



## The Old Fliers' Group

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

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**\*\*NEXT MEETING\*\***  
**Friday August 31<sup>st</sup> 2018.**

#### Last Meeting

Not even the forecast of poor weather kept members away from our last meeting. Almost ninety people were in attendance to hear our speakers.

#### Smithy's visit to Tammin

Trevor Sweeting told us about the day that Charles Kingsford Smith and crew landed on the Sweeting family farm to load six tons of fuel for the journey to Adelaide.



*Trevor's grandfather, Charlie Sweeting, is seen here shaking hands with Charles Ulm.*

Previously, Smithy, with his crew of Ulm, Mc Williams and Litchfield, made a record breaking flight to Maylands from Point Cook on the night of August 8<sup>th</sup> 1928. It was the first non-stop crossing of Australia. In bad weather, and with no chance to take a 'fix', they eventually established their position on the coast near Bunbury. They turned north and made their way to Maylands where they were surprised that there was no welcome committee. In an oversight, they had forgotten to change their watches from EST and therefore arrived nearly two hours early!

Smithy was keen to establish a record on the return flight, but they were delayed by heavy rains that closed Maylands for over a week. Eventually Smithy and Ulm managed to depart with a light load of fuel after despatching Mc Williams and Litchfield by road with baggage and miscellaneous equipment. Their new departure point was to be a large paddock on the Sweeting farm just to the south of the township of Tammin.

On the afternoon of Saturday August 26<sup>th</sup> they arrived and loaded the *Southern Cross* with six tons of fuel, full crew, baggage and equipment, then departed for Adelaide on another record-breaking flight. It is said that about 4000 people visited the Sweeting farm on that afternoon.

Trevor's detailed coverage of the event was appreciated by all who attended.

#### Aircraft Maintenance

Gordon Hamilton is well qualified to talk about aircraft maintenance issues. He delivered two short talks entitled:

1. "Trusting the Gauges" and
2. "Lubes Ain't Lubes".

He pointed out that 'Trusting the Gauges' may lead to expensive engine repairs. He said that by applying 'detective skills', coupled with practical experience, it may be possible to detect irregularities and/or conflicting indications.

Gordon gave two examples of his time at Woomera where he worked on both fixed and rotary wing aircraft – he also explained how the choice of a correct lubricant really does matter.

He gave an example of where the over-zealous washing of the wheels of a Fairchild Metro caused the loss of lubricant and failure of the wheel bearings.



*A dual display gauge showing manifold pressure and fuel flow.*

We are grateful to both Trevor and Gordon for sharing their stories.

#### Next Meeting

The next meeting will be at the Royal Aero Club, starting at noon on Friday August 31<sup>st</sup>. David Currey, the Club CEO, will talk on Pilot Training – the present and the future. You will also hear about two Dutchmen who, many years ago, were lost for four days near Kalgoorlie.

Hope to see you there.

Brian Hernan.