

## Annex 5 – Aug 1959 –British Aircraft Industry

AUGUST, 1959



### LINKS IN THE AIRCRAFT INDUSTRY

**I**N common with several other important industries the Aircraft Industry has had its mergers and changes in organisation and financial structures. The Society of British Aircraft Constructors recently published some facts and figures which show how clearly the Aircraft Industry has reshaped itself.

The recent Westland/Saunders-Roe merger, by which the helicopter activities of both companies will continue under integrated management, brings to thirteen the number of British Aircraft and aero-engine manufacturing companies which have been concerned in mergers or amalgamations during the past year and a half.

In 1939, there were thirty aircraft manufacturing companies listed and sixteen aero-engine companies: in 1949, these figures were thirty-three and twelve respectively. To-day, there are twenty-four aircraft and six aero-engine companies, of which seventeen are in groups of two or more.

The biggest of these is the Hawker-Siddeley Group. Founded in 1935, it consisted of an association of fully autonomous companies. Last year, the Hawker-Siddeley Aviation Division was formed with "the corporate structure of the new Division vested in a new subsidiary company, Hawker Siddeley Aviation Ltd." The companies concerned are Avro, Hawker, Gloster, Armstrong-Whitworth and Armstrong Siddeley. Also in 1958 Armstrong Siddeley merged with Bristol Engines to form Bristol Siddeley Engines Ltd.

A consortium consisting of de Havilland, Fairey and Hunting was announced early last year to build the de Havilland 121 airliner. This group was known as the Aircraft Manufacturing Company—Aircro for short.

One of the most recent "get-togethers" was the English Electric-Vickers tie-up. The order for the T.S.R.2 supersonic bomber was awarded to these companies on a joint basis.

In 1954 the Bristol Aeroplane Co. acquired a small financial interest in Short Bros. & Harland and two directors of Bristol were invited to join Short's board.

In 1949, Blackburn Aircraft and General Aircraft

merged to form Blackburn & General Aircraft Ltd. The year before, de Havilland had acquired complete control of Airspeed following an association which began in 1940. In 1944, Percival Aircraft Co. became part of the Hunting Group, its name being changed to Hunting Percival Aircraft in 1954, and to Hunting Aircraft in 1957. In 1941, Napier became part of the English Electric Group, while in 1938, Vickers-Armstrongs took over what was then known as the Supermarine Aviation Works (Vickers) Ltd.

Altogether, of the aircraft and engine manufacturing companies in Great Britain that exist to-day, seventeen have been concerned in mergers, amalgamations or associations of one sort or another during the past twenty-one years.

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