moths from RAF Henlow to the Royal Air Force College at Cranwell.

Geoffrey de Havilland was born in 1882, and the centenary of his birth was marked by a special event, 'DH100'. Fifty Moth aircraft gathered at Chester in July 1982, from where they flew a prescribed route to Hatfield Aerodrome to become a major attraction in the annual works Open Day before routing onwards to Farnborough.

As a direct result of the annual Tiger Moth Aerobatic Competition organised by the Club, and flown from an airstrip within the grounds of Woburn Abbey each August, 1984 saw the preliminary rounds of an event, sponsored by Christies, in which Tiger Moth pilots all over the world competed for a place in the international final, flown in England in the summer of 1985.

The 10th anniversary of the Famous Grouse Rally was celebrated in 1989 when 60 Moths flew from Old Warden via Hucknall, Duxford and Henlow, on to Woburn Abbey, where a further 20 Moth aircraft joined the party. The fourteenth annual visit to Woburn Abbey is scheduled for 21st/22nd August 1993.

It is not necessary to be an aircraft owner or pilot to join the Club. Enthusiasm for products created under the de Havilland flag are the main requirements.

For further details contact: The Membership Secretary, de Havilland Moth Club, Staggers, 23, Hall Park Hill, Berkhamsted, Hertfordshire HP4 2NH.



Moths at the 1992 Woburn Rally

THOSE GLORIOUS MOTHS

Moths played a major role in establishing de Havilland's reputation worldwide as a leading aircraft manufacturer. From their introduction in 1925 manufacture of the family continued until the end of the war and Moths remain unsurpassed in the affection and the pride of their owners.

Here are a few details on some of the Moth series, although of course within the types there were many variations.



The first of all the Moths: Capt. Geoffrey de Havilland flew the prototype DH 60 Moth from Stag Lane aerodrome on Sunday, 22nd February 1925. Including all marques, almost 1900 DH 60 Moths were built in the UK alone during the next 10 years.

This photograph shows DH 60 Moth prototype G-EBKT with Jim Norman, Chief Engineer of the de Havilland Aircraft Co. Ltd. in 1925.

DH80 Puss Moth was introduced in 1929. An advanced aircraft for its day, the Puss Moth's wooden high wing was mated to a steel tube fuselage covered with fabric. Initial powerplant was the air cooled Gipsy III, an inverted four cylinder in-line engine of 120 h.p. 261 Puss Moths were built in the UK and 25 in Canada.



Most prolific of all DH Moths was the DH 82A Tiger Moth. A total of 8613 aircraft were built by de Havilland at Stag Lane and Hatfield, Morris Motors, Cowley, DH overseas in Australia, New Zealand and Canada, and under licence in Portugal, Norway and Sweden.

The first DH 82 Tiger Moth was flown from Stag Lane on 26th October 1931 in the hands of Chief Test Pilot Hubert Broad. Morris Motors delivered the last production model in 1945. The DH 82 was the only one of the Moth series without a facility to fold back the wings.



A new wooden fuselage incorporating a four seat enclosed cabin, mated to what were effectively Tiger Moth wings, undercarriage and tail surfaces and a standard Gipsy Major engine, resulted in the efficient DH 83 Fox Moth in January 1932. Almost 100 Fox Moths were built in the UK, two in Australia, and 55 in Canada, including a post-war batch which utilised surplus Tiger Moth parts.



The DH 85 Leopard Moth flew in May 1933, and although the design was an improvement on the earlier Puss Moth, the fuselage was made entirely of wood. A three seater, the Leopard Moth was reputedly Capt. Geoffrey de Havilland's favourite contemporary aeroplane. Powered by the Gipsy Major engine, 133 Leopard Moths were sold into worldwide service.

DH 87 Hornet Moth of May 1934 was conceived as a touring cabin biplane, seating pilot and passenger side by side. She was 15 mph slower than the Leopard Moth at 105 mph, powered by the same Gipsy Major engine. 165 Hornet Moths were built, and it was in G-ACTA that Capt. de Havilland made the last flight from Stag Lane aerodrome, landing at Hatfield on 28th July 1934.



A sleek design powered by the newly developed 90 hp Gipsy Minor engine, the DH 94 Moth Minor of June 1937 was intended as a replacement for DH 60 and DH 82 training aircraft. Only 100 Moth Minors were built in the UK before the war, but all jigs and tools were shipped to Australia early in 1940 where a further 40 aircraft were completed. Maximum speed was 118 mph in the open cockpit configuration, and cruising at 100 mph, fuel consumption was about 4 imperial gallons per hour, or 25 mpg.

THE VINTAGE SPORTS CAR CLUB

The VSCC was founded in 1934 by a consortium of eccentric, enthusiastic and knowledgeable sporting motorists who took so strong a dislike to the abhorrent characteristics of motor cars emerging in the early 1930s that they decided (a little arbitrarily perhaps, with hindsight,) that no decent motor car, deserving of the description 'sports car', had been manufactured after 31st December 1930. To a large extent their corporate judgment has been proved sound; the motor car manufacturers' search for comfort, convenience and economy certainly provided motoring for the undiscerning masses, but it is only during the last couple of decades that those atrocious qualities of handling, performance and braking that were founded in the motoring abyss of the '30s, have been overtaken by everyday motor cars possessing taut road holding, precise steering and enjoyable gearboxes controlled by better means than the bent wire and pudding stirrers of their immediate predecessors.

In 1934 delightful sports cars such as Bentleys, Bugattis, Vauxhalls, and Alvises (to recite only some of the well-known) were abundantly available and at prices within the means of enthusiasts whose meagre incomes were already desiccated by the burdens of a family or the dissipations of beer and self-indulgence.

The Club's competitive use of these motor cars started in a relaxed and gentlemanly vein with treasure hunts and trials. In August 1935 the first speed trial was held on the gravel drive of the Howard Park Hotel, Aston Clinton in Buckinghamshire - presumably with the prior agreement of the hotel management. The first race meeting was held on 10th July 1937 at Donnington Park and was run jointly with the Bugatti Owners' Club; further meetings at Donnington were held in 1938 and 1939. At the outbreak of war there were about 300 members. Many of these members inevitably found themselves impressed for military service and a significant proportion became pilots for the duration. VSCC members seem to display penchants for aviation, steam, antiquarian horology, church organs and jazz - to list only the socially acceptable and least deviant tastes. Indeed the late Cecil (Sam) Clutton, himself a founder member and past President of the VSCC, a wartime RAF pilot and, until recent years, a practising virtuoso of the Tiger Moth claimed, 'I do not know of any

society that contains so many real personalities, so many real authorities, or outstanding performers in the wide field of human endeavour as the Vintage Club does'. (VSCC members do not have a penchant for modesty.) It is - quite rightly - said that the ultimate in hedonic delight is to have flown a Spitfire and driven an ERA.

Since the war, the Club has grown and expanded. From those early days (when sometimes the sterling, innate qualities of members' cars were sadly undermined through lack of timely maintenance) eligibility has been enhanced to include 'Post Vintage Thoroughbreds' - a concession to the view that some worthwhile motor cars were built post 1930 - and there are sections catering for Edwardians, Light Cars and front-engined Grand Prix cars built prior to 1960. It is rare today to see any of these motor cars being campaigned in anything less than pristine condition. Thus the emphasis has changed from light-hearted, inexpensive entertainment to something involving a responsibility for part of this country's motoring heritage. But the VSCC (now more than 6000 strong) still views fun very seriously and a light-hearted sense of enjoyment is still as fundamental a part of the Club's ethos as ever it was.



A VSCC synonym - beauty and Bugatti

125 FAMILY CELEBRATES 30TH ANNIVERSARY

Thirty years ago on 13th August 1962, the prototype DH 125 took off on its maiden flight from Hatfield where the aircraft had been designed and assembled. Since then, the success of the 125 family has become all but legendary with the type consistently achieving the accolade of the world's best selling mid-size business jet.

That first flight lasted 56 minutes and the aircraft, G-ARYA, was one of four which participated in the flight development programme leading to type certification in 1964. The first two aircraft were assembled at Hatfield from components built at the Company's Chester factory. Thereafter, final assembly was moved to Chester where it has remained ever since.

The 125 was the first aircraft designed from the outset as a business jet and followed the Company's considerable success with the piston-engine Dove. The selection of the right fuselage diameter was crucial and the decision on a 76 inch cross-section to give stand-up headroom proved absolutely correct for a business jet in what was to become the mid-size market.

Today total sales of all variants stand at 823 aircraft. Now known as the Corporate 800 and Corporate 1000, the 125 series has been sold in 40 different countries, with the highly competitive North American market taking nearly 500.



G-ARYA - the first 125, produced here at Hatfield.



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MOSQUITO AIRCRAFT MUSEUM

When the Mosquito prototype was unveiled for public viewing on 15th May 1959 at Salisbury Hall, on the site at which it was conceived during 1939 and 1940, it was a modest start to the oldest aviation museum in Britain.



The prototype of the first Mosquito, built at Salisbury Hall, was reassembled here at Hatfield.

During the 33 years since that opening the Museum has grown gradually on the site of the World War II Mosquito and Airspeed Horsa hangars, to become the home of the de Havilland Heritage, preserving aircraft, engines, propellers, missiles and memorabilia from the de Havilland World Enterprise. Included in the memorabilia is material from ex DH, RAF and FAA personnel with particular reference to Mosquito operations and squadrons.

The aircraft collection ranges from a World War I BE.2e to the DH 125 Business Jet. The BE.2e represents one of the earliest designs by Captain Geoffrey de Havilland at the Royal Aircraft Factory at Farnborough, and was the first of his aircraft to be put into large scale production. The Museum's example, donated from Norway, is being slowly restored to flying condition. The DH 125 is the first production example of this highly successful business jet and the third built. It was donated to the Museum by Rolls Royce and is being restored to their markings.

In between these two extremes is a collection of many other de Havilland aircraft

including two Mosquitos with a third example being restored. The prototype Mosquito is still housed in its own hangar and is the only surviving World War II prototype of any type. The second complete Mosquito is a B.Mk.35 restored to the markings of 571 squadron, taking a period of about ten years of enthusiast labour to restore. The DH Moth era is represented by a Tiger Moth re-built to its agricultural configuration, a restored Hornet Moth and a recently arrived Moth Minor which it is anticipated will be returned to flying condition. Air Force jets are represented by a Swiss Vampire, an RAF Venom Night Fighter and an RAF Vampire Trainer. The Fleet Air Arm Collection consists of a Sea Venom and Sea Vixen, and DH Transports include a German Dove, a Comet 1 fuselage used by Air France and an ex British Airways Trident front fuselage. Other aircraft exhibits include a Chipmunk basic trainer which replaced the Tiger Moth in the RAF, the unique 1930s' Cierva C.24 Autogiro and the nose and front fuselage of an Airspeed Horsa troop carrying glider.

The Museum is an independent registered charity run entirely by volunteers in their spare time. It is open to the public Saturdays, Sundays, Thursday afternoons and Bank Holiday Mondays, from the beginning of March until the end of October. The informal atmosphere allows the visitors to see restoration progress close at hand. The location of the Museum is adjacent to Salisbury Hall, no longer open to the public, about a mile south of London Colney. It is clearly signposted off Junction 22 of the M25. Entry charges are currently £2 for adults and £1 for children and senior citizens.



The first Mosquito, under its original registration number, undergoing engine trials.

CHARITIES

The following charities will benefit from today's event:

Dr. Ian Smith's Research Fund, Royal Marsden Hospital
Harefield Hospital Heart Transplant Trust
Great Ormond Street Children's Hospital Fund
Geoffrey de Havilland Flying Foundation
Royal Air Force Benevolent Fund
Fiona McKay Flying Scholarship
McMillan House Hospice
Hatfield Women's Refuge

Donations will also be made to those organisations who have helped with today's arrangements, including: Hatfield Scouts, local Air Training Cadets Corps., St. John's Ambulance, Hertfordshire Constabulary Welfare Fund.

Many other charities will benefit by bringing in their own fund raising stalls.

The organisers would like to thank everybody attending for their generous support of these worthy causes.



wish the
Hatfield Charity Air Day
every success.



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The organisers would also like to thank all other organisations who have kindly participated in today's event and those who have advertised in this programme.

'Winged Memories'

Many of the historical photographs used in this programme are from the Hatfield archives. By arrangement with British Aerospace (which owns the copyright), framed copies can be obtained from: Darryl Cott, 11 Highmill, The Ridgeway, WARE, Herts. Tel. 0920 460188

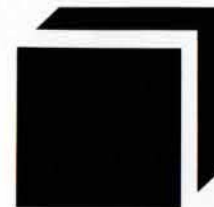
Alternatively, visit his stand at today's event, where many historic aviation photographs are on display.

Flights

Persons taking part in this event do so entirely at their own risk, and are advised that the de Havilland Moth Club, British Aerospace plc and the respective owners and operators of the aircraft and vehicles in use, do not accept liability for any loss, damage or injury of any nature whatsoever, howsoever arising out of the Charity Air Day event on 20th September 1992.

Flying is dependent on the weather conditions and regretfully, while every endeavour will be made, flights cannot be guaranteed. Money will be refunded to anybody who has booked a flight that has been cancelled, but payments for admission to the event will not be refunded.

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