

## STAFF

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GROUNDS	Peter Archer
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## WINGS DINNER

'The International'

7.00pm, Sat 28th August

Your chance to meet everyone at Lilydale's annual aviation award night

Featuring awards, prizes and comedian Monica Dullard

## CONGRATULATIONS!

SOLO	Kathy Ballantyne Peter Nelson John Olsen Megan Ryan Mark Waite Boris Wong
GFPT	Paul Bryson Lee Gordon-Brown Paula Legge
PPL	David Hobson
CPL	Lee Siddles Phil Tarquinio
IFR	Brian Quinn

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## Lilydale Winter



Above - Warrior BZA holds off before touching down

Below - Scott Patterson and Lee Gordon-Brown's new plane, a 160hp, ex Singapore Air Force Victa T6



Above - Six LFS aircraft and 30 crew made it to Lake



## Letter from the CFI

**FLYING NEWS:** Well done to all those who have been flying in Melbourne's winter. Don't forget to call your instructor before heading out to ensure the weather is suitable for your next sequence and consider using the weather radar on [www.lilydaleairport.com.au](http://www.lilydaleairport.com.au)

Congratulations to all those involved in our 'Accurate Flying' Competition Day with much fun being had by everyone. Thanks also to all the instructors for keeping a close eye on all participants.

**SPRING IS COMING!** As well as better weather, it means watch out for birds nesting in aeroplanes. Check engine bays, wingtips and tailcones and if any grass, twigs or straw are visible, investigate and alert an instructor.

We are pleased to have Beech Sierra EDN online with us. Boasting a 3-blade scimitar CSU prop and retractable gear, the aircraft is the ideal 'next step' for those looking for a fast, roomy, touring aircraft. [Read our Plane & Pilot flight test report - p.2]

Warrior BZA is currently in the paint-shop but will be back by September with AFH replacing it in the interim. Archer CJR has been fitted with a 'cruise prop' and is now 10 knots faster (125kias) at most heights on the same power settings.

**STAFF NEWS:** Congratulations to David Prewett & Craig Lehmann who are pursuing their careers in RPT aircraft in Cairns and Adelaide respectively.

Brad Lacy

## Warrior - flying blind

A father-of-two who lost his sight at the age of 12 has become the first person ever to fly a plane around the UK. Steve Cunningham, 41 of Banbury, Oxfordshire, completed the voyage in a Piper Warrior in July.

Talking computer software in the Warrior gave Steve constant updates on the plane's height, position and speed at the touch of a button.

"The prompts come back every two seconds and it will tell me things like whether I'm flying level, whether I'm banking to the right, banking to the left, in a descent or in a climb," he said.

However, he did have a copilot on board to check that the computer was correct and assist with landings.

"Over London the cloud was low and visibility was not the best but it was still better than mine," he said on his return.

Steve developed glaucoma at the age of eight and within four years he was totally blind.

BBC Online



# C24R SIERRA SKYTEST



Lilydale's newest on-line aircraft is a Beech Sierra EDN. With a swept, three-blade scimitar CSU prop and retractable undercarriage, the aircraft is ideal for those 'stepping up' from the Piper Archers, or considering commercial training. Here's what the Plane & Pilot magazine writer had to say:

"The Sierra is a large aircraft with a high stance and the cabin is larger than that of the Mooney and the Arrow. The cabin doors – one on each side of the fuselage – close tightly with a reassuring snugness that adds to the solid feeling.

With solidity and size come comfort. Pilots from 5ft 3 to 6ft 3 have remarked about its spaciousness for larger pilots yet accessibility for shorter operators. I am tall and like the roominess, the headroom and the width of the cabin, which is two inches wider than a Bonanza's.

The placement of the wing aft allows a good view down from the front seats, an unusual bonus for a low-wing aircraft. Visibility forward and to the sides is equally good, although transitioning pilots might take a while to adjust to the slightly nose-down attitude.

On the whole, handling is sprightly in the air. Although aileron control is slightly stiff, it is not heavy; neither is the stabilator.

ENGINE	Lycoming, IO-360	CRUISE (75%)	140 kts, 24in, 2400rpm, 10.5gph
POWER	200hp @2700rpm	CRUISE (65%)	130 kts, 23in, 2300rpm, 9.6gph
SEATS	4-5	BEST RATE	71 kts, 891fpm
MTOW	2750lbs	STALL (Dirty)	60 kts
EMPTY	1696lb	Approach	70-75 kts

Speed may not be the Sierra's forte, but the one I flew performed consistently better than what the book called for. On a test-run at 4,500ft, 24 inches of manifold pressure and 2,500rpm, produced a true airspeed of 135 knots (book figure was 133).

Later, at 5,000ft, 24 inches of manifold pressure and 2,400 RPM, true airspeed was 140 knots. Fuel consumption averaged 10.3gph."

## Lilydale Women Pilots Group - June meeting

We were delighted to have as our speaker Jenny Houghton whose extensive aviation background shone through in her encouraging and amusing talk. When she last visited us Jenny spoke about ballooning, and even brought along a balloon and its paraphernalia. This time she spoke chiefly about some of the pleasures and trials of flying instruction which was of great practical value to those present.

After a lively question and answer time, Paula Legge thanked Jenny on the Group's behalf. We then adjourned to "Fergusson's" for further flying conversation, a long lunch

and good cheer. This was a particularly well chosen venue because we were joined by the *maitre de chef*, Louise Fergusson, a new and enthusiastic PPL!

L to R - Jenny Houghton, Louise Fergusson & Jan Martin



L to R - Jo Donnelly, Theresa MacDonald & Helen Mock

We feel privileged to have Jenny as a "Friend of LFS" and look forward to another visit to her successful vineyard property, "Maygar's Hill" at Longwood, near Euroa.

## LILYDALE AVIATION - CALENDER

### AUGUST

- 7 **Warnambool Whale Watching**, including minibus transfer and lunch - share a plane or take a charter!
- 13-17 **Bonanza Pilots Proficiency Program**, spend a long weekend at Port Macquarie with the experts
- 21 **Tower Tours** to MB and EN, a must for PPLs
- 20-24 **Fraser Island** - fly yourself to the largest sand island in the world, swim, fish, relax and 4WD - ask at desk
- 28 **LFS Wings Dinner** - Lilydale's annual award night

### SEPTEMBER

- 3-5 **Birdsville Races** - Fly to this famous outback event for a beer and a bet! Only a few seats left.
- 16-18 **Lake Mungo & White Cliffs Weekender** to these picturesque places - fly yourself or join an LFS charter

- 25 **Experience night flying** - See Melbourne's lights from the air. Open to all GFPTs and PPLs

### OCTOBER

- 6 **Met Briefing** - A speaker from the Meteorology Bureau will explain how they get THOSE forecasts
- 10 **Fun Nav Trial** to mystery lunch destination
- 15-17 **Fowler's Gap Tour** - fly to this wilderness paradise
- 30-31 **Tocumwal Flyaway** - Your chance to try 'silent flight' at this great gliding centre. Ask for details

### NOVEMBER

- 13 **Women's Group Meeting** plus evening BBQ and Movie
- 21 **RACV Wings & Wheels Airshow**, featuring the RAAF Roulettes, Mustangs and more!

# Profile

## ROSEDIE DIN & LING FONG

An admitted fan of fast cars, Rosedie Din was bitten by the flying bug in Malaysia and got his Private Pilot Licence at the Royal Selangor Flying Club in 2002. However, most of his flying has been downunder where he and his 'co-driver', Ling Fong, enjoy visiting the many places in Australia easily accessible by air.

"Last year I began to look for a suitable aircraft that could travel long distances with a fast cruising speed, good climbing rate, and would be able to land on a short airstrip. After many months of searching in the US, Europe and Australia, I found a Piper Turbo Arrow IV in Sydney with all the equipment I wanted.

The next step was to convert my Malaysian pilot licence into an Australian one. I just needed to fill in a form and get the Department of Civil Aviation of Malaysia to inform



their Australian counterpart that my Malaysian pilot licence was authentic. The whole process was completed within a few days.

Australia is an ideal place for gaining flying experience. The country is quite flat and the weather normally calm. Compared to Malaysia, GA is well developed. There are plenty of airstrips all over the country, even in the scarcely-populated areas.

We have had a great time flying in Australia but it is the friendliness of the people that has made our trips more memorable. Friendly locals helped us when we were once stranded in a remote airport, while fellow pilots have given us useful information on places to go and what to avoid.

Since buying the aircraft, I have installed a 'knots-2-U' gap seal kit and a 6-probe digital engine CHT/EGT analyser so I can now flightplan on 155 kts, burning 45-50 litres per hour. Next year we are planning to fly to Malaysia and back via Darwin, Kupang and Lombok."

## LILYDALE PILOTS RANGING WIDE

Despite winter weather, Lilydale pilots have again ranged far and wide in the winter months. David and Lorraine Law returned from a 4 week flying tour of the Kimberley in Arrow HAG while Bill and Roz Dewez are out there at the moment in Bonanza SIQ.

Rob Kerr had a great 'top end tour' to Jabiru, Lawn Hill Gorge and Litchfield NP in Bonanza EUB on a trip which included some great fishing stops! Jock Folan did some trips to Richmond, Archerfield and Adelaide while John Gwyther took Bonanza BFB to Hobart.

Lake Eyre and Mungerannie Roadhouse were again popular with Phil Anthony, Peter Walters and Richard Rackley taking Archer RCR out there. Others who made it included

Steve Hitchen and Dave Kent in Bonanza FCT, Phil Tarquinio and James Bourke in Travelair IJM and Michael and Tracey Whiteside who flew with David and Jo Donnelly in Cessna 310 EYE.

Special mention goes to Ric Wallis who 'peddled' Cessna 150 KPE all the way to Ayers Rock and back at an average of

80kts. Due to range considerations (3hrs for plane and pilot), he had to stop at Swan Hill, Mildura, Broken Hill, Leigh Creek, Oodnadatta and wait several days at Alice Springs for favourable winds.



Right - Sunset over Uluru

## New Queenstown Approach for Qantas

On a recent holiday to New Zealand, I enjoyed watching the busy traffic into and out-of Queenstown International Airport. Located in the heart of the South Island's alps, the main RWY 05/23 is boarded by Lake Wakatipu at the south and by 8,000ft mountains on the other three sides!

Our Air NZ A320 Airbus arrived at Queenstown on a perfect CAVOK day, giving all the passengers close-up views of snow-capped mountains as we descended and flew a Right-Hand circuit for RWY 23. Downwind, base and final legs were all flown spectacularly close to snow-capped mountains.

According to a Qantas B737 captain, Queenstown is one of the most difficult destinations with the missed approach altitude for an IFR VOR/DME approach being 4,000ft. There is no instrument approach in the opposite

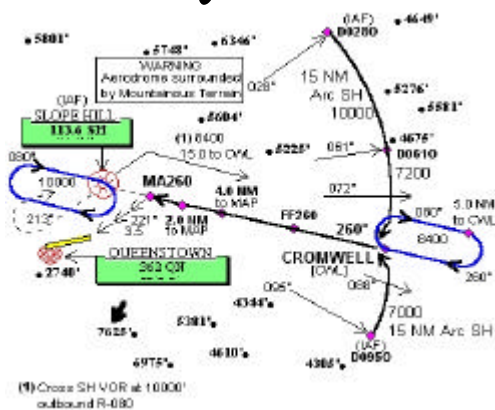
direction as terrain rises rapidly with the MSA reaching 10,000ft in some directions.

To reduce the number of diversions due weather, Qantas is currently working on approvals to conduct Required Navigation Procedures into Queenstown. This is basically a GPS NPA approach incorporating 10-12 points which will bring aircraft down on a turning approach with .15nm tolerance.

Queenstown was also a haven for GA aircraft, with lots of Cessna 172s, 206s and 207s, several Gippsland GA -8 Airvans plus a smattering of Britten Norman Islanders and Cherokee 6s. Several turbine-powered Fletcher FU24s were also flying parachutists from a cropdusting strip on the edge of town.

Jonathan Merridew

Right - A PT-6 powered Fletcher FU24 loads up with skydivers from a grass strip on the edge of Queenstown - note the shark's mouth!



## MOSQUITO DOWN – Korea, 1953



*Keith Hatfield is well known in aviation circles for his long involvement with Casey airfield at Berwick (now closed). During his army career he flew in the Korean War as an airborne spotter. At various times he has owned a DH85 Leopard Moth and a Miles M3A Falcon which is now one of only two surviving in the world.*

“In 1953 I was posted to the US Air Force 6148 Tactical Control Squadron, Chunchon. This was a forward controller squadron directing air and artillery strikes on the North Korean Army. We were officially designated ‘Mosquitos’, tasked with flying low and slow to seek out enemy concentrations and then direct attack aircraft on to them.. The pilot’s job was to fly the aircraft while I was observer/controller map reading, identifying targets and carrying out the radio communications.

The enemy were often dug in as close as 300 metres from our own front lines so these air strikes had to be placed with great accuracy to avoid striking ‘friendlies’. *Remember! This was about 30 years before GPS and Laser targeting were invented!!*

We flew in a North American T6 Texan, better known to us Commonwealth pilots as the “Harvard”. Powered by a 550hp P&W R-1340, it was able to loiter over the strike area for two and a half hours or more. Our T6s were armed with underwing racks carrying 2.5in white phosphorous rockets.

Our main worry was enemy ground fire. At first the enemy ignored us and fired instead on the fast attack aircraft which delivered the bombs and rockets. When they realised that we were the ‘source’ of their misfortune, they came to throw everything but the kitchen sink at us, leaving us often to fly home full of holes - life was anything but dull!

On the morning of May 17, 1953, I was flying in a T6 at

2,500ft AGL when we were hit by anti-aircraft fire. I remember a loud thump, the aircraft bounced upwards and acrid-smelling white smoke filled the cockpit. When the pilot, Capt Frank Winner cracked the canopy open, flames streaked back from the firewall to the rear cockpit.



Frank hurriedly bailed out leaving and as the flames were streaming back to the left tail plane, I quickly followed him. After colliding briefly with the horizontal stabilizer, I was thrown clear and pulled the rip-cord.

The parachute opened as advertised and, with a friendly wind drifting me towards allied lines, I was just beginning to congratulate myself when I became aware of the air around me cracking with the sound of rifle fire!

There was little I could do but hope they were all crook shots. As soon as I hit the earth, I took off in the direction of my lines, about 400 metres away. It was only as I approached them that I noticed red flags tied to the barbed wire – I had just run through a minefield!! A few hours later, Frank and I were evacuated by a Bell 47G helicopter to 44 MASH where our burns were dressed.

A couple of weeks later when I returned to my squadron, I once again featured in an exciting operation, rescuing a bailed-out American F86 Sabre pilot. In poor visibility and under heavy groundfire, we searched for over an hour until I found the downed pilot and then waited until the rescue helicopter arrived to retrieve him. For this effort, I was awarded the American Distinguished Flying Cross.”

[Ed: Keith and Elsa are guests at our 28<sup>th</sup> August “Wings” Dinner]

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## OUTBACK AUSTRALIA by Tony Collett, Lilydale PPL

One of the advantages of obtaining a PPL is the freedom to fly further afield. I decided to take advantage of this with an outback trip in a friend’s Cessna 172N. It is similar in performance to the Warrior, cruising at 105 knots but the high wing is less forgiving in crosswinds.

The initial preparation involved convincing my wife, Jenny, that this was a good idea for the family holiday. The next step was a couple of short flights with my wife and kids in a Warrior from Lilydale. There was some mild airsickness and Jenny said she viewed this holiday as a test of how much she loved me! Undeterred I purchased the required maps and a Garmin III GPS.

The day of departure quickly arrived. We were teaming up with a few other planes and travelling in convoy. The initial day involved tracking to Mildura, Broken Hill and on to Cameron Corner for an overnight stay but it did not go well. Jenny was quite airsick and there were also unfriendly noises from Max and Jeremy in the back. I tried to ease the situation by pointing out we were far better bumping along under the cloud than being in it or trapped above it. Jenny stated the current situation was not sustainable and if things did not improve she and the kids would head home and I could continue on my own.

Things were better at Cameron Corner. The kids enjoyed the novelty of the outback pub and the marker indicating the intersection of NSW, QLD and SA. The kids were under an enforced silence from prior to the pretake-off checks until we were in the air established on track and again from prior to entering the circuit until clearing the runway. The answer to their question as to the sort of emergency that would allow them to talk was if they noticed a wing coming off or mum falling out!!

We landed at Dig Tree which is the site of the ill-fated camp of Burke and Wills. We then headed to Longreach and over the Combo Waterhole, the billabong of Waltzing Matilda fame (and sang as we orbited). Then onto Burketown and the gulf. We tracked along the beach and spotted a croc for kids. By now the family were well over the airsickness and Jenny was organising maps and recording times. We next stayed at Mataranka Resort where the airfield is set in the trees and only visible from almost on top. We knew we

were a long way from the Yarra Valley when the girl behind the bar did not know a Shiraz was a red. She also did not know how to open it. Apparently I was the first person to order wine since she started!

Then to Tindal RAAF base before heading to Cooina in Kakadu and a boat cruise – more crocs – and to Kununurra. We stayed at Kununurra and after a cruise on Lake Argyle we flew down the Prince Regent Gorge to the St George Basin. We tracked down to Broome (MBZ with a traffic adviser) for a two night stay and then across the Tanami desert to Alice Springs. On this day we did our longest single leg of 400 nM from Halls Creek (overflying Wolf Creek Meteorite Crater) to Tillmouth Wells Roadhouse for lunch.

It was now just a short hop to Alice Springs which is non-radar controlled airspace; we obtained a clearance to proceed to Bond Springs and track on VFR route 1 over the town. From the Flinders Ranges the cloud and bumps increased as we flew south but Jenny and the kids were now able to take these almost with a smile. We had a couple of days up our sleeve so if the weather was unsuitable we would stay somewhere until things cleared up. As it turned out, the weather was fine and a few diversions to avoid local showers were all that was required.

After a shaky start it was a wonderful family holiday. We took advantage of the often stated benefit of a PPL in being able to visit places that we would otherwise be unlikely to see. Total flying time was 49 hours. Highly recommended!

Below - Early morning roos on Mataranka airstrip

