



New Forest Aviation Group.

website: www.nfag.info

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Additional Committee: Phillip Arnold, Fred Hambly, Monty Ward,

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2014 TALKS

12th September 'Early Testing of the F-35B – Lightning II' by Graham Tomlinson, former BAe Test Pilot
10th October 'The Ordnance Survey Flying Unit' by Paul Marshall
14th November 'Palmar – Bournemouth Airline' by Mike Phipp
December – No meeting

2015 TALKS

9th January 'Britain's Last Airliner – the BAe 146' by Steve Robson
13th February 'London's Second Airport – Blackbushe' by Dave Ruffle



FRED HAMBLY



Photo © New Forest Remembers project

Sadly we report the passing of Fred Hambly on 6th of August following his brave battle with serious illness. Fred joined the New Forest Aviation Group not long after it was established in September 1992. He had been the Speakers Secretary for many years and finally was the Group's Secretary. He had been a Committee member for longer than most and was a stalwart of the Group, always happy to jump in and help out when needed. Fred was Ex-RAF and Aerospace Industry. When he retired from BAe Filton in 1988 he was an Executive Senior Design Engineer having worked on most of the Company projects like Concorde and Airbus. Fred's infectious enthusiasm for all things aeronautical and gentle sense of humour made it always a pleasure to converse with him. He was a true gentleman and will be greatly missed by all of us. We will not see his like again. Our thoughts and sympathy are for his family at this sad time. Senior members of the Group attended Fred's Funeral on Friday 22nd of August at St Nicholas Church Brockenhurst.

John Thompson, a Founder Member and Former Chairman.

The New Forest Remembers project was a vast scheme substantially funded by the Heritage Lottery Fund to record the history of the new Forest in connection primarily with WW2 activities. Part of this was to record people's memories in the form of Oral Histories. The web site can be accessed at www.newforestww2.org, there is also a link on our website, and if 'oral histories' is entered into the search box a number of flags come up on the map of the new Forest. Several appear over the site of Beaulieu airfield and by looking at these in turn may be seen one entitled 'Memories of Early Helicopter Testing', by one Fred C Hambly recorded in August last year. There are several sound recordings and a transcript can be downloaded.

In July our speaker did not arrive, so a bit of improvisation occurred in the form of short videos and power point slides. We were introduced to Clara Adams who was the first female paying passenger on the Graf Zeppelin, Hindenburg and previously on the Dornier DO-X. She was the wealthy widow of George Adams who had been president of a group of tanning companies. However she had been born into a German family, in the USA, but was related to General Paul von Hindenburg who wrote Clara a letter of introduction to Hugo Eckener the famous pioneer of Zeppelin flights. A quiz that had been used at another aviation society followed and as answers to the multiple choice questions were spoken rather than written down furtively on team sheets, there was quite a bit of discussion on the more random questions. Two of the easier ones were what was the middle name of RJ Mitchell and what type of engines were in the Sea Vixen. Some required calculated guesses as in how many Merlin engines were made and when was Whittle's engine first run (164,000 and 12Apr1937). Aircraft identity did not pose a problem as it included partial shots of TSR2, VC10 and Viking at Weybridge. With aircraft types of Cri-Cri, Currie Wot and Boeing XB51, the configuration questions (monoplane/biplane, 1,2,3 engines) quietened down the audience. The 3 engined XB51 was in the bomber competition that the Canberra won resulting in licence built aircraft by Martin aircraft designated B57 and RB57 for reconnaissance variants. The quiz finished with questions on Concorde including where did the first flight take place and after much discussion regarding where the droop noses were made, the consensus was incorrect by not identifying Bournemouth and Weybridge as the right choice.