



The Old Fliers' Group

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

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****NEXT MEETING**** Friday October 28th

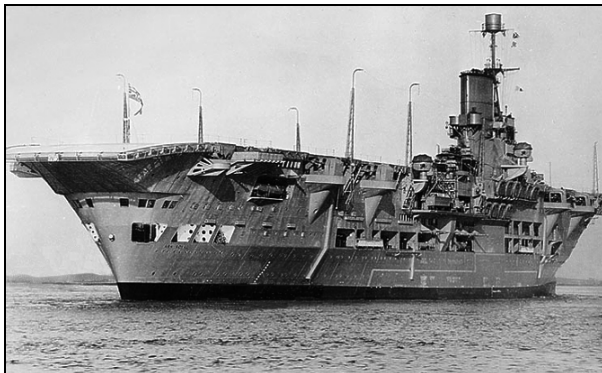
Last Meeting

Once again we had an excellent attendance at our last meeting. Nearly eighty members heard our two speakers tell very interesting stories about their experiences in aviation. The depth and variety never ceases to amaze.

First Speaker

Our first speaker was Hilly Rostowsky who told us about his time at a jet fighter pilot in the Royal Navy flying Hawker Sea Hawks off the *Ark Royal*.

He based his story on a series of 8mm movie films that he took while at sea. They showed him on the flight deck preparing for a catapult launching, the line-up with the ship heading into wind, the launch, and a number of his deck landings.



The Ark Royal.



The Sea Hawk. (His aircraft was No. 166).

Hilly explained that, when necessary, they could launch aircraft at an interval of about twenty-five seconds ... Hard to imagine ... so was the 10G force at launch.

Speaker of the Day

Alf Allen returned to cover the advantages of the 'glass cockpit' that features electronic (digital) flight instrument displays, typically large LCD screens, rather than the traditional style of analogue (steam driven!) dials and gauges. He told us how pilots still use the traditional scan technique, but the digital displays make the process faster and much more efficient. Data is displayed more clearly and in a logical way.

The biggest advantage of the glass cockpit over traditional cockpits is that feedback loops, which may be self-checking and alert the pilot to problems before they become emergencies.

Pilots are responsible for the input of digital data appropriate to each flight. All pilot-input must be thoroughly checked for accuracy and logic – *rubbish in, rubbish out* applies equally on the flight deck.

The system also provides a checklist for some issues that the pilot can use to attempt to trouble shoot common problems and correct it immediately.

Alf based his delivery on the cockpit of the Boeing 717 that he flew for a number of years in Western Australia with Qantas Link.

Special thanks go to both of our speakers.



A typical 'glass cockpit' in a modern passenger jet.

Next Meeting

The next meeting will be at the Royal Aero Club, at noon on Friday October 28th. Alan Powell will talk on the de Havilland Dove and Stan Schur will tell us about his supersonic flight in the Concorde. See you there.

Brian Hernan.