



## The Old Fliers' Group

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

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#### **\*\*NEXT MEETING\*\***

**Friday April 27<sup>th</sup> 2018.**

Sincere apologies for the cancellation of our last meeting, which was caused by a postponement, and then a double booking on the Club's entertainment area. We will make every effort to avoid this happening in the future.

#### **Aviation English**

At the last meeting in February, Steve Rogers spoke about the use of the English language in aviation. With the expansion of air travel in the 20<sup>th</sup> century there were safety concerns about the ability of pilots and air traffic controllers to communicate effectively.

In 1951, the International Civil Aviation Organization (ICAO) recommended at the International Convention in Chicago that English be universally adopted for international radio communications. We native English-speaking folk were lucky with the choice. (Note: there are far more Spanish and Chinese speakers in the world.)

Steve covered the early means of aerial communication where notes were dropped from aircraft and answers were relayed with coloured flags or with extended arms. Next there was radio and Morse code and then voice transmission – then there arose the need for standardisation and the development of the phonetic alphabet, plus standard terminology.

Steve also covered the horrific crash in Tenerife in 1977 where two B747s collided because of poor communication.

With the surname of Rogers, Steve covered the origin and meaning of: "Roger" and "Roger that".



*"Roger that Houston".*

#### **The Atlantis Story**

Next, your editor spoke about two ill-fated German aviators, Hans Bertram and Adolf Klausmann, who, in a

Junkers floatplane, became lost in the Kimberley due to a navigational error on a night flight from Koepang to Darwin in 1932. In appalling weather conditions and desperately short of fuel the fliers wrongly assumed that they had reached Melville Island to the north of Darwin when in fact they were about 100 miles north-west of Wyndham – a 250 mile error in a six hour flight!

On an extremely isolated stretch of coast they were plagued by heat, thirst and hunger. They made repeated attempts to make their way to safety but were thwarted on every occasion. In an attempt to swim across an inlet they were chased by a crocodile and they lost their clothes and some of their important possessions. Barefoot and near-naked they were overwhelmed by flies and mosquitoes.

Returning to their aircraft they removed a float, fashioned it into a kayak, then attempted to sail to safety. While at sea they were passed by the state ship MV *Koolinda*, but they were not noticed. They paddled ashore near Cape Bernier and near death, were discovered by aborigines who alerted authorities. After being lost for 53 days they were transported to Wyndham by boat.



*The 'Atlantis' on the beach with float removed.*

Klausmann had been mentally affected by the ordeal and never fully recovered. Bertram arranged for the retrieval of the aircraft, which he flew south some months later. While in Perth he was entertained by members of this club and resided at the home of Norman Brearley. Later, Bertram flew to the Eastern States and eventually back to Germany where he became a national hero and a highly respected film producer.

#### **Annual Subscription**

The annual subscription remains the same as last year, at \$20.00. You can pay at the next meeting, or any future meeting should you wish. Alternatively, you can mail a cheque to Brian Hernan, 1 / 4 Kings Park Ave, Crawley, 6009. Cheques **must** be made out to "Royal Aero Club".

#### **Next Meeting**

The next meeting will be at the Royal Aero Club, starting at noon on **Friday April 27<sup>th</sup>**. Speakers will cover the following: Building and flying a Sonex aircraft and the story of the Red Baron.

Hope to see you there.

Brian Hernan.