



## The Old Fliers' Group

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

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### Last Meeting

John Wager was our *Speaker of the Day* at the last meeting. He covered the life and interests of Nevil Shute (whose real name was Nevil Shute Norway). As a young man Shute was a keen sailor and built many model aeroplanes as well. He graduated with a BA in Engineering at Oxford in 1923. During his time as a student he did unpaid work for Airco (Aircraft Manufacturing Company) where Geoffrey de Havilland was the chief designer. Later, after the outbreak of WWI, he worked for the newly-formed De Havilland Company at Stag Lane, where he learned to fly.

With little prospect of advancement at De Havilland, Shute gained employment as a “calculator” for Vickers Ltd where he worked on stress calculations for components of the R-100 airship during the years 1924 to 1931. In those days most calculations were done on a slide rule and this no doubt had an influence on his decision in 1948 to write his autobiography, titled *Slide Rule*.



*The R-100 in flight.*

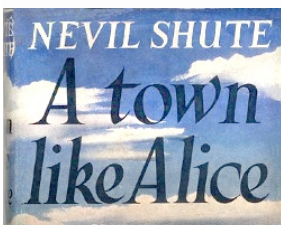
With the tragic crash of the government sponsored R-101, the R-100 was scrapped. Shute then became involved in the establishment of the Airspeed Company that produced the Airspeed Ferry, the Airspeed Courier and the Airspeed Envoy – the latter was developed into the Airspeed Oxford which was used for twin and navigation training during WWII.

After WWII, in 1948, Shute flew his Percival Proctor to Australia and back. He obviously enjoyed what he saw; he migrated to Australia in 1950.

During his life he wrote twenty-four novels, nine of which were written in Australia – arguably, the most popular was *A Town Like Alice*.

### A list of Shute's work:

For those interested in books, the following is a list of Shute's books:-



*Stephen Morris* (1923), *Pilotage* (1924), *Marazan* (1926), *So*

*Disdained* (1928), *Lonely Road* (1932), *Ruined City* (1938), *What Happened to the Corbetts* (1939), *An Old Captivity* (1940), *Landfall: A Channel Story* (1940), *Pied Piper* (1942), *Most Secret* (1945), *Pastoral* (1944), *Vinland the Good* (1946), *The Chequer Board* (1947), *No Highway* (1948), *A Town Like Alice* (1950), *Round the Bend* (1951), *The Far Country* (1952), *In the Wet* (1953), *Slide Rule: Autobiography of an Engineer* (1954), *Requiem for a Wren* (1955), *Beyond the Black Stump* (1956), *On the Beach* (1957), *The Rainbow and the Rose* (1958), *Trustee from the Toolroom* (1960), *The Seafarers* (published in 2000).

Your editor delivered a short talk on the Douglas DC-1 which made its first flight on 1st July 1933. It was lucky to survive a double engine failure on that flight.

When back in the air it exceeded expectations and was used as a template for the DC-2, and that in turn led to the famous DC-3.

The DC-1 was sold to Howard Hughes and then to Lord Forbes in the UK in May 1938. He sold it to a buyer in France in the same year and by November 1938 it was being operated by Líneas Aéreas Postales Españolas (L.A.P.E.) in Spain. It was later used by the Spanish Republican Air Force. In December 1940 it was damaged beyond repair in a takeoff accident at Malaga, Spain.

### Next Meeting

At the next OFG meeting we will hear the continuing story from Howard Wheatley. He will cover his time with Airlines (WA) Ltd and his post-war experiences in his own aircraft.

There will be two Mini Speakers – John Wager will add a footnote the Nevil Shute story and Bob Ashley will tell us about his time in Germany after WWII.

A parking fee exemption has been arranged for the meeting time slot 10.30 to 2.30 on Friday 26 July. So hope to see you at the Royal Aero Club for lunch just before noon.

Brian Hernan