



New Forest Aviation Group.

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2016 TALKS

13th May - 'Flying the 747' by Kim Sharman

10th June – TBC

8th July – 'Poole and It's Flying Boats' by Mike Phipp

August – No meeting

September 9th – 'Lawrence - Before and after Arabia' by Colin van Geffen

October 14th – 'Working on HM submarines' by Ray Jones

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

December – No meeting



Our April talk was by Rod Dean, an accomplished display pilot of piston engined warplane classics not to mention an RAF flying career and jet aircraft display pilot. His display career started whilst at RAF Chivenor when he became the Strike Command Hawker Hunter display pilot in 1972 and flew 50 displays in two seasons also winning the first WD & HO Wills Solo Jet Display Trophy whilst at the North Weald Air Tattoo (a historic RAF station where your writer experienced his first, and only, flight in an Islander in 1968).

Shortly after leaving the RAF he was asked to try a Stearman for size and despite thundering through the skies at a mere 90mph Rod was hooked with a new opportunity to pursue more flying, and to get paid for enjoying himself. Word soon got around that a new display pilot was available and the next two years saw an accumulation of many displays in different types. One of the more unusual was a 50% scale FW 190 which proved something of a challenge at times but an Me108 (precursor to the more famous Me109) was more docile. The big pistons came along then with the request to fly a Mustang, no pressure then flying a \$750,000 aircraft without any hull insurance policy. The Mustang provided a reliable mount for 6 years and once, when asked to hold awaiting an approach to an airport, he found an unsuspecting Hawk in the same area who was 'bounced' by this classic war bird. Rod related the ensuing dog fight which lasted about 15 minutes providing much tuition to the accompanying student pilot who had been told to keep clear of the 'combat' area.



After the Mustang contract expired Doug Arnold asked Rod to fly his Mustang and Rod said it was different in many ways albeit the same thoroughbred. This led on to the Spitfire – but without the luxury of a trainer it was a briefing at Headcorn and off you go. A Wildcat (1,200hp) was the next experience followed by a Bearcat (2,200 hp) which gave a whole new meaning for power to weight ratio. Rod then continued a list of WW2 classics such as the Corsair, the cranked wing fighter, Hurricane, Skyraider and then a series of Spitfires; a Mk9 in which he had to get to Kamenz to the east of Dresden in the east of Germany ending up night flying with no nav aids apart from a railway line with a follow up night landing; a Mk14 with Griffon engine but with a compromised CofG due to

a fuel tank aft of the pilot; a Mk18 with bubble canopy and a Mk12, the Seafire variant. Rod continued his talk with an appreciation of the Harvard, a mere 600hp needing careful energy control and the even lower 500hp Piston Provost.

Throughout his talk Rod kept our attention with his experiences mixed with humour and no doubt a talk with his jet experiences will shortly be in our programme.