

Having been interviewed at Warton, as I thought to join the Service Department, I was offered the chance to join a relatively small team (thinks about 18) to train as field reps on the TSR2.

To cut a long story short, I was immediately transferred Weybridge where, with the other members of the team, I was attached to a member of the local team and began to assist in the build of the frames on the production line. Although by now we had all been nominated various specialised areas of concern, we continued to aid and assist in our general duties. As we received the various assemblies from around the country and XR219 gradually took shape our roles also gradually changed as we each became more involved in our nominated areas of concern.

My own area was the "air conditioning and cabin pressurisation systems" It was during this stage that because of the many hydraulic leaks which covered everyone\ everything that the airframe became contaminated with the silkodyne hydraulic oil which made it impossible to spray paint using the intended paint finish, the day and face was saved by use of emulsion paint.

Having fully assembled and tested the plane we disassembled it and it was road-hauled to Boscombe Down. At Boscombe Down we were joined by various other workers who where required to assist in the rebuild and finish of the many jobs outstanding in the haste to get it moved to BD. Eventually having completed the rebuild and ground testing, including

the panic to resolve the finding of metal in the engine oil, we were privileged to witness the first flight and many more after.

During this phase in the programme we received the second airframe(XR220) which duly arrived with much fanfare and made a dramatic entrance when whilst being reversed into the hanger rolled over onto its back with road trailer in the air, causing the damage to many of the instrumentation cables in the process.

Jumping forward, like many of the team on cancellation I was transferred to Hurn on the BAC 1-11 as a trainee field representative allocated the to be aircraft of the Tennessee Gas Board.

This was not to be, as a result of the contract cancellation, resulting in my transfer to Stevenage where I joined a team taking the Thunderbird missile system to Saudi Arabia (Magic Carpet), eventually returning to Stevenage where I became the repair/modification manager within the product support group until my early retirement in 1993.

Living relatively close to Duxford I frequently see XR220 and bore my three year old grandson with my memories.

Keith Haylock