

1914 continued

Harry was with the Sopwith Aircraft Co from 1912 onwards, after the war Tom Sopwith, Harry Hawker and Fred Sigrist formed the H.G Hawker Engineering Co, which went on to produce the Hawker named aircraft, including the Hurricane, Harrier etc.

In an interview with TOM Sopwith, he stated that Harry had a hand in the designing of all Sopwith aircraft from 1913 onwards.

Harry Hawker was killed whilst testing a plane in 1921, the following statement (in part) was made by H.M King George V

The nation has lost one of it's most distinguished airmen, who by his skill and daring has contributed so much to the success of British aviation.

There is much more to the Harry Hawker story.

Australian Aviation Hall of Fame

Harry Hawker was inducted into the Australian Aviation Hall of Fame on the 8th November 2014

Websites

www.harryhawker.com.au

www.projecthawker2013.com

www.kingstonaviaton.org

www.nla.gov.au (TROVE)

(National Library of Australia)

Books

H.G Hawker, Airman, His Life and Work—Muriel Hawker

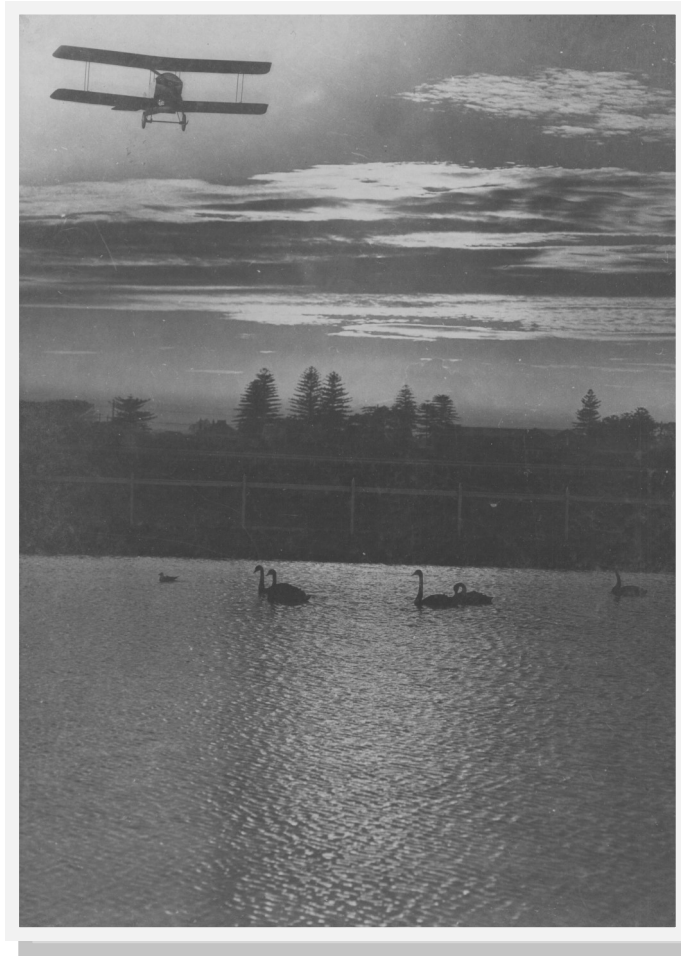
Our Atlantic Attempt—H.G. Hawker & K. MacKenzie Grieve

Hawker One of Aviation's Greatest Names—L.K. Blackmore

The Great Atlantic Race—Percy Rowe

Early Birds—H.G. Miller

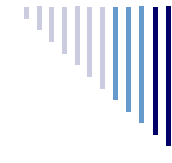
Pure Luck—Alan Bramson



Commemorating 100 years
Harry Hawker in Australia
1914–2014

www.harryhawker.com.au

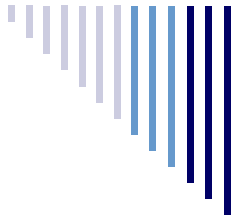
Email: harry@harryhawker.com.au



Harry Hawker MBE. AFC

Harry Hawker In Australia 1914





Harry Hawker in Australia 1914

January 2014 celebrates 100 years since Harry returned from England with the Sopwith "TABLOID" an airplane of his design.

Harry Hawker was an Airman, Designer, Engineer and Mechanic

Harry was a local lad, born in Moorabbin, Victoria on 22nd January 1889, and attended a number of local schools in Moorabbin and surrounding areas.

Harry, along with some of his friends, witnessed the historic flight by the great "Houdini" at Diggers Rest (Victoria) in 1910 and this gave him the burning desire to become involved with flight.

Harry left for England in 1911, and joined the Sopwith Aircraft Co in June 1912, he gained his Pilots Certificate in Sept the same year, and immediately set about establishing a number of flight records.

Setting Records

Duration record

Remained aloft for 8hrs 23 min to win the Michelin Cup.

Height records

- 11450 feet
- 10800 feet with 2 passengers
- 8400 feet with 3 passengers (World record)
- 12000 feet with one passenger
- Australian record of 7800 feet in Albury NSW (1914)
- New record of 18393 feet
- New record of 24408 feet (World record)

Efficiency record

- Ascending at a rate of 1200 feet per Min
- Covering a set course at 98 miles/hr, then same course at 36 miles/hr, this variation test set a world record

Distance record

- Nearly 1000 miles over water during around Britain attempt, creating a world record
- First British subject to win the "Singer" competition for amphibious craft (Flying Boat)
- Won numerous "point to point" speed races
- First pilot to "Loop the Loop" in a Seaplane.
- World record of 105.15 miles/hr in a 1.5lt car (Brooklands Racetrack)
- First to attempt the flight across the Atlantic (St Johns, Canada to England)
- This epic voyage prompted Banjo Patterson to write his poem "Hawker, The Standard Bearer"

1914

Harry Hawker returned home to Australia in January 1914 with the "Tabloid", the most advanced aircraft in Australia at that point in time his main objective was to promote the ever increasing aspect of flight to the Australian defence forces.

His presence and displays resulted in the Government finally activating the aircraft it had purchased 12 months earlier which had not been unpacked from their crates.

In his initial flights in Australia, Harry took off from New Street, Elsternwick, power lines and all. From there he flew to Government House where he landed on the lawns and met the Governor General, Lord Denman as part of an impromptu visit.

Whilst in Australia, Harry demonstrated exhilarating flights at Elsternwick, Caulfield racecourse, Randwick racecourse, Victoria Park racecourse, Albury racecourse and Ballarat. Australia had not previously witnessed flights of this calibre. He also took Senator Millen (Minister for Defence) on a flight from Elsternwick.

Harry returned to England, and soon the outbreak of WW1 eventuated, Harry was the prime test pilot for all Sopwith planes during the war. In one period, covering 199 days, he tested (flew) a total of 295 planes, most were brand new and being tested for the first time – a very risky business.

Harry Hawker is credited with developing and perfecting the maneuver to correct an aircraft from a "Death Spin", which had claimed many a pilot's life in the early days of aviation. Pilot training manuals around the world subsequently adopted Harry's procedure for correction.

