



The Old Fliers' Group

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

Coordinator: Brian John – Phone 9582 5233

Bulletin No 97, January 2013

Parking

The parking arrangements for the January meeting, and all future meetings, will be the same as those that were in place for our last meeting in November. For each meeting, new vouchers will be issued on arrival – and collected on departure.

November Vouchers

Would members, who still have a November parking voucher in their possession, please bring it to the January meeting for collection. This is a MUST.

All parking vouchers must be returned and accounted for.

New Restaurant Management

The new restaurant management is keen to provide a service equivalent to, or even better, than previously. It is expected that there will be a few changes in procedure so please bear this in mind as the new system settles down.

November Speaker

We were treated to a most interesting talk by John Webb who, as a senior official with DCA, was one of the earliest people to arrive in Darwin after Cyclone Tracy. Tracy struck Darwin on Christmas Eve/Christmas Day in 1974. It killed over 70 people and destroyed over 70% of buildings.

John's excellent photos gave us an idea of the extent of the damage. It was almost total devastation – no power, no water, no fuel and virtually nowhere to live. Debris littered the roads so most vehicles soon came to a stop with a puncture or damaged tyres.



A typical Darwin residential area after Tracy.

Virtually every aircraft on Darwin aerodrome was severely damaged or damaged beyond repair.

Special thanks go to John for his presentation which he made while on holiday from South Australia.

Call for Cash

Once again it's time to raise the tender subject of money. You can pay the OFG annual subscription of \$10.00 at the January meeting, or any future OFG meeting should you wish. Alternatively, you can mail a cheque to Brian Hernan, 1 / 4 Kings Park Ave ,Crawley, 6009. Cheques must be made payable to the “**Royal Aero Club**”.

Mail from 1922

Following Ted Fletcher's previous talk on WA Airways, some interesting information came to light which showed just how tough times were for the pilots in the northern ports. The following are extracts from operational reports written by Airways pilot Len Taplin in 1922.

By way of explanation, “Tres” refers to Trestrail, an Airways mechanic at Carnarvon. “H” and “G” refer to the registration letters for Bristol Tourers, G-AUDH and G-AUDG respectively.

Carnarvon. Dear Tres. 'H' is dud as hell. Look in the logbook for Smithy's and my notes. She is back on the overheating stunt again. Boiled away 4 gallons on top sector. Too much oil is down to 15 pounds. Engine cowlings breaking up. Starboard mag' gone to the pack again. She is very rough and I think a top o'haul is the only thing for her when you will no doubt find some of the valves burned out. Her revs have dropped again and she does under 1200. She may be a bit better down at Geraldton where it is reasonably cool, but up north it is as hot as hell at present and she has been absolutely bloody to fly. It has been murder staggering along at 1050/1075 revs. Andy will be able to tell you a bit about her, I expect. Sorry not to be coming down myself. Tap.

And,
Left Carnarvon. Forced landing 60 miles out. Oil pressure trouble. Fixed same and arrived Onslow OK. Left Onslow. Forced landing 1 mile Fortescue. Lost water from bottom pump joint. Fixed same OK. Splitarse landing this one on a very small patch.

Commercial aviation was tough in 1922.

Next Meeting

The January 2013 meeting for the Old Fliers Group will be held, starting at noon, on Friday January 25th at the Royal Aero Club. The *Speaker of the Day* will be John Wager who will talk about Sir Frank Whittle and the development of the jet engine. See you there.

Brian Hernan