

British Aerospace

AIRCRAFT GROUP

KINGSTON — BROUGH DIVISION
RICHMOND ROAD KINGSTON-UPON-THAMES SURREY KT2 5QS

PPM/AES/O130

10th December, 1979

Peter N. Anderson Esq.,
91, Telopea Avenue,
Caringbah 2229,
Sydney. NSW.,
Australia.

Dear Mr. Anderson,

HAWKER DEMON RESTORATION

I have been handed copies of your earlier letters by John Crampton and am now in receipt of your latest of the 27th November. You have indeed undertaken a very worthy task, but one which I regret to say may not receive the support from B.Ae. for which you might hope, as very little design information and technical publications exist for the Hawker aircraft of the period. However, I will endeavour to ferret out any remaining information where it can assist.

Just to revert to an earlier letter of yours regarding the wing spars. These were rolled to a twelve sided section from thin gauge, high tensile steel strip to Spec. S.88 supplied by Habershons Ltd. I have checked with Habershons and, although still in business, they no longer manufacture aircraft materials, however, the successor to S.88 is S.517 and this is obtainable, but, as always, suppliers are not interested in small quantities and it will be necessary to explore the various sources or possible alternatives. The strip was bought in rolls I believe already slit to width and was passed through a number of pairs of rolls which progressively produced the section. This is standard practise for a variety of aircraft sections although in recent years these have been mainly of light alloy and production is nowadays on a small scale. The enclosed extract from a Fury publication shows the spar sections which were similar, but probably dimensionally different, on the two seater Hart, Demon, etc.

The fuselage was made from tubing of various diameters and gauges which were rolled to square or rectangular section at the ends to match the stainless steel side plates which formed the joints (Spec. of side plates DTD.166 currently S.524.) Of the tube specifications which were used for the various tubes (T1, T5 and T50) only T.50 is still current and can be used to replace the other specs. being a 50 ton UTS material although the spec. is now metricated.

The machine for squaring the tubes was designed and made by Hawkers, but no doubt alternative methods for a small number of tubes could be devised. I enclose a copy of STD.184 which gives the dimensions of the range of squared ends which were used and TD.187 which showed the roll sizes.

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I also enclose the Index of DTD Specs. together with the list of B.E.S.A. Aerospace Specs. showing those which are current and the superseding equivalent.

It would be advisable for you to be in possession of the AP (Aircraft Publication) for the Demon which may be obtainable from your own Air Force or Ministry of Defence.

This AP should give the major geometry of the fuselage and by direct measurement of the existing fittings may give you sufficient information to make a jig to locate the wing attachment joints and to check the alignment. If you are still in difficulty let me know and I will endeavour to obtain the information from M.O.D. or elsewhere.

Yours sincerely,



A.E. TAGG

Production Project Manager

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