

NAME: Normal Ivor Powell

DATE OF BIRTH: 12.2.25

PRESENT POSITION: Technical Superintendent, Grade 8A

QUALIFICATIONS: ONC in Aeronautical Engineering
 Civil Aviation Authority licensed aircraft engineer in categories A,C and X.
 T/Eng CEI registered technician engineer
 AFSLAET - Associate Fellow of the Society of Licensed Aircraft Engineers and Technologists
 NEBS Certificate - National Examinations Board in Supervisory Studies.
 Safety Officer's Certificate

EDUCATION AND TRAINING:

Schools 1930-38 St Peters School,
 Droitwich and Hindlip School, Worcester

Further Education 1938-9 Worcester Technical College

Apprenticeship Engineering - Machine Tools
 James Archdale Ltd., Blackpole, Worcester

Royal Air Force Flight Engineers training course on all aspects of aircraft, airframes and engines

Air Service Training Ltd. Manufacturers courses on D.H. Dove, Devon,
 Hasle, Southampton Bristol 170, and Airspeed Ambassador Aircraft
 D.H. Queen 70 and Centaurus Engines

University of Southampton NEBS - Course and project
 Basic course on computing (evening classes)

Thames Polytechnic, 1986 - Safety Officer's course covering all
 Dartford, Kent aspects of safety

CAREER DETAILS

Royal Air Force 1943-7. Aircrew duties as a flight engineer with 104 and 614 PFF Squadrons in Italy and the Middle East. Completed my service as a Warrant Officer.

Air Service Training Ltd. 1948-50 Aircraft maintenance engineer. During this period I qualified as a CAA Licensed aircraft engineer obtained further qualifications on my license to cover all light aircraft. All DH Engines and direct reading compasses. Elected Associate Member of the Society of Licensed Aircraft Engineers (1949).

Aquila Airways 1950-52 Licensed Aircraft Engineer and Flight Engineer
Bamble, Southampton

Polland Aircraft 1952-60 Aircraft Inspector covering assembly and final stages on the Polland Gnat, D.H. Vampire, D.H. Venom, D.H.110, P1127 Barrier and AVRO748.

Technical Superintendent 1960-March 64. Assistant Foreman Inspector (Final Check Inspector) responsible directly to the Chief Inspector for the standard of work of 30 inspectors. AID APPROVED.

University of Southampton March 1964 - employed as a technician with duties shared between workshop and laboratories with the added responsibility as a Licensed Engineer of looking after one aircraft and any airborne experiments that might be carried on it.
Aeronautics Department

1969 - Regraded to Senior Technician

1972 - Regraded to Grade 6 Technician
Given responsibility for all ISVR Laboratories and Lab Technicians

1978 - Regraded to Grade 7 - Area of responsibility increased to include assembly and testing of helicopter models for research together with high speed rotor development

1980 - Due to the early retirement of another Grade 7, I was given responsibility for his area and technicians. This included the 7x5 wind tunnel and model shop

1982 - until present time I was given the added responsibility of the technical support for the 11x8 Wind Tunnel and the high pressure compressed air system including compressors

1985 - Accepted the position as Safety Officer for the three departments.

MANAGEMENT EXPERIENCE

Warrant Officer in the Royal Air Force responsible for the training and conduct of those you were in charge of.

Assistant Foreman Inspector responsible for the standard of work of 30 aircraft inspectors. I inspected the work of other inspectors on a selected stage procedure and submitted a monthly report to the Chief Inspector direct - this was an AID requirement.

Civil Aviation Authority - Licensed Aircraft Engineer

This position invariably involved the management of others due to the fact that the authority is vested in the person with the License - not the firm that employ you, therefore you set the standards for yourself and the other unlicensed engineers whose work you will have to certify. This requires a high level of personal responsibility.

Departmental Superintendent's Deputy

1980-85 I was Mr Eales' deputy with the exception of the Workshop which had a Grade 8 in charge. I deputised for Mr Eales during sickness and holidays.

Technical Superintendent

From 1986 up to the present time, I have been Technical Superintendent for three departments: Department of Aeronautics and Astronautics, Institute of Sound and Vibration Research and Department of Ship Science. The total technical staff comprises 52 technicians.

CONTRIBUTION TO THE DEPARTMENTS

I feel that I have made a significant contribution over the years to all three departments. This has been an ongoing contribution improving methods of working and motivating people. I have been involved with the high speed rotor development - the initial setting up of the 11x8 Wind Tunnel, improvements around the 7x5 Wind Tunnel and more recently the high pressure compressed air line installation.

FAMILY BACKGROUND AND INTERESTS

I have been happily married for 38 years. I have two sons both graduates. I am a qualified pilot and have been flying as a hobby for 23 years. I am a member of the Wessex Flying Group which had its origins within the University. In addition to my flying activities I have been responsible for the maintenance of the Club's aircraft for 23 years. I am also involved with home built aircraft in my capacity as a PFA approved inspector.

AWARDED A HONORARY DEGREE OF:-
MASTER OF SCIENCE JULY 92.
BY THE UNIVERSITY OF SOUTHAMPTON