



## The Old Fliers Group

Royal Aero Club of WA

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Rebecca Maddern was invited to talk to us about the Royal Flying Doctor Service. I asked her to elaborate on the day-to-day activities.

It just so happened that the Federal Government have just announced a one-billion-dollar support package over ten years.

Rebecca told us what the RFDS had planned for this typical day, what they have done this week and this month.

Keeping the RFDS promise: The furthest corner. The finest care.

The OFG were pleased to donate to the work of the RFDS.



Rebecca then introduced Anthony Green, General Manager Aviation.

A lively and engaging speaker, Anthony told us about his great crew and aircraft. The medical staff, pilots and engineers who make it all happen. The searching questions at the

conclusion of his talk showed how interested our audience was.

Don Gordon then returned to present part two of the DeHavilland Comet-1 story.

A story of three in-flight break-ups. May 1953, January 1954, and April 1954.

Exhaustive investigation revealed multiple design and structural flaws.

Was the cause the square windows? No. Other aircraft had those.

Was it weather related or sabotage?

Explosive decompression was the culprit. Metal fatigue, cabin pressure differential and the flimsiness of the skin and structural elements were to blame.

Competitors such as Boeing were highly interested.

### The Comet at 42,000'



Steve Rogers.  
Coordinator

