



The Old Fliers Group

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

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**Next Meeting
Friday August 30th**

Report on our last meeting

Our July meeting was one of the best ever attended. Some estimate that there were one hundred members in attendance.

First Speaker

Chris Boyes was our main speaker. Chris worked at BAC during the days of the design, manufacture and testing of the British-French supersonic passenger aircraft – the Concorde.

Chris spoke of the many innovations incorporated in the design – the delta wing shape; the fuel transfer between thirteen tanks for trim to control the centre of gravity and to adjust trim. The Concorde had no slats and no flaps. There was a droop nose to improve visibility during takeoff and landing. Members found the complexity of the variable air intakes intriguing. The variable intakes with moveable ramps, and spill doors controlled the compression and speed of air going to the turbine. Furthermore, fuel was used as a heat sink to absorb excess heat in the airframe.



Chris Boyes.



Concorde first commercial flight in the UK.

Support Speakers

In 1986 a Concorde visited Perth on a charter, which took passengers to view Halley's Comet. Robin McMillan was an F28 captain who had landed a short time earlier. The Concorde Captain, John Cook, invited Robin and his co-pilot aboard and to have a seat in the cockpit. They were amazed at how narrow the cockpit and cabin were.



Concorde on the tarmac at Perth Airport.

We had a third speaker at the meeting – Ted Robinson, who was a CPL and LAME who qualified in the 1960s. He told us about the formation of Trans West Airlines, and the important parts played by Alex Simpson and Cliff Brown.

Ted also gave us the inside story on Nor' West Air Taxis, Simpson Aviation, Civil Flying Services and Murchison Air Charter. He also covered the aspect of the increase in Avgas fuel prices in 1978 which forced operators into turbine engines and jet fuel.

An offshoot of Civil Flying Services was Civil Flying School, which was in direct competition with their next-door neighbour – the Royal Aero Club.

The success of the meeting could be gauged by the number of questions asked and comments made during and after the talks. Thanks to the all speakers.

Next Meeting

The next OFG meeting will be at the Royal Aero Club, starting at noon on Friday, 30th August. Chris Boyes will return to talk about more aspects of the Concorde testing and development – and John Hinton will also return for a follow up talk on development of de Havilland aircraft.

Hope to see you there.

Brian Hernan.