



New Forest Aviation Group.

website: www.nfag.info

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2014 TALKS

10th January 2014 - 'Enigma and its coding' by Alan Watson
14th February 2014 'Aerial Surveillance - Part 2' by Phil Nelson
14th March 2014 - AGM and 'The UK Nuclear Test Programme' by Tom Kelly
11th April "Flying with the Red Arrows" by John Myers

December – No meeting

The AGM will be held at our March meeting. Please submit any suggestions, committee nominations or agenda items by or at the February meeting or to a committee member at any time. Committee members are needed. Please note the change to the NFAG website address, which is now www.nfag.info

GEORGE BARKER & BOB GEORGE

It is a sad fact of life that it is only when someone passes on that interesting facts about their lives are discovered. Bob George died on 9th November 2013 aged 92 the day after NFAG's last meeting in 2013 but he had not attended meetings for some time. Bob joined the RAF as a pilot in March 1941 and after training in the USA served with 616(South Yorkshire)Sqn flying Spitfires. Shortly after D-Day he converted to Meteors and flew against the V1 flying bombs. He had a worldwide reputation for his study of fleas (not as a result of RAF bedding he assured me) publishing a treatise 'The Atlas of the Fleas of Britain and Ireland' in 2008. His interest had started in 1949 when he discovered two species previously unknown in UK. The Telegraph dated 24 Nov 13 carries the obituary which makes interesting reading and can be read on line by searching for 'Bob George Telegraph'.

George Barker died in a car crash on 02 Dec 13 whilst driving near Launceston en route to a holiday. He was a strong member of our group and served us for years as our web master having taught himself how to make websites in his '80s. At our June 2010 meeting, at the tender age of 92, we had a glimpse of his RAF life when in our members anecdotes evening he told us how he had escaped from France just before Dunkirk He had moved his team to Le Havre, strafed by Stukas on the way, but reached England with men and equipment. He had been a lifelong musician and was secretary as well as web master for the Bournemouth Philharmonic Orchestra for which he played Viola. The Bournemouth Echo ran two articles which may be seen on line.



NOVEMBER TALK

Colin Hobbs gave us our November talk with the topic of Supersonics covering from World War 2 to the current day supersonic man. The search for speed during WW2 brought fighter aircraft to the edge of supersonic flight. Occasionally, in a dive, aircraft had breached the area of compressibility, a feature of high subsonic and supersonic flight, and lost control. Consider the waves from a ship, typically there is a bow wave and a stern wave. These are similar in principle to the shock wave from an aircraft, which gives the double boom associated with an aircraft breaking the sound barrier, known as Mach 1, at approximately 762mph (662knots) at ground level. Another feature is that as the shock wave moves over the control surfaces, the controls can become reversed. This happens on torsionally weak wings such as the Spitfire – also there is a loss of elevator control, which can only be overcome effectively by using an all flying tail plane – ie no separate elevator.



Concorde G-BOAF



Fairey FD2 WG774

Pre-war research in Germany had shown up some of the issues, particularly the need to have a swept wing that would stay inside the shock wave.