



Winners of the April Navigation Trial – Keith Gray, Lee Chen and Colin Triffle seen with CEO Roger Merridew.



Twenty eight PC9s from Pearce RAAF Base flying in formation over Perth. Photo taken by former LFS instructor, Sub-LT Dion Courtney who is piloting the aircraft in the foreground.



Hangar tenant, Roger Richards working on his Winjeel (VH-WIJ) watched by son Matt whose Winjeel (VH-WIU) is in the background.



STOP PRESS!

PPLs
Frustrated with the weather?
Fed up with cancelling?
consider A PIFR
Details from CFI Brad Lacy



LETTER FROM THE CHIEF FLYING INSTRUCTOR

Here are some suggestions for you to assist us at LFS to do a better job:

Cancelling appointments: It is extremely inconsiderate to cancel at the last minute or simply not show. (*Just try it on your dentist!*) 24 hours notice gives staff the chance to fill the time or allow the aircraft to be flown by someone else.

Punctuality: LFS staff are having a witch hunt to ensure that we are ready for your appointment. It is helpful if you are on time, or 10 minutes early. If you are late, then your instructor is likely to have to shorten your session or cancel the flight, as it will cause the following lesson to run late.

Navs. and Weather (WX) Forecasts. Of concern is the (in)famous 4 day forecast.. Let us say, for example, that this predicts lousy WX for your next weekend's navex. (*Now the WX men are seldom wrong when it can only be sunny, cloudy, wet or windy - but they do admit to "timing errors"*) It can be frustrating for everyone when the same weekend is fine and beautiful and (*due to a "timing error"*) the lousy weather does not arrive until Monday. The result is that the navex you cancelled might not now take place for another month and by then it's winter, or mother in law's birthday or some other important event. Don't assume the weather is going to be as forecast - check with your instructor before canceling because of weather.

Gliding: Gliding operations (indicated with their standard ++ symbol displayed adjacent to the windsock) are taking place most weekends. On these days power pilots are restricted to the western "long" runway, leaving the shorter eastern one for the gliders. Just because there is no glider in sight doesn't mean that there isn't one about to land - and a glider cannot go around! At the end of the days' gliding the symbol is removed from near the windsock and then, and only then, can the eastern runway be used by powered aircraft.

Some exciting events are ahead!

Happy Flying

Brad Lacy

Tours 2002 – "YEAR OF THE OUTBACK"

LAKE MUNGO

JUNE - Fri 14 to Sun 16 \$550

This ancient and important World Heritage archeological site is NE of Mildura - we are hosted by the Grants at "Mungo Wilderness Lodge". The tour includes two nights DBB and an all day Saturday scenic tour.

LAKE EYRE

JULY Fri 12 to Sun 14 \$950

The Mitchells again invite us to visit "Muloorina", their impressive million acre property on the SE corner of Lake Eyre. The tour includes 2 nights accomm., a scenic flight over the lake, drive to the lake shore and a Sun. tour in Broken Hill.

"ARKAROOLA" (SA)

OCT.- Fri 4 to Sun 6 Oct \$750

Not to be missed – Doug Sprigg's unique award-winning "Arkaroola" resort in the Flinders Ranges. Tour includes 2 nights BB and a Sun. tour in Broken Hill



LILYDALE FLYING SCHOOL "WINGS" DINNER

at the "Dorset Gardens" - Saturday 20 July 2002 at 7.00pm
Single ticket \$40. Family and friends welcome!

MY PASSION

In the Oxford dictionary, "Passion" is described as "fervour, ardour, obsession, infatuation - any kind of feeling, especially when of a compelling force". I guess that describes in a nutshell the sport of gliding which encompasses all areas - competing, administration and promulgating the sport to others.

What is it that holds us to the sport of gliding?

Is it the pitting of ourselves against the elements to win against a force greater than ourselves? Is it the amount of training expended in the sport that won't allow us to give it up? Is it the amount of money we have put into the sport? Is it the camaraderie and friendships made? Is it just the pure exhilaration of flying like a bird in the sky? The excitement of speed, freedom, the ability to do what others are fearful to do?

The Gliding Club of Victoria was formed in 1929 and, based at Benalla, is the largest gliding club in the S. Hemisphere with approx. 250 members. It provides both a commercial enterprise and a club operation for both local and overseas members. Conditions for gliding at Benalla are rated as one of the best in the world, and our longest flight has been 1,042 kilometres in 9.5 hours! The club provides gliding training courses from beginners to advanced flying cross country training, competition training, observation, recording and verification of badge flights and world record flights, towing training and passenger flights. The club operates 365 days per year and has a fleet of 12 club owned gliders available to all members and 3 tow planes plus 40 privately owned gliders.

What does the sport of gliding entail?

Perseverance, enthusiasm, discipline. Training in gliding is fun but also rigorous with instructors rated - Charter Rating, Air Experience Levels 1, 2 and 3, National Gliding School Instructor. Once you have reached solo standard, the sky is the limit. You now start concentrating on improving your thermalling technique, speed and distance abilities.

How do we do it? What is thermal energy?

Gliding uses thermal energy - that is, the sun heats the ground warming its surface. As hot air rises, it forms a column that spirals upwards and then forms into a big mushroom at the top. The glider circles in this column, similar to an eagle. Once the top of the thermal is reached, the glider spears off looking for the next column of rising air. This is how we stay aloft all day. And searching for the best "lift" and discarding inferior "lift" is the key to success and speed.

Searching for trigger points is also the key. Days of high cloud or cumulus are the easy days for glider pilots. White, fluffy clouds with flat black bottoms, denote good thermals. "Blue" days are days with no moisture in the air and thus clouds cannot form. But thermal activity is still there - you just have to look for it! The hot tin roof of a farmhouse, ploughed fields where exposed earth heats more quickly, woods and clumps of trees, quarries, and rocky outcrops.

Gliding attracts an age group of mainly over 30's but to ensure the ongoing nature of the sport, two years ago, we developed a Cadet Scheme based on a model from the UK. The Cadet Scheme follows a strict criteria for entry, and you are chosen for your interest in aviation, proof that you can pay for your activities, fly at least once per month for currency, willingness to participate and enthusiasm to get to the club. Each cadet is assigned a mentor and from then on they are an ordinary club member and free to pursue their own objectives and goals. And what a thrill to be able to say that you can fly an aeroplane solo "in command" at the age of 15! Before you can even drive a car! Magic stuff!!!!!!

Our motto, "**Caring for Tradition, Forging the Future**" applies to our annual "Old Timers Week" which brings young and old together. Our aim is to excite people to share our passion for aviation and to preserve a unique form of flying - the ability and freedom to soar like an eagle. **Forty years on and we are back in Melbourne with the support of Lilydale Airfield to re-ignite the flame of young men and women pursuing the purest form of flight - gliding.**

Vivienne Drew

OUT & ABOUT



Vivienne Drew (centre), immediate Past President of the Gliding Club of Victoria, with Lilydale PPLs Angela Kerr and Jenny Ingpen. Vivienne was the guest speaker at the first 2002 meeting of the Lilydale Womens Group. (See text left).

SEMINARS: The February Seminar dealt with a vitally important topic, "Meteorology: You Can Never Know Enough". Guest speaker, **DON WHITFORD**, from the Met. Bureau, explained how the Bureau is administered, collects and collates data and the various weather patterns affecting our corner of Australia. The second seminar held last week at rather short notice was "Star Wars Flying" by **FLGOFF (76 SQN) Matt Harper**.

CONGRATULATIONS to former Lilydale pilots who have recently graduated from Pearce RAAF Base (WA) and will follow different streams of Defence Forces flying - **Jamie Braden** of Yarra Glen and **Dion Courtney** of Lilydale (former LFS instructor mid 90s). Jamie is about to start Hercules training at Richmond (NSW) and Dion will soon transfer to HMAS Albatross (Nowra) to commence Seahawk helicopter training.

TRAVEL NEWS

LFS "Friend", **Bill Finlen** (Archerfield) has reached Brazil as part of his dream to fly solo around the world E to W in his V-tail Bonanza (VH-TYE). In Kenya a side trip to a Masai Mara safari camp involved overnight protection for his aircraft - from baboons! Details of his exciting and unusual route are on his website - www.ozemail.com.au/~billfinlen

Pilots tend to gather at favourite "watering holes" and at Easter LFS Navajo (OYM) again visited beautiful **Lord Howe Island**. The crew met up with not one, but two, former Lilydale CFIs - Peter Lloyd from Canberra, who was the very first Lilydale CFI (1968- 70) and Wal Gascoigne, (1990-91) now at Bankstown.

Bonanza VH-FWE recently re-visited legendary NSW property, "**Haddon Rig**" near Warren, and enjoyed hospitality extended by owners Sally and George Falkiner (a Bonanza owner). Various Lilydale pilots have flown into this premier merino/cotton property in the past and found it well located for routes north or further inland. The welcoming atmosphere of the comfortable "Jackaroo Lodge", plus the 4WD tour of this magnificent property, makes this stopover a sure winner. It is also close to the impressive Western Plains Zoo at Dubbo.

Visiting UK pilot, **Kelvin Jones**, who flies from Halfpenny Green Airport near Wolverhampton, has been impressed with our aircraft and our attractive aircraft hire rates. At home he pays \$A250 per hour to hire a Warrior and his long flights are to France, the Netherlands or the Channel Islands. He comments that our CASA flight regulations closely resemble those in the UK. Like many UK pilots he flies in the US whenever possible, and says that the rates there are comparable to ours.

Profile



LFS is proud to own a very special little 2-seat aircraft, the VICTA AIR TOURER, (VH-ECI), which has an interesting design history. Its neat and simple appearance belies the fact that it is fast and sophisticated.

In 1952 a Commonwealth competition sponsored by the Royal Aero Club in London was won by an innovative Australian design by Henry Millicer. The "Air Tourer" was finally produced in 1960 by Victa Consolidated Industries in Sydney. It was a great success, quickly capturing nearly 70% of the market. However this led to US companies dumping equivalent models on the Australian market and an appeal to the Tariff Board for temporary protection was turned down. As a result the rights were sold to a NZ company which developed a military version. This was ordered by the Singapore Air Force. 6 were imported to Australia on retirement and one of these (VH-FVV) is owned by Andy & Jane Morris at Lilydale.

Millicer, who died in 1996, became principal lecturer in aeronautical engineering at RMIT and established it as Australia's leading faculty in aeronautical science. His design for a 4-seat "Air Cruiser" was also sold to NZ and was developed into the CT4 Military Trainer purchased by the RAAF. The original prototype Air Cruiser (VH-MVR) is owned by Des Heffernan of Bega.

Macarthur Job

To ask why I like Air Tourers so much would be akin to asking any pilot why they love to fly. I first fell in love with "EKKY" (ECI). Since then I have flown many different single engine airplanes, have owned a Cessna, a Bonanza, and now proudly own Air Tourer VH-SHR. Why? Because its just feels right....It fits! It's a cheap, reliable, basic, strong, fun, etc. etc. aircraft to fly

David Ryan.

The Air Tourer Association with 200 members, is one of the strongest aircraft owners groups in Australia. Almost all Air Tourer owners in Australia (and the UK and NZ) are members. Enthusiasts fly great distances (eg. Perth to Mildura) to enjoy the functions and quite a few Air Tourer wives are qualified pilots. An efficient Association Co-operative supplies aircraft parts and records are kept of all aircraft details and changes of ownership.

I love flying the Victa because it's so responsive, easy to land and FUN in the air. The view is good – it's like an aerial soft top sports car. I love the CSU unit which makes cruising RPM so stable. Also - the Victa LOOKS cute - it only lacks a "beep beep" horn for fly pasts!!!!

Cornelia Selover (training in aerobatics)

Having now reached the dizzy heights of a GPPT pilot, I can say that training in the Air Tourer has been a stimulating and sometimes challenging pleasure. It is fun, sporty, nifty, tight on the controls as well as being an aircraft that must be flown all the time (after all isn't that what sport flying is about? It is like flying a sports car rather than a Holden Commodore...and ...will I continue to fly it for my advanced training? ABSOLUTELY!

David Smith [a former glider pilot who chose ECI for his ab-initio training]

The Air Tourer? ...it's the best bang for bucks in the 2-seat aerobatic touring class, it delivers one HP per 4.6 kilograms – it's easy to operate, offers great visibility – is agile, fast, responsive, compact, a very willing mount.

Andrew Temby (aerobatic champion)

I like Air Tourers because they are a combination of good features – strongly built, a sound and safe design, have crisp handling and great visibility. They are excellent for aerobatics, formation flying, touring and are FUN to fly!

Andy Morris (has owned 4 Air Tourers)

"Sitting in the all-perspex canopy high above the little wings one can start to get the feeling of stretching ones own arms and flying. The little Victa responds to the lightest touch – almost reading one's mind as the wings drop to reveal the pretty lake or patch of forest below"

Roger Merridew



Keen pilots Jane and Andy Morris are proud owners of 150 HP Airtourer VH-FVV. It was built in New Zealand for the Singapore Air Force. They have upgraded it to IFR standard.

LILYDALE FLYING SCHOOL and LILYDALE AIR SERVICES

MAY

- 3-5 Bonanza Fly-In to Coonabarabran (NSW)
- 4-5 Airtourer Asscn Annual AGM at Pt Macquarie
- 4, 5 Flights to King Is for "Top Tours King Is"
- 25-26 AOPA AGM at Narromine. New aviation museum open

JUNE

- 2 Sun Womens Group Meeting
12.30 lunch and 2.00pm guest speaker - RSVP
- 14-16 Lake Mungo Fly-Away – stay at "Mungo Lodge" adjacent to National Park 2 nights BB & Sat conducted tour – \$195 package for LFS pilots (plus flying cost)
Non-flyers fly charter in a twin engine aircraft - \$550
- 29 Sat HANGAR WINTER BYO BBQ – come along and warm up with lots of flying companionship and good cheer!
RSVP

JULY

- 12-14 Tour to Lake Eyre – visit the Mitchell family at "Muloorina" on the SE corner of the Lake. Depart Fri aftn.- Sat. drive to lakeshore plus one hour scenic flight - Sun. lunch & tour of Broken Hill – return late Sun aftn. (\$950)

JULY

- 20 Annual "Wings" Presentation Dinner at the "Dorset Gardens" 7.0 for 7.30 All awards are presented on this special night - speaker, DJ etc. Tickets \$40 on sale June 1 EVERYONE WELCOME!

ALSO

- Navajo "Melbourne Night Tour" (\$90) details from Daniel
- Theory study: Students interested in private tuition, a BAK or PPL course in the second half of the year please phone Bill Constable: 9758 4159
- "Snowfields Bonanza Fly-around" details from Jarrod
- LATER IN YEAR: Winter Seminar for advanced pilots, Sept. Birdsville Races, another free "Cockpit Companion's Course", October PPL "Inland Safari" including "Arkaroola" resort, Spring Fly-away to an interesting destination, second fun Comp. Day, more tours to King, Flinders and Three Hummock Islands.

"Come to the edge, he said
They said: We are afraid
Come to the edge, he said
They came
He pushed them....
And they flew."



Guillaume Apollinaire

IT CAN HAPPEN AT CRUISE POWER! by Jane Morris

Flying along on a sunny day, approaching the Narbethong Gap, we are cruising along and every now and then the throttle gets nudged in just a bit. Not much, almost without realising what we are doing. Then "Gee - the throttle is in a long way and we aren't going very well." We both say together "carby ice!" and all the action starts to happen.

Carby heat on - "cough-cough-splutter-splutter" - and eventually off we roar into the clear blue sky again. Yes, it was carby ice. For unsuspecting pilots who have only heard or read the theory, it would be very easy to believe that you have done the wrong thing and push the carby heat back in, which would compound the problem.

Many pilots have said that you can't get carby ice at cruise power. Well. You can! Carby ice can form on nice clear, summer days as well as foggy, damp wintry days. Conditions need to be high humidity (50% or more) and a temperature between 0-25 degrees C. If you check the forecast for wet and dry bulb temperature and find that there is little difference (ie. little evaporation), watch out for carby ice.

So what is carby ice? It forms in the air intake passage of the carburettors as a result of the cooling effects of fuel vaporisation and air pressure drop across the Venturi. Air temperature can drop to as low as freezing point, and, if the air is very moist, the moisture condenses forming frost or ice.

Carby ice can sneak upon you, so be very aware of any unexplained reduction of rpm, reduced air speed or rough running. With restricted air

flow due to carby icing, the mixture will richen producing less power and rough running. If you have an exhaust gas temperature (EGT) gauge or a manifold pressure (MP) gauge, changes in their readings could indicate the early onset of carby icing. If you do not act, rough running will be followed by backfiring and then...quietness when the engine stops...undesirable!

To prevent this carby ice forming there is a little knob called carby heat. When you are aware of probable icing conditions keep an eye on the RPM, or appropriate gauges, and when you see a decrease apply carby heat. Don't move the throttle. Further power loss will occur with lots of coughing and spluttering (the ice and water have to go into the engine somewhere), followed by an increase in power. When power has been restored the throttle may be adjusted. Remember the carburettor heat systems need to be operating and in tip top condition to have full effect.

Always use full carby heat unless carburettor or mixture temperature gauges are installed, in which case partial heat may be used. In icing conditions apply heat before throttling back on a long descent. **Leave it in while descending and then turn it off before applying power*

If we suspect icing in flight we use the carby heat immediately, remembering that on applying heat a drop in revs will occur and the ice can take some time to clear. A "Wait and See" attitude may be too late. So, on a nice warm sunny day without a cloud in the sky BEWARE - carby ice could sneak up on you too.

ROBE FLYAWAY March 1-3 2002

ETD: Fri unspecified - BUT... the ATA at Robe had to be 4-15 pm (local summer time) otherwise the final two mile leg to food drink and bed would be completed on foot. That daunting prospect had the splinters flying as crews made decisions - summer time backwards or forwards? - UTC time 11, 10.5 or 9.5 hours behind? - SA time? - headwind do I believe the forecast? - likely IAS? - probable TAS? - fuel/baggage capacity? - time allowance for possible en route fuelling? Some flew high, some flew low, some flew north/west/south and others south/west/north and some can't recall.

We all made it - 10 planeloads reached Robe as expected. Captain Boggles was amazed. On arrival the instructors departed the scene to play golf - they didn't want to know. The beer and wine flowed and the café owners did well. We learnt on a conducted tour that 18,000 Chinese diggers had preceded us by 150 years. Apparently shipowners offloaded them in S.A. to avoid paying a \$10 Victorian landing fee. Sounds familiar?

A tour of the newish Limestone Country wineries was an eye opener - then a great night at the Guichen Bay Motel (thanks again Anne and Warwick Pethick). Next morning was flight planning over Corn Flakes - everyone flew home confident of their landfalls and fuelling appointments. Great fun - should do it more often - we recommend Robe!



Lilydale tourists at the cellar door of Ralph Fowler Winery, one of the several Limestone Coast wineries near Robe which are open to the public.

LFS PILOTS: Tatiyana Cowan, Alan Dalrymple, Daniel Graham, John Hase, Jenny Ingpen, Delia Jones, Warren Jones, Jeff Knott, David Law, Craig Lehmann, Darrel Lewis, Richard Manson, Gaelene Manson, Brian May, Roger Merridew, Scott Naeher, Andrew Pickard, Tim Radisich, Jarrod Smith, Cornelia Selover, Shane Stone, Russell Withers.

NON-PILOTS Gemmel Ingpen, Steve Knott, Lorraine Law, Lyn Lewis, Jan May, Neroli Merridew, Caroline Radisich, Jesse Radisich



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MAIL**

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