



Western Suburbs Radio Club Inc.

August 2007 Newsletter

ZL1AC, Branch 03 NZART 3000 Great North Road New Lynn, PO Box 15-122, New Lynn. 0600

President: Andrew Barnett ZL2ALW, Secretary: Ragi

Newsletter Editor – John Neill ZL1NE

VHF Club Net Wednesday 07:30pm 146.525 MHz, HF Club Net Fridays 07:30pm 3.623 MHz

Website <http://www.qsl.net/zl1ac>



Club Calendar

Saturday	11 th	August	Hamilton Market Day - Claudlands Event Centre 10:00 am
Sunday	12 th	August	Powder Puff Contest 2pm to 4 pm
Monday	13 th	August	Club Night – Show and Tell
Saturday	13 th	October	WSRC Used Equipment Sale.

August Club Meeting

The next Club Night will be on Monday 13th August at 7:30 pm. The topic “show and tell”. Bring any project that you have been working on recently and give a short talk and or demonstration.

July Meeting

We had an interesting evening at the last club night in July with Andrew ZL2ALW demonstrating PSK31 communication.

Western Suburbs Radio Club Used Equipment Sale

The used equipment sale will be held on 13th October 2007. Not in November as in the past. The sale will be at the usual place at the Rosebank Primary School Hall at 217 Rosebank Rd Avondale. Sellers from 8 am and buyers from 9 am. The sale will close at 12 noon. There will be the usual canteen running with a sausage sizzle. Please look for equipment for the club to sell. Help will be required to set up and run the morning from club members. Further details will be provided nearer to the date.

Hamilton Market Day - 11 August 2007

The Members and Committee of Hamilton Branch invite you to attend the annual Hamilton Market Day to be held on Saturday 11 August 2007.

Location: Claudelands Event Centre

Vendors: Doors open at 8.00 am (vehicle access provided)

Buyers: Doors open at 10.00 am (no door charge)

Waitakere Sprint

The sprints have been and gone. Not as many stations were active this year as we have had in past years but still a successful event. Remember to send your log in to waitakeresprint@yahoo.com.au by the 1st September 2007.

Club Fees

These are now due and should be paid to the treasurer at the next club night or posted to the Club at PO Box 15-122, New Lynn. 0600. Club fees are \$25.00 single and \$30.00 family.

Powder Puff Contest

Date: Sunday 12th August 2007
Time: four half hour periods from 2pm until 4pm
Frequencies: all contacts to be on simplex frequencies in the 2m band.
suggested frequencies are 146.475, 146.525, 146.575
Contacts: yls to contact yls and oms
oms to contact yls only
Contact to consist of the exchange of callsign, name, signal report.

There will be a mystery station operating which will count for bonus Points. The station's identity will be revealed when logs are checked in on the Bombay repeater (146.90) on the yl net at 7pm the night of the contest.

Scoring: oms: all contacts worth 3 points

yls: all yl contacts worth 3 points
all om contacts worth 5 points
mystery station is worth an additional 10 points each time it is contacted. Maximum 40 points.

Winner of the powder puff trophy shall be the yl operator with the highest score as declared on the yl net the night of the contest. A certificate will go to the om operator with the highest score. There will be a GET-TOGETHER for the presentation of the Trophy at Reed's QTH, 510 Great South Road, PAKURA SOUTH on Sunday 26th August from 2pm. Please bring a plate for afternoon tea. All welcome.

Hope to hear you on the 12th August. Pass the word on to all the local amateurs. This is a fun contest. Ideal for newcomers.

33 and 73,
Celia ZL1ALK

Club Nets

VHF Net 146.525 MHz 7:30pm every Wednesday, HF Net 3623 KHz +/- QRM/QRN 7:30pm every Friday. All are welcome to check in on the nets. The full HF Net Roster can be found on <http://www.qsl.net/zl1ac/wsrc-hf-roster.html>.

3-Aug-07	ZL1VRR	Ross
10-Aug-07	ZL1MW	Brian
17-Aug-07	ZL1JL	John
24-Aug-07	ZL1NE	John
31-Aug-07	ZL1ACZ	Barry
7-Sep-07	ZL1WI	Roy
14-Sep-07	ZL1VRR	Ross
21-Sep-07	ZL1MW	Brian
28-Sep-07	ZL1JL	John

1951 "Jetliner of the Future"!

From Packet Radio by David, G4EBT @ GB7FCR

The "Eagle" was the best-selling comic (if that's the right term) in post-war Britain. It ran from 14 April 1950 until issue 991 on April 26 1969. The first issue sold 800,000 copies, climbing to more than 1 million a week.

The immediate post-war years were initially austere, but in the 1950s and 60s was a period of rapid advancements in technology and the dawn of the space-age. Everyone who grew up in the era as I did, will recall "Dan Dare, Pilot of the Future" in the Eagle, which also ran as a radio series. A forerunner of Star Trek I guess.

One of the most impressive aspect of the "Eagle" was the finely detailed full-colour cutaway drawings of such things as trains, boats, planes and so on by L Ashwell Wood. Some drawings were of things such as the latest bus or fire-engine, others forecast

future developments such as satellites which would "beam signals back to Earth by short-wave radio" and were remarkably far-sighted.

I have a book entitled "The Eagle Book of Cutaways" which has 45 of the more memorable drawings. I saw a newspaper article recently about the European Airbus A-380 jumbo (soon to go into service) and it jogged my memory to look up what the Eagle predicted for air travel back in 1951, which was:

Quote:

"A Flying Wing Jet Airliner of the Future"

"Our artist's impression of a flying wing aircraft is based on scientific data and is quite within the realms of possibility. In fact an America 8-jet propelled bomber - the Northrop YB-49 is already built but still on the secret list". [That plane did in fact have 8 jet engines and first flew in 1947]

"In the airliner, the whole of the cabin and cargo space would be pressurised for high altitude flying at high speeds. Eight super jet engines would give adequate power. An aircraft of this type would fly non-stop overnight to America or India with sleeping passengers".

End quote.

The terms "high altitude" and "high speed" weren't spelt out, but if they expected a flight from the UK to the USA to be an overnight affair high speed didn't amount to much. I doubt they envisaged that a flight from London to New York 20 years later would take only 6 - 7 hours depending on whether there's a prevailing wind, which adds 30 - 40 mins to the flight.

In the early 1950s civilian air travel was still the province of the rich rather than the hoi polloi, but even so the design of the 1951 "flying-wing" jetliner of the future looks hopelessly uneconomic. The layout consisted of 19 bedrooms (each with a single bed); a lounge; passenger observation windows; dining room (seating for six); galley, and a pantry. It also had ladies and gentlemen's dressing rooms and toilets. It was a delta-wing design with four jet engines built into the starboard wing and four into the port wing. It only had a small space for baggage as it would only carry few passengers.

It's remarkable that at the time Boeing designers were already conceiving what was to be the most recognisable and long-lived passenger jet – the long-haul wide-bodied Boeing 747 "Jumbo Jet". First flown commercially in 1970, the 747 was the world's first commercial wide-bodied passenger aircraft and has held the passenger capacity record for 37 years. The four-engine 747 typically uses a three-class layout accommodating not 16 - as depicted by the 1951 "Flying Wing" design, but 416 passengers! A two-class layout accommodates a maximum of 524 passengers. The 747-400 - the latest version in service, flies at high-subsonic speeds of Mach 0.85 (567 mph / 913 km/h) and has a range of 7,260 nautical miles (8,355 mls, 13,446 km).

The 747 was expected to become obsolete after sales of 400 units but has outlived expectations and production passed the 1,000 mark in 1993. As of June 2007 1387 planes had been built, with 120 more on order. The latest development of the aircraft - the 747-8, is set to enter service in 2009.

2007 brings to fruition the massive European Airbus A380, which can seat up to 840 passengers on its two full decks, easily eclipsing the Boeing 747. France, Britain, Germany and Spain all invested heavily in the 10-year, 10-billion-plus Euro (U.S. \$13-billion-plus) program to make the plane. The first commercial flight is expected to take place in Oct this year when Singapore Airlines uses one of the planes on its London-Singapore route. That airline and most others will likely use the usual three-class seating configuration - first, business and economy - which will see the A380 transporting some 555 passengers - 139 more than a similarly set-up 747. Carbon fibre components and fuel-efficient technology mean the cost per passenger should be up to 20% less than a 747, raising the possibility of cheaper tickets.

The prototype A380 is powered by four Rolls Royce turbofan jet engines with a range of some 15,000 km. That should allow direct flights in both directions between London to Sydney without refuelling. With a wing-span of 80 Metres and three decks, the A380 dwarfs the Boeing 747 - currently the world's largest passenger aircraft. (80 Metres is more than twice the distance flown by the Wright brother's on their first powered flight).

The A380 has received approval from the European Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA) to be operated on runways with a width of 45 metres (150 feet) or more. Most of the world airports have 45m runways as standard width. The A380 has already visited more than 45 airports and by 2011, more than 70 airports will be ready for A380 operations. In addition to Singapore Airlines, Emirates Airlines and Qantas, are also soon to take delivery.

A far cry from the 1951 predictions of the "airliner of the future"!