



NEWSLETTER

Sydney Branch: **AUGUST 2009**

PO Box 573, Mascot, NSW 2020

Email: sydneybranch@raes.org.au

www.raes.org.au

Date: **Friday 4th September, 2009**

Time: **18:15 for 18:30 hours**

Speaker: **Dr Morris Jones**

Topic: **'The New Moon Race'**

Venue: **Rupert Myers Theatre**

University of NSW, Kensington

be held at Mamma Teresa's Italian Restaurant, 412 Anzac Parade, Kingsford. (approx \$30 pp including soft drink and wine.)

RSVP: Dinner bookings are essential. Please email by lunchtime Wednesday 2nd September: sydneybranch@raes.org.au

**Wide Bay Australia INTERNATIONAL AIRSHOW 2009
Bundaberg Qld 3-5 July.**



Profiles: Dr Morris Jones is an Australian space analyst and writer. He is a regular contributor to SpaceDaily.com and is the author of five books. His latest book, "The New Moon Race", is available from Rosenberg Publishing (www.rosenbergpub.com.au).

Synopsis The United States is at a crossroads in its space program. Plans for a grand return to the Moon are in jeopardy as NASA struggles with funding problems. In the

meantime, other nations are working on their own lunar programs, and will land robot spacecraft within five years. What can we expect from NASA in the years ahead? How can America's space program be resurrected? How serious is the challenge from NASA's international rivals?

Part of the review of the book 'The New Moon Race' by Jeff Foust editor and publisher of The Space Review.

Author Morris Jones offers a relatively high-level view of the past, present, and future of lunar exploration in this book. After recounting the initial wave of missions to the Moon at the beginning of the Space Age and the scattering of missions there since then, he delves into the resurgence of interest in the Moon, particularly by emerging space powers such as China and India, which launched their first lunar missions in 2007 and 2008, respectively. Jones goes beyond robotic exploration to examine—and speculate—about human missions to the Moon as well, including both NASA's current plans and potential missions by China, India, and other countries. Private missions to the Moon, including Space Adventures' proposal for a Soyuz circumlunar flight and the Google Lunar X PRIZE, are also discussed.

Parking Limited parking is available in surrounding streets with paid parking within the University of NSW car park tower, entry from Barker Street. Please observe parking restrictions and allow time to drive to the University of NSW, park and walk to the venue. (Refer map)



Catering: After the presentation Dr Jones has indicated that he will join us for dinner as a guest of the committee. All members and visitors are invited to attend the dinner to

This Airshow is a fundraiser for the Bundaberg community organisations such as the Royal Flying Doctor Service of Australia, Angel Flight and Leukaemia Queensland. The main corporate sponsor is the largest financial institution based north of Brisbane, Wide Bay Australia Ltd. The Airshow was started by local enthusiasts six years ago and picked up and nurtured by the local Rotary club. This year is the fourth show and it is the largest general aviation, non-military airshow in Australia.

Bundaberg's local hero, Bert Hinkler, while making his early glider flights at the nearby Mon Repos Beach, could scarcely have imaged the speed and spectacle of this year's airshow. Bert's commitment and passion for aviation (he created history with his solo flight from England to Australia in 1928 and first solo flight across the South Atlantic in 1931) are reflected in the efforts of the dedicated Wide Bay Australia Airshow board and management team, who worked tirelessly and enthusiastically over the last two years. This airshow is maturing into a globally-recognised event with important economic benefits for the region.

Friday 3rd July was trade day and covered all areas of the flourishing general aviation industry including aerospace education and training, and was a showcase for the growing number of aircraft manufacturing based in south-east Queensland. Companies and organizations displaying included Qld Aviation Engineering, Aviquip, Cirrus, Jabiru, Tecnam, Central Queensland University and Griffith University.

At 10:10 hours the airshow came to life when 2 RAAF FA-18 Hornets performed a long semi circular fly-past over the airfield. The Hornets were enroute from Williamtown to Townsville to participate in Operation Talisman Sabre.

The main flying program was held on the Saturday and Sunday and included the following aircraft: Pitts Special S1-S, Mig 15, DC-3 (TAA 'Hawdon'), Wirraway, 5 YAKs, NANCHANG CJ-6A, Beech 18, 3 T28 Trojans, a Zero, Mustang, Strikemaster, L-39, Lear 45 (Singapore Flying College in Maroochydore), 6 Vintage bi-planes (including Tigermoths), Qantaslink pink Q400, PC-9/A (one RAAF Roulette), Jabiru, Hawker Hunter, Ag display by the Thrush, Dragon, Jenairco, Chipmunks, P-40 Kittyhawk, T 28 (six of them), AGL's Kawasaki BK117 twin engine helicopter, T-6 Harvard, CA-25 Winjeel and an ex-South African Airforce Army observation AMC3 Bosbok. The final flying for each day was the Balboa Fly-by – called Balboa after the 1930's Italian Air Force general who favoured large formations. All aircraft flying each day took off,

Your Committee 2008: David Adkins (Chairman), Peter Marosszeky (Secretary), Jeff Lock (Hon Treasurer)

Ross Barkla, Fred Burke, Graeme Cleary, Andrew Drysdale, Peter Lyons, Tom Nott, Adam Purcell, Shaun Trimby, Matthew Williams

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formed by aircraft type then, in formation, flew the centreline of the runway above the crowd. A great finale to each day's flying. 'A first class International Airshow'.

See you at Bundaberg Airport, Queensland for the Wide Bay Australia International Airshow 2011. Refer www.widebayairshow.com.au for up to date details.

The Bristol Aeroplane Company and Australia 1911 to 1960 - Lecture given by John E Burleigh F.R.Ae.S. on April 29, 2009 - Part 4

After the war Harry Butler bought an aircraft from the British Disposal Board and shipped it back to Australia where he named it the Red Bullet and gave it an interesting life! Some years ago the aircraft was restored and put on to display where it can now be seen, with other Harry Butler memorabilia, at the Minlanton museum in South Australia

The Bristol Bulldog was the next aircraft from Bristol to enter the Australian inventory. Eight machines arrived in February 1930. After acceptance one of the aircraft gave a spectacular demonstration at an airshow in Melbourne, so outstanding that during a bunt (outside loop) the wings collapsed. Fortunately the pilot parachuted to safety. During all this Air Force activity Norman Brierly's West Australian Airways won a Federal Government contract for mail and passenger services in the West. He bought Bristol Tourer aircraft, these were civilianized versions of the Bristol Fighter. They ran the first scheduled airline services in Australia between Geraldton and Perth commencing in December 1921. Sir Charles Kingsford Smith was one of the airlines pilots, when the airline folded he purchased a Tourer and took it to Sydney.

In 1935 Bristol launched the Bristol Bombay a twin engine bomber/transport aircraft designed for service in the Middle East and SE Asia. It was designed to carry 24 fully equipped troops. The design of this aircraft was greatly influenced by the outcome of a contract awarded to Bristols in 1928 for the design, construction and testing of a metal multi-spa wing, this development continued when ever opportunity allowed. Both the Bombay and the post war Freighter benefited from this work. In 1943 No 1 Australian Air Ambulance, who were based in Gaza, were re-equipped with 11 Bombay's. They subsequently supported the Allies in North Africa and later in the invasion of Sicily. During the early 1930's the role and the requirements of the RAAF were subjected to many changes of policy from politicians and their own masters. Debate on the future of military aircraft and the need for complimentary industrial facilities in Australia had been going on since the first Army involvement in flying. "What was the Operational Requirement" and "How was the Air Force to be supplied and supported". Regarding the latter two schools of opinion were developed. One wanted the responsibility for aircraft production and support to be vested in Government factories whilst others wanted the task to be entrusted to commercial industry.

Production by commercial industry had been tried in 1921 when seven Avro 504s were ordered for local manufacture. The next order to industry was not until 1929 for DH 60's. No company could plan ahead and remain viable on this basis. Some reasoned that to set up production in Australia would be so involved that any plans made would result in the aircraft being obsolescent by the time that they were built. However the influence of some industrialists resulted in the formation of the Commonwealth Aircraft Corporation whose objective was to win contracts for equipping the RAAF with Australian manufactured aircraft. The other

camp with the backing of politicians maintained that only the Government facilities under the Munitions Supply Board should be responsible. Others wanted to import. The Requirement was also hotly debated. Prime Minister Lyons had announced in 1934 that Australia required the capability of fast twin engine aircraft for strikes against shipping and land targets and the Bristol Blenheim was selected. By March 1937 no deliveries had been made and the order was switched to the Bristol Bolingbroke. Again, delivery was delayed. Lyons became impatient and announced an order for 50 Lockheed Hudsons from the US. This put the cat among the pigeons and was countered by a UK plan to set up a major production facility in Australia to build the Bristol Beaufort. Menzies then authorised a new organization to build the Beaufort, the program to be run by what became the Department of Supply. The program started without any experience from either Bristol or the Department on Project management and although there was a big exchange of personnel between Bristol and Melbourne near disaster almost ensued. Problems were exacerbated by the failure of the Bristol Taurus engine to meet its specification this resulted in the substitution of the P & W Twin Wasp. In the end over 700 Beauforts were produced when production ceased in August 1944. Enter the Beaufighters - imported Bristol Beaufighters were first operated by the RAAF in 1942. Later in 1944 Australian produced aircraft entered into RAAF service, the last of the 364 machines was built in 1945. In March 1947 a Bristol Freighter departed from Filton to tour Australia, I remember it well, I was an apprentice in the Flight Sheds which were adorned with Australian flags, the aircrafts registration was GA-IMC (the MC were about to play an Australian Test). A number of aircraft were subsequently sold in Australia and Bristol set up support and engine overhaul facilities. (To be continued)

Diary 2009 5-6 Sept; 24-25 Oct; 28-29 Nov; 30-31 Jan, 2010; 10-11 April; 5-6 June; 14-15 Aug: Temora Aviation Museum Flying Weekends. www.aviationmuseum.com.au

30 September: Robert De La Hunty OAM, President and Chief pilot of the Historical Aircraft Restoration Society.

21 Oct: 51st Sir Charles Kingsford Smith Memorial Lecture and Annual Branch Dinner - Guest speaker - Mr John Roundhill, former VP of Product Development for The Boeing Company. (Please refer to enclosed notice for further details.)

26 November: Dr KC Wong, Unmanned Aircraft Research.

9 December: AGM and Christmas meeting.

Aerospace Websites

www.57rescuecanada.com: Follow Capt. Karl Kjarsgaard's adventures to recover Halifax bomber LW170 which is resting beneath 5000ft of water off the Irish coast.

www.airshow.com.au

www.atsb.gov.au: The Australian Transport Safety Bureau is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction. <http://www.adastron.com/707/updates/updates.htm>:

The diary for Boeing 707- 138B XBA formally Qantas EBA is now available to all - just follow the links.

www.powerhousemuseum.com/whatson

www.widebayairshow.com.au

RAeS Coffee Mugs and lapel pins: Sydney Branch coffee mugs and lapel pins available at Branch meetings for \$10 each.