



## The Old Fliers Group

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

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**Next Meeting  
Friday July 26<sup>th</sup>**

#### Report on our last meeting

##### First Speaker

Mick Harcourt was our first speaker. He told us of his boyhood fascination with aircraft in England. After coming to Australia he joined the Royal Aero Club in 1988 and achieved his life-long ambition when he learned to fly.



*Mick Harcourt with Tiger 37.*

By his own admission, he said that he did not find his early training easy. However, with perseverance and determination he made the grade. He gave credit to the late John Bird who helped with valuable advice before solo.

Mick told of his difficulty at mastering the Tiger Moth; he described it as having a mind of its own, no matter what control input he used.

Mick involved himself in all aspects of the club's activities, both social and flying. Before long he was mentoring and judging at competitions and organising fly-aways.

He was voted Club Captain from 2000 to 2010 and was granted Life Member in 2013.

His service to his fellow club members has been exemplary. He is still involved in a number of club activities and is a volunteer bar manager at weekends.

##### Main Speaker

John Hinton was our Speaker of the Day at the June meeting. He was the Founding Chairman, and is currently the Honorary Secretary of the Perth Branch of the Royal Aeronautical Society, which meets at six-weekly intervals at Edith Cowan University.

John's involvement with de Havilland stems from membership of the de Havilland Aeronautical

Technical School Association and his love for aircraft design and manufacturer.

He told us about the history of the de Havilland Company which was established in late 1920 by Geoffrey de Havilland at Stag Lane Aerodrome, Edgware, on the outskirts of north London. Operations were later moved to Hatfield in Hertfordshire.

Known for its innovation, de Havilland was responsible for a number of important aircraft. Some of their early aircraft included DH Biplane 1 and 2, SE2, FE2, BE2, DH2 Fighter, DH4 Bomber, DH5 Fighter, DH6 Trainer, DH9 Bomber and DH10 Amiens Bomber.

Later came the Moth biplane, which revolutionised general aviation in the 1920s – in the 1930s, came the Tiger Moth and then the Fox Moth, which was the first commercial transport able to operate without government subsidy. Later still came the 'wooden wonder' of World War II – the Mosquito, and in 1949 the Comet airliner.



*The DH 98 Mosquito.*



*The DH 106 Comet.*

Special thanks go to both of our speakers.

##### Next Meeting

The next OFG meeting will be at the Royal Aero Club, starting at noon on Friday, 26<sup>th</sup> July. Our speakers will be Chris Boyes on the Concorde, and Robin McMillan with a comment his experience during a Perth Concorde visit.

Also, Ted Robinson will reflect on the early days of Skywest Airlines in Western Australia.

Hope to see you there.

Brian Hernan.