



New Forest Aviation Group.

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Newsletter No. 201, June 2015

2015 TALKS

12th June 'Buccaneer' by John Myers

10th July tbd

August No Meeting

11th September 'Spitfire Mk26 - Build and Fly' by Martin Laking

9th October 'Portsmouth Aviation Aerocar' by Bob Wealthy

13th November tbd

December No Meeting



Photo © Andrew Brooks

For our May talk Clive Rustin gave his experiences as "55 Years of Flying Fun" which had started in the University Air Squadron on Chipmunks in 1952. As a National Service pilot he flew the DH Vampire TmK11 at Middleton St George progressing to the OCU at Pembrey to become operational in RAF Germany flying the DH Venoms. He then applied for a commission in the RAF and converted to the Hunter and whilst on 56 Squadron joined their four aircraft aerobatic team. Moving on to 111 Squadron he flew with the Black Arrows Hawker Hunter team which pioneered large formation aerobatics and flew in a 90 aircraft formation, 45 Hunters and 45 Javelins, at the SBAC display at Farnborough. A quantum leap in performance came with the English Electric Lightning especially as it was armed with the anti-aircraft missile Firestreak.



His career changed with a move to the Empire Test Pilots School (ETPS) at Farnborough and he completed the course in 1960. Clive flew a great selection of aircraft of all categories and learnt how to evaluate aircraft performance, stability and control and handling qualities, and to assess suitability for the intended operational role.

As a qualified test pilot, a move to the Royal Aircraft Establishment at Bedford gave Clive a choice of 14 aircraft, including 9 experimental types shared with only 3 other test pilots.

Amongst those he flew were the Handley Page

HP.115 slender 76.5 degree delta, the Avro 707C two-seat delta, the Short SB.5 with ground-adjustable wing sweep, the supersonic English Electric P.1 Lightning prototype, the BAC221 (a modified Fairey FD.2) and the FD2, the VTOL delta Short SC1 and the Hawker P1127 V/STOL prototype, XP831.

Experience in slow/short landing flying aircraft came with, in France, the Breguet 941 STOL transport with its heavily flapped wing immersed in the slipstream from the propellers, landing at 50 - 55 knots to stop in 100 metres. Also the Hunting-Percival 126 jet flap aircraft (now at RAF Cosford) which used 30% of the thrust for forward flight, 60% to the flap and 10% to the reaction controls and whilst it could fly at 60 knots when it was in a descent, you had to accelerate to land as did the HP.115 which could be flown down to 35 knots. In the USA Clive flew and assessed a B-25 simulating the HP.115 and in Canada a Bell helicopter simulating the SC.1. He also 'flew' the Project Apollo Lunar landing and docking simulators. In Sweden he flew the SAAB Draaken and Viggen.

