

de Havilland Aeronautical Technical School Association

This copy of the Rolls-Royce 'Hatfield Farewell' Commemorative Brochure was scanned from the one presented to Bruce Boshier, late Secretary of DHAeTSA.

Derek Titchner, a de Havilland Engine Company apprentice at Stag Lane from 1947 to 1952, worked at the DHE site at Hatfield. DHE became part of Hawker Siddeley, then was briefly part of Bristol Siddeley before the final takeover by Rolls-Royce. Derek has provided captions for some of the photographs. Can anyone add more?

Please contact Roger de Mercado at r.demercado@ntlworld.com

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16th July 1990

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M.B. Boshier
Product Support
Leavesden

A 'HATFIELD FAREWELL' COMMEMORATIVE BROCHURE

It gives me great pleasure to let you have your personal copy of the Souvenir Commemorative Brochure, the original version of which was presented to the Hatfield Retirees at our 'Hatfield Farewell' on 12th May.

Yours is one copy of a limited edition of just 200 and I feel confident that you will think that of it as a fitting Memento, and a continuing reminder of your association with the Hatfield Site.

Yours sincerely
for Rolls-Royce plc

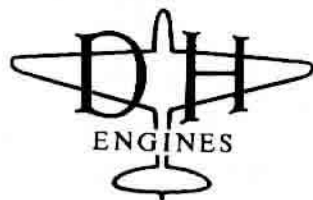
A handwritten signature in blue ink, appearing to read "P. Banton". The signature is stylized and somewhat cursive.

Peter L. Banton
Recruitment and Development Manager - Leavesden
[formerly Hatfield Personnel Officer]



**A Commemoration
of the
Hatfield Test site
from deHavilland
to Rolls-Royce**

ROLLS-ROYCE



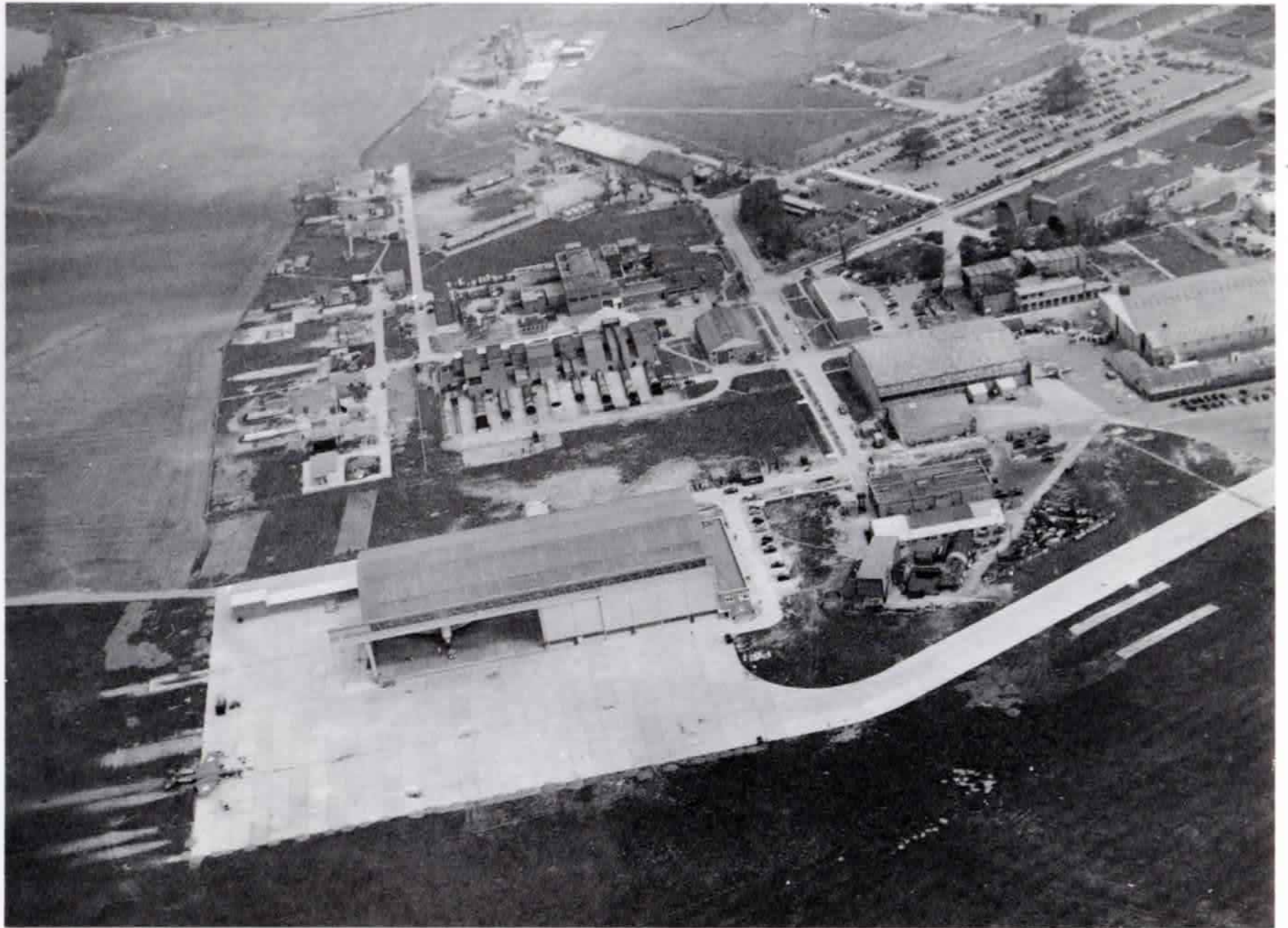
The Engine Company Test Centre Hatfield

**A Commemoration
of the
Hatfield Test site
from deHavilland
to Rolls-Royce**

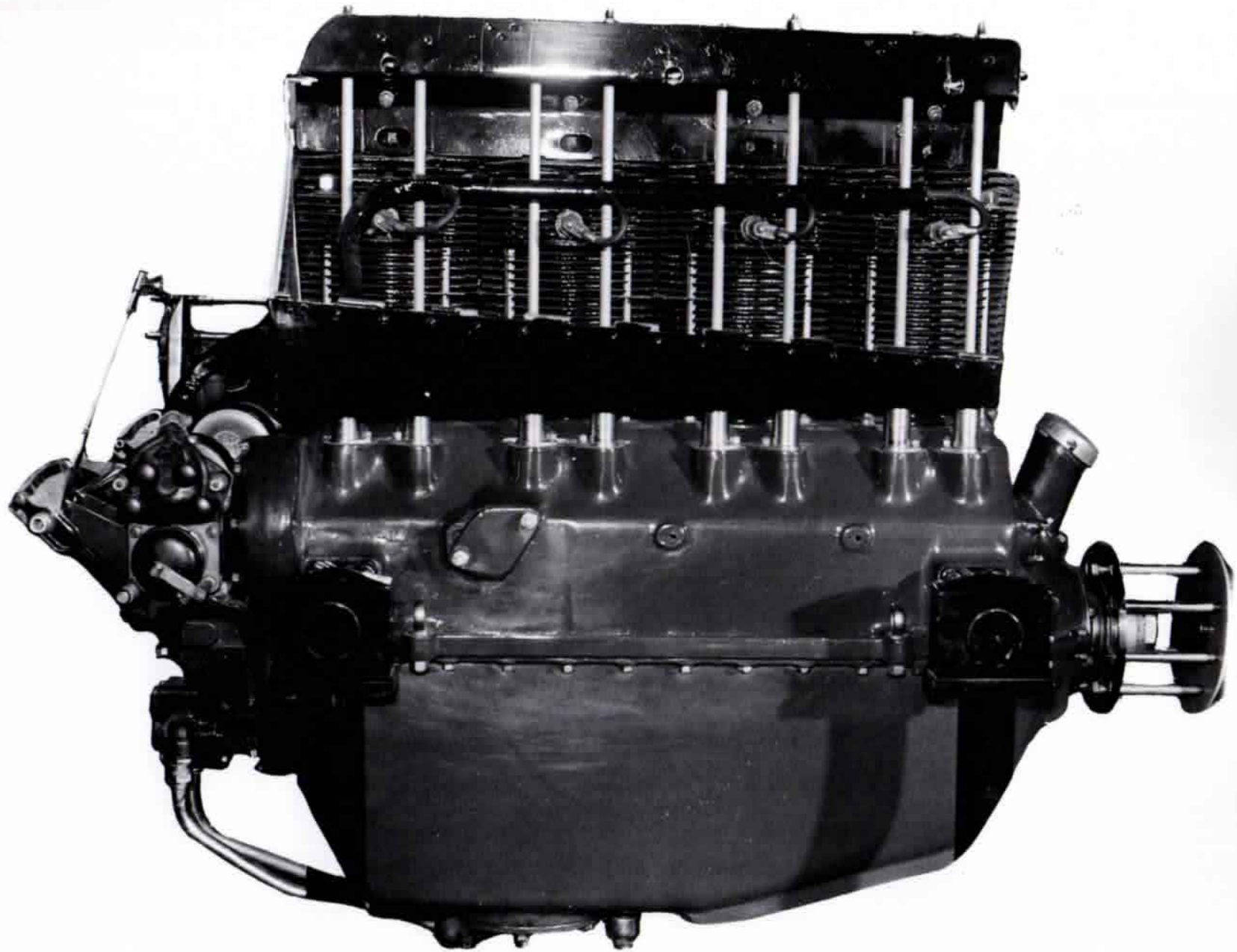
May 1990



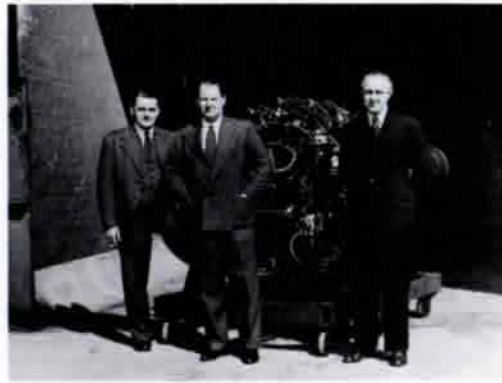
Roy Young (unrecognised) Bruce Bosher (unrecognised) Frank Matthews in check jacket



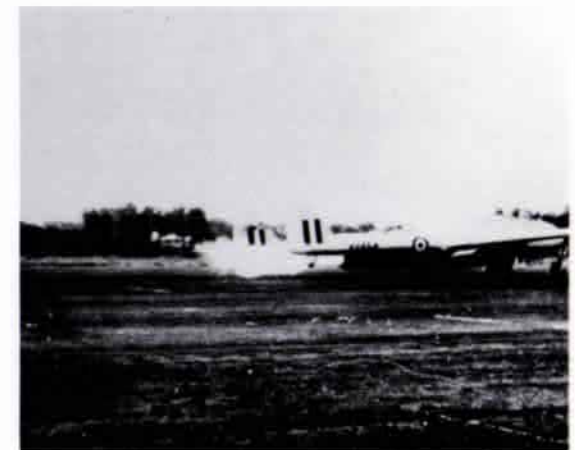
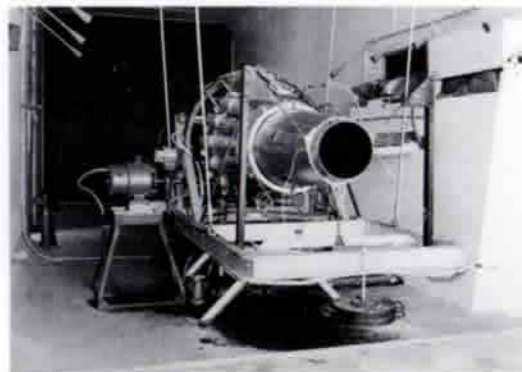
The Hatfield Test Site



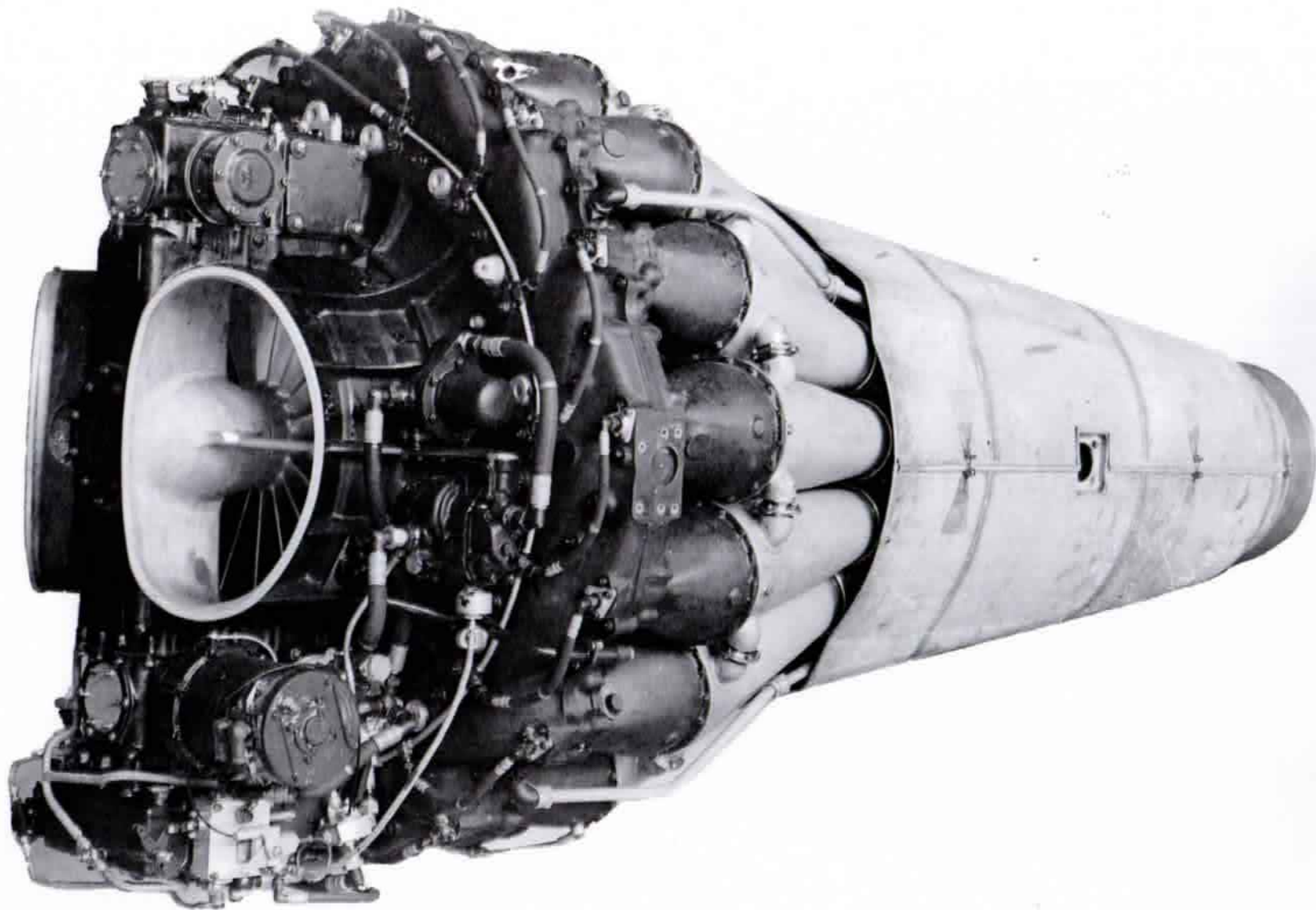
Gipsy ~~Gypsy~~ One



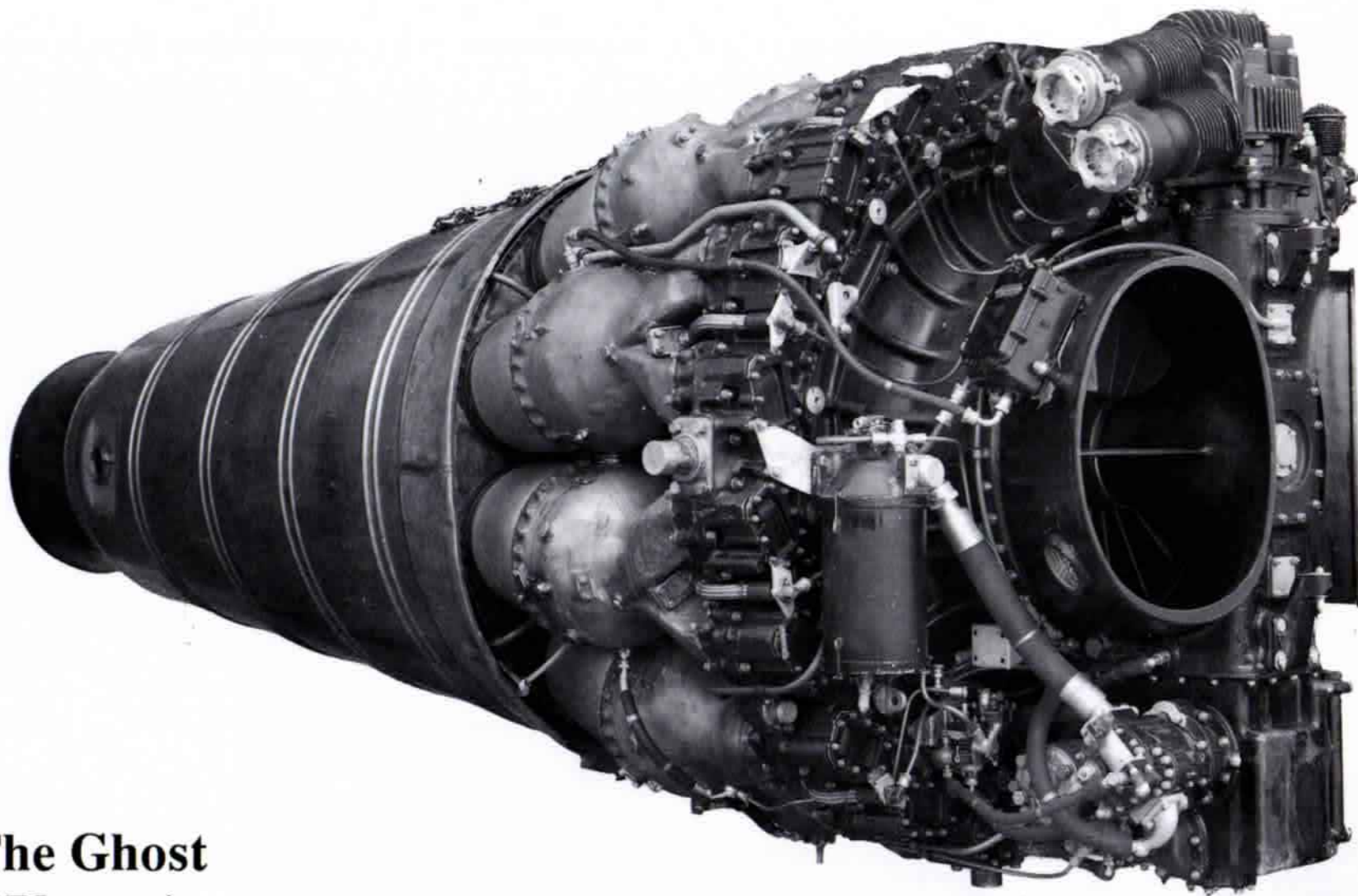
The post War Team



Top left, Air Marshal Sir Alec Coryton shuts down Goblin after 1000 hour endurance test; behind him Major Halford.
Bottom left, bottom row: left Guy Bristow Chief Test Engineer, right Jack Morton, Site Supervisor.



The Goblin



**The Ghost
(Venom)**



**The 'Ghost'
Lancastrian**

Aug. 1947

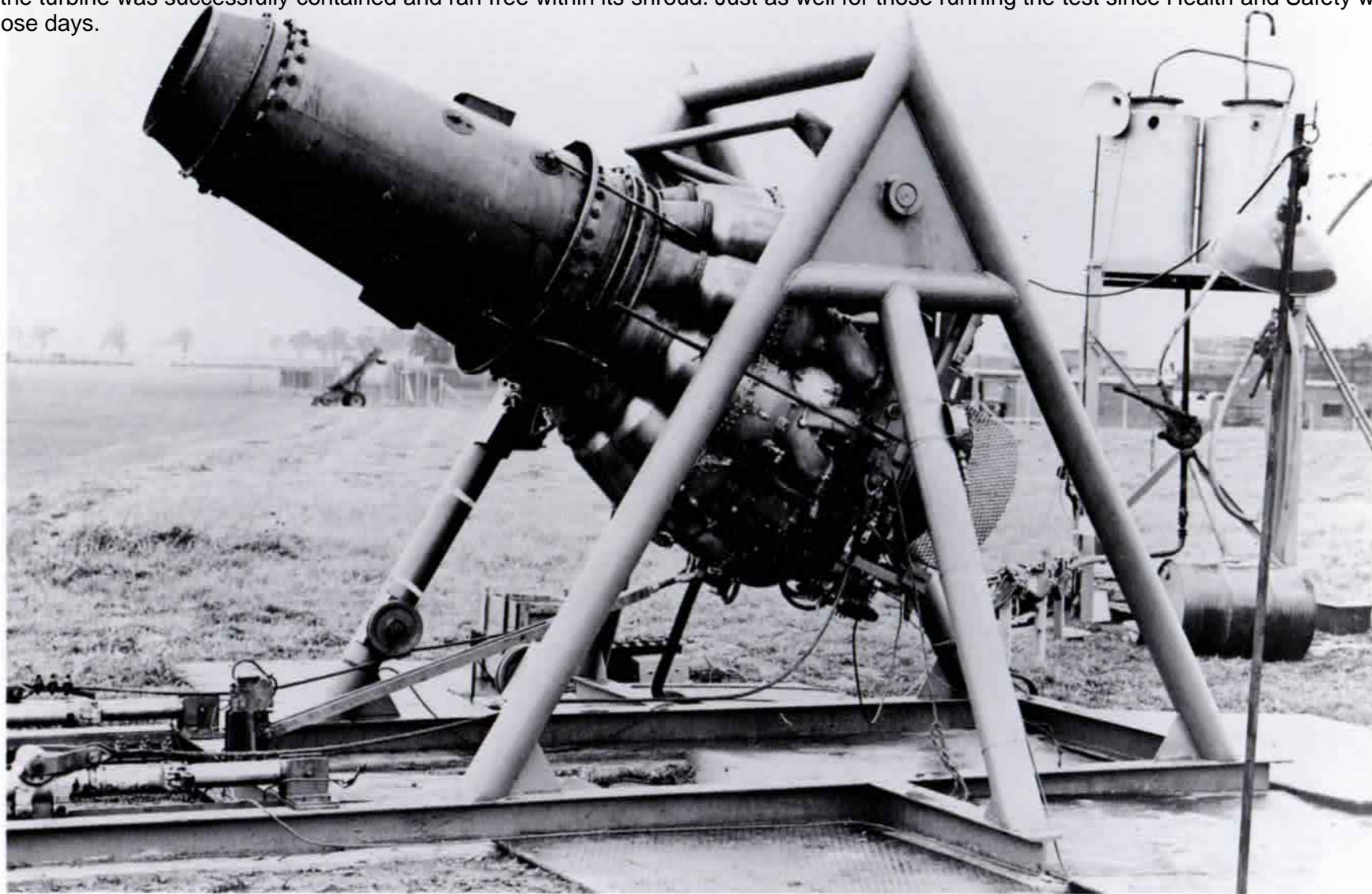




Ghost Comets

The picture of the Ghost under test following the Comet disasters shows the first job I was given, since it was a bit " hairy" and I was the newest recruit. The test was to establish if the Comet crashes had been caused by engine failure and ejection of the turbine. The engine was mounted out of balance with a retaining bolt which could be remotely withdrawn allowing the Ghost to return to horizontal with a hefty thump after having been subjected to a simulated flight sortie. This was to stress the turbine attachment bolts well beyond their normal operating conditions. Many such cycles were completed with nothing happening until the bolts eventually did fail, but the turbine was successfully contained and ran free within its shroud. Just as well for those running the test since Health and Safety were not much in evidence in those days.

Derek Titchner.



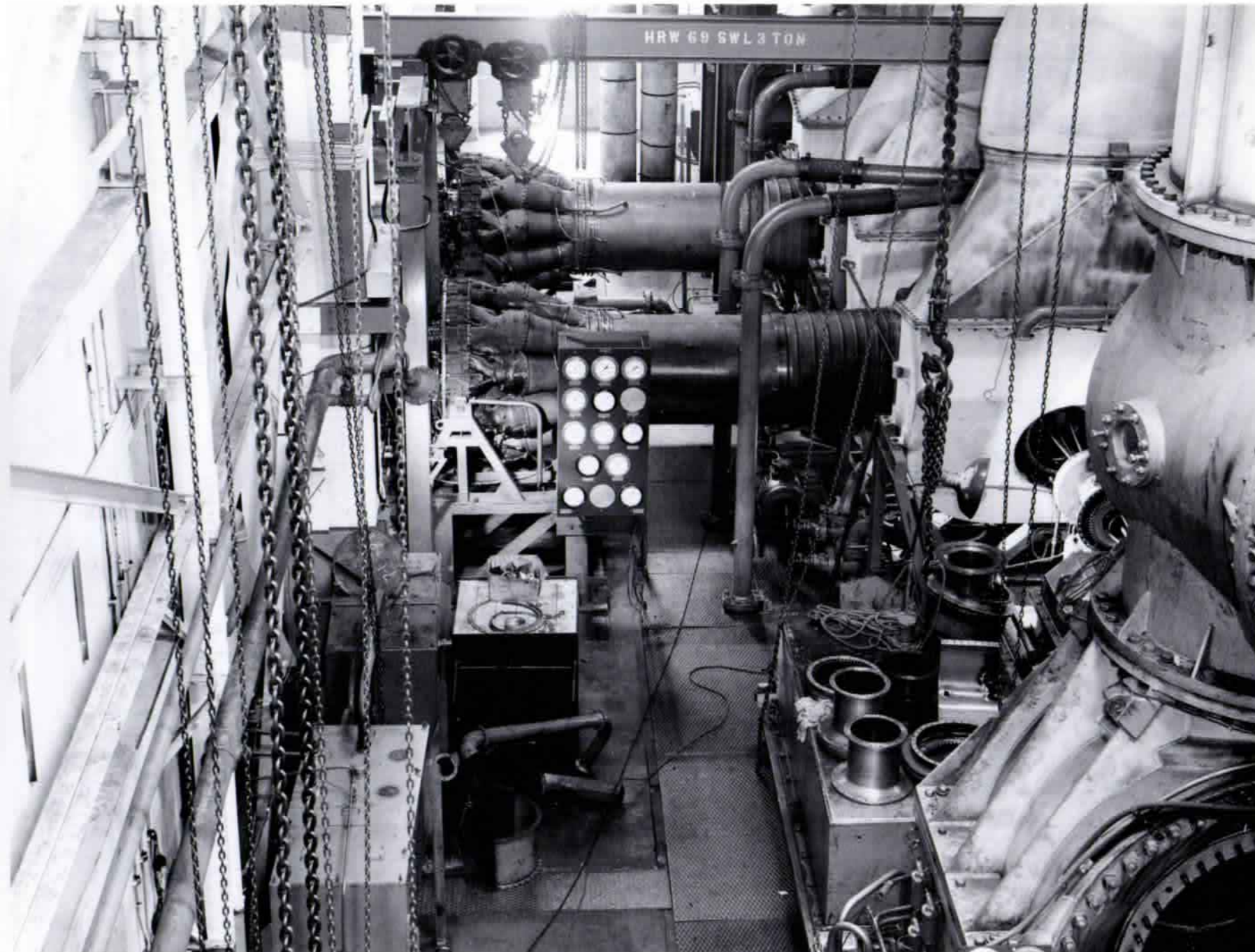
**Comet crash investigation
Ghost engine coupling rig**

**Young Bob
with the
Skeeter
Gipsy Major**

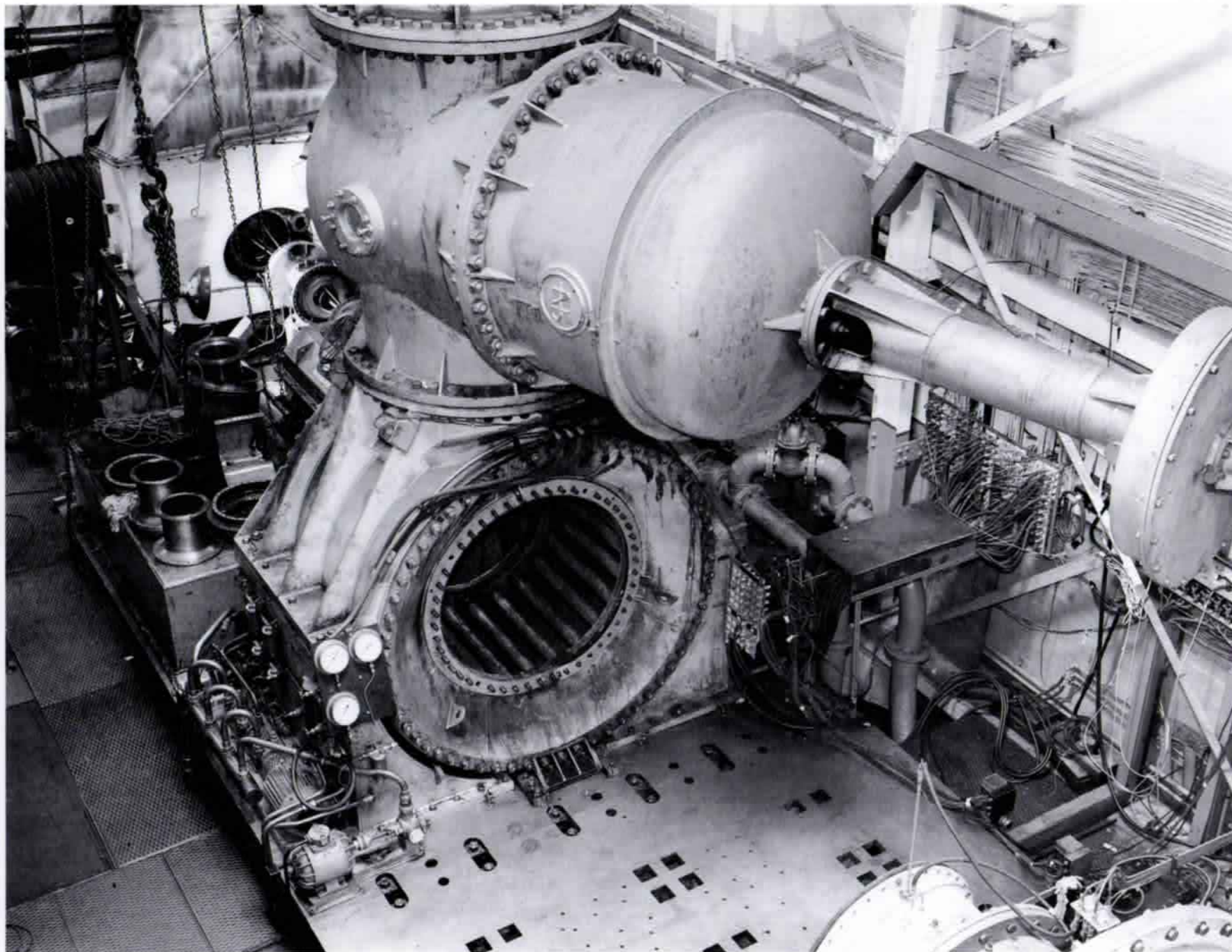
Robert "Bob" Penderleith, Test
Pilot and ex Battle of Britain pilot.







Ghost power in the lab



Halford lab Valvery



Hatfield's rocket beds

THE SPECTRE

DE HAVILLAND'S ROCKET ENGINES



THE SPECTRE ROCKET ENGINE

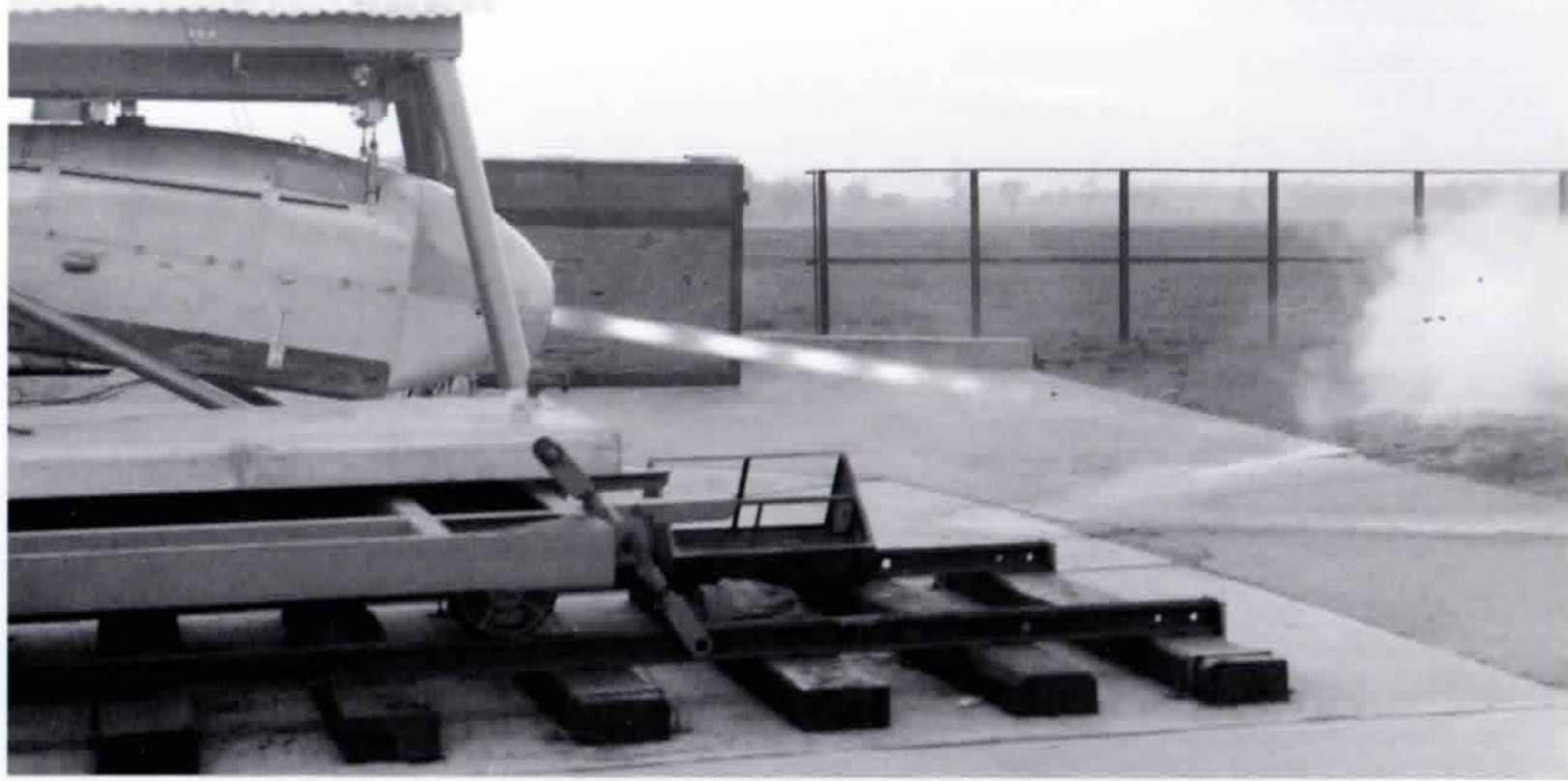


**'EYES OPEN' –
The rocket
doesn't last long !
Spectre bench run**

No. 25 Test Bed, used extensively for the Big Gyron, the Gyron Junior PS 50 and for the Olympus once we were part of Bristol.



**Sprite
Dropping Pack
on bench test**



**25 bed with
ample Detuners
– Gyrons
and PS 50**





**Ground checks on
Spectre Canberra**



**Spectre Canberra with flight
test crew**

Fourth from right: John
Nicholson, Chief Test Pilot.



**Rocket assisted Victor
2 Spectre**



Spectre bed in action

**Saunders-Roe SR 53
aircraft takes off**

**Spectre adds to the Viper
power**

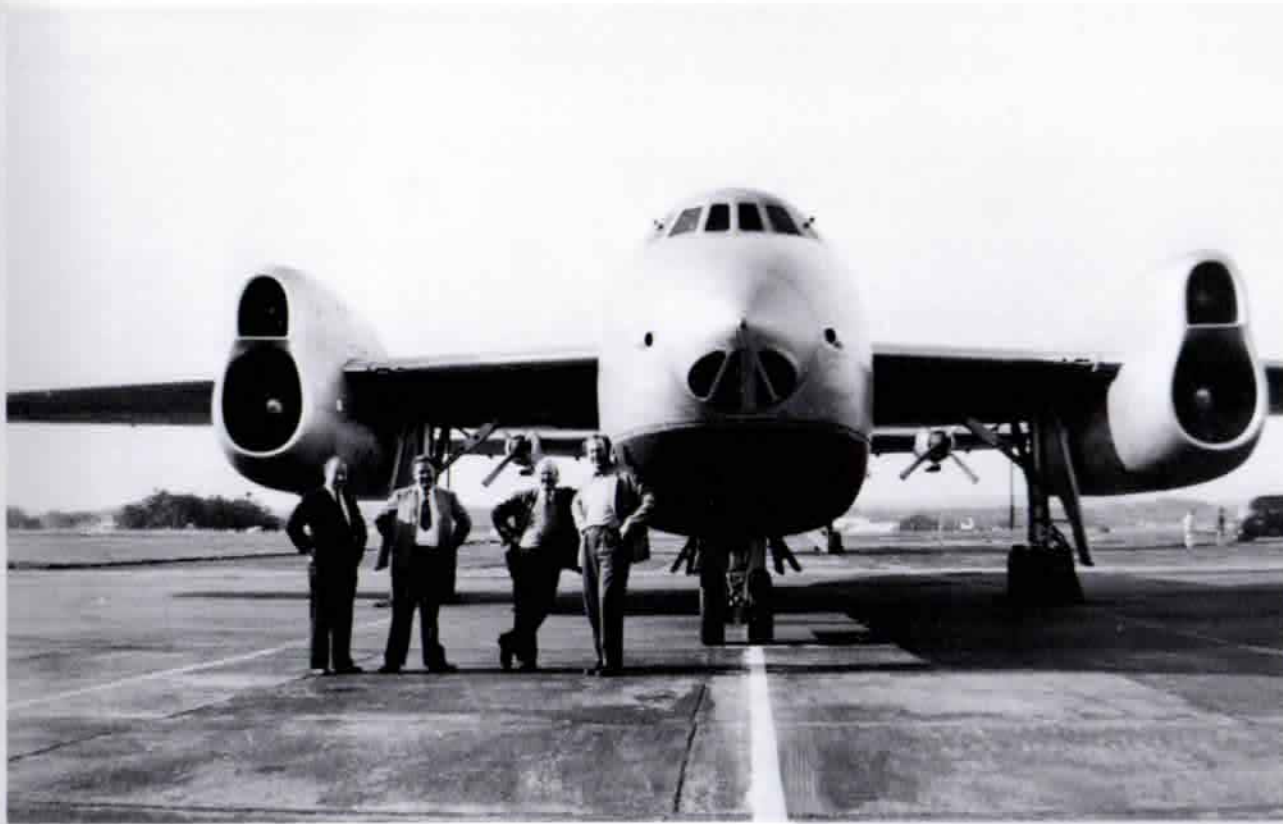




The Gyron arrives



Manually operated Gyron



Short Sperrin with 2 Gyrons

First left: Ken Hulin, Inspector.





Hawker P1121 mock-up intended to be Gyron powered

**A Post flight smoke
Gyron Junior
Canberra WF 909
and crew**

Second left: Peter "Nick" Crossland,
Assistant Chief Test Engineer; fourth
from left Ranji Khera, Section Leader
Flight Test; 6th from left John
Nicholson, C T P.

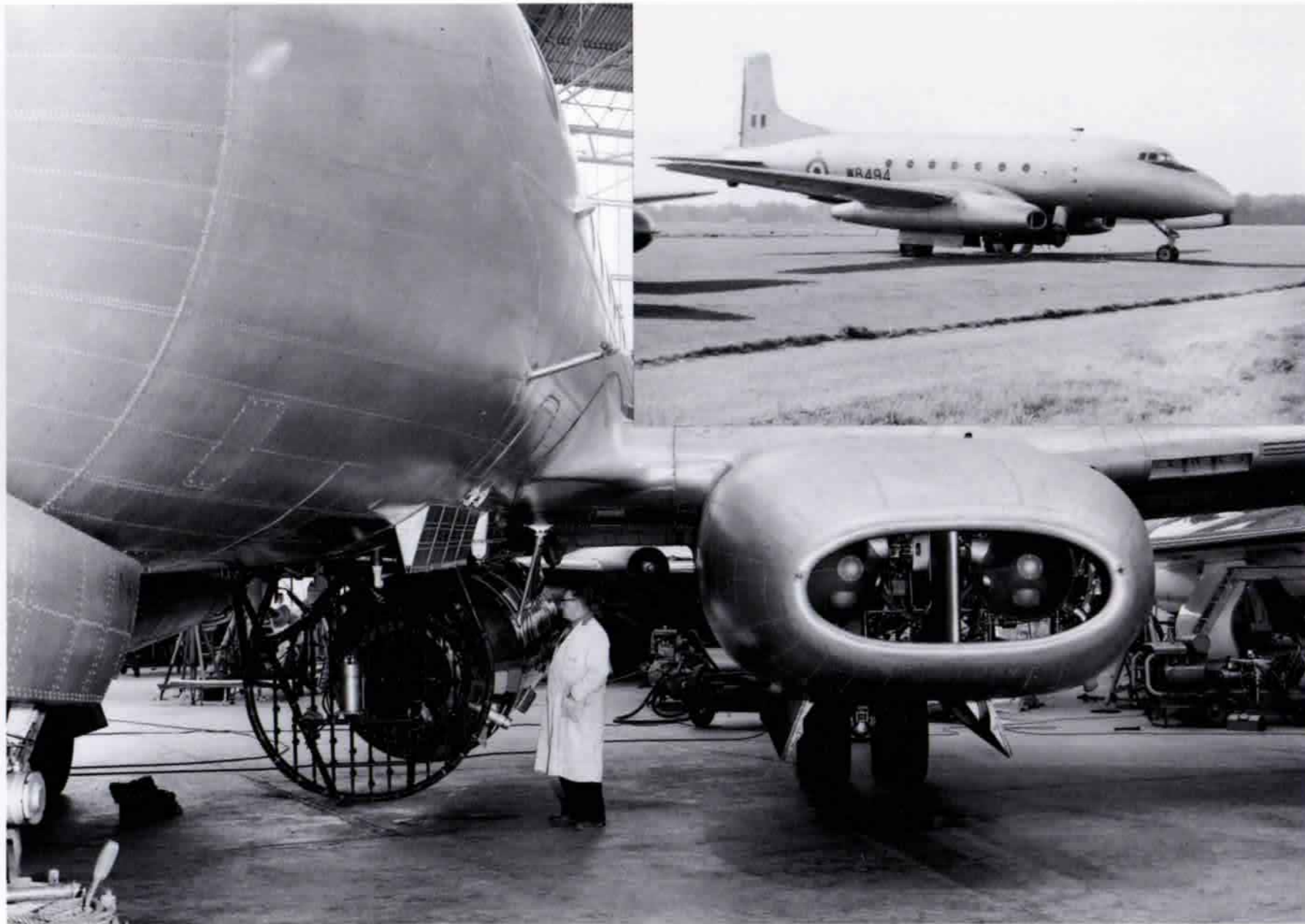


**Engine Company
Canberras**



**VN 813 with
Venom chase**





**Gyron Junior icing trials
– Slung under Avro Ashton WB 494**

Left: Ranji Khera.



PS 50 Ground runs in Javelin

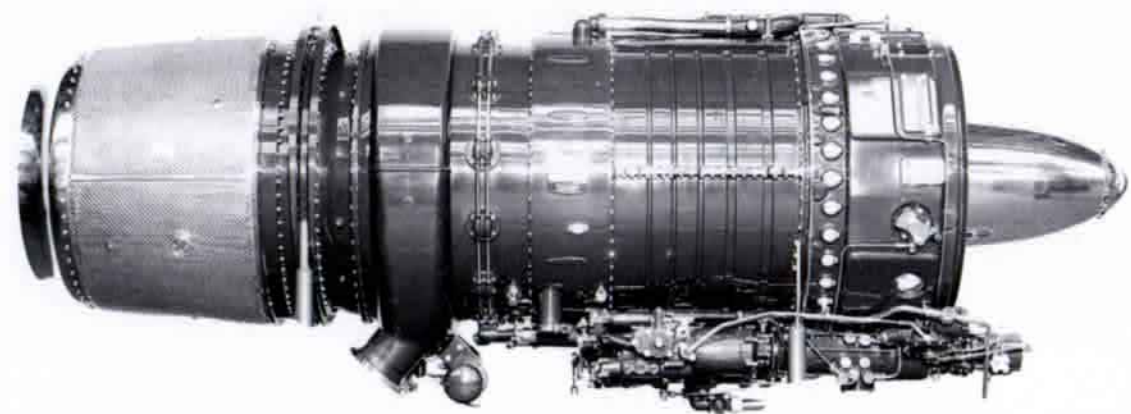


PS 50 Javelin



**Buccaneer
arrives at
Hatfield**

Gyron Junior



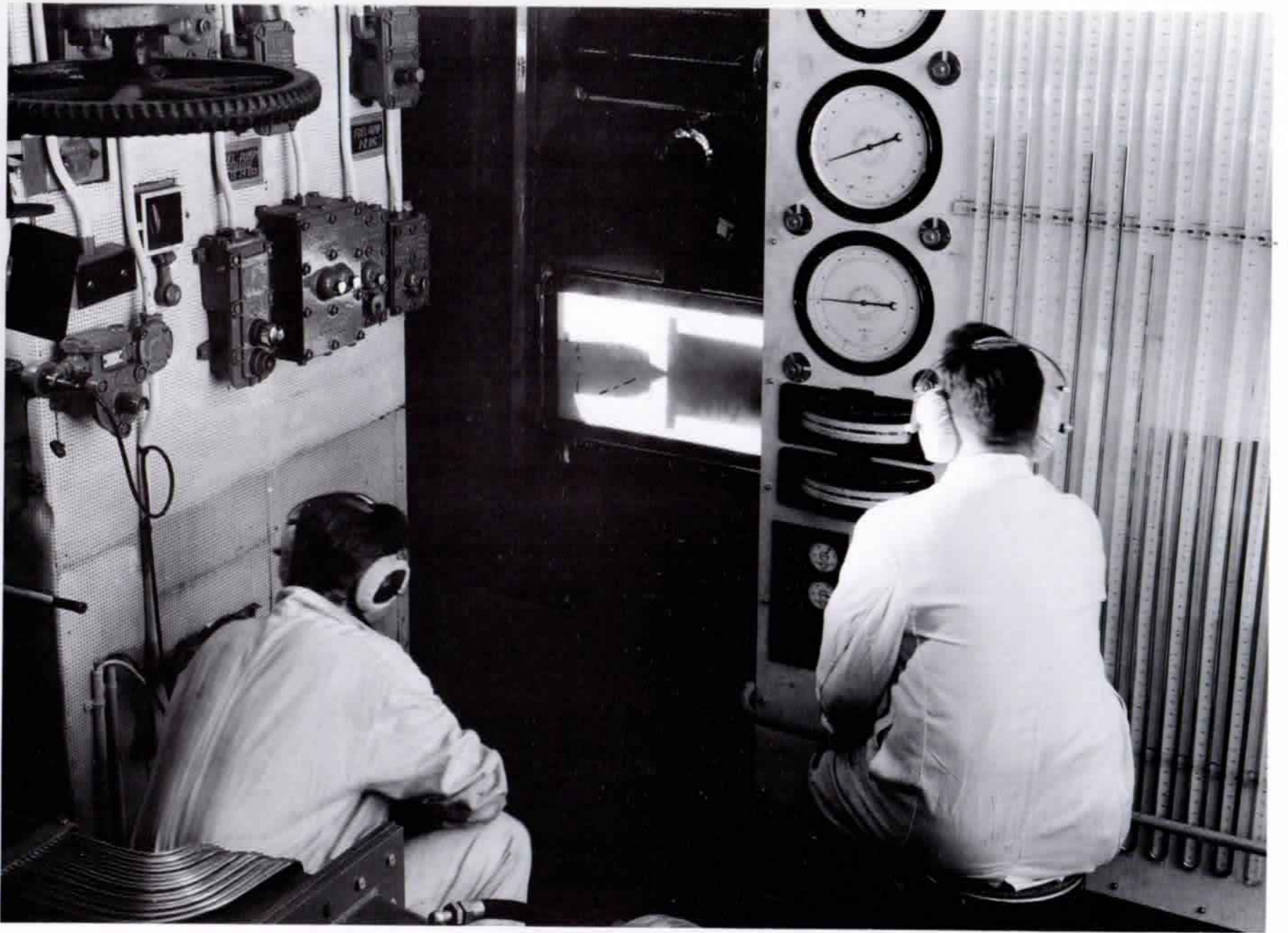


John & Tony with the Blackburn Buccaneer

Left: John Nicholson. Right: Tony Buxton, Test Engineer and Flight Test Observer. **- 2 Gyron Juniors**



Halford lab workshop

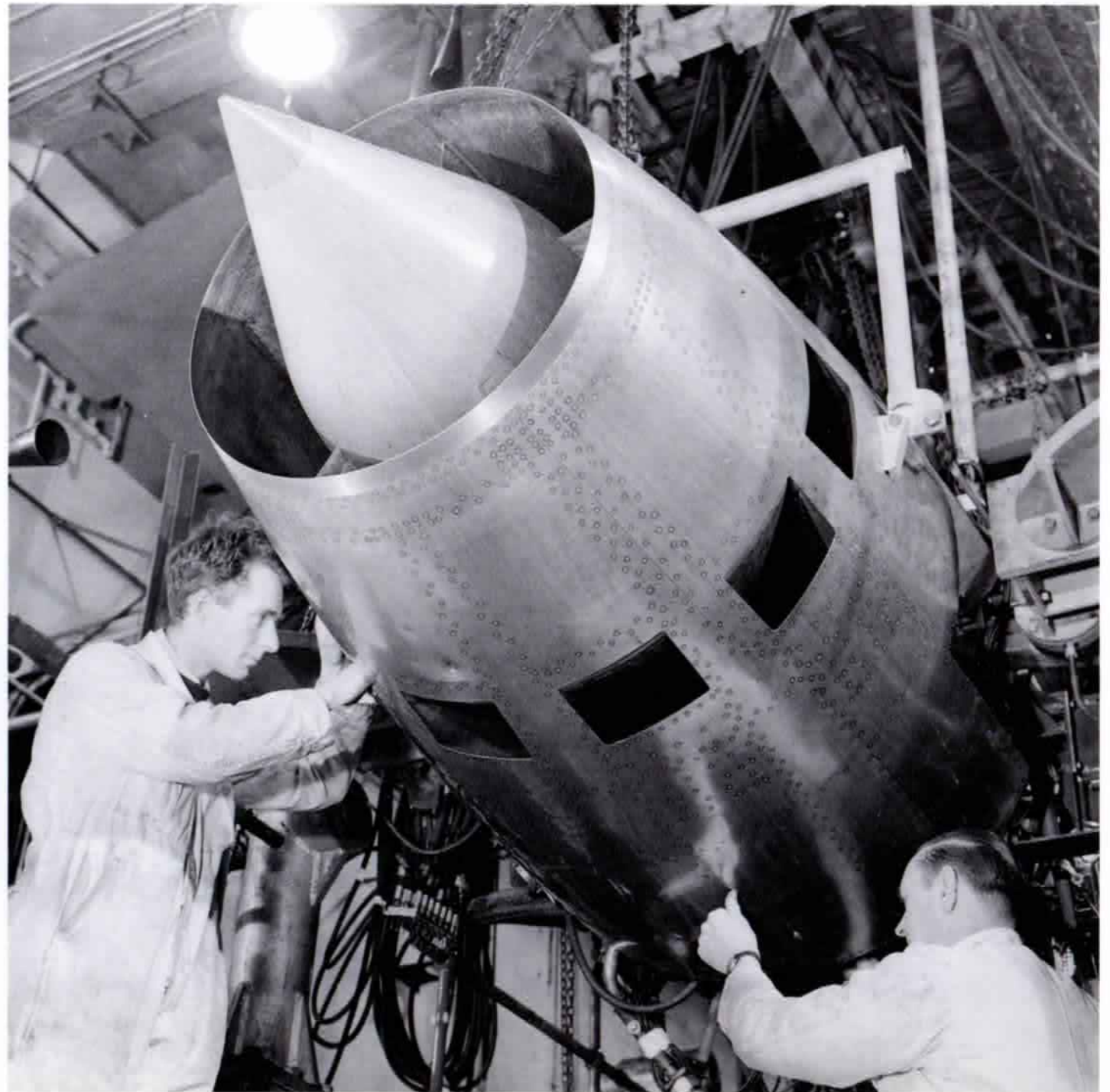


**Halford lab model
Intake flow tests**

Bristol T188 intake.

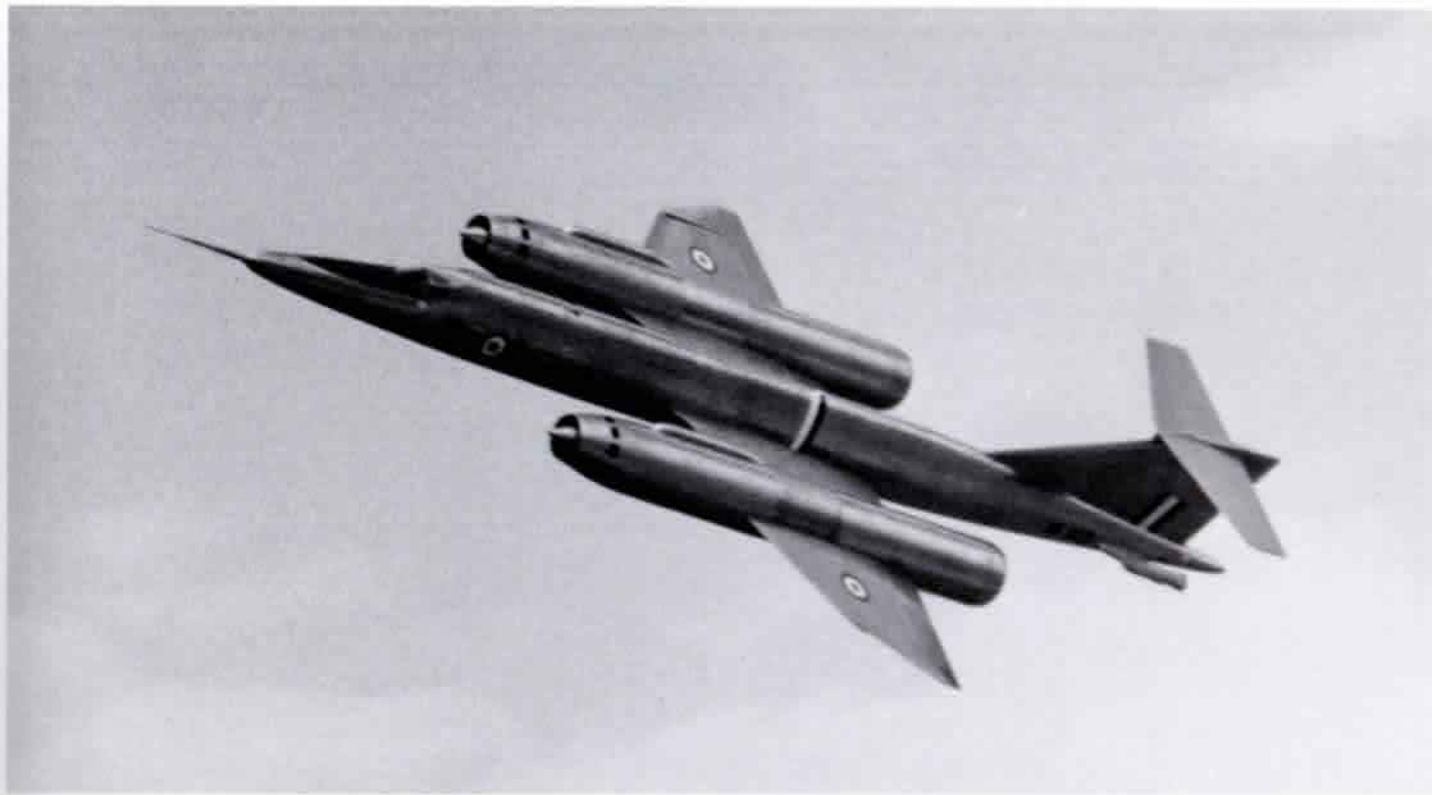
Gyron Junior PS50 bench test with T 188 intake

Left: Reg Brown, Instrument Fitter.
Right: Jack Pegg, Tester.
The intake is of the Bristol T188.



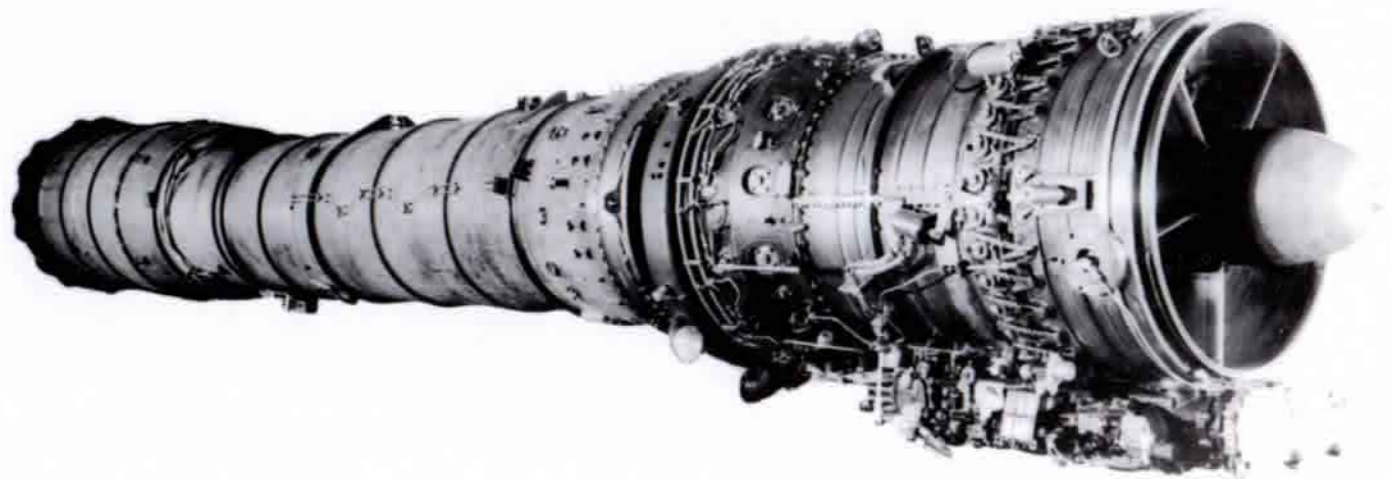


T 188 research aircraft – Early ground runs at Filton



Bristol T 188
research aircraft

Gyron Junior
PS 50





**Whirlwind rotor tower – Single Gnome
– Before the Netting !**

'Gnome' test on Whirlwind rotor tower

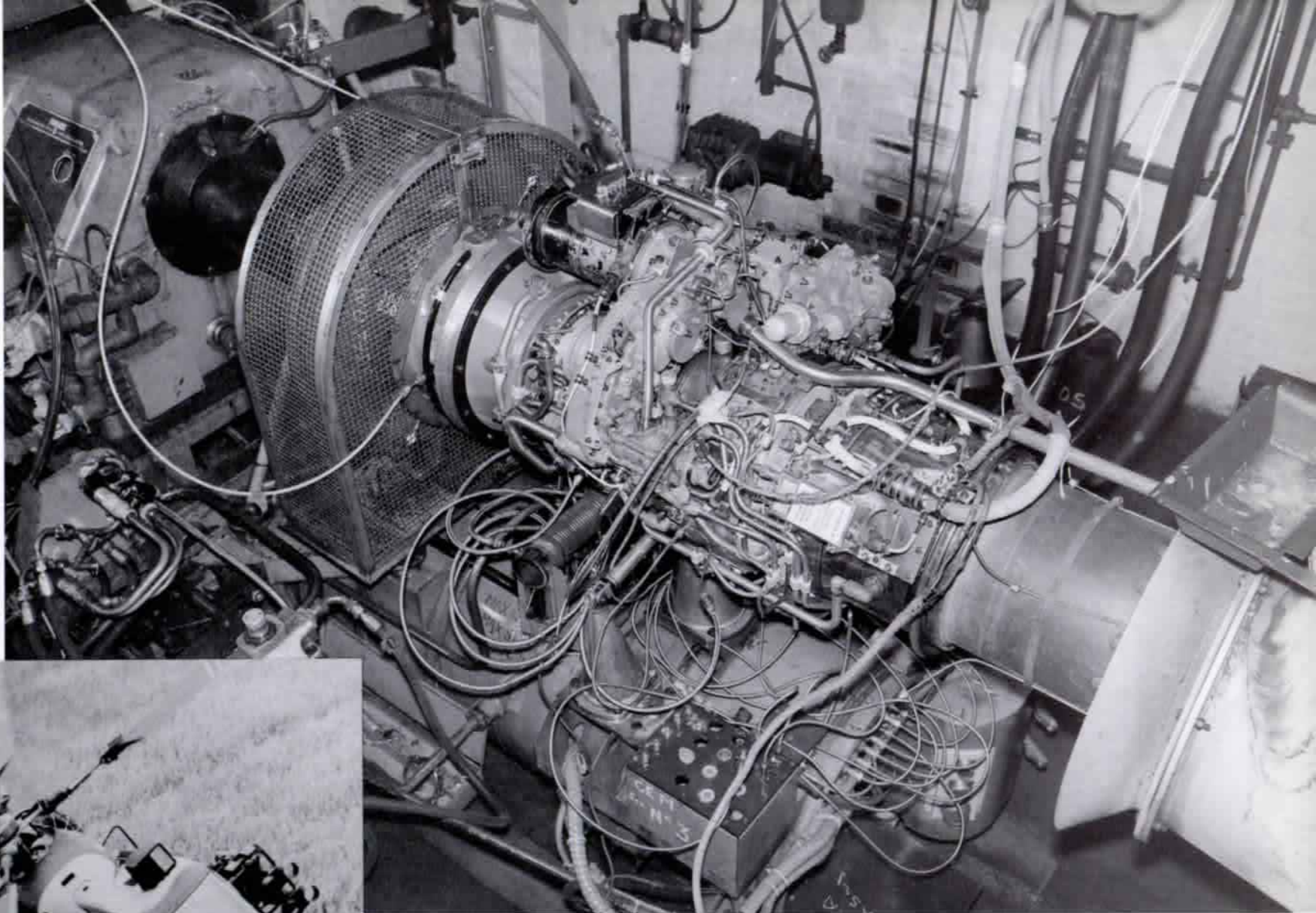
Left: Ron Cable, Test Engineer.
Right: Bill Hurn, Tester.





**Gnome Whirlwind gets airborne
outside the new Engine Company hangar**

**Gem bench
test**

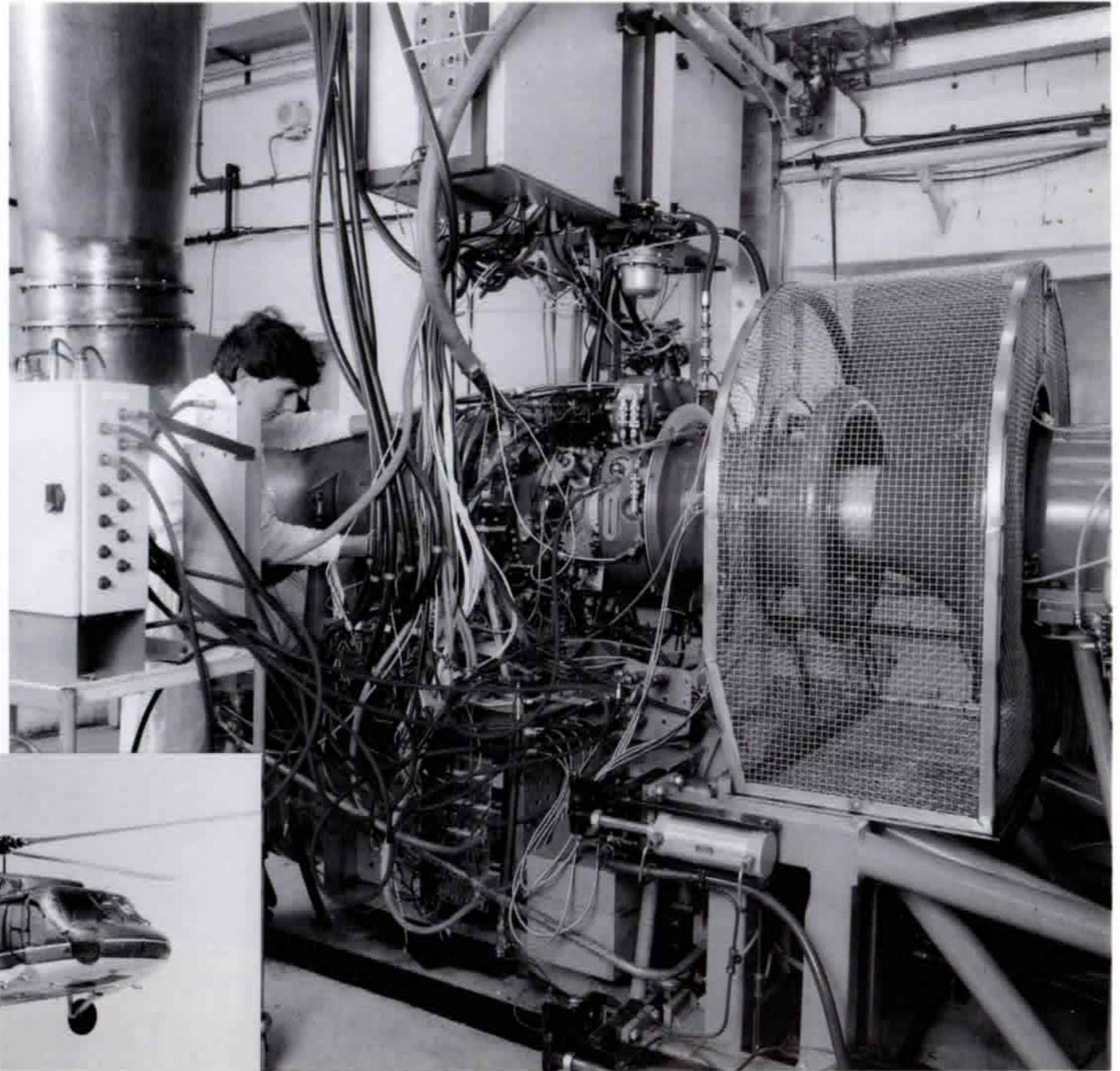


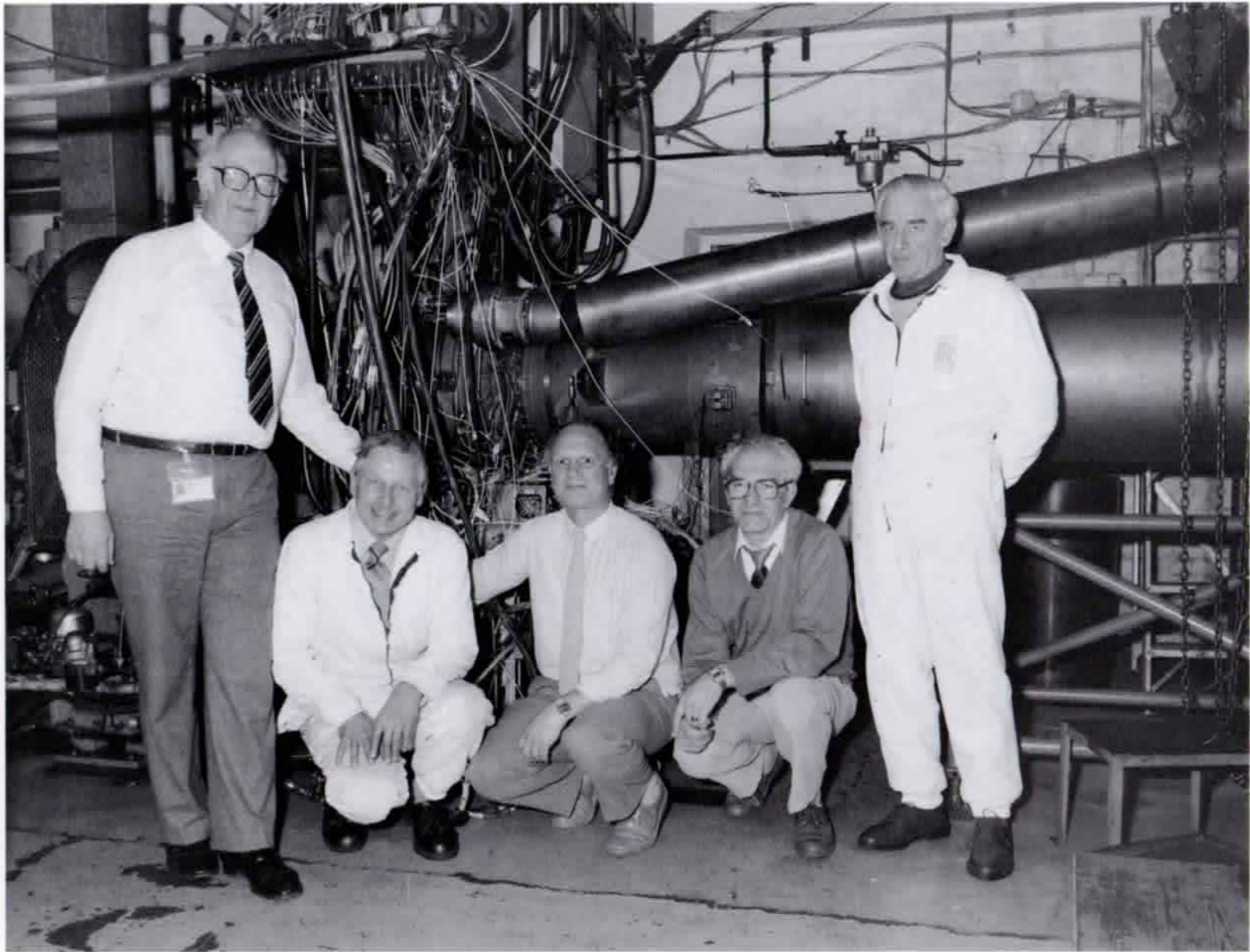
**Westland
Lynx**

**RTM 322
No.14
bed
Hatfield**

Ian Inward, Tester.

**Sikorsky S-70C
at Bristol**





'The Final Run'
RTM 322 completes Type test

Left to right: Brian Hurt ,Test Engineer; Ken Hodgson, Tester; Vic Blinco, TE; Tony Harri, TE.