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SOLO Helen Mock
Bruce Baade Barry Mock
David Harlan Greg Swenser

GFPT Chris Mitton
Keith Gray Erica Moody
Steve Hammerton Scott Patterson

PPL Steve Goverdik
Chris Betts Graeme Holmes
John Egglestone Matthew Smith

Steve Goverdik has broken all records – he flew solo in March 2002, obtained his GFPT in June and his PPL in October.

ASTRONOMICAL TOUR

SEE the ECLIPSE of the SUN in SA
Tues 3rd - Thur 5th DECEMBER 2002
\$750 all Navajo flying

Includes B.Hill, 2 nights Arkaroola, "Ridgetop Tour", flight to Lyndhurst to view eclipse, visit to incredible Lake Tandou

IDEAL CHRISTMAS GIFTS

- ◆ A Scenic flight around the Yarra Valley 30 mins. (\$40pp Min. 3 people)
- ◆ A Trial Instructional Flight - see what it's like (\$55)
- ◆ A First Flying Lesson-start the serious stuff (\$140)
- ◆ Sunset over Melbourne "Champagne Flight" (\$90pp Min. 4 people)
- ◆ SPECIAL - a lunchtime flight to Brown Bros. Milawa!
- ◆ See SKY SUPPLY offers (back page)



The staff at LFS wish all readers Merry Christmas, a Happy New Year and much safe and enjoyable flying in 2003



The most interesting aircraft to visit Lilydale this year was this impressive Grumman Mallard (VP-CLK) piloted by Australian Pet McLeod and shown here with the LFS Vic Airtourer. Built in 1948 the Mallard is registered in the Cayman Islands, cruises at 18 and is on a 4 year world tour. It flew into Lilydale for its owners to visit friends.



Dep CFI and IFR Theory tutor John McGregor (third left) with advanced LFS students Tim Radisich, Jason Green, Roger Daniel, David Marty and Paul Hangan.



Some of the LFS pilots and friends who enjoyed "Arkaroola" (SA) in Oct. with host Dou Sprigg (far left). Included in this group are PPL student Phil Anthony and wife Alison, Jenny Ingpen, charter pilots Craig Lehmann and John McGregor and Californian airline pilots Karen Kahn and John Clark (far right). See "Arkaroola" article p.4

LETTER FROM THE CHIEF FLYING INSTRUCTOR



In reviewing this past busy year I wish to thank my staff, visiting examiner Tony Smith, guest speakers at our seminars, our website manager and the various hard working "Lilydale Friends and Flyers" without whom none of our functions would succeed.

We recently farewelled instructor Daniel Graham and Dep CFI John McGregor who moves to SA. John's flying began here in Year 10 and has progressed to the level of an experienced multiengine IFR charter pilot. Past instructors keep in contact: Steve Thomas, Michael Bock, Steve Heath, Greg Harper, Steve Sagar and Dirk Dahmin, are all now with Qantas; Adam Furnell and Gavin Kay fly with Cathay; Paul Anderson is with a regional air line and Regan Kane and Geoff Cook are flying for a high profile charter company.

I am still concerned about propellor damage when aircraft are away – sealed strips are not always free of loose gravel!

Successful fly-aways this year have been to Robe, Lake Mungo, and Khancoban and I encourage all students to participate in them. Participation by PPLs and private owners is much appreciated.

Popular Seminars have dealt with "Meteorology", "The Day in the Life of a RAAF Fighter Pilot" and "Electrical Systems in LFS Aircraft" We need to know which topic YOU would like addressed. Since these functions are sometimes held at short notice it is to your advantage to have an email address.

Visiting pilots need reminding of the requirement to obtain permission before landing. There is no other way to obtain relevant aerodrome information.

Please note that the Discount Scheme ONLY applies if the specified sum is paid in 2 hrs before use.



Latrobe Uni student Miriam Salvay, a PPL from Tucson, Arizona, with instructor Jarrod Smith: *"My Lilydale flying over the past year has been terrific.....this is a beautiful valley, everyone is so friendly and the flying rules are much the same as at home. I hope to return to Australia and see more of the country from the air."*

SEMINAR November 2002

"AVIONICS" by David Ryan

"ELECTRICS in LIGHT AIRCRAFT" by Roger Merridew

[Ed: A full length version of this talk is available]

SUMMARY: *The electrical system drives the starter motor, turn co-ordinator, radios, nav.aids, lighting, standby fuel pumps, undercarriage and flaps. *Safe flight in a light aircraft does not require a working electrical system. *You will most likely have an alternator failure at some time in your flying career. *It is not a problem unless you are **unaware** that it has happened ie. until radios etc begin failing. *There are simple procedures to use (even IFR at night) for you to reach your destination, or suitable alternate, following timely detection of alternator failure. *With a total loss of electrics there are procedures to use (even IFR at night).

PROCEDURE for LOSS OF ALTERNATOR IN FLIGHT

- 1.Notify ATC that you have lost alternator power and that you will be shutting down coms. Give ATC a time when you will call them (on the hour or 1/2 hour, or approaching CTA, or top of descent or similar)
- 2.Turn all switches OFF (except the magnetos!!)
- 3.Turn both alternator and master switch OFF. Do not leave the master switch ON to run cabin cockpit lights. Use a torch.
- 4.From time to time turn the master and avionics switch ON and use your nav. aids to check your position, then turn them off again.
- 5.At the agreed time turn on master and avionics and call ATC. Keep calls short and then turn OFF again.
- 6.At top of descent give a call.
- 7.At start of an approach, or before entering circuit area,turn master and avionics ON and make a normal approach and landing. Put the gear down early so that you have time to do a manual gear extension if necessary. Be sure that the gear down cycle has been fully completed. Look for the green lights and any other gear down indications. If in doubt turn master OFF, engage manual gear extension handle and put gear down by hand. On completion turn Master ON and there will be enough power to operate the gear down lights.



Catalina A24-30 outside the interesting Lake Boga Flying Boat Museum, a short drive from Swan Hill. During WW2 this remote No. 1 RAAF Flying Boat Repair Depot played a vital, and at first a secret, role in the war effort. It serviced 416 aircraft including Catalinas, Dorniers, Martin Mariners, Walrus, Kingfisher and Sunderland. The museum is open daily and for details phone (03) 5037 2850 or e-mail: flyboat@ruralnet.net.au

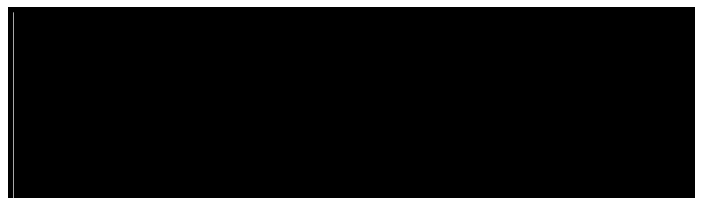
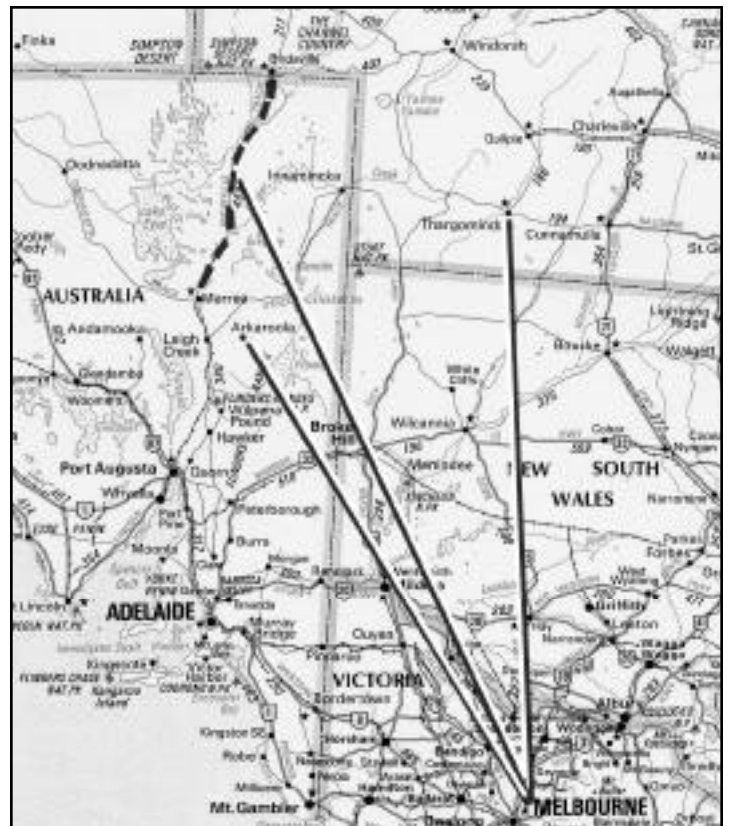
2002 - "YEAR OF THE OUTBACK"

LAS ran four successful inland tours – one to Lake Mungo, one to "Muloorina" (on the SE corner of Lake Eyre) and two to "Arkaroola". As usual each trip involved an interesting mix of tourists and pilots. David and Lorraine Law made three trips inland and participated in two of the SA Govt organised outback events. Their first trip is described below. Later they attended "The Legends of Outback Transport" celebration at "Arkaroola" where they met Tom Kruze the outback mailman and many other pioneers of outback transport. In October David and Lorraine flew to Thargomindah and stayed at its comfortable Guest House. Day excursion flights were to the famous Dig Tree and tiny Eulo with its date farm and amazing Corner Shop. These places are recommended and off the main tourist track!

THE GREAT AUSTRALIAN CATTLE DRIVE

This re-enactment of a former annual inland mass movement of cattle took place in May and was organised by local cattleman Shane Oldfield and others. They drove 600 cattle about 770 km. from Birdsville (Q) down the famous track to Maree (SA). Half way down the track at "Mungerannie" (near the E. shore of Lake Eyre) a June weekend featuring cattle, aviation and music promised to be fun. The property is owned by Mary Oldfield and usually has a population of four plus a hotel. Arriving at the 1200 m strip we counted 22 aircraft, including our Arrow, the largest being a Cessna Caravan. There were 2,000 partygoers camping in vans, tents and swags spread across the ground with country music pounding from live artists or booming from the hotel sound systems. On Sat night everyone brought out coats, rugs and chairs to hear Lee Kernaghan and Adam Harvey. After warming up in front of a huge open fire there was no sleep – music rolled on until it was time for bacon and eggs. Yes, it was worth flying 700 nm to attend the party and enjoy outback dust and hospitality. NB. The dust covered cattle must have been glad to reach Maree.

Lorraine Law



THE WORLD'S LAST FLYING BOAT SERVICE

The world's last flying boat service operated between Sydney and Lord Howe Island, a distance of 700km. RAAF Catalinas had commenced visiting the island during WW2 and in 1947 Trans Oceanic Airways began commercial flights using converted ex - RAAF Sunderlands. The magnificent lagoon on the western side of the island, which is sheltered by the most southerly coral reef in the world, became the landing strip for these versatile flying boats.

Ansett Flying Boat Services was established in 1953 and its Sandringhams - "Beachcomber" (VH-BRC) and "Pacific Chieftain" (VH-BRE) - became regular sights on the Sydney/Lord Howe run. So began a "golden era" in island history bringing a stable economy for the first time. The Ansett flying boats carried passengers and freight to the island for 21 years. This service eventually became the last regular passenger big boat service in the world - a unique honour in Australia's aviation history.

Often the flying boats would leave Sydney's Rose Bay at 2am in order to meet the high tide at Lord Howe. As time went by the cost of maintaining 1940s vintage aircraft became uneconomical, there were other uses for the alighting areas on Sydney Harbour and by the 1970s the government had begun to subsidise Ansett Flying Boat Services. On September 10th 1974, after the airstrip had been completed, the much loved old "Beachcomber" left the island for the last time.



Sandringham VH-BRF "Islander" (ex-RNZAF) on Lord Howe Island Lagoon, 7th April 1965 after its 3½ hour flight from Sydney captained by Bill Wiltshire. It was important to unload the passengers quickly as the tides left only a two hour window for landing and takeoff before the water became too shallow. In May 1965 "Islander" was driven onto the beach in a severe squall and underwent extensive repairs. Finally this aircraft was sold to Antilles Airboats in the Caribbean.

Photo by Howard Quinlan.



Lilydale CEO Roger Merridew (It) with ex-Catalina Flight Engineer Max Borchardt of Yarra Junction. Max (20th Squadron) has never lost his passion for aeroplanes and has flown with Lilydale Air Services to King, Flinders and Three Hummock Islands, Lake Mungo, Arkaroola and Lake Eyre.

The late Frank Chartres, writer of the following article, was a regular and enthusiastic passenger. This edited version of his account is from the excellent LH I Museum. Thanks to the Trustees for permission to print it.

"The service to LHI presented many operational problems. For example the floats had a 1.6m draft which meant that the aircraft could only land and take-off one hour either side of high tide. Particular care had to be taken in the laying of the landing paths which varied from day depending on tide, wind and the sea.

To some people one of the problems with the flying boats was that they couldn't get above the weather. In the number of flights I did we only twice had to return to Rose Bay, and only once to the island. Being a passenger in the flying boat was an absolutely "out of this world experience". The rougher the weather the better I liked it - to see storm clouds out in front of the aircraft was the greatest joy of my life. The pilots would try and avoid the biggest of the cumulus clouds by flying along a corridor with clouds towering on either side of us. As an opening came up we would turn into it, this way or that, just like following a laneway between hedges. Then came the really rough times when there was no clear weather ahead and we had to go into it. The flying boat was a heavy aircraft so the roughness was quite tolerable in comparison to being in a small aircraft. It could be likened to the difference between being in a cruiser compared to a dinghy in a rough sea.

Usually we could see the island 20-30 miles out. We used to circle the island for the pilots to inspect the lagoon - it was like a dream. As we landed on the lagoon we could look out the window at the bow waves parting on what looked like a sheet of glass. You could see the bottom of the lagoon - quite magnificent. Finally we taxi-id the length of the lagoon and came to the mooring as the boats came out to take us ashore."

[Ed: Melbourne seaplane scenic flights operate from Williamstown - details and gift vouchers 0418 688 388. Seaplane endorsement details from Rod Gunther - www.seaplane.com.au. If any readers have memorabilia of Lord Howe flying boats please contact me]

LILYDALE FLYING SCHOOL and LILYDALE AIR SERVICES

SUMMER GLIDING has commenced each Sat and Sun -
information 0439 950 580

NOVEMBER

30 Sat **DENILQUIN AIR SHOW** Camping available - details
www.denilquinairshow.com

DECEMBER

3-5 **ASTRONOMICAL TOUR** - view the solar eclipse in SA - includes tour of Broken Hill, 2 nights at "Arkaroola", viewing at Lyndhurst (N. Flinders Ranges) and a visit to Lake Tandou property. Flying cost \$750. Details Office. Details www.atnf.csiro.au/asa_www/info_sheets/eclipse2002.

14 **TEMORA AVIATION MUSEUM** Flying Day - see Scott

25 **LFS closed** - private pilots wishing to fly must make prior arrangements for fuel/keys

**CHRISTMAS DAY IS THE ONLY DAY OF THE YEAR
WHEN WE ARE CLOSED**

JANUARY

There are no flying activities planned for January

18 Sat **King Island Races** - no landing charges! Arrange own hire car. Details www.kingisland.org.au
25 **TEMORA AVIATION MUSEUM** Flying Day - see Scott

FEBRUARY

14-16 **AVALON INTERNATIONAL AIRSHOW** Public days
Book a Sat or Sun flight from LIL - seats limited - hurry!
Details www.airshow.net.au Buy Gold Passes from RACV
Ticketing 133 28 86
14 **"Friday Night Alight"** from 3pm onwards includes a tribute to the centenary of flight

MARCH - traditionally OUR BEST FLYING WEATHER!

15 Sun **TYABB AIR SHOW** celebrates the centenary of flight.
Details www.pac.asn.au

Dates to be announced: Autumn Tours to King, Flinders and Three Hummock Islands, First Seminar, First Nav. Trial, Womens Group Meeting, tours to Moorabbin Tower and much more!

VISIT PT. COOK RAAF MUSEUM - "A Journey of Flight - 75 Years of Australian Aerospace" is open Tues-Fri (10 am-3 pm) and weekend and public holidays (10am - 5 pm) until 3 March 2003. Admission free. Information www.raafmuseum.com.au

ARKAROOOLA

Since my husband is in the throes of his PPL and I had not yet ventured up with him, I felt that a flying weekend would help "bring me into the fold". Arkaroola Wilderness Sanctuary, 600km N of Adelaide in the northern Flinders Ranges, was a perfect destination in this "Year of the Outback". Our Navajo crossed the Murray River, then the Murrumbidgee and we saw Lake Mungo and Lake Tandou in the distance. All the while I was noticing the dramatic changes in land use and thinking how much more time, effort and plans it would take to get this far by any other means. Flying is the only way to go! In Broken Hill there was lunch in an art gallery and a grand minibus tour finishing at the RFDS Base. From this short visit to Broken Hill my impression is of a sophisticated, clean and cultured city, with one of the most beautiful show of roses I have seen in a long time. The well defined borders of the city emphasised its clean presentation and fascinating architecture. This all seemed to be tied in with the vivid colours and sharp contrasts of the local art I saw.

From Balcanoona airstrip we were driven to Arkaroola where we were welcomed by owner Doug Sprigg. He gave us a short introduction to astronomy followed by an after dinner tour of his Observatory. The opportunity to observe so many clusters and other phenomena in such clear skies, apparently the clearest in the S. Hemisphere, was delightful – but I refuse to be tested on the facts and figures!

The highlight of the following day was the terrific "Ridge Top" drive to Sillers Lookout in open 4WD vehicles. Knowledgeable commentaries from the guides indicated their enthusiasm for this special place. I'm almost tempted to study Geology.

Coincidentally, one of our group had brought the CD from the film "The Tracker" and we learnt that the film crew had stayed at Arkaroola during the making of the film. Listening to Archie Roach whilst actually being there, was most memorable. Everyone seemed to follow their particular interests - walking, bird watching, sleeping, reading or chatting.

We returned on Sunday via Mildura and again I noticed the incredible patchwork effects from irrigation and the colourful salt lakes, views only possible from the air. This trip was a very positive personal experience for me. I met great people and shared the experience with my "PPL to-be". I survived 4 take offs and 4 landings with a smile on my face – many thanks to pilots John and Craig. This sort of journey is an opportunity of a lifetime. I can't wait till the next one.

Alison Anthony



KHANCOBAN FLY-AWAY NOV. CUP WEEKEND: On the free day the more intrepid Lilydale flyers experienced white water rafting whilst others played golf, went gliding or just relaxed back at the pool. Thanks to Craig Lehmann for organising such a successful trip and Andrew Laycock of the "Khancoban Alpine Inn" for his hospitality. We look forward to the next LFS Fly-away!

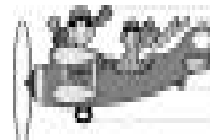
"Asuperior pilot is one who uses superior judgment to stay out of situations requiring superior flying skills" Anon

SkySupply Pre-Christmas Specials

(offer ends 31st December – while stocks last.)

- Leatherman Supertool 200 at just \$169.50
- "Biggles Bear" only \$33.50
- Altronic Headset Bag only \$10.00 with each Altronic headset ordered. (Normally \$22.50).
- Ray-Ban Sunglasses \$10.00 off our already competitive pricing.
- If you can't decide what is the perfect Christmas gift for that special person in your life, we offer Gift Certificates <http://www.skysupply.com.au/index.htm> from just \$20.00, and there are other specials listed on our website.
- For "Lilydale Flyers and Friends" all orders can be delivered free of postage and handling to LFS. To order call 03 9763 9728 or Fax 03 9753 2004 or use our website.

Lord Howe information kindly supplied by Peter Phillipps, author of "The Flying Boat Days". Copies @\$38.50 plus post. are available from PO Box 103. Neds Beach Rd, LHI, NSW 2898



**SURFACE
MAIL**

POSTAGE
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AUSTRALIA

If undelivered please return to:
Lilydale Airport
P.O. Box 525
Lilydale Vic. 3140