

# THE D.G.ENG BUGLE

The first DGENG Bugle earlier this year did not stimulate as much feedback as hoped. Assuming therefore that you are all content with the format, this second attempt is angled a little differently.

Following the criticism of 'too much hardware' in the first issue of the DGENG Bugle, we have concentrated on software aspects in issue 2. You will no doubt have cast your eye down the page before reading the sheet to see the good-looking, beautiful and handsome pictures (not necessarily in that order) herein. The Editor is very grateful to the contributors to this edition for providing such succinct and absorbing overviews of their career highlights. Reading these does make one wish for a more comprehensive history on DGENG.



Some forty-five years ago, in the Vickers Valletta in which I was flying high above the shark-infested Gulf of Aden, there was suddenly a loud bang. An Engine had stopped and we began a gradual descent towards the shores of the then British Somaliland. Given the circumstances, this otherwise bleak location appeared idyllic. Now, in recalling the incident, I would not wish to **obscure** the many **uneventful hours I spent** aboard aircraft powered by those splendid radial Engines, both before and afterwards. Nevertheless, it made an impression on me. Little did I appreciate at the time, however, that it was the start of what was to be a preoccupation with the products of the celebrated Bristol factory (to say nothing of those from Derby and elsewhere), that was to last throughout my working career.

Happy years at Boscombe Down and Pyestock followed until, in the autumn of 1971, only seven months after the ever remembered financial collapse in the early part of that year, I found myself as ADIEng D 1 in St Giles Court. That soon knocked the smile off my face. Happily again, though, I found in Robin Chaplow a patient tutor of much experience in the gritty of Engine development, and through whom I developed a profound scepticism for the methods of predicting Engine development costs then in vogue.

Motivated by the huge expenditures then being incurred, the need for putting the subset on a more rational basis dominated my thinking thereafter. In retrospect my subsequent stint as DD/RandD / NGTE was but a preparation, amid the relative calm of rural Hampshire, for my final appointment as DGENG(pE). Then, thanks to a dedicated and immensely knowledgeable team, we were really able to do something about it.

Thus, ten years after the demise of the separate Engine Division that had existed in Government since the dawn of military aviation, a report to the House of Commons on Measures to Reduce Technical Risk singled out the work of the Division for special mention. It might be thought ironic that this praise for what was, by then, a long disbanded organisation, came not from within MoD itself, but from none other than the National Audit Office. Praise indeed! All the staff of the former Engine Division can take pride in this, for all - in one way or another - contributed to it. The collective expertise of the Division was outstanding, widely admired and, in my experience, no less widely envied. That its legacy was still enduring when the report was written represented a notable feat.

My sincere thanks and best wishes go to all who were with me at St Giles Court.

Mike Neale DGENG(PE) 1980-1987



Hello to all the ex-DG Eng colleagues,

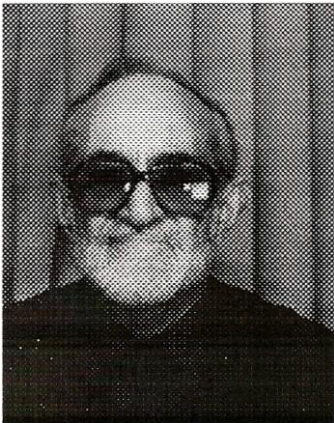
I hope most of you recognise me! I joined the MOD at age 16 in July 1979, straight from school. I was first posted to Engines Technology 2 and my boss was Ray "The Wliddle Engine" Holl. When personnel told me where I was going to work, I thought to myself, "Why on earth are they sending me to work in an Aircraft Engine branch? That's boy's stuff!". After a total of almost 16 years with various branches throughout the Engines empire, I can honestly say that I am glad they sent me to good old St Giles Court. Those years were some of the best. I had the privilege and pleasure of working with some great people.

I am pleased to say that I have kept in contact with most friends and ex-colleagues, even though the Engines era, in London, is no more. The reunions we now have, due to great organisation by Ted Woodgate are a great idea. They give us all a chance to catch up on what people are doing now and chat about times gone by. The days we all spent at St Giles Court were great and I miss the parties we used to have- (*Don't we all Sue*) I miss catering for all you guy's!

Well, I have spent 20 years with the MOD now, not bad going for someone who was only going to stay for about 6 months to get some work experience!

Anyway, enough from me for now. See you all at the next reunion in January 2000.

Sue Jaques. (Now working for personnel in Main Building).



In winter 1949, I had been at De Havilland Propellers, Hatfield for something in excess of 10 years. I was a Senior Stressman and Company Weight Control Engineer at the time when, an advert in 'FLIGHT' caught my eye. "The Ministry Of Supply (M.O.S) are seeking to fill a vacancy for Assistant Resource Technical Officer (Engines) at an establishment in Hertfordshire working on the development of propellers", (Their words; not mine) Being curious, and as they were offering £25 per year more than I was getting, I applied. Following the interview for the post I was sent for the next day at work by the then Chief Engineer (Guy Gardiner) - who blew his top - told me that any appointment by the Ministry would probably be blocked. So, I heard no more until May 1950 when I received a letter offering me a post at M.O.S.H.Q. (Thames House) in a department entitled 'ENG. RD 4.b. Further investigation revealed that the Ministry had sought to offer me the vacancy, not at Hatfield but at H. Q. in order to overcome any objections from my present Company. That is how I came to join MOD (D.ENG.RDIENG. RD. 4.b) on the 24th July 1950. The rest, as they say, is history.

For the record however, I list a few dates that may ring a few bells for some of the readers.:-

- July 1950 MOD (D.Eng.RDIEng. RD. 4.b. Design, development, in-service support of Rotol Propellers.
- Autumn 1957 Course at Wiltshire School Of Flying to obtain private pilots licence on Tiger Moth.
- Winter 1957 Accessory Drive Gearboxes; Mechanical and Hydro-Mechanical Constant Speed Drives, were added at English Electric, as was VTO(E) duties at English Electric, Aircraft Equipment Division. (*I suspect that this is where it all really began!*)
- March 1959. Eng RD. 6. Engine Project Officer for "Thor" ramjet on Bloodhound Mk 1. And Mk 2 during 1962.
- November 1964 AIRTO(E) Rotax Ltd, at Willesden & Hemel plus NVTO(E) Ultra Electronics and Delaney Galley.
- September 1966 RTO(E) Rotax Ltd & VTO at Ultra & Delaney Galley. On the formation of Lucas Aerospace the factory at Coventry and Bradford were added. (One wonders what the (E) stood for? - "Engines", "England" or "Europe".
- June 1970 ChiefRTO post created and in June 1972 responsibilities of Chairman Anglo- French Engines Committees were added.
- July 1978 Appointed AD. ENG P.2. (*The dizzy heights*)' Subsequently transferred to AD.Eng T1 in 1981 and left the service after 31 years 9 months and 1 week. Am now fully retired.

*(Some people would say fully laid-back, but Bill always gave this impression whilst carrying out a very dedicated career. Best wishes DAD!)*

I know that Ted Wood gate would be grateful to have as much feedback as possible and he is always available for a chat, telephone message or FAX Please let him have your views, experiences in MOD, etc, etc. See his cover letter for details.

I Look forward to seeing you in January (Ted will be collecting your contributions at the pub!) and a Happy Millennium to you all

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