Lilydale Airport Newsletter

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Phone: (03) 9739 1211 Fax: (03) 9739 1019 P.O. Box 525 Lilydale Vic. 3140
Email: info@lilydaleairport.com.au www.lilydaleairport.com.au

STAFF

C.E.O: **Roger Merridew**
INSTRUCTORS: **Brad Lacy** CFI
Craig Lehmann Dep CFI
David Prewett
Scott Naeher
Andrew Pickard
Peter Gregory

AIRCRAFT: **David Colgan**
GROUNDS: **Peter Archer**
EDITOR: **Neroli Merridew**

CONGRATULATIONS

SOLO
Adam Bailey
Jo Donelly
Adam Grinyer
Warren Jones
Rob Junge
Rick Klink
Tim Luff
Phillip Tarquinio

GFPT
Nick Gallet
Rex Hallang

PPL
Nathan Berry
Lee Siddles
Shane Stone
Paul Strodl

INSTRUMENT Pam Macallister

SEMINAR

"SO YOU WANT TO BUY AN AEROPLANE?"
Wed 30 April at 7.30
What is involved? What are the choices?
Hear the experts – RSVP

LILYDALE AIR SERVICES
Is again proud to fly for Rob Holloway of "Partridge Farm"
FLINDERS ISLAND DAY TOUR - $295
Sat 5 April

and for "DISCOVERY TOURS KING ISLAND"
KING ISLAND DAY TOUR - $275
Sundays 30 March, 6 April

MALLACOOTA FLY-AWAY
Sat 8 March- Mon 10 March
Friends & family may fly in a twin engine
Charter aircraft. Details at desk.

LILYDALE AIRPORT
35th
ANNIVERSARY
Another Year of SAFE FLYING!

This famous old visiting aircraft, DC3 (TMQ) from Essendon, assisted in transporting firefighters in and out of the Yarra Valley.

PPLs Brad Mayall and Angela White after their marriage in January. In the background adding colour to the occasion is Peter Balfe's immaculate Stearman.

Pam Macallister and Luke Farrall after logging 44 hours in Archer RCR last November. Their 4,400 nm tour included Charleville, Mt Isa, Broome, Yulara and Coober Pedy.

LETTER FROM THE CHIEF FLYING INSTRUCTOR

Best wishes for a happy and prosperous 2003 to all readers. This is the month when everything is "get up and go" and we are certainly doing that. There has been increased CFA and DSE charter traffic at Lilydale as groups of firefighters are moved around. We have also assisted with numerous "firespotting" flights.

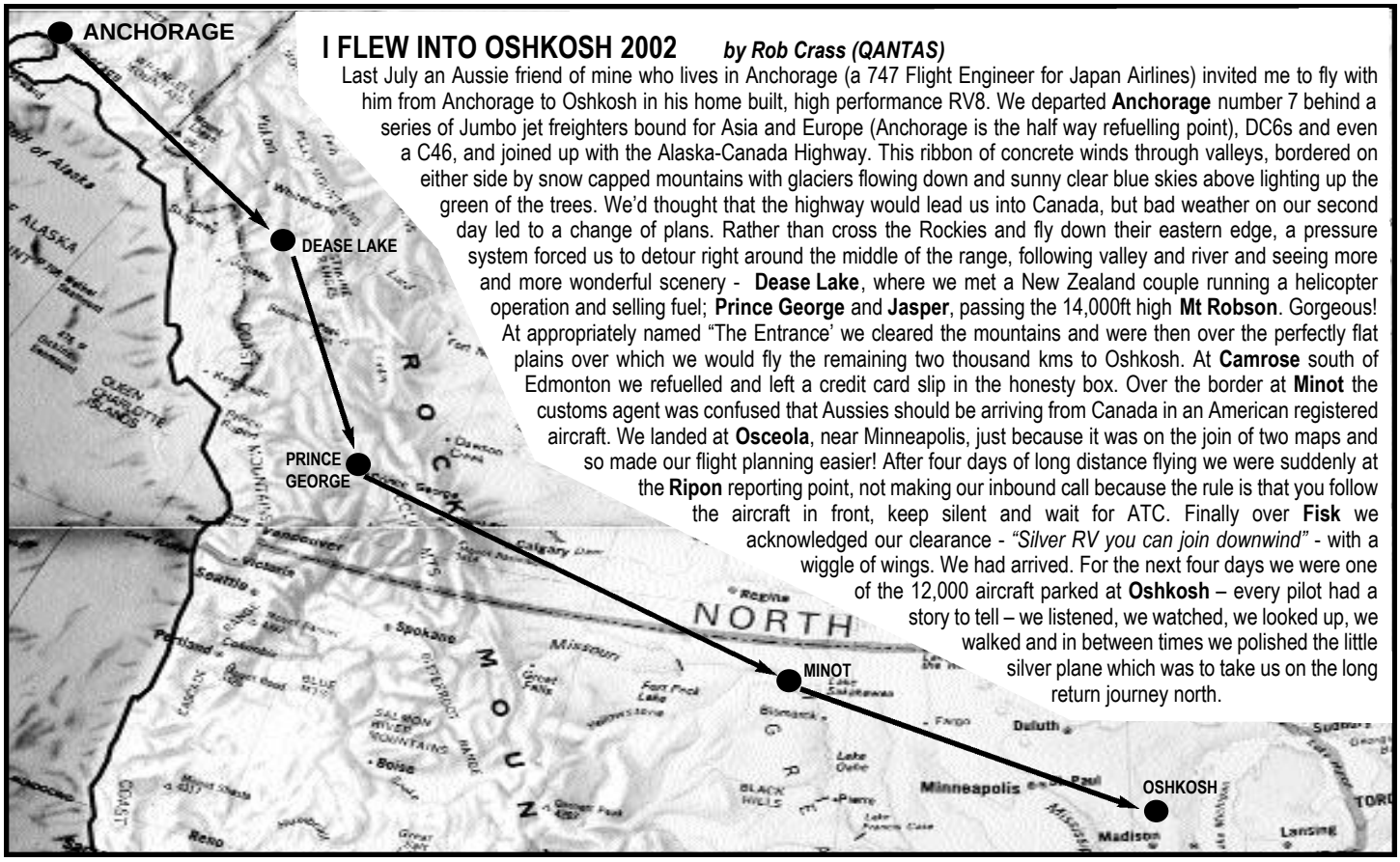
Avalon Air Show and all its thrills lie ahead as we go to print. Our charter flights were booked out weeks ago – some grumpy motorists booked seats immediately following Avalon 2001! Amongst the show stoppers on display will be a diesel powered Diamond Star. This aircraft is of great interest to forward thinking aviators who see diesel as an inevitable replacement for avgas.

Having recently farewelled John McGregor to Airlines of SA, we now send best wishes to Jarrod Smith who has started with QANTAS. We extend a hearty welcome to Peter Gregory who has had previous experience at Essendon, Penfield and Coldstream. He is already signing up students for BAK and PPL theory (see back page)

This Airport is one of the numerous ALA s in Australia. Too many visiting pilots still do not have the courtesy to call for permission to land, in breach of CR92 and 93, so risking a fine of 250 penalty units. By making contact ahead the pilot ensures he/she is aware of operational details eg. at weekends when gliding operations are in full swing regular Lilydale fliers know to avoid the short runway and the extra special need to keep a good lookout. There are now displaced landing thresholds on runways 18R and 36L. I remind pilots that they should not touch down before clearing displaced thresholds.

Watch the office noticeboard/website closely because we have some exciting plans ahead - if we have your **email address** you will receive regular updates. Throughout the year the Office and **website** will advertise half/full day tours. These may involve students flying with instructors or flying as charter passengers. The Torquay day went well, the forthcoming Towers trip is full, and more are in the pipeline. A **Social Night** out has been arranged Fri 21 February – please RSVP Shane Stone. See you there!

Happy and Safe Flying! *Brad Lacy*



I FLEW INTO OSHKOSH 2002 *by Rob Crass (QANTAS)*

Last July an Aussie friend of mine who lives in Anchorage (a 747 Flight Engineer for Japan Airlines) invited me to fly with him from Anchorage to Oshkosh in his home built, high performance RV8. We departed **Anchorage** number 7 behind a series of Jumbo jet freighters bound for Asia and Europe (Anchorage is the half way refuelling point), DC6s and even a C46, and joined up with the Alaska-Canada Highway. This ribbon of concrete winds through valleys, bordered on either side by snow capped mountains with glaciers flowing down and sunny clear blue skies above lighting up the green of the trees. We'd thought that the highway would lead us into Canada, but bad weather on our second day led to a change of plans. Rather than cross the Rockies and fly down their eastern edge, a pressure system forced us to detour right around the middle of the range, following valley and river and seeing more and more wonderful scenery - **Dease Lake**, where we met a New Zealand couple running a helicopter operation and selling fuel; **Prince George** and **Jasper**, passing the 14,000ft high **Mt Robson**. Gorgeous! At appropriately named "The Entrance' we cleared the mountains and were then over the perfectly flat plains over which we would fly the remaining two thousand kms to Oshkosh. At **Camrose** south of Edmonton we refuelled and left a credit card slip in the honesty box. Over the border at **Minot** the customs agent was confused that Aussies should be arriving from Canada in an American registered aircraft. We landed at **Osceola**, near Minneapolis, just because it was on the join of two maps and so made our flight planning easier! After four days of long distance flying we were suddenly at the **Ripon** reporting point, not making our inbound call because the rule is that you follow the aircraft in front, keep silent and wait for ATC. Finally over **Fisk** we acknowledged our clearance - *"Silver RV you can join downwind"* - with a wiggle of wings. We had arrived. For the next four days we were one of the 12,000 aircraft parked at **Oshkosh** – every pilot had a story to tell – we listened, we watched, we looked up, we walked and in between times we polished the little silver plane which was to take us on the long return journey north.

OUT & ABOUT

THANKS to **Bevan Anderson** and **Kevin Hanrahan** for the terrific aircraft photos they have donated for display purposes. Kevin, an enthusiastic Aviation Photographer of Wantirna, supplied the photo of the DC3 on the front page.

We extend sincere sympathy to **Margaret Morris of "Iandra"** on the passing of her husband David. Those of us who participated in the Nov 2000 Fly- away feel privileged to have been hosted by Margaret and David at their magnificent property near Cowra.

CONGRATULATIONS to:

- **David Doyle** (PPL 2002) who finished off Year 12 by being accepted into RAAF pilot training.
- CPL student **Pam Macallister** (PPL 2001) who has just obtained her IFR, most of the flying being done in the Lilydale Travel Airs
- **Paley Williams** (GFPT 1994) currently flying Aero Commanders on bank runs from Bankstown and starting with Virgin Blue in May as a F/O
- **Fergus Dobbins** who popped the question to **Bronwyn Cooke** whilst passengers in Bonanza RNM 7,000 over Flinders Is on New Year's Day!

Newest solo student, Jo Donelly, with instructor Scott Naeher.

MY BYRON BAY *by Craig Lehmann*

For those folk who don't like big crowds, beaut 30^0 weather, sunbaking on the beach and drinking a few light ales in the company of close friends – then Byron Bay is not the place for you! For seven long sun-drenched days I did all of the above for the third time….

On the Saturday before New Year I checked out the Navajo for the 4.5 hr journey. We departed Lilydale at 7 am stopping off at Mudgee for a quick bite and update on the Boxing Day Test. We soon landed at the nearest airstrip, Tyagarah, where on a previous visit I met a lonesome but familiar face, David Colgan. For the whole seven days an adventure was had. Every morning I would rise early and run approx 30 mins to the lighthouse for the sunrise. (Cape Byron is the most easterly point on the Australian E. coast) Needless to say New Year's Eve was the highlight when we stayed awake to watch the sunrise, and then slept all of New Year's Day. For anyone who loves to fly, see one of the most picturesque tiny cities in Australia and enjoys meeting lots of people, drop in at the Main Beach Hotel or the Hog's Breath Café at Byron Bay.

Profile

DAVID DONELLY

David is now proud owner of Cessna 310 (VH-EYE)

One of Lilydale's hangar tenants has 47 years of flying experience, including 40 years as an airline pilot. He is David Donelly, now the owner of a green and white Cessna 310P(EYE). We spoke to David about his flying career.

Please tell us about your airline flying.
I joined Ansett-ANA, as it was then, in 1961 as a First Officer on DC3s. These were busy days with the airline expanding and I moved on to Viscounts (three types), then the Lockheed Electra. I was promoted to Captain in 1966, an easy year to remember because that's when my first daughter was born. With the command it was back to the old DC3! Then came DC4s, including the Carvair version, followed by the F27, DC9, Boeing 727 100 and 200 and Boeing 767 200 and 300. I was still with the airline when Air New Zealand dumped Ansett Australia in September 2001, a very sad day for all Ansett employees. That brought my airline career to a close perhaps six months before my intended retirement date.

Do you have a favourite aeroplane?
My all-time favourite is without doubt the DC4. For its time it was way ahead of the field. You could take the 4 anywhere in any weather conditions, for instance Essendon-Perth with Adelaide as alternate and carry a darn good payload. On two occasions I had an engine failure on take-off in the DC4, once at max. weight out of Essendon. We feathered the prop, set up METO power and went out over the bay to dump fuel. The aeroplane performed very respectably and I remember thinking at the time, "For an aircraft that was built in the latter part of World War II it's a pretty good effort".

Aside from those two engine failures did you have any hazardous moments in airline flying?
Nothing life-threatening, but there were some that stick in the memory. We once got a Viscount into a huge cumulo-nimbus cloud north of Sydney (the Viscount radar not being the most reliable). The aircraft went up while we tried to make it go down, we were battered with large hail and took multiple lightning strikes that melted parts of the aircraft.
A three-bird strike – and I mean big birds – right on the windscreen in front of me as I rotated on take-off out of Kuala Lumpur in a 767 300 gave me a fright. As far as engine failures are concerned I've had them on DC3, DC4 and Carvair, and Electra, but not on the jets, despite 28 years of jet flying. Those jet engines are more rugged than most people think. I've put birds, hail and even stones at Cocos Island through them and they just kept purring away.

Is airline flying today an interesting aviation activity or is it a bit boring?
There are some boring bits of course, particularly on long haul, but in general airline flying is very interesting and challenging too. There's a lot to learn, the training is ongoing, and all airlines place great importance on maintaining standards. I became involved with standards as a Training Captain on earlier types, then as a Check Captain on all the jets I've flown. Checking also takes you into the world of simulators, another very interesting part of modern jet aviation, and I've done almost 4000 hours in simulators.

What about highlights of your career?
First command is an obvious one, but I did a few delivery flights. The best was probably bringing out a shiny new Boeing 727 LR with another Captain from Seattle to Melbourne. On the 767 I think the highlight was the Olympic flame. I was one of two Captains on the crew that flew the flame from Athens to Singapore, prior to its eventual arrival in Australia for the Sydney 2000 Olympic Games. Later, near Coleraine, I ran with the Olympic torch. This was a second Olympic run for me because I also carried the torch in 1956, near Gosford NSW, for the Melbourne Olympic Games.

What flying do you do now?
I fly for pleasure. The 310 fits my requirements because it's fully IFR, has a good range and has adequate performance in the engine-out case. My wife, Annette, is often with me, and recently we took the aircraft to Kangaroo Island for a week. My younger daughter, Joanne, is learning to fly here at Lilydale, and I'm sure when she qualifies she'll want to get her hands on the 310 as well. As you can see, I've had an interesting and rewarding career in aviation, but I didn't want my flying to come to an end, just because my career did so.

LILYDALE FLYING SCHOOL and LILYDALE AIR SERVICES

FEBRUARY

21 **SOCIAL NIGHT at "Dorset Gardens"**
RSVP Shane Stone AH: 9779 0239

23 **LFS WOMEN PILOTS –** meet 1pm large hangar for light lunch
2.30 Talk: "Q & A re LFS Aircraft" ALL WELCOME

MARCH

1 **Sat morn ESS/MBN TOWERS tour - Dep 8.30 am(Scott, Peter)**
Tour full - names being taken for next tours
– this an essential visit for pilots!

2 **Yarrawonga AWPA State Meeting**
– names being taken for flight(s)

8-10 **Long w/e <u>MALLACOOTA FLY-AWAY</u> – (See David, Shane)**
A repeat fly-away to this spectacularly located seaside town!
Circle Gabo Is. $160 "package" for LFS pilots
– non-fliers may travel charter with LAS

16 **Sun TYABB WARBIRDS AIR SHOW**
– names being taken for flight(s) Details www.pac.asn.au

21-23 **VICTA Airtourer** Silver Jubilee Fly-In - Wangaratta

30 **Sun KING IS DAY TOUR $275 with "Discovery Tours King Is"**

<u>APRIL</u>

5 **Sat FLINDERS IS. – $295 -** with Rob of "Partridge Farm"

6 **Sun KING IS. TOUR $275** with "Discovery Tours King Is"

12 **Sat NAV TRIAL** (Peter, Andrew) **–** lunch at mystery destination.

13 **WEST SALE AIR SHOW commemorating 60 years of RAAF presence** Names being taken for flight(s)

9-13 **A.W.P.A. National AGM at Renmark**
– names being taken for flight(s)

EASTER - LFS OPEN EACH DAY

18 GOOD FRIDAY

20 TEMORA AVIATION MUSEUM Flying Day – museum.com.au

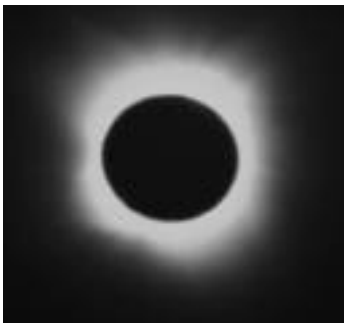
29 **Wed LFS SEMINAR 7.30 "<u>SO YOU WANT TO BUY AN AEROPLANE?"</u>** How do I go about it? Hear the experts!
ALL WELCOME $5 Please RSVP

<u>Dates to be announced</u> – Visit to Pt Cook, more Towers tours, luncheon flights, half day trips, July Dinner etc. Enquire about David's special "Champagne Navajo Flights" $90

GLIDING ENQUIRIES 0439 950 580

ECLIPSE 4 Dec 2002

This picture *(thanks to Arthur Lee of WA. USA)* shows what happens to the sun when the moon gets in the way. We all know that the moon is very small when compared with the sun, but, since it is much closer, then it can blot out the sun (like putting your hand out at arms length to blot out the sun) It so happens that the diameter of the moon is only just big enough to blot out the sun, but not big enough to cover the sun and its fiery corona. Thus an eclipse of the sun is a rare opportunity to observe the corona without being blinded by the sun. At Lyndhurst (SA), 4 hrs drive from "Arkaroola", seven Lilydale flyers joined about 100 Americans to see this rare 20 second event. We were fortunate to experience perfect weather. The sky was 8/8 blue and we were able to watch through special dark glasses (like the red/green glasses used for watching stereo movies). The moon first started to eat away at the sun from the bottom LH corner. This increased over several minutes until "totality" occurred, ie. the black disc of the moon covered the yellow sun. At that moment we could lift the glasses and look directly at the corona. Just before the curve of the moon completely blocked the sun we saw "Bailey's Beads" which are pinpoints of sunlight coming through the crevices of the otherwise perfectly round moon. These crevices are valleys on the moon through which the sun shines before being blocked out completely. At the end of totality the sun began to be uncovered in the bottom LH corner and we saw the first piercing spark of light and the bright circular rim of the sun began to grow. This looked like a golden ring with a bright diamond ring and is referred to as the "Diamond Ring". From "Bailey's Beads" to totality to "Diamond Ring" took just 20 seconds. There were people from all over the world at Ceduna and Lyndhurst and five of the LFS aircraft flew to SA for this special event.



Roger Merridew

AIRCRAFT MAINTENANCE

We pride ourselves on the standard of aircraft maintenance at Lilydale. Occasionally students enquire re the costs and how is it all organised. Remarks about "hours left" on a training aircraft, or that "the engine had only 50 hours left on it " can be puzzling to novices. Dep CFI, Craig Lehmann co-ordinates and details the records for each aircraft. Each aircraft has a routine 50 hourly check followed by a more comprehensive one after 100 hours (much in the same way as a motor vehicle). In addition there are periodic CASA and/or manufacturer's "ADs", or "Airworthiness Directives", usually requiring immediate attention. The purpose of the inspections is to detect signs of impending problems before they become safety issues.

LFS takes this process a stage further so as to reduce the incidence of unscheduled maintenance. For example, whereas CASA requires replacement or overhaul of starters, alternators, and mufflers every 2000hrs, LFS changes them every 500hrs.

We also carry out spectrographic oil analyses at each 50 hour inspection to obtain advance warning of a possible malfunction in 100 to 200hr's time. Last week the oil from CJR showed contaminants which means that we now have to perform an engine overhaul 3 months earlier than expected.

WHAT DO PARTS COST?

A.	"NEW" ENGINES	
	Piper Warrior	$33,000
	Beech Bonanza A36	$50,000
	Piper Navajo	$75,000 x2
B.	PROPELLORS	
	Piper Warrior	$5,000
	Beech Bonanza	$18,000
	Piper Navajo	$18,000 x2

Engines and propellors have a life of around 2000hrs before replacement or overhaul. The aircraft owners consulted re these figures assured me that these were conservative figures – the costs rise each year. *Brad Lacy*

"NOTHING IN LIFE IS TO BE FEARED. IT IS ONLY TO BE UNDERSTOOD" Marie Curie

Editor: Thanks again to numerous contributors, especially Rob Crass and David Donelly. Comments are always appreciated. My email is: info@lilydaleairport.com.au

THEORY CLASSES

INSTRUCTOR PETER GREGORY IS OFFERING THEORY COURSES STARTING SOON:

BAK COURSE (8 SUNDAYS FROM 4.30 – 8.30)
PPL COURSE (12 SUNDAYS FROM 4.30 to 8.30)
BAK and PPL THEORY COACHING
details from Peter

Lilydale Airport

SURFACE MAIL

POSTAGE PAID AUSTRALIA

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