



The Old Fliers' Group

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

Coordinator: Brian John – Phone 9582 5233

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Parking

The parking arrangements for the February meeting are unresolved. One sticking point is the non-return of the November parking vouchers. If you still have one, please bring it to the February meeting and hand it in. Do **not** use it as a parking permit.

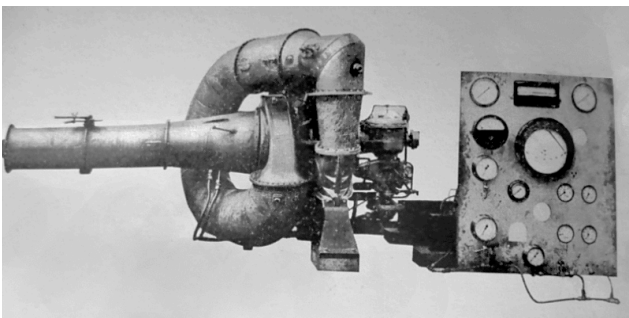
In the meantime, you will have to pay a five dollar parking fee.

January Speaker

John Wager chose Sir Frank Whittle and the jet engine as the subject of his talk for the January meeting. Whittle is credited with “independently” inventing the turbojet engine, although Maxime Guillaume took out a temporary patent on the idea in 1921, but he did not construct an operating engine. Dr. Hans von Ohain, in Germany, worked on the idea in the late 1920s and thirties, but, Whittle’s was the first “operational” engine and he is regarded as the “Father of jet propulsion”.

Whittle was one of 600 apprentices who entered the RAF 1923. Apart from his normal duties he devoted hundreds of hours to the construction of model aircraft and a suitable two stroke engine.

In the late 1920s Whittle presented his ideas on a gas turbine engine to the Air Ministry, but they were only lukewarm on the idea as they believed that no suitable materials were available for the expected high temperatures and pressures. In the meantime, Whittle had gained his wings and was posted to the Marine Aircraft Experimental Establishment, but he pressed on with his gas turbine ideas and by 1932 had written a number of papers on the subject. In 1935 he took out provisional patents on his improved gas turbine engine.



The first Whittle experimental engine.

In 1936 a company named Power Jets Limited was formed with limited financial backing. One of the investors was Whittle himself. He was then able to make practical progress, even though there were many obstacles introduced by the bureaucracy. By 1937 he had a working experimental gas turbine engine that developed 480 lbs of thrust at 13,000 rpm.



Gloster E.28/39: The first British aircraft to fly with a turbojet engine – 15th May 1941

In 1942, Rolls Royce began to build their version of the Whittle engine – and the rest is history.

Runaway Auster

We also heard the story of the Auster that got loose at Bankstown Airport in 1955. The engine stalled after landing so the pilot got out and attempted to hand-swing of the propeller. He was successful, but he did not apply brakes or wheel chocks. The Auster roared into life and left him behind – it climbed, pilotless, into the air. Slowly it circled the aerodrome, just missing the control tower and hangars before drifting over the suburbs and toward Sydney city – gradually climbing as it went.

Another Auster that was in the air shadowed the runaway aircraft until a RAAF Wirraway was called in to shoot it down, but without success. Next, a RAAF Meteor was called in, but its guns jammed. A second Meteor as called in, but at the last moment the job was passed to a pair of RAN Sea Furies which shot the runaway out of the sky at 9000 ft out to sea off Broken Bay, twenty miles north of Sydney. The runaway had been in the air for nearly three hours! Not a very good look for our red-faced RAAF!

Call for Cash

You can pay the OFG annual subscription of \$10.00 at the February 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**”.

Next Meeting

The February 2013 meeting for the Old Fliers Group will be held, starting at noon, on Friday February 22nd at the Royal Aero Club. The *Speaker of the Day* will be Ric Seagar who will talk on some interesting aspects of the modern RAAF. See you there.

Brian Hernan