



New Forest Aviation Group.

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Newsletter No. 182, July 2013

2013 TALKS

July 12th – “Hunter One” by Mike Phipp

August –No meeting,

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.

I was at work on Tuesday afternoon, the roller door to Goods In rolled right up, trying to get some cool air into the building, when I heard a powerful roaring noise. “That’s not the usual Ryanair or Easyjet 737 departing Bournemouth” I thought, and so I looked over towards the source of the noise and there banking over Christchurch was “Foxy Lady”, the DH Sea Vixen on it’s first flight since the undercarriage collapse at Hurn in April 2012. Then a few minutes later she flew from right to left across the industrial estate towards the Solent. At the controls was Lt Cdr Matt Whitfield, who is the latest pilot, having taken over from Simon Hargreaves. Both of these pilots are ex FAA Sea Harrier pilots, and Matt is currently the Head of Fixed Wing Flying, RNAS Yeovilton. There is a rumour of “Foxy Lady” departing Bournemouth Hurn at 14:30 on Saturday 13th and heading for Air Day at Yeovilton. Also the “Red Arrows” will be popping in and out of Bournemouth Hurn from Friday 12th until Monday 15th July so keep your eyes skywards this weekend!! If you get this newsletter by e-mail, I hoped you saw some of the action!



Our talk for June was entitled 'Out of control' by Mark Davenport, an air traffic controller. Opening with his early recollections of aviation interest he had attended an air show at Woodford airfield, home of the Avro aviation company, and was eager to see the much vaunted American F111. The aircraft had been announced yet it was nowhere to be seen – expectations grew for a sudden low level pass – but nothing. Meanwhile at Manchester airport airline pilots, not to mention airport staff – were a trifle alarmed at the sight of an F111 low level at high speed on the centre line of the runway. After trying various jobs Mark had seen an advert for air traffic controllers (pay was good) and much to his surprise was accepted and passed the course only to be posted to Farnborough.



Whilst this was the home of aviation it was well before the recent expansion so to him it seemed like a sleepy hollow only to be transformed during each air show. The contrast could not be greater – one day with a few flights by local military pilots to a multi national collection of pilots out to show off their aircraft. In 1988 the Russians were visiting for the public debut of the MiG 29 Fulcrum at Farnborough and attended the well rehearsed briefings but one complete air display was controlled by terms

such as 'hold at runway position' – grunt 'prepare for take off' – grunt etc. The whole display was performed like clockwork but the controller never received any positive feedback as to if any of the instructions were even understood.