



THE DELIBERATE DESTRUCTION OF OUR AIRCRAFT INDUSTRY

Before we begin, let us for a moment look at the changes that took place that caused the downfall of Britain. In 1939, a major shift in political aims took place, when an anti-British fifth column took control of parliament. Under Winston Churchill the House of Commons secretly began to serve Zionists, bankers and communists at the expense of the British public.

Britain's right to self determination, Parliament's ability to serve the nation, the British Empire and its vast global trading area were some of the coming sacrifices promised in 1939 for the benefit of a group of warmongers, who sought to use the second-world-war as a means to gain world-power for themselves.

Winston Churchill was an enthusiastic agent of the usurpers of nation-state power. It was his warmongering and posturing that gave rise to the global tyranny that virtually everyone is suffering from today. The full impact of the Second-World-War, its cost to us, our allies and those who we fought against was not realised until much later, and is still not understood by many.

We all enjoy seeing the aircraft of our glory days flying, from early types such as the Hawker Hart and Sopwith Camel (the first plane to land on a ship) to the wartime Supermarine Spitfire, Hawker Hurricane, Avro Lancaster and De Havilland Mosquito. These were followed by a series of successful jet-engined aircraft, including the Gloucester Meteor, De Havilland Vampire, and the Hawker Hunter (the first aircraft to break the sound barrier.) Other great British aircraft companies were Shorts who made the impressive Sunderland Flying Boats, Blackburn creators of the large Beverly transport planes, English Electric who produced the awesome Lightning fighter which made its first appearance around the same time as the three V bombers. They were the Vickers Valiant, the Avro Vulcan and Handley Page Victor. Other great names in British aircraft manufacturing, most now long gone, are Bristol Aviation and Westland. Rolls Royce is still in business but they do rely heavily on foreign companies for assistance. The Hawker Harrier was the first successful vertical take-off aircraft. Its exceptionally long and illustrious time in service is testament to the skill of British designers and the production engineers.

One of the last of the great British aircraft.



During the 1950s Britain led the world in aviation with its dozen or so world beating aircraft companies. British manufacturers had the most futuristic designs, a host of research prototypes and several new aircraft, either on the drawing board or in their test stages. Our regular customers the Royal Australian, New Zealand, Rhodesian, South African and Canadian air forces were waiting for us to supply replacement aircraft for their ageing Meteors and Canberras. Jordanian and Libyan ministers were also awaiting the arrival of

new aircraft with their cheque books at the ready. Another boost to the industry came in March 1957 when the German Naval Air Arm ordered sixteen anti-submarine versions of the Fairey Gannet. In the same month the English Electric Lightning showed outstanding performance during test trials. The British aircraft industry at the time could not have been in a better shape.

Then in 1957 the government carried out a despicable act of sabotage. Duncan Sandys (Winston Churchill's son-in-law) announced in the House of Commons, that "all production of British manned military aircraft would cease. He continued "From now on we will concentrate solely on rocket and nuclear weapons." In response, George Ward who was Secretary of State for Air said "There had been a lot of speculation about the role of the Royal Air Force. The gradual introduction of ballistic rockets would merely be a further development in the deterrent strategy on which it must be shaped. The actual size of the bomber force was a difficult matter of judgement. Even with the ballistic rocket, would it be wise to talk about it as the ultimate weapon? Experts were sure that for many years to come we should surely rely mainly upon the fighter pilot for the defence of Britain.

The success of our aircraft industry has been further proved by our civil aircraft. The De Havilland Comet, the Bristol Britannia and Vickers Viscount, had provided the latest in speed and comfort for long distance travellers. Our aircraft industry had been more viable because they made both civil and military aircraft. Without military contracts less money would be available to finance and develop new models of civil aircraft. The inevitable happened. Once military manufacture stopped, our airline business faltered and closed down.

As a sop to the aircraft industry over its sudden demise, the government announced that if some of the aircraft industries were to amalgamate, they could share one single project between them. Vickers, Armstrong, English Electric and Shorts joined forces. The commission was given to Vickers as the head company. This was rather a strange choice considering in recent years they had only produced civil aircraft. Working under difficult circumstances sharing work over different locations these companies produced a spectacular aircraft that was twenty years ahead of all their foreign rivals.

The plane that outperformed all expectations was the TSR2. It was first tested in September 1964. Despite its tremendous potential the Conservative government was looking for ways to end the project. It was left to the incoming Labour government to pass the death sentence.

The TSR2 was considered by the aircraft industry to be a great leap in aircraft technology. It outperformed the expectations of its designers. Those who worked on it loved it. It flew successfully 24 times. It cost £200 million to produce but was reduced to £50,000 of scrap. The Labour Cabinet Committee including Harold Wilson, Dennis Healey and Roy Jenkins, were responsible for bringing to an end the final stage of the British Aircraft industry. A rather sinister order was given demanding that all completed flying TSR2's were to be completely destroyed.

An American team of aircraft engineers and designers had been allowed to look around the TSR2 factories during construction. They took notes and had access to technical information. We were told this was because the American government was intending to buy some of them. Years later we bought from America Cruise missiles at considerable expense. Their missile incorporated much technology used in the TSR2. However, the TSR2 outperformed its American counterpart in as much as the British plane was supersonic at ground level whereas the American missile was slower.

If you look at the line and form of the TSR2 you can clearly see a strong resemblance between it and the Concorde which came much later. Both Labour and Conservative governments were guilty of killing off the British aircraft industry. The Avro Vulcan was one of the world's most successful aircraft. It was built at the height of the British aircraft industry, yet it was to be one of the last military aircraft we produced. It first flew in August 1958 and played a vital role as recently as the Zionist inspired Falklands war which was devised to topple General Galtieri. This "regime change" allowed the IMF and World Bank to load Argentina with massive debt, and world government groups to gain access to their government.