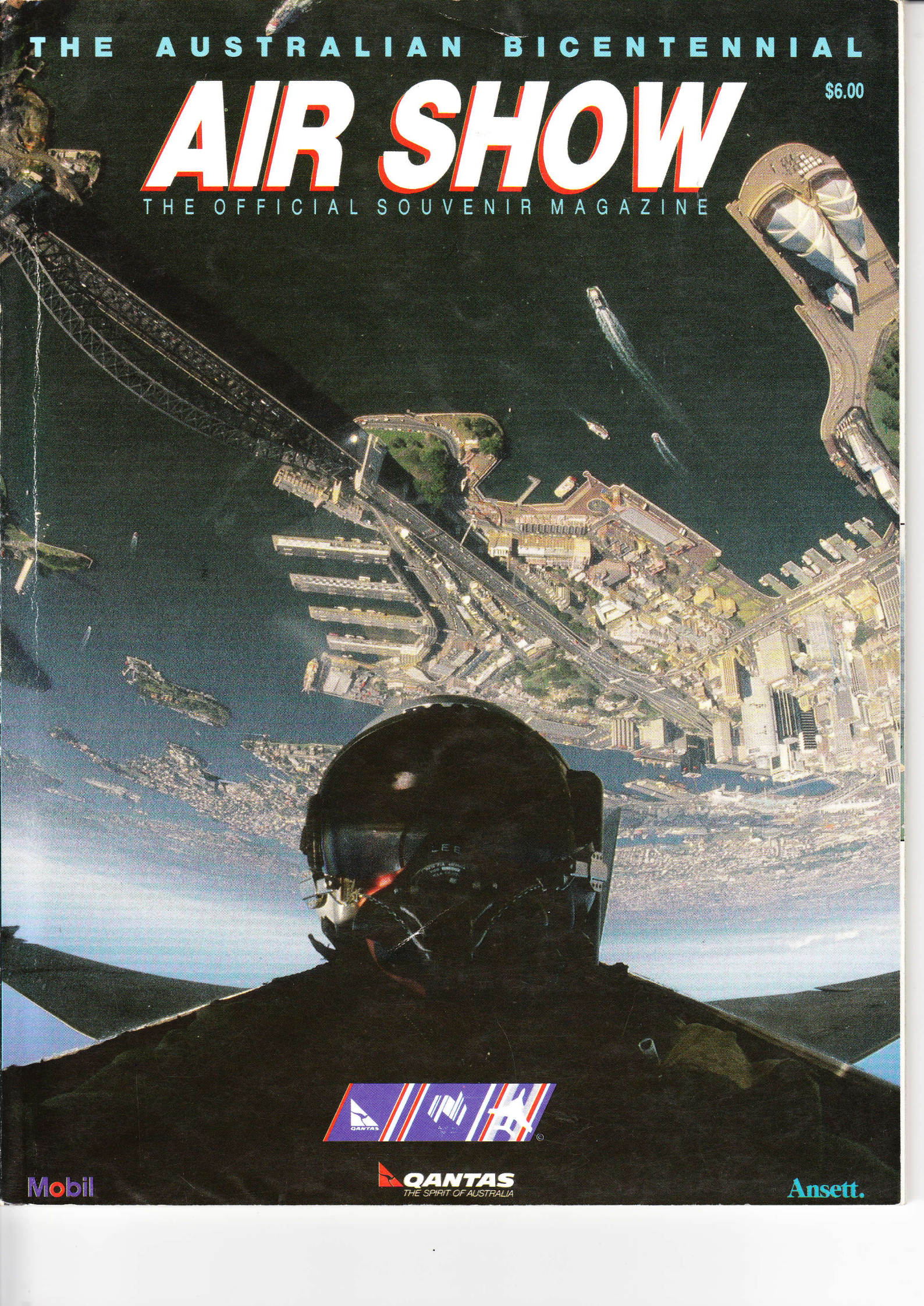


THE AUSTRALIAN BICENTENNIAL

AIR SHOW

\$6.00

THE OFFICIAL SOUVENIR MAGAZINE

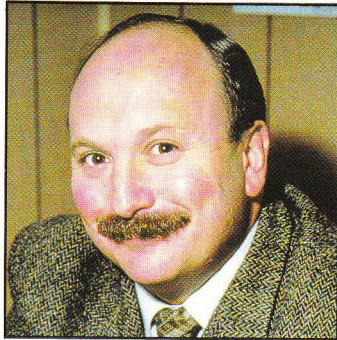


Mobil

QANTAS
THE SPIRIT OF AUSTRALIA

Ansett.

MESSAGES OF WELCOME



Ian Honnery
Executive Chairman
Australian Bicentennial Air Show Organisation

As we begin to take part in and enjoy these five days of the international Aerospace Expo and the flying and static displays at the Australian Bicentennial Air Show, it is difficult to comprehend that it is the end result of years of detailed planning and vigorous work.

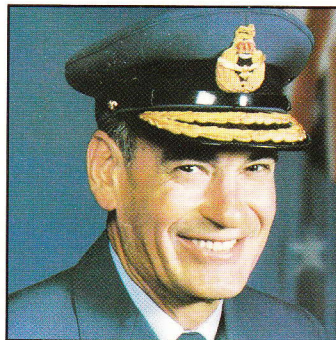
When we began to organise this aviation centrepiece of Australia's Bicentenary, we had in mind to bring to Australians the features of the great air shows of the Northern Hemisphere, at Paris, Farnborough, Oshkosh, the International Air Tattoo, and so on.

What we have achieved, and the response from the Australian and world aviation and aerospace industries, has been far in excess of our most optimistic expectations. That response, we believe, reflects enormously on Australia, and its standing in the world aerospace and military aviation communities.

We can also draw pride from the fact that the Australian

Bicentennial Air Show has drawn together almost every aviation organisation in Australia, from our commercial sponsors, Qantas, Ansett and Mobil, through all branches of the Australian Defence Forces, the Civil Aviation Authority, the Department of Transport and Communications and a very wide variety of professional, industry, business and sporting aviation groups.

It is no exaggeration to say that Australians will not see an aviation event as large and as comprehensive as this for probably another 200 years. The organisation of the Australian Bicentennial Air Show has taken more than 50,000 person hours of effort by a small, salaried secretariat and a huge volunteer workforce. The intensity of the work has, at times, been enormous; but if it helps to make the Australian public, and the world, aware of what we have achieved in aviation, and what we are capable of in the future, then it will have all been worthwhile.



Air Marshal R.G. Funnell, AO
Chief of Air Staff
Royal Australian Air Force

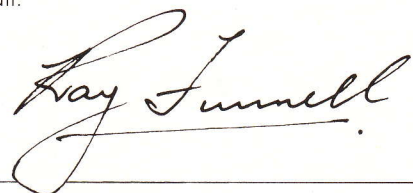
Welcome to the Australian Bicentennial Air Show, and thank you for choosing to join us for this unique Australian aviation event.

Like all professional aviators, I enjoy an air show immensely and have been attending them since I was a small boy. Now, we have for the first time in Australia a show that rivals the great air shows of the world and, in its scope, probably surpasses them. The RAAF is proud to be a part of this major Bicentennial undertaking.

The ground on which you stand has been an important part of the RAAF for more than 60 years, and today RAAF

Base Richmond forms the hub of our worldwide air transport operations. Its adaptation to an air show venue has required imagination, skill and much hard work. I trust that the outcome satisfies our objectives.

The five long years of planning upon which this great occasion has been based have now reached fruition. The Air Show with its rich variety of ground and air displays is about to begin. It has been designed as a dynamic celebration of Australian aviation, yesterday, today and tomorrow. Please join this nation's Air Force in enjoying it to the full.



SCHOFIELDS FLYING CLUB

On the Wings of Enthusiasm

Small-scale air shows paved the way for the big one in '88. Stewart Wilson traces its humble beginnings

To the average person visiting this Bicentennial Air Show at RAAF Base Richmond, the depth of organisation that goes into an event of such magnitude may probably mean very little. He or she may marvel at the number and variety of aircraft on display, will be amazed at the multitude of companies and organisations displaying their wares in the Aerospace Expo, and will most likely spare not a thought for how it all came about.

Several hundred thousand people will visit Richmond for the Bicentennial Air Show, the largest such event to be held anywhere outside Europe and the United States. Everywhere, the impression of "big" is the obvious one, but the origins of this major event in Australia's 200th year are considerably smaller . . . so small in fact as to be almost anonymous.

If asked about the Schofields Flying Club, very few of this Air Show's visitors would be able to offer any comment, let alone realise that organisation's considerable involvement in the Air Show, the end result of an evolutionary process which began a dozen years ago and culminates this October at Richmond. In fact, it would probably not be too great an exaggeration to suggest that without the Schofields Flying Club there would not be an Australian Bicentennial Air Show — or at least not one of this quality.

Schofields is an aerodrome located just a few kilometres from Richmond, on government land used by the Navy

under the name HMAS Nirimba. Its Flying Club members are literally "weekend flyers" — as the aerodrome is situated within the Richmond Control Zone, operations are restricted to Saturdays and Sundays. The club operates some 12 aircraft and its membership stands at around 350, but just 12 years ago it was substantially smaller.

In 1976, Schofields Flying Club had 60 members, with enthusiasm by the truckload but no aircraft to call its own, and no readily available cash with which to purchase one. The brave decision was taken to hold an air show at Schofields, hopefully to raise enough money to buy an aircraft outright, or at least to provide a substantial down-payment on one. At that time, Sydney was starved of air shows, and past experiences with them convinced the organisers that not only did flying displays usually draw a healthy number of aviation enthusiasts but many interested members of the public as well.

The budget for the first Schofields Air Show was set at the princely sum of \$10,000, and on September 26, 1976, the gates opened to the public for a show that lasted two hours and comprised mainly light aircraft of many types and vintages. The response was good, with 10,000 people turning up and a profit of \$11,000 to show at the end of the day. The Schofields Flying Club's first Piper Warrior aircraft was soon a reality.

That first show had been such a success, it was decided to repeat the



exercise in 1977. This one was the catalyst that prompted the change from the first informal "get together" to the professional affairs put together over the next few years. The 1977 show witnessed several firsts: the general aviation industry was formally involved, a sponsor — Thorn — was obtained, and the considerably expanded flying display was spread over the best part of two days. Not only light aircraft appeared at Schofields in 1977, but also RAAF planes and one or two examples from Australia's then fledgling Warbirds collection.

More than 300 aircraft were expected for the 1978 (Charles Kingsford



of thousands of spectators poured through the gates. But on the second day, the severe drought from which Australia had been suffering decided to break with a vengeance. Aviation enthusiasts from all around Australia braved the weather to attend and see the show's guest of honour, Chuck Yeager, the first man to break the sound barrier.

Strangely, the solid and low cloud cover provided one of the highlights of the show. The United States Air Force had flown a Boeing B-52 bomber direct from Guam to perform a couple of flypasts. With Schofields completely obscured by cloud, the B-52's crew had



Smith Commemorative) show, again held over two days, but many couldn't get through due to very bad weather. The club feared for the success of the show, but despite the need to reorganise the flying display, more than 20,000 people turned up to watch the exciting program that included the RAAF's Roulettes aerobatics team and the Army Red Berets paratroopers.

The weather caused even greater concern in 1979, when cancellation was seriously considered during the exceptionally wet days leading up to the show. But the organisers proceeded with it, and their gamble paid off. More than 200 aircraft of just about every size and shape were on display at Schofields that particular weekend. The show was forced to stop and start as showers came across the aerodrome with annoying monotony. Once again, however, the public backed the organisers' gamble, and 20,000 were there to see a spectacular display.

None of the 20,000 will ever forget one particular part — a British Airways Boeing 747 came down to a height of just 50m above the runway, with everything — flaps, slats and undercarriage — down in the breeze. For many seconds, the sky above Schofields consisted entirely of aluminium, engines and wheels — a remarkable sight.

Show-stoppers at Schofields: clockwise from top, De Havilland Beaver; 12 Squadron Chinook; Caribou; and Lockheed 12A

By 1980, the show had become so big it was proving difficult to organise on an annual basis, remembering that here was one of Australia's smaller flying clubs putting together the biggest air shows the country had ever seen. It was decided to make the show biennial, so the next one wasn't held until 1981. Its duration was extended by a couple of days for the benefit of the aviation trade and the press.

And what a show it was. Built around the RAAF's Diamond Jubilee, the Service turned out most of the aircraft in its inventory, and the 50,000-plus spectators witnessed flying displays by Mirages, F-111s, Orions, Hercules, Caribous, Chinooks and a restored Avon-Sabre. Supporting that was a cast of thousands of aircraft, ranging from ultra-lights to Tiger Moths through to Warbirds, executive jets and hot air balloons. Even the guest of honour, the late Sir Douglas "Tin Legs" Bader, was immensely impressed.

Glorious weather in 1981 may have created a false sense of security, because come the 1983 show, Mother Nature served her revenge. Even the first of the two public days, Saturday, was held in good weather, and tens

great difficulty in finding its destination. It flew around for a while with its sound clearly audible from the ground and occasionally, a wing tip or tail fin would appear through the cloud as the B-52 delicately descended. Suddenly, there it was, like a monster emerging from the mist. A big, black B-52, seemingly just metres above the ground.

The last Schofields Air Show held at the aerodrome was in 1985, when once again a large and varied program drew tens of thousands of spectators. Even the weather was kind this time. Having been commissioned by the Australian Bicentennial Authority to run the Australian Bicentennial Air Show in 1988, the club used Schofields '85 as a test run for the "big one" in 1988.

Astronaut Pete Conrad was the special guest, and the RAAF's new F/A-18 Hornet was on display in Sydney for the first time. The Hornet's "super-slow" flypast stole the show when it was overtaken by a replica World War I Sopwith Pup.

Considering the way it began, it's staggering to think that this show at Richmond has its origins in 30 members of a far from wealthy flying club. And it is those members and the ones who followed who are responsible for the show's growth over the years and its culmination in the 1988 Air Show.

The Drill

SATURDAY and SUNDAY, OCTOBER 15 and 16

Morning Show

0900

Massed hot air balloon take-off.

1000

RAAF F-111 dump and burn formation.

Qantas — The Spirit of Flight: Boeing 747 display.

F-111 solo handling display.

The Age of Rag-and-Wire — vintage aircraft flypast: Bristol Fighter, De Havilland Dragon, Hornet Moth, Tiger Moth.

Australian-made: Victa Airtourer aerobatics.

Australian-made: Transavia Skyfarmer agricultural aviation display.

The Skydancers: Australian Aerobatic Club Pitts Special formation aerobatic team.

RAAF Caribou handling display.

Gliders synchronised display.

Fighters Old and New: RAAF Mirage and F/A-18 Hornet synchronised display.

Australian Army Aviation Corps: synchronised displays by Bell Kiowa light observation helicopters, and Turbo-Porter and Nomad liaison aircraft.

National Safety Council rescue demonstration: Beech Super King Air, Bell 412, paramedics and pararescue dogs.

Civil helicopter handling display.

USSR helicopter handling display: Kamov Ka-32.

British Aerospace Hawk light fighter solo display.

US Air Force F-15 Eagle air superiority fighter solo display.

Ultralight aircraft demonstrations.

Australian-made: Ultrabat solo aerobatic display.

Military parapade: RAF Falcons, Australian Army Red Berets, Canadian Forces Skyhawks, RNZAF team.



FLYPASTS & DAILY EVENTS

Lunch Show

1230

- Kiwi Red: RNZAF Skyhawk formation aerobatic team.
- Zeppelin over London — WWI fighter display: Skyship 600 airship, Fokker Triplane, Sopwith Pup, SE5a.
- Jungle Warfare: massed RAAF Iroquois helicopters rappel troops.
- WWII/Korea fighter display: Mustang, Fiat G59, Sea Fury, Firefly.
- Supporting the Soldier: RAAF Chinook helicopters insert artillery, RAAF F/A-18 Hornets ground attack.
- Spitfire solo display.
- Mustang solo display.
- Vintage anti-submarine aircraft flypast: Ventura, Neptune, Tracker.
- Anti-submarine Warfare Today: RAAF P-3C Orion and RAN Sea King helicopter.
- International P-3 Orion flypast.
- The Start of the Jet Age: Vampire solo display, Sabre solo display.
- Air-to-air refuelling demonstration: RNZAF A-4 Skyhawk "buddy" tanker and RAAF F/A-18 Hornet. RAF Tristar strategic tanker and Tornado F.3.
- Hero of the Falklands: Royal Navy Sea Harrier solo display.
- RAAF P-3C Orion solo display.
- RAF Tornado F.3 solo display.
- Australian Airlines A300 Airbus handling display.
- The World's Largest Aircraft: USSR Antonov An-124 Ruslan handling display.
- RAAF F/A-18 Hornet solo display.
- Homebuilt aircraft demonstrations.

Afternoon Show

1500

- The Roulettes: RAAF Macchi MB326 formation aerobatic team.
- Ansett flypast: Boeing 737 and 727, BAe146.
- Australia's Most Famous Aeroplane — Southern Cross replica flypast.
- Military trainer flypast: Harvard, Wirraway, Winjeel, T-28B Trojan.
- The World's Most Famous Aeroplane — DC-3 flypast.
- USSR Sukhoi Su-26M solo aerobatic display.
- Today's Pilot Trainer: RAAF Pilatus PC9.
- Siai-Marchetti S.211 jet trainer solo display.
- Bizarre Ritual: mating dance of the Chinook!
- Battlefield helicopter: Australia's new Black Hawk helicopter.
- Australian-made: Royal Flying Doctor Service Nomad demonstration.
- RAAF C-130H Hercules handling display.
- RAF Nimrod handling display.
- The Skyblazers: Australia's Unlimited class aerobatic champion, Chris Sperou. Synchronised aerobatics.
- The French Lady: RAAF Mirage solo display.
- Dump and Burn: RAAF F-111 formation in a spectacular finale.

(All flying programs may be subject to change without notice for operational or other reasons.
Weather conditions may also cause substantial changes to the program.)

AUSTRALIAN BICENTENNIAL AIR SHOW

FLYING DISPLAY SEQUENCE

EFFECTIVE AS AT 26 SEP 88

0900 - 1230	1230 - 1430	1500 - 1630
0915-35 Balloons/Trikes/Hang gliders 0936 Super Chipmunk T/O 0938 QANTAS 747 T/O 0940-59 Model aircraft 1000-01 3xF111 torch 1002-03 QANTAS 747 flypast 1003-11 F111 solo display 1011-12 QANTAS 747 lands 1013-15 DH82) formation Dragon) flyby Hornet Moth) [T/O at 0913] 1015-22 Super Chipmunk aerobatics 1022-25 A-truck/S-dancers/Gliders TO 1025-27 Vintage Biplanes land grass 1027-29 Airtruck water drop/land 1029-39 Skydancers coord aeros/land 1040-48 CC08 handling demo/land 1048-53 Gliders synchro demo/land 1054-01 Mirage synchro demo/land 1102-05 Governor General arrives 1105-12 2xLOH synchro demo 1112-19 Porter/Nomad synchro/land 1120-33 National Safety Council demo 1134-41 Civil Helo demo 1141-45 Ka 32 demo 1145-51 BA Hawk solo display 1151-00 USAF F15 solo display	1230-42 RNZAF Aerobatic Team 1242-47 Skyship 600) (Fokker DR-1) World 1243-51 (Sopwith Pup) War One (SE5a replica) Sequence (Bristol F2B) 1250-52 WW1 aircraft land grass 1252-53 WW2 aircraft T/O 1253-56 RNZAF A4s pitch & land 1256-02 4xUH-1H rappel troops 1258-02 Mustang) air/ground Fiat) bombing and Sea Fury) strafing Firefly) passes 1300-06 2xCH47 insert artillery 1302-06 4xF18 air/ground passes 1306-07 Neptune) Vintage Tracker) ASW aircraft Ventura) take off 1308-14 Spitfire demo (T/O-land) 1314-17 WW2 aircraft fan pitch 1317-22 Mustang solo display 1322-23 Vintage ASW flypast 1323-25 Vamp/Sabre T/O-Mustang lnds 1325-30 Seaking synchro demo 1330-31 International P3 flypast 1331-34 Vintage ASW aircraft land 1334-35 RAF Tristar takes off 1335-40 Vampire solo display 1341 Vampire lands 1341-46 Sabre solo display 1347-48 RNZAF A4/F18 buddy refuel 1348 Sabre lands	1500-13 Roulette aerobatic team 1514-21 ANSETT 737/146 1521-22 Southern Cross flypast 1522-23 Havard)) Winjeel)) flypast Wirraway)) T28)) 1523-30 Su26M aero display/land 1530-31 Southern Cross lands 1532-38 PC9 aero display/land 1538-41 Vintage Trainers Pitch/land 1541-43 B52 Flypast 1543-45 3xDC3 take off 1545-52 CH47 Mating Dance 1553-55 B52 Flypast 1555-01 Blackhawk Handling demo 1601-06 Flying Doctor (Nomad) 1606-08 B52 Flypast 1608-09 Skyblazers take off 1609-11 3xDC3 flypast(RAAF/RAN/NZ) 1611-18 C130 handling display/Lnd 1618-22 Nimrod Handling display 1622-30 Skyblazers synchro display 1630-37 Mirage solo 1638 3xF111 torch 1639-41 3xDC3s land 1641-43 Skyblazers land 1643-44 Mirage lands 1645 RNZAF A4s take off

2

0900 - 1230	1230 - 1430	1500 - 1630
1201-15 RAF C130) preparation RAAF C130) for para drop 1201-08 Ultralight segment 1208-13 Ultrabat solo display 1215-25 Para drops: RAF Falcons Red Berets Skyhawks Kiwis 1226-28 2xC130s land	1349-50 Tristar/Tordado/A-A refuel 1350-59 Sea Harrier solo display 1359-06 P3C Handling display 1406-13 Tordado solo display 1413-19 Australian A300 demo 1419-29 An124 handling demo/land 1429-36 F/A18 solo display 1436 Tristar lands 1440 Governor General departs 1442 A300 lands 1444 F/A18 lands 1444-49 Homebuilt aircraft (grass) 1450-52 Roulettes take off 1453-55 Vintage trainers take off 1456-57 Southern Cross takes off	

Annotations:

- * Unconfirmed participation.
- # If international crews are qualified in formation flight.