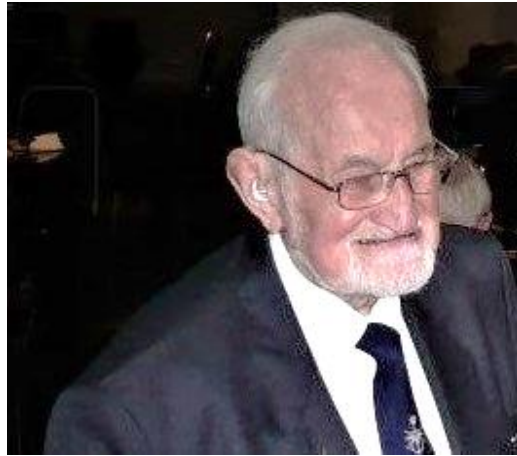


Bill Moschini's DG.Eng BUGLE



William Joseph Francis Moschini (Bill to us) 1921 to 2018)

You will all be aware that Bill Moschini died earlier this year; his funeral was held on the 8th of May in Royston. I know that some of you were able to attend. As part of the ceremony, his son Paul gave an overview of his life and I asked Paul whether I may use his words as a basis to update Bill's story for the Bugle. He very kindly agreed to this. Bugle no 2 gave details on Bill's career which I have of course used but the following dialogue provides not just more of his personal life but an idea of changes that were being made in British industry during his long career. The majority of you reading this will recognise your own careers through schooling, apprenticeships, more schooling and one's experiences in working for Industry and a Government organisation which interfaced on a daily basis with Industry, both at home and overseas. I would like to have included a parallel political slant but I am perhaps too extreme for that. I hope this story will bring home Ted Woodgate's message re 'Life Stories' and your responsibility thereto!!

Bill was born on the 16th November 1921 and spent his early years in the Italian community

situated in Clerkenwell London. His father had arrived in England from Italy, with his brother, in 1900. The Italian Quarter in Clerkenwell (or The Hill as it was known) was likened to a miniature Italian village, being a melting pot of Italian culture. Made up of people from diverse areas of Italy, it was a comprehensive part of London life. Bill's father arrived in this part of London and in 1911 married his mother, Clementina, in St Peter's Italian Church Holborn. Clementina was an English girl whose parents had come from Italy in the late 1800's. Travel was a regular part of family life and, with older sister Rosina, Bill and family often visited relatives in France by boat and train to Villiers-sur- Marne. As a friendly teenage boy Bill was engaged in local community activities. Many of you will remember the Ralph Reader Gang Shows and Bill, as a fully-fledged Scout, travelled to Holland for an International Jamboree; a unique and exciting adventure in those days.

In the mid 1930's the family moved to Alperton in the London borough of Brent. Bill had a sweetheart Valerie, who lived further up the road, and despite their mad

endeavours on a motorbike (where Bill lost a kneecap and Valerie broke her leg) were married in 1948. He was always a smart talker!

For most of us, we remember Bill as a colourful and dedicated member of DG.Eng. He did in fact spend all his working life in the aircraft industry initially joining De Havilland (circa 1939) at Hatfield. At that time the Company were building Tiger Moths, Dominie Rapides and Airspeed Oxfords for the RAF. Interestingly as an avid aircraft Nut, Bill learned to fly and undertook a course at Wiltshire School of Flying, obtaining his Private Pilot's Licence in (of course) a Tiger Moth. That must have been a thrill for him! De Havilland of course went on to design and develop the revolutionary 'wooden' Mosquito high-speed bomber.

In the winter of 1949, Bill had been at De Havilland Propellers, Hatfield for something in excess of 10 years. He was a Senior Stress man and Company Weight Control Engineer at that time, when an advertisement in 'FLIGHT' caught his eye. 'The Ministry Of Supply (M.O.S) are seeking to fill a vacancy for an Assistant Resource Technical Officer (Engines) at an establishment in Hertfordshire, working on the development of propellers (quite a mouthful!) also at a salary, capping his current wage by £25 per annum, he applied. (They were the days when an English Pound was worth a lot more than it is today – by a long chalk).

The very next day Bill's Boss (Chief Engineer; Guy Gardiner) sent for him. 'You did what????' – was probably the least offensive of the words spoken. Guy was not impressed and said that any appointment made by the Ministry would, in all possibility, be blocked. It was and Bill didn't hear anything until the next year when he was offered a post at M.O.S.H.Q. (Thames House) in a Department

entitled 'Eng.RD 4b' familiar territory here for most of us! Bill joined the Ministry Of Defence (D.EngRD1.4b) in July 1950. To all intense and purposes, the Department was arranged as follows.

This DG.Eng Department traditionally consisted of five Directors responsible to the Director General. Each Director was responsible for up to two or three Assistant Directors who each were responsible for the various Engineering, Scientific, Financial and Budgetary specialisations.

In addition there were our own Resident Technical Officers (RTO's) stationed at the more important Companies. These included Rolls Royce Derby, Bristol, Coventry/Ansty, Leavesden and East Kilbride; Dowty Fuel Systems Cheltenham and Lucas Aerospace Hemel Hempstead. There were also a range of Visiting Technical Officers (VTO's who would make visits to other Companies, an invaluable part of the DG.Eng set-up.

His career continued through various positions within DG.Eng. With his detailed knowledge of all things propellers, Bill was initially made responsible for the Design, development and in-service support of Rotol Ltd. (This company had been formed by Rolls-Royce and Bristol Engines; and in 1958 was sold by them to the Dowty Group). It was about this time that Bill Became Project Officer for the 'Thor' ramjet in Bloodhound Mk1 and then the follow up Mk2. in 1959. There was also a short period in charge of Accessory Drive Gearboxes; Mechanical and Hydro-Mechanical Constant Speed Drives at English Electric as a Visiting Technical Officer (E). At this time, the UK had a good lead in the development of rockets for space exploration. Somehow we subsequently managed to give everything away to other countries; a recurring nightmare in my experiences with the British.

November 1964 saw Bill appointed to RTO(E) Rotax Ltd and VTO at Ultra & Delaney Galley. With the formation of Lucas Aerospace; the factory at Coventry and Bradford were added to his list; quite a handful.

This was a time of major international collaborative military aero-engine research and developments. DG.Eng were MoD (PE)'s UK centre for these projects; the major countries being Germany, France and the UK. With an ever increasing workload, it was decided that a new post of Chief RTO(E) should be created. Bill had the best credentials for this work and in 1972 he added the responsibilities of Chairman Anglo-French Engines Committees to his CV.

It was perhaps inevitable that Bill would be raised to Assistant Director and, in July 1978 was duly appointed AD.EngP2, (subsequently transferred to AD.EngT1). He retired in 1981.

His days in retirement were as full and busy as ever. Travel was a large part of this and he pursued not only trips to London and Ealing to visit his sister but much further afield. He made a memorable road trip, driving to Lugagnano Val d'Arda in Italy with family members to visit his father's birth place. The opportunity was taken to visit other relations on the French Riviera. (The motorbike had by this time been discarded)

It was the era of the Big Orchestra/Band sound and Bill enjoyed the many British and overseas Groups that existed at the time. His favourite was Ron Goodwin (mine too Bill) who he had had an association with in Ron's early days with the Band. I believe that Bill was his Manager at one time. This love of music saw him on yet more foreign travel. With groups of new friends from SAGA Travel he enjoyed several visits abroad. These visits covered not only modern music but also Opera that was special for him.

As a dedicated Charlton Athletic supporter myself, I didn't always see eye to eye with Bill who followed Arsenal but we were both avid boyhood fans of the two London clubs; a following that remains with you always and passes down the generations. As in his professional life as a very helpful person, Bill carried on his good work, helping others in his local community. Always with a smile and a knowing glint in his eye, Bill never tired of his favourite Risotto/Italian ice-cream and red wine at the local Spaghetti House Restaurant. (I believe that he had several 'local' eateries around London)

Bill's two sons; Paul and Steve had careers in the construction industry; Steve in Project Management & Property Development and Paul in Architectural Design. Interestingly however, Paul's son Jamie is a Chartered Engineer working as a Materials Specialist for Rolls Royce in Derby since 2005. There must have been some very comprehensive discussions between Jamie and Bill over the years!

Bill continued to enjoy a long and happy retirement around the family although he was to lose his wife in 2005. He moved into care in 2009 and sadly died this year. But there was never anything sad about Bill and I know that he would wish us all a long and fruitful retirement.

Words put together by Malcolm, edited and improved by Ted. DG.Eng Bugle No: 29 (August 2018)

Some photographs of Bill with his family
and work colleagues.



Bill at a Duxford Air Show in 2009



Bill with Steve and his wife (Linda) tucking into a meal whilst in Australia.



Bill with Colleagues (Ken, Ray, Malcolm and Roger) at a favourite 'local' Restaurant in London teaching the art of eating Risotto with red vino. Probably a lunchtime snack. Nothing like it!!



**Bill with Ted at an annual DGEEng meeting in London.
(Ted telling one of his inappropriate jokes by the look of it!)**

