



New Forest Aviation Group.

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2016 TALKS

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

December – No meeting

2017 TALKS

January 13th - 'Whittle and the Jet Engine' by Stephen Robson

February 10th - "Flying and Displaying Vintage Jet Aircraft." by Rod Dean

March 10th - 'The Wessex Aircraft Industry' by Mike Phipp - preceded by AGM

April 7th - Half a century of military flying - Bernie Scott

May 12th - 'Fleet Air Arm Sea Vixen pilot' by Kim Sharman

For our October talk Ray Jones gave us an insight into working on HM Submarines. Although not serving in the RN, but as an employee of Thorn EMI Electronics, his work took him on board for installation and testing of various items of equipment whether ashore or for sea trials.

He opened by explaining that the submariner's crest of two dolphins may only be worn by those who have undergone, and passed, the strict training regime needed to operate in the submarine environment. Further traditions are that the hat band only shows HM Submarines as an insignia of the Silent Service. A submarine is called a boat which is the term given to submarines arising from the early days when they were carried on deck along with the other ships boats.



For non-submariners at sea it was important to get on with the crew, to respect the customs and Ray had the responsibility of making sure his team would fit in with the crew and be able to react correctly to any emergency. Because they had an important job to do they would be tolerated at worst as a bothersome necessity, or, if they struck a good accord, as a shipmate.

We were taken through the elements of a submarine via the inside of HMS Alliance, the submarine museum at Gosport, and in particular the diminutive living quarters of a diesel powered WW2 boat, with some crew sleeping on a "hot bunk" sharing with a shipmate on a different watch. Post war, similar diesel Porpoise class operated, succeeded by Oberon class boats which served until 2000.

Nuclear powered boats started with the one off HMS Dreadnought which was in effect a trial of the new power system using a USA power train and commissioned in 1963. Two Valiant class nuclear submarines which were laid down at the Vickers yard were commissioned in 1966 and used a British power system. Nuclear propulsion meant that the only operational limiting factors were the endurance of the crew and their supplies. These boats were anti-submarine craft known as hunter killers but the RN then took on the nuclear deterrent with the four Resolution class Polaris submarines from 1967. Three Churchill class in the early '70s were improved Valiant class and served for 20 years to be reinforced and succeeded by six Swiftsure class then seven Trafalgar class from early '80s being replaced by seven Astute class currently in build and in service.

