



BOSCOMBE DOWN AVIATION COLLECTION

PRESENTATION PROGRAMME 2026

All presentations start at 1900 hrs.

Hangar 1 South, Old Sarum Airfield, Salisbury. Wiltshire SP4 6DZ.

Tel: 01722 323636 www.boscombedownaviationcollection.co.uk

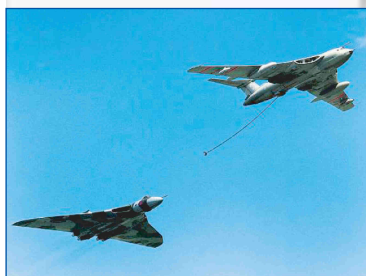
Three of these presentations will be given online as indicated in the presentation titles. The remaining presentations will be delivered in the Conference Room. All will be recorded with recordings available about a week later.

For details and further information email talks@btinternet.com www.boscombedownaviationcollection.co.uk

NOTES

Prices: For the live talks at the museum there is an entry fee of £5 which includes tea/coffee and biscuits and free entry to the museum at that time, there is no need to book. Gold members are free and Silver members pay £2.50. There are no charges for online or recorded talks, the BDAC relies on donations (via website)

Two weeks before a presentation a flyer advertising the talk will be sent out to members and those known to the BDAC. A further reminder will be sent out just before and in the case of online talks this will include a link. To register an interest in the talks go to the BDAC website - Contacts - News Letter - Sign up.



20th January (online) **Operation Black Buck**

Barry (Baz) Hamblin, public speaker

After serving 25 years as a navigator in the RAF, Barry ran a training company for airline pilots for the next 25 years. However, during this time he developed a penchant for public speaking. Operation Black Buck concerned the Vulcan bomber raids in the Falklands conflict. Baz was posted from a Victor tanker squadron to the team responsible for planning tanker operations on the very day the Falkland Islands were invaded. He will describe the preparation of the air-to air refuelling plan and tell what really happened - it didn't go smoothly.



10th February (online) **Return to the Dams**

Caroline Stewart

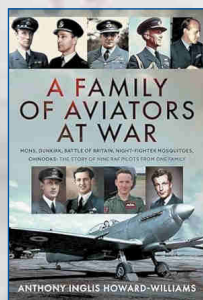
From visiting the sites of the attacks on the dams in the Ruhr and Eder valleys, through eyewitness interviews, to new mathematical and simulation analysis, we review the established story of this oft discussed mission. We hope to shed new light on some of the details that have either escaped or confused historians since then. Looking at weapon release profiles and flight paths, we will hopefully gain a new, even deeper, respect for the crews during the raids, and a greater understanding of what happened on the ground in the aftermath of Operation Chastise.



10th March **RAF Aerobatic Teams**

Sqn Ldr (rtd) John Sharpe MBE MRAeS/Gp Capt (rtd) Ron Burrows AFC FRAeS /John Weller

This talk is downsized from the one originally planned for the 2024 Theme Day. It will cover the origins of and the need for formation flying. The Hendon Air Pageants, which later became Air Days, between the wars will then be described; after the war these were replaced by Battle of Britain Days. The post-war proliferation of aerobatic teams from the training schools and squadrons will be covered leading to the creation of a national team. The whole presentation will be illustrated with some excellent pictures and videos including one taken from inside a formation aerobatic display.



14th April **The Extraordinary Life of Air Cdre E.L. Howard-Williams**

Anthony Inglis ARCM, Music Director: London Concert Orchestra

Anthony tells the story of his grandfather, including his falling out of an aircraft without a parachute and surviving, from flying The Somme, Ypres and Passchendaele, through engineering courses at 3 universities inter-war, battling to bring to fruition his idea of the University Air Squadrons, and becoming the first person to fly east to west (and back again) across Africa, to his appointment as number two to Dowding at Bentley Priory in 1939 with subsequent postings to Halton and Blackpool. There are scandals, murders and intrigue in the family as he battled to try and persuade others of his vision of war.



13th May (Wednesday) **Waterbird**

Andrew Cranfield, Aeronautical Engineer and pilot

Waterbird was the first aircraft in the UK to make a successful flight from water when she took off and landed on Lake Windermere on 25 November 1911. It was operated from Hill of Oaks, which later became the RN's first Naval Air Station. Waterbird was sadly written off in March 1912, when her hangar collapsed during a storm. Andrew, a renowned aviation specialist and an innovator of human powered flight, was involved in the trials and tribulations of getting the Waterbird replica to achieve flight on Lake Windermere on 13 June 2022.



9th June **Aerial Surveillance Part 2**

Phil Nelson, ex pilot, military and civilian

Phil was an RAF pilot flying Canberra, Victor and Vulcan and, as an instructor, the Chipmunk and Bulldog. As a civilian he became a Flight Training Captain at the College of Air Training at Hamble where he trained ab initio pilots for British Airways. He continued training pilots with minimum licences and ex-military pilots onto B737s. His flying had included surveillance for Police and Special Forces. Following on from his first talk on the control of fishing in UK waters, he will describe the work with HM Customs and Excise, Coastguard, Naval intelligence, Home Office, Marine environment and control of dredging and dumping.



14th July **Pegasus Bridge using words of Glider Pilots**

Brig (rtd) Richard Folkes OBE FRAeS ex Head of Army Aviation

This is the story of two of the men who carried out the famous Coup de Main operation to seize the bridges in Normandy over the Caen Canal and the River Orne in the opening hours of 6 June 1944. Each with very different roles, Major John Howard DSO of the Oxfordshire and Buckinghamshire Light Infantry and Staff Sergeant Geoff Barkway DFM of the Glider Pilot Regiment landed at Pegasus Bridge within minutes of each other - but what brought them together that night and what of their later lives? Using archive footage and personal family recollections, hear their compelling, personal stories of the impact of war.



8th September **Navy Aerobatic Teams**

Jerry Granger-Holcombe - Fleet Air Arm observer in Sea Vixens and Phantoms

The Navy's approach to aerobatic teams is more relaxed and Jerry's presentation shows the more human approach with pictures from the archives of members of the team and their 'back-ups'. The teams from as early as 1948 were squadron orientated and were always required to remain operational. The presentation finally describes a civilian piloted team which provided the RN with 'red forces' aggression. The presentation will include live interrupts from members of one of the teams. Jerry left the Navy in 1994 but has remained in contact with Naval colleagues even after spending 25 years in Australia.



27th October **Army Aerobatic Teams**

Maj (rtd) George Bacon MBE TD, airshow regulator

George, well known Airshow commentator, past Manager of both the Blue Eagles and also founder of the Army Historic Flight Charitable Trust, presents this subject as a display pilot on the team and an AAC Displays Manager, Commentator and CAA/MAA Flying Display Director. In 1968 the Blue Eagles performed at the Farnborough Airshow - 5 Sioux flown by Instructors from the Army Aviation School. Their success resulted in official recognition until 1974 when the AAC could no longer support them. Since this time the teams have performed on a voluntary basis flying Skeeters, Scouts, Gazelles, Lynx and Historic Fixed Wing.



10th November **Three Quarters of the Circle**

Dave Linney AFC, Director Middlezoy Aerodrome

After a short career in the RAF flying the early version of the Harrier, Dave retired at 38 and joined FRADU at RNAS Yeovilton in 1985. For 10 years flew Hunters, Canberras and Hawks. In 1995 he moved to Bournemouth, still with Flight Refuelling Ltd, to fly the Dassault Falcon 20 working with the RN and RAF. He retired from professional aviation in 2007 and continued flying light aircraft including his Replica SE5A enjoying 15 years with the Great War Display Team from 2008 until 2024. He now runs a small airfield called Middlezoy Aerodrome on part of the old RAF Westonzoyland airfield in Somerset.

8th December (online) **Unfit to Fly?**

Hugh Thompson, civil pilot

Hugh has achieved and enjoyed a varied aviation career as a civilian pilot despite a medical condition which threatened to curtail his flying before it had even begun. The theme of the talk is one of determination to succeed against the odds, overcoming several periods of redundancy. Basically, to succeed, requires effort and hard study. There is also a flight safety element as Hugh reveals some remarkably lucky escapes which he hopes will help to prevent similar incidents happening to other pilots. After 57 years of flying he finally grounded himself, mainly due to the ever increasing cost of private flying, in late 2025.

