



## New Forest Aviation Group.

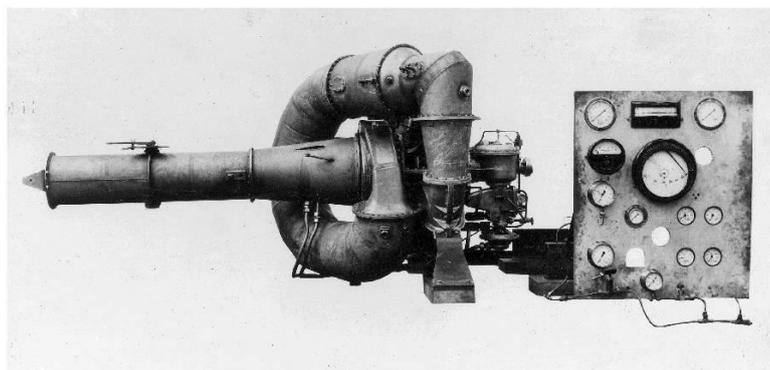
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### Newsletter No. 217, February 2017

#### 2017 TALKS

February 10<sup>th</sup> - "Flying and Displaying Vintage Jet Aircraft." by Rod Dean  
March 10<sup>th</sup> AGM (short) - followed by "Charles Rolls and Britain's First International Aviation Meeting"  
April 7<sup>th</sup> - Half a century of military flying - Bernie Scott  
May 12<sup>th</sup> - 'Fleet Air Arm Sea Vixen pilot' by Kim Sharman  
June 9<sup>th</sup> - 'The Wessex Aircraft Industry' by Mike Phipp  
July 14<sup>th</sup> - 'Test Flying' by Rod Sears  
August - no meeting  
September 8<sup>th</sup> - tbd  
October 13<sup>th</sup> - Concorde by Mike Marsden  
November 10<sup>th</sup> - 'My life as an RAF Transport Pilot' by Derek Oldham  
December - No meeting



Test Assembly of First Model Experimental engine.

Our first talk for 2017 was 'Sir Frank Whittle and the Jet engine' by Stephen Robson. Born 01 June 1907 Whittle had a toy aircraft at age 4 and at age of 10 was earning pocket money at his father's factory, which was making exhaust valves for aero engines. His early ambitions to better himself and to fly saw him join the RAF (at the third attempt) and enter the harsh life at RAF Cranwell under Trenchard's Apprentice scheme. His ability and drive resulted in a sixth place after the 3 year course but only the top 5 were destined to go on to become pilots. Fortunately, one of those failed the medical and now Whittle had achieved his aims and getting to grips with

social status he tackled the 2 year course and excelled as a pilot. His final term thesis was titled 'Future Developments in Aircraft Design', which suggested flight of 500mph at 40,000ft, both double the prevailing capabilities. He also identified the need for a new form of propulsion and at that time there had been ideas of 'jet' aircraft albeit using a piston engine to drive a fan with supplementary burning and exhausted via a nozzle and, unbeknownst to Whittle, patented in 1917.

After two years as a fighter pilot on 111Sqn he progressed to the Central Flying School to train as an instructor and whilst there he had his 'light bulb' moment. This was to connect a turbine in the gas stream to drive the compressor to provide the air. With the help of an RAF friend Whittle lodged a patent in 1930 after the Air Ministry had shown no interest. Meanwhile Whittle continued his crazy flying which earned him and a friend a slot at the Hendon air show in 1930. A tour at Felixstowe followed, which was home to the Marine Experimental establishment where he tested catapult launches and also was instructed to 'ditch' an aircraft in the sea to find out how it behaved. His next tour was the engineering course at Henlow where Whittle's abilities earned him a place at Cambridge in 1934 to study the Mechanical Science Tripos. With encouragement from former RAF friends Power Jets Ltd was set up in January 1936 with a four party agreement - the

