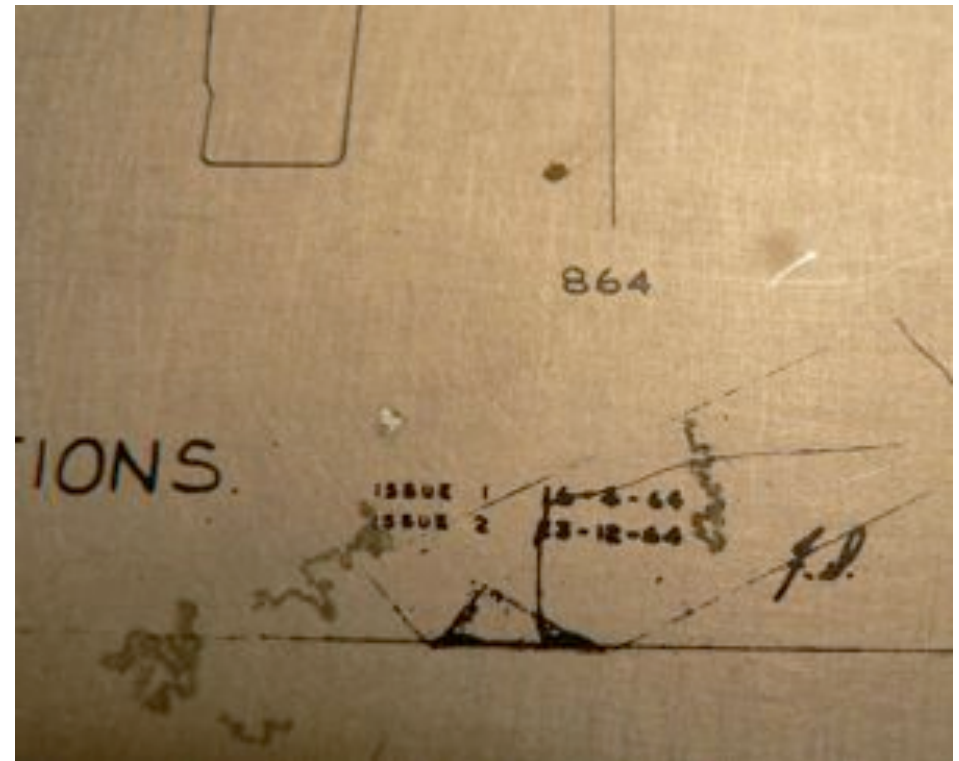


From John Rawlings

Although I was only three when the TSR.2 project was scrapped, the repercussions of that decision have, to some degree, had an influence on my life! The reason being that my Grandfather, Father, Uncle, Great Uncle and Grandmother all worked in the family business, Rawlings and Partners, Precision Engineers in Kenilworth who were contracted to make aerodynamic calibration models for wind tunnel testing at the Royal Aircraft Establishment in Farnborough.

R&P made the test models for a number of aircraft and ballistic missiles including the Red Dean, Sea Slug and Blue Streak. Among the models they made were those for the TSR.2.

Numerous models were made for a variety of aircraft - mainly wing models - and several copies of each model would be made. I have attached some pictures that you may find of interest. The wing section model in the photograph is not in its finished form though I must confess, I'm unsure if this is a main wing or tail wing model. The lugs on the wing tip and side of the wing are the mounting points for it to be set up on a grinding machine. The dimples over the surface of the wing have been put



there, very accurately, on a jig borer and the base of each dimple is the finished wing surface point. This particular model is about 6" long though some were made considerably larger - this one sits on my desk to remind me not to vote Labour!

You'll know far better than I to what lengths the Labour Government of the time went to to eradicate the TSR.2 but one or two interesting large scale drawings from Warton and the RAE remain with me, including some rather nice section drawings of the engine air intake ducts, photo etched onto sheets of L72 grade Noral alloy. These date from April and December 1964, photos of which are at-

