



New Forest Aviation Group.

website: www.nfag.info

Chairman:
Vice Chairman:
Hon. Treasurer:
Hon. Secretary:

Steve Robson
Chris Gilbert-Norton
Roy Arnold
Mike Collo

6, Blackdown Close, Dibden Purlieu, Southampton, SO45 5QS Tel: 02380 840139 / 07830 222872

E-mail: m.collo@btinternet.com

Speaker Secretary:

Steve Robson Tel: 01202 300763

E-mail: stephen.robson10@btopenworld.com

Additional Committee:

Phillip Arnold, Monty Ward.

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2015 TALKS

11th September 'Spitfire Mk26 - Build and Fly' by Martin Laking
9th October 'Portsmouth Aviation Aerocar' by Bob Wealthy
13th November 'The Canberra' by Phil Nelson
December No Meeting

2016 TALKS

8th January 'Battle of Britain - 1935' by Stephen Robson,
12th Feb – TBD,
11th March AGM then 'Sopwith Bat Boat' by Bob Wealthy,
8th April 'Flying & Displaying Vintage Aircraft' by Rod Dean



Our July talk entitled "Air to Air Refuelling in the South Atlantic War including the Vulcan Bombing Raid on the Falklands" was by Barry Neal who joined the RAF as an Engineering Apprentice in 1963 and was commissioned as a pilot in 1968. Barry's flying career has been in Air-to-Air Refuelling (AAR) having flown Victor K1 and K2 tankers, and VC10 aircraft in both the AAR and Air Transport roles and he became an AAR instructor on Victor tankers. Two exchange tours (*greedy*) with the USAF saw him flying the KC135 tanker as an Instructor Pilot and later whilst at HQ Eighth Air Force he also flew the KC10.

Videos of AAR operations were used to show the problems and hazards that were part of day to day work with both small fast jets and larger aircraft such as Hercules. Accurate flying was the key to successful 'contact' and lack of requisite care could involve a broken probe or even inversion of a smaller aircraft in wake vortices. Barry described the method of approach and the communication via a simple 'traffic light' system to keep the receiving aircraft informed of progress.

In the early days of the Falkland Island conflict Victors were sent to Wideawake Airbase on Ascension Island in the South Atlantic to provide a Maritime Radar Reconnaissance role to scan for and to identify shipping in the Falkland Island and South Georgia



areas. Ironically the Vulcan had previously filled this role but was taken out of service shortly before the FI crisis. Hasty fitment into a spare seat of twin INS equipments gave the Victors an up to date and highly accurate navigation capability.

A different role was to come shortly when two Vulcans arrived with a mission, called Black Buck, to bomb Port Stanley airfield. Having been designed for a European Cold War role the Vulcan would need to be refuelled multiple times to make the 6,800 mile round trip. Barry and his colleagues worked out a refuelling plan but calculated that 11 Victors would need to be involved because Victors themselves would need to be refuelled to reach the final refuel point.