The Old Fliers' Group
Attached to the Royal Aero Club of WA (Inc).

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Fiftieth OFG Meeting

Just over 100 members attended the 50th meeting of the Old Fliers' Group last month. It was an important milestone in the life of our unique organisation that recalls and records important aviation events. Happily, new faces are arriving at each meeting so the future of the group appears to be secure.

Bad News

Once the formalities were dispensed with, the August meeting opened with a report from Ken Pittman who informed us that the workshop at the AFA Museum at Bullcreek is to close in a few weeks. In the near future, the workshop building it is to be demolished to make way for a new block of accommodation units. The news came as a complete shock to the thirty or so volunteers who donate their time to the restoration of aircraft and equipment donated to the museum. The result is that a large amount of restoration equipment will need to find a new home – or be sold off.

By the end of the meeting Ken had been promised the use of two sea containers as temporary storage.

Oshkosh Report

Your editor reported on the *Air Venture 2008* air show at Oshkosh in Wisconsin, USA. In all, about eight OFG members attended, along with eight others from WA who were either, RAC staff, RAC members, wives or friends.

It is impossible to describe all that we saw and learned. Most interesting was the display of warbirds, both static and flying. Among those that took to the air were the P38 Lightening, the P51 Mustang, B-17 Flying Fortress, B-25 Mitchell, F4U Corsair, P-40 Kitty Hawk and more. Of particular interest was the new F-22 Raptor, the V-22 Osprey Tilt Rotor and the AV-8B Harrier "Jumpjet". Boeing flew in a DreamLifter, which is a B747 with a hugely enlarged fuselage to transport components of the new Boeing DreamLiner to the assembly plant.

Commercial static displays showed hundreds of aircraft in the range from twin-engine business jets to flimsy micro-lights. Flying displays covered warbirds in a mock attack and all manner of conventional and non-conventional aircraft, including a rocket powered VariEze and an electric powered aircraft. The air show, which commenced at 3.00 pm each day, was impressive, to say the least – the aerobatics were unbelievable.

There were formal lectures on many aspects of aviation. You could choose from about 12 to 20 each morning and the same number each the afternoon. There were workshops where you could learn skills applicable to aircraft construction and maintenance.

All-in-all, it catered for every person with an interest in aviation, no matter how broad or how obscure. If you are contemplating a visit, mark the last week in July of 2009 on your calendar now.

The Mustang and Raptor in formation at Oshkosh.

Speaker of the Day

The August *Speaker of the Day* was Andrew Eldridge who described an RNAV Approach into Murray Field. The RNAV system does not require terrestrial navaids such as NDB, VOR, ILS, etc., it is a self-contained navigation system based on Global Positioning System (GPS) satellites. The primary onboard equipment that Andrew used was the Bendix/King GPS unit.

Andrew described how he analysed the forecast, made out his flight plan and set up the database. The night flight took him from Jandakot to Murray Field, via five waypoints, the last four being in line with runway 23 at his destination. His PowerPoint show included checklists and movie clips that he took during the flight. Andrew's well prepared talk gave members an insight into modern instrument navigation techniques. Thanks Andrew.

Next Meeting

The *Speaker of the Day* for September will be Syd Goddard who will talk on the DH 98 Mosquito BF IV and his experiences during WWII. The *Mini Speaker* will be Hilly Rostowsky who will tell us how he landed a Sea Hawk after getting tangled in a drogue!

Hope you can make to the Royal Aero Club for lunch at noon on this Friday, September 26th.

Brian Hernan