



New Forest Aviation Group.

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2016 TALKS

10th June – 'Nimrod MRA4' by Andrew Collins

8th July – 'Poole and It's Flying Boats' by Mike Phipp

August – No meeting

September 9th – 'Lawrence - Before and after Arabia' by Colin van Geffen

October 14th – 'Working on HM submarines' by Ray Jones

11th November - 'The Cowboy, the Revolutionary and the Novelist - three unsung aviation pioneers' by Graham Spiller

December – No meeting



Kim Sharman gave our May talk entitled 'A Day in the Life of an Airline Pilot', a different talk from the usual, being a literal description of the procedures that are followed leading up to a civilian flight, the flight and landing. This was interspersed with plenty of amusing anecdotes and his aviation life as follows is a story in itself.

From a youth who wondered where he was bound in life, Kim joined the Fleet Air Arm in 1965 and flew Sea Vixen fighters in the Royal Navy, serving for two operational tours on HMS Eagle.



After leaving the Royal Navy, Kim joined BOAC as a First Officer on the VC10. Whilst this was a good introduction to the world of civilian flying, it rapidly became apparent that the aircraft was noisy and thirsty and would be withdrawn from service and that his future would be best served elsewhere.

As a result, Kim joined Cathay Pacific Airways in 1977 and lived in Hong Kong for 21 years. He started as a First Officer on the 707 and worked

his way up the system, ending up as a 747 Captain - in which capacity he retired from flying in 1998 after 35 years.

He regularly flew into and out of the legendary Kai Tak Airport, which pokes out into Kowloon Bay. The approach to the airport was a real challenge and pilots could only achieve this after special training. His last flight into retirement was, by a happy coincidence, the last commercial flight out of Kai Tak Airport in Hong Kong, which shut down immediately after he was airborne.

The plane left at midnight local time. Hong Kong-based Dragon Air's Flight 841 from Chongqing, China, was the last to land some 15 minutes earlier. Thousands of people watched the last incoming planes as they made their customary dramatic descent to the old Kai Tak airport, swooping over rooftops to land.

A massive operation using 1,000 vehicles and fleets of barges and aircraft took place to move a huge amount of heavy equipment to the new site at Chek Lap Kok by road, rail and sea.

