

## STAFF

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## LFS MOVIE NIGHT

**Sat 15th May**

*All pilots & partners welcome  
 for a free night of your  
 favourite (flying) movies*

*BYO Wine or Beer  
 RSVP Shane Stone  
 0417 561 425*

## CONGRATULATIONS!

**SOLO** Andrew Moon  
 Daniel Hobson  
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 Michelle Ross  
 Michelle Schiffer  
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 Rick Grose  
 Tom Lauder

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 Jim McAleecce  
 Phil Tarquinio  
 Steve Hammerton

**CPL** Matt Smith

**IFR** Jock Folan  
 John Egglestone  
 Peter Gregory

**NVFR** Matt Smith

## Lilydale Autumn

The April Nav Trial required pilots to find such mystery places as "Jim Davis cat" (Garfield) and 'What you normally do with your laces, to your stomach'. (Tyabb). Congratulations to the winners, Debbie Rawson, Michelle Ross & Paula Legge. (Right)



**Above** - Lake Eyre is in flood for the first time in 5yrs and Lilydale has flying safaris going there soon.

**Below** - 10 aircraft and over 30 crew enjoyed a memorable weekend at Merimbula in March



**Right** - Brad Hurley gives his rare L5 Stinson some TLC.



**Bottom** - A36 FCT parked at Three Hummock Island



## Letter from the CFI

**FLYING NEWS:** Well done to everyone who went on the LFS flyaway to Merimbula and the Nav Trial competition day to Lethbridge, with much fun being had by everyone. Thanks also to all the instructors for helping out.

Autumn is typically the best month for flying training as the weather is pleasant, so get as much done as you can now to optimize the opportunity!

It is imperative that you ALWAYS check which runways are active and if there are any displaced thresholds. While runway 18 is extended, pilots are requested where possible to do their run-ups in the area near the lineup point for runway 18R.

Warrior CCQ is now a company aircraft and this means that the "10% off" midweek discount scheme applies to it too. We are also investing time and money upgrading the interiors and exteriors of CWW and BZA.

A36 Bonanza BFB and V35 Bonanza FWE are back on line after extended maintenance, meaning we now have 5 of these fine aircraft for IFR training and general hire although note that some minimum experience restrictions still apply.

**STAFF NEWS:** We wish Craig well in his job hunting 'up North' after 4 years and 2,500hrs at Lilydale.

*Brad Lacy*



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# Women Pilots choose *lifestyle*

As usual the last Lilydale Airport women pilots meeting, held on Sunday 29 February, was a huge success. We enjoyed hearing the fascinating flying tales of two accomplished women pilots - Jan Martin and Heather Mattes who is the national president of the Australian Women Pilots' Association.

Jan, who received her licence in 1979 after doing her training in Swan Hill and Mildura, told an enthralled audience about her adventures flying right around the Australian coast in her 1965 Piper Cherokee 180, VH-CWI.

Jan and her husband (a happy non-pilot and excellent navigator) undertook the journey in two parts. "Keeping Australia on the right" they flew to many remote places, often camping under the wings and also enjoying the hospitality of AWPA members along the way.

Jan has 920 hours under her belt and was a third-share owner of the Cherokee. She had some sound advice on how to make a part ownership in a plane work for all parties.

Heather Mattes received her PPL in 1998 and has about 495 hours. She owns a 1981 Cessna 172P, which for a time she used to commute to her job at Falls Creek (where she had an understanding pilot boss didn't if she was a day late due to weather).



Above - Jan Martin, Joanne Donnelly and Heather Mattes

"I flew from Point Cook to Mt Beauty. If I went early morning or late afternoon it was like being caught in the rush hour traffic over Westgate Bridge," says Heather.

A friend of Nancy Bird, Heather says she is proud to be able to help advance the cause of women in aviation by taking on the role of president of the AWPA.

Meeting other women pilots, hearing of their experiences and adventures, as well as catching up with each other's progress is a treasured part of learning to fly at LFS. *Joanne Donnelly*

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## Lilydale Pilots on track

Lilydale pilots have already ranged far and wide this year. In January, Nick Gallet flew Archer RCR to Perth with his Grandpa while Peter Miller took it to Inverell in April.

Tim Radisich and Bill Dewez flew Bonanzas RNM and SIQ over Lake Eyre to the 45th annual William Creek Races in April while Robert Dodd flew FCT to Sydney and South West Rocks.

The Hurley boys are spending time on their rare Stinson L5 'Grumpy' after a long delivery flight from Caboolture QLD.

Jock Folan is just back from an epic tour of NZ in Bonanza CFK with the Australian Bonanza Society. The route was via Lord Howe and Norfolk islands and culminated in the famous 'Warbirds over Wanaka' airshow. Jock reported lots of VFR flying at 500-1,000ft around the NZ coastline.

Rosodie Din flew Turbo Arrow NJK up to spend a couple of nights at Arkaroola and Broken Hill while David Donnelly is just back from a week around Tasmania in his 310. Other destinations include Merimbula for

the flyaway, Flinders Island for the 'Waterhouse' fly-in, several weekend escapes to King and Three Hummock Islands and the Bonanza Clinic in Redcliffe, QLD.

Below - Tim in RNM at Muloorina Station



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## LILYDALE AVIATION - CALENDER

### MAY

**15** **Movie Night** mixing your favourite flying movies with friends!

### JUNE

**4-6** **Lake Eyre Safari** to 3 properties on the edge of this famous dry lake, currently in flood for the first time in 5 years

**5** **Lilydale Women Pilot Meeting**, lunch at Ferguson's

**12-14** **Arkaroola Flying Tour** to the Flinders Ranges, SA - fly yourself or join an LFS charter

**18-20** **Lake Eyre Safari** - last seats going fast!

### JULY

**5-17** **PNG Air Safari** with the ABS to this amazing country in 5 star comfort in your own plane!

**16-18** **'White Cliffs Weekender'** to this unique opal mining town near Broken Hill - fly yourself or join an LFS charter

### AUGUST

**13-17** **Bonanza Pilots Proficiency Program**, spend a long weekend at Port Macquarie with the experts

**20-24** **Fraser Island** - fly yourself to the largest sand island in the world, swim, fish, relax and 4WD

**28** **LFS Wings Presentation Dinner** - a must for all

# Profile

## DAVID AND LORRAINE LAW

Of all the private owners at Lilydale, none get more fun from their aircraft (T-tail Arrow HAG) than David and Lorraine Law. David has owned the Piper since 1993 and Lorraine enjoys the planning. Through the year they enjoy many short breaks interspersed with one or two longer journies.

Although David says they haven't used their aircraft much this year and have missed real inland travel, their holiday flight list is impressive. It consists of trips to their own choice of destinations, fly-aways with the IFFR (Flying Rotarians) and now with the new Piper Association of which David is the enthusiastic foundation Member.



Xmas 2002 was spent at Coffs Harbour, Easter at Temora and in between there have been "lunch" flights to Echuca, Milawa, Tyabb, Moorabbin (Royal Vic café) and Yarrowonga. IFFR weekends have included Bendigo and Hamilton. The Piper Society held its inaugural meeting in Deniliquin and David recently attended a valuable "Maintenance Day" in Canberra.

Favourite destinations include Broken Hill, King Island and Thargomindah (Q) which they visit regularly. This Xmas the Arrow will be off to coastal Port Macquarie. Last year, the "Year of the Outback" saw them

participating in exciting SA events: Mungerannie for the "Outback Cattle Drive", Arkaroola for "Legends of the Outback" with en route stops at remote places eg. Cameron's Corner.

*[Ed:As we go to press David and Lorraine are en route to the Kimberley – but that is another story!]*

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## Top 20 All-Time Aviation Reads Kindly contributed by Lilydale Airport friend, Dr David Cooke of "Coastwings", Port Macquarie

1. **A Gift of Wings** - Richard Bach, who wrote Jonathan Livingstone Seagull, has collected a selection of short flying stories
2. **The Shepherd** - Better known for his thrillers, Frederick Forsyth has put down a mystical experience by a lone Vampire pilot
3. **Bomber** - Len Deighton has written arguably the best account of a night bombing raid over Germany during WW2
4. **Goodbye Mickey Mouse** - Deighton, a UK P51B squadron
5. **Twelve O'Clock High** - Beirne Lay, made famous by the film
6. **Piece of Cake** - Derek Robinson, a Spitfire squadron in the Battle of Britain and an excellent mini series on TV
7. **Night Flight** - Antoine de St Exupery, a classic of early flying
8. **101 Nights** - Ray Ollis, an RAF bomber squadron in WW2
9. **Squadron Airborne** - Elleston Trevor
10. **Fate in the Hunter** - Ernest K Gann recounts some close calls when flying DC3s, DC4s and C87s - a MUST READ
11. **Slide Rule** - Nevil Shute, his autobiography
12. **No Moon Tonight** - Don Charlwood, an Aussie air traffic controller who flew Lancasters with the RAF in WW2
13. **The Wandering Years** - Arthur Affleck, an early RFDS pilots
14. **The Ghost of Flight 401** - John G Fuller , spooky stuff following the aftermath of the L-1011 crash into the Florida Everglades
15. **The Old Bus** - Charles Kingsford Smith, enough said
16. **Outback Airmen** - Harry Purvis & Joan Priest, Smithy's mates
17. **The Lonely Sea and the Sky** - Francis Chichester, autobiography
18. **The Sky Beyond** - PG Taylor, autobiography, saved Smithy in mid-air over the Tasman and later flew a Catalina to Easter Island
19. **The Last Enemy** - Richard Hillary, fighter pilot in Battle of Britain wrote this as he was recovering from burns after being shot down.
20. **Amelia Earhart Lives** - Joe Klaas - on what may have happened to the best known female aviator when she disappeared in 1937.

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## Angel Flight

On the 23rd January 2004 I flew my first Angel Flight mission. The task was to pick up the Kaehne family and fly them from their home in Ceduna to Sydney, where Taj had been rushed a few weeks earlier to await a liver transplant.

Angel Flight pilots Paul Humphrys and Bryan Trigg flew from their home in Cleve, South Australia to Ceduna to pick up father Kirk, brothers Jye and Brayden, and grandmother Marion.

I flew up from Melbourne in a Beech A36 to meet them in Mildura and fly them the rest of the way to Bankstown. The weather on the way up was lovely at 8,000ft. The forecast indicated this would last until Sydney, where thunderstorms and low cloud were forecast. We got airborne out of Mildura at 3pm and climbed to 10,000ft (non standard due to the turbulence) we

were in cool smooth conditions. There was one stomach emptied into a waiting receptacle in the back, but all passengers were soon asleep once we reached cruising altitude. From Mildura we tracked via Griffith, Cowra and then on into Sydney.

Overhead Griffith we could see large storm clouds building ahead, and noticed the first strikes on the strike-finder. Once at Cowra we descended to 7,000ft under a solid overcast and started deviating around the storms appearing ahead.

The ride was still lovely and smooth, but we had to make deviations of up to 15 miles left and right of track to remain visual and clear of the CB's. Over WATLE we entered cloud on descent and deviated left around a large storm overhead Camden, and became visual about 5 miles from 2RN, the approach

point into Bankstown.

After touching down a tad after 6pm we were quickly at the terminal where 'Earth Angel' Graham Bentley loaded the family into his car and transported them to Westmead hospital, their new home for the next 9 months.

Why do it? Angel Flight gives us pilots a chance to use our hard earned flying skills to help others in need. This is a wonderful way to bring some extra meaning to flying, and also shows the community the benefits of General Aviation. If you are interested in joining Angel Flight, see [www.angelflight.org.au](http://www.angelflight.org.au) All that is required is a Private Licence and 250 hours in command.

*Bevan Anderson*

# VICTORY DAY – May 1945

Recently when reading about Victory Europe Celebrations I was reminded of a non-operational experience I had on 8th May, 1945—Victory Europe Day.

The scene starts at 9.00am warming up the Hercules motors of my 4 engine Halifax Bomber, as 15 happy Commandos climbed aboard at a bomber station England. As a crew, we had celebrated our survival of the war the night before and so were a little under the weather.

Not to worry as it was a beautiful day, navigation easy, up the North Sea into Norway and over the Fjords and mountains onto Oslo. We were the first aircraft in and when approaching the operational aerodrome outside Oslo I tried to contact their flying control for permission to land but met no response.

We circled at 1000 feet several times trying to make contact but still no result. Was our radio on the blink? Did we have incorrect frequencies? Or don't they want us?

I was hating the delay and could feel the tension building up within myself. I conferred with the commando Army captain on board and explained the situation. As Captain of the aircraft the decision was mine to land without permission, after all I had bodies not bombs to deliver.

On the first approach flying control sent out a red flare, this indicates not to land, three times this happened. Finally on the 3<sup>rd</sup> approach I decided to land the aircraft, while the comman-

dos prepared themselves in the event of trouble.

After landing and before we taxied off the runway, an open Mercedes Benz rapidly approached. Flying control next made radio contact requesting the captain to report to the car.

The car contained 6 high ranking Luftwaffe officers. Still uncertain what was going on, I was reluctant to leave the aircraft. The Army Captain was up front with me, I suggested he report to the dignitaries. This he did reluctantly.

I left the engines running and after 10 – 15 minutes he reported we were the first British in and the Germans wanted to formally hand over their responsibilities. The reason for delay was that they were not prepared with formal documentation.

Our Wing-Commander arrived 1 hour later and accepted all responsibilities. We stayed a few hours after placing a guard on the aircraft as sabotage was a possibility.

We eventually stayed several nights and tried to fraternize with the Luftwaffe aircrew but although some accepted us, others did not. When walking into their officers' mess, my bomb-aimer, Mac and I came face to face with a fighter pilot, who spat at us. Mac copped the lot but the next time that pilot spat, some teeth fell on the floor.

*By Ron Lamshed. Ron's son Ian is learning to fly at Lilydale.*

Right - A Handley Page Halifax bomber



## Three Hummock Island Escape

Where you ask is Three Hummock Island? That is exactly what I asked when told it was to be our weekend's 'getaway' destination. It lies in Bass Strait off the coast of Tasmania. Your second question would be why go to Three Hummock Island? The best answer is because it is a unique experience from start to end. There are few places you can go in an hour flight from Lilydale that are as remote and undeveloped as Three Hummock Island.

The island can only be reached by plane or sailing craft and I'm glad we chose flying after seeing the white caps of mountainous Bass Strait. Rob Alliston and his wife Elaine are the only two people living on the island. The rest of the population consists of kangaroos, Cape Barron Geese, peacocks and mutton birds and oh, did I mention snakes? (We saw one sound asleep) Rob picked us up from the airport and gave us the option of a 3hr walk or 30min drive. (Later we found out Rob has to arrive

earlier than the planes to shoo away the kangaroos on the airstrip). I'm still not sure which would have tuckered us more, as the bouncy track was harsh although we did learn lots about island life along the way from Rob.

For sunset Rob took us to see the impressive Five Sisters rock formation on Burgess Beach. Here we were also treated to a radiant perfect rainbow after climbing a hill to escape a brief storm on the beach. The natural beauty of Three Hummock Island is breathtaking.

The accommodation was homely enough, with a big roaring fire to enjoy a nice glass of wine and nibbles by at night. (Just remember to bring *all* your food off the plane because it is a long walk back to pick up supplies!)

The next day was a longer island tour by 4WD before heading home. Once again I had to pinch myself that we'd spent the weekend off the coast of Tasmania.

*Naomi Morrison*



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