



The Old Fliers Group

Attached to the Royal Aero Club of WA (Inc).

Coordinator: Brian John, Ph 9883 8001

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Last Meeting

Mini Speaker

The August meeting opened with Peter Yates giving a most interesting talk on the North American P51D Mustang owned by Bill Wyllie. Unlike most Mustangs on the Australian register, this one was not built by CAC at Fisherman's Bend, it came from America and therefore has some minor differences to the Australian models.

He opened with a brief history where we learned that North American Aviation offered to produce a fighter aircraft for inspection in 120 days – and so the Mustang was born. Its initial performance was limited when fitted with the Allison engine, but it improved markedly when exchanged for the Rolls Royce Merlin engine.

Peter then explained some technical details relating to the engine management and the pre-start checks and followed with the engine start procedures. We also learned why the engine runs rough for a few moments after getting going.

His then described the techniques for taxiing, takeoff and landing, and the performance in the air. As he painted a vivid picture of each stage of the flight Peter's experiences as a RAAF instructor and senior pilot with Cathay Pacific showed through.

The session finished with questions and comments from his audience, some of whom were *Old Mustang Pilots*.



Peter Yates and Brian Floyd

Main Speaker

The main speaker of the day was Brian Floyd who told us of his experiences as a pilot based at Kai Tak. Brian arrived in Hong Kong in the days before nav aids the long runway that poked out into the bay. His initial operations were on the shorter strip tucked up against the hills, but he also made reference to the previous all-over field and the one-way cross-strip that were in existence on his arrival.

Brian explained how approaches and departures were carried out via a large hand-drawn map that he had

produced. It gave the location of the all over field, the old strips, the new runway, the hazards and the nav aids.

A show of hands indicated that over half of his audience had landed on the Kai Tak runway, 13 – 31, either as pilots or passengers. The approach to 13 was the one that passed the red and white "checkerboard" on the hill face, the myriad of red lights and the one that allowed you to see into the houses and factories. It was the one where the aircraft made a 45° turn on final approach and passed over road traffic at about 200 feet on short final.

We also learned that the ILS and VASI had to be given new names because they were installed at such odd angles to the normal. Later, a curved chain of high-intensity lights were used to assist the pilot in the latter part of the turn onto the runway alignment.

The day finished with both Brian Floyd and Peter Yates on their feet, answering questions and relating some unusual experiences while they flew as Captain and First Officer.

Thank you Brian and Peter for a most interesting and, at times, a very light-hearted, session.

European Tour

Tony Munday has room for a few more people on his tour to Hong Kong, England and Europe. Planned for May 2006, with numbers limited to 10-16, it includes a wealth of notable tourist attractions. It sounds exciting. See last month's bulletin for details. You may contact Tony on Tel; 9386 3902 or Email: lunarian@cygnus.uwa.edu.au.

Good News Travels

We received a letter from Owen Foster who lives in Christchurch, New Zealand. He heard of our group and is to attend our next meeting while he is on holiday in Perth.

This Month

This month's *main speaker* is Stan Watt who was a Kittyhawk pilot in North Africa and Italy and who, after finishing his tour of duty, spent the latter part of the war engaged in Forward Air Control with the NZ forces.

Our *mini speaker* is John Chesbrough who has had a wide aviation exposure both overseas and locally.

Future Meetings

Dates of future meetings. Mark them in your diary:

Friday, September 30th

Friday, October 28th

Friday, November 25th

Hope to see you there.

Brian Hernan

PS. STOP PRESS – See Attachment