



New Forest Aviation Group.

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2015 TALKS

13th February 'London's Second Airport – Blackbushe' by Dave Ruffle
13th March AGM followed by 'Hampshire and Isle of Wight Air Ambulance' by Ian Jeffery
10th April '100 years of Air Accident Investigation' by Peter Coombs
8th May '55 years of Flying Fun' by Clive Rustin
12th June 'Buccaneer' by John Myers
10th July 'Air to Air Refuelling in the South Atlantic War' Includes the Vulcan Raid on the Falklands' - by Barry Neal
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

Our first talk for 2015 was by Stephen Robson about the British Aerospace 146 and its derivatives. The aircraft had an elongated development phase due to the changes of organisations and politics of the late 60s and early 70s. The aircraft started as a deHavilland design in 1959 designated DH123 to be a Dakota replacement as a twin turboprop T tail configuration. However, there were several aircraft in the field such as the Fokker F27, HP Herald and HS 748 and the design evolved into the DH126 as a rear twinjet with T tail by 1961. Major changes in the aircraft industry resulted in deHavilland becoming part of the Hawker Siddeley Group. The aircraft now became HS136 as a hybrid using the front fuselage of an HS748 to reduce costs. By 1969 the designation had become HS144 as a low wing twinjet with T tail using the new RR Trent engines of 9600lbs thrust each. In 1970 – the bankruptcy of Rolls-Royce resulted in the cancellation of the Trent engine. The only other engine available was the Avco Lycoming 502 of 6,700lbs thrust. By 1972 the configuration resulted in the HS146 as a high wing, four engine T- tail. In 1973 the Heath government agreed to 50/50 funding with the Hawker Siddeley Group and all seemed set but then the Labour party gained power against a background of rising oil prices and inflation. In 1974 the HSG announced cessation of the project. The Labour government wanted to nationalise the industry and needed a project and so enabled low level funding to keep the project alive. Following nationalisation in 1978 the project was announced to go ahead as the British Aerospace 146. The target area was replacement of turbo props and the ageing small jet airliners. To achieve this the aircraft had excellent field performance. The 4 engines gave more power than the twin-engine concept and more importantly were high bypass ratio engines giving a very low noise footprint – increasingly important in the environment conscious USA market.



The wing was very 'clean' with the engines on pylons enabling large and long flaps without the need for leading edge slats with the benefit of minimal pitch change avoiding the complication of a moving tailplane. The addition of tail-mounted speed brakes further aided short field performance.