

From A Lamb, who worked at Weybridge for many years and was born around 1924.

I was working on the T S R 2 from 1962 – 1965 for more than 3 years. I was involved in building the wedge shaped tank that followed on from the main tanks.

The structure we produced was in close proximity to the start of the Airintake tunnels to the engines. All drilled holes were reamed finished to less than one thousandth part of an inch. Myself and colleague produced six in number – that is tanks.

Myself and colleague were chosen to do a job on XR219 – a few short weeks, before delivery to Boscombe Down, it being changing undercarriage bolts, 3 on port side, 3 on starboard, a most unenviable piece of work I can assure you.

On final checking, it became apparent the design team had required these bolts incorporating the structure Oleo Legs to be Class One – Locking by peening – Them peened, panic bells rang, because, as you know, no doubt, there was no way of removing the bolts by taking the huge nuts off.

So they had to be changed in case of failure of the part of undercarriage. It was necessary to file away the shanks, some job that was, removing one at a time, then replacing them. The replacement bolts were secured by castellated nuts, the bolts drilled on threaded end and split pins fitted, large ones. The bolts were very large. Quite some job. In that undercarriage area, well out of sequence in build.

I started work at Weybridge working for Vickers Armstrong in 1955 and finished with the closure in 1987. Whilst there, it became B.A.C. and then British Aerospace Systems. My first aircraft to help build, the Valiant, then the Vanguard, then V.C. 10, onwards to Concorde. Having served in RAF during war years, I finished up at Boscombe Down.