



## The Old Fliers Group

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

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### Bulletin Sheet No 25, June 2006

#### Next Meeting

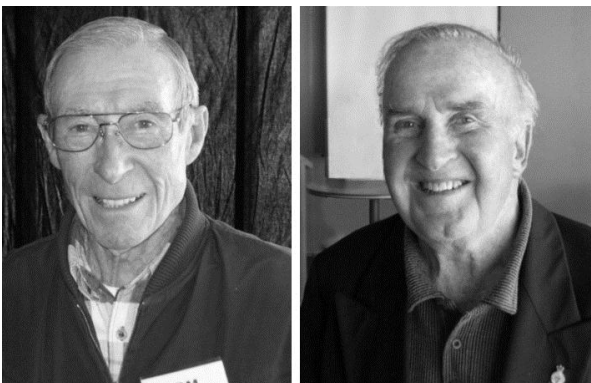
**Friday 30<sup>th</sup> June 2006**

Contrary to the discussion at the end of the last meeting – the next meeting will be held on the **last day of the month** – Friday 30<sup>th</sup> June. If you turn up on the 23<sup>rd</sup> you may well be on your own!

#### Catalinas and Lancasters

Last month we had two great speakers who covered a wide range of operations in WWII. Tom Krieg told us of days as a crew-member and radar operator in Catalinas operating out of northern ports in Australia to as far north as the Philippines and Hong Kong to mine enemy harbours. Some of the missions involved refuelling from a supply ship in the mid-ocean so that they could reach their target. A number of their missions lasted up to 21 hours!

Our main speaker, Pat Dwyer, talk of his early training, but concentrated on a selection of flights during his tour of 30 missions over enemy territory in Lancasters. Coincidentally, he too trained as a radar operator. It was a very frank talk that covered the deadly serious nature of their missions over enemy territory. On a lighter note, Pat included some humorous events and reminded us, “what can go wrong usually does.” By the time he finished, his audience realised that he was extremely lucky to still be amongst us.



Tom Krieg and Pat Dwyer

Interestingly, both men are still involved in aviation, Tom has built his own beautiful aeroplane and donates a great deal of time to the movement at the Serpentine airfield. Pat donates his time as a Lancaster guide at the Aviation Heritage Museum at Bullcreek.

The Lancaster on display at the museum bears the markings of 463 Squadron (RAAF) and is a veteran of 93 raids over Europe. It is one of only two on display in Australia and is regarded as the only one that is “complete.”

Fred Robins moved a vote of well-deserved thanks to both speakers for their sterling efforts. Earlier in proceedings Fred read one of his delightful poems. Angled at *The Old Fliers Group*, it was well-received and for those who could not make the meeting the copy is attached.

#### Vale Dave Gibson

It is with sadness that we report the passing of Dave Gibson, author of the recently-published *Flight Times*, it tells of his flying experiences in local and overseas companies. Profits from sales of the book go to the Cancer Foundation. Dave had recently attended a number of our meetings.

#### This Month's Speakers

Most of the members of the *Grand European Tour* are back in Perth and Brian John will be our Mini-Speaker at the coming meeting. He will give us 10 minutes on interesting aspects of the tour.

The Main Speaker, Neil Hayman, will talk on his experiences and observations in over thirty years in aviation. His log book entries include light aircraft, light twins, DC3s, F28s, etc. He spent a number of years training Boeing 707 and 747 pilots.

Come along at noon on the **Friday June 30<sup>th</sup>** to hear our speakers and have a convivial lunch with tea or coffee for the modest sum of \$11.50.

Hope to see you there.

Brian Hernan

PTO for more.

The first of the two following poems was presented by Fred Robins at the last meeting. The second was written by John Bailey, strangely, on the same subject, and more strangely, most of us can see an element of truth in both.

### **THE OLD FLYERS GROUP**

*By Fred Robins.*

We're a very mixed lot in the Old Flyers Group,  
Many still fly,- some even loop the loop.  
There are many Old Pilots with thousands of hours,  
And others, like me, who are like faded flowers.

But we're still "Old Flyers" -  
Most are still flyin' -  
There are Tom, Dick, and Harry,  
And several named Brian!

And there are many old 'has beens' ' like me.  
I haven't flown a plane since I was twenty three!  
I'm often called 'Young Fred' - although I'm eighty-five.  
Used to fly Catalinas, - and happy to be alive.

Many of our Members were Aircrews, who flew in World  
War II,  
And just like the pilots, they had a job to do.  
Some were Navigators, others handled radio or guns,  
While flying in big bombers, on very intrepid runs -  
Over targets with searchlights, and heavy ack ack.  
Where, if you were lucky, you might have got back!

So; we all meet together the last Friday of each month,  
For common-interest, fellowship, and lunch.  
The Aero Club's the venue, fish and chips is on the menu,  
Or, if you would prefer it, there is soup.  
And we enjoy the company, while tossing down a drink,  
Of the Members of the Old Flyers Group.

### **OLD FLYERS.**

*John C. Bailey 31 May 2006*

His undercart is wobbly  
And his paintwork chipped and cracked.  
There's a backfire from his motor,  
And it rumbles! That's a fact!

He taxys somewhat slower,  
But he knows his cockpit drill,  
And he's sure that his fuel tanks  
Have had a top-up fill.

But he's slow to reach full throttle,  
And his climb-out's rather slow-  
He's away, and flying smoothly  
As it falls away below.

Now his ailerons are drooping  
And his rudder trim is slack,  
But the aerofoil is steady  
At the angle of attack!

He dreams of doing aeros  
As he did in former days,  
But high G's are now forbidden,  
If's what the doctor says.

Now it seems the light is fading-  
Time for heading back to town,  
So he comes in for a landing  
And he smoothly touches down.

There're sure to be some "lineshoots"  
Though never yet a lie!  
That day they'll all assemble  
At that Airport in the sky.

*The editor challenges the above poets and all other members to produce a Limerick or two on aviation.*