



## New Forest Aviation Group.

website: [www.nfagroup.tk](http://www.nfagroup.tk)

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### Newsletter No. 183, September 2013

#### 2013 TALKS

September 13th – “The Falklands War-a very personal view” by Dave Morgan, D.S.C.  
October 11th – “Hurricanes to Murmansk” by Air Cdre Philip Wilkinson, CVO, FRAeS, RAF (Rtd)  
November 8th – “The Supersonic Adventure” by Colin Hobbs  
**December – No meeting.**

The July talk was “Hunter One” by speaker Mike Phipp. The story starts with Spencer Flack, based at Elstree, who bought a Sea Fury during the 70's. His passion for aircraft led him to buy a Hunter in 1978, which needed renovation and was given the serial G-HUNT. Following the restoration, Stefan Karwowski flew the maiden flight of the restored Hunter out of Elstree – itself quite a feat given the available runway length – in 1980. Spencer Flack had an accident with his Sea Fury (he died tragically during a vintage car race in Australia on 23 Feb 2002) and decided to sell the Hunter which passed to Mike Carlton in September 1981. The aircraft was based at Biggin Hill with the Brencham Group (Mike's property company). In 1984 it moved to Hurn and formed the start of the Hunter One collection. Eric Hayward, a former Hawker engineer who had worked on Hunters, was employed to look after the aircraft. Mike Carlton could not fly the G-HUNT and he bought a Hunter T7 so that he could learn – this was reg G-BOOM.

In 1983 Eric was sent to Singapore where a Jet Provost was up for sale, he came back with two, G-JETP and G-PROV, so now the fleet was growing. In fairly short order a Meteor night fighter, Sea Hawk (G-JETH), and Vampires were added. Many needed work so Eric was busy refurbishing whilst at the same time maintaining the Hunter One fleet for their popular air displays. Mike Phipp showed many pictures of the heyday of Hunter One.



An example of an acquisition destined for refurb was the Sea Hawk (retired from the RN at Hurn c'67) which had been delivered by road with the intention to restore the airframe to flying condition and so become a part of the Hunter One collection for flying displays. Similarly a Sea Vixen was acquired and registered as G-VIXN.

The untimely and tragic death of Michael Carlton brought all the plans to an end and the whole collection, was offered for sale by auction at Hurn Airport by Christies on the 1st of October 1987.

Not all aircraft were sold and the remainder formed the core of the Jet Heritage collection – another story – the forerunner of Bournemouth Aviation Museum.