



ROYAL NEWCASTLE AERO CLUB

Windsock Tales – #039



RNAC Newsletter for Students and Members – December 2022

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Trevor Bright.
RNAC President

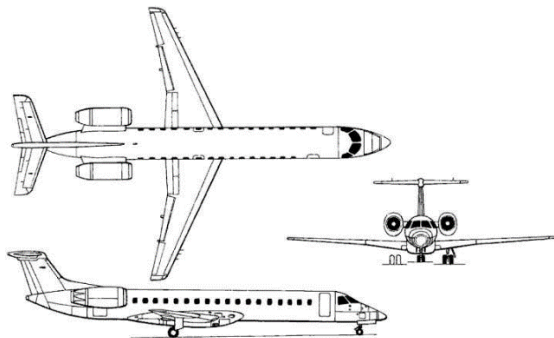
Hello Members,

Welcome to Windsock Tales #039.

Well, 2022 is almost over. Another AGM is in the rear-view mirror and COVID is now well and truly part of everyone's day to day life.

I must say, the inaugural, 49-day AGM notice and voting process, as mandated by the new constitution worked well. If anything, it may have been a touch long. As reported at the information session, I do intend to re-establish the Advisory Team in January. The aim would be to seek advice on any issues or constitution statements that may need further attention. I am very happy for any member feedback, as this document really is the heart and soul of our club. More news on this as the year progresses.

In recent weeks we have said goodbye to Flight Instructor, Peter Larcombe. Peter has secured a domestic full time First Officer placement with Piedmont, an American Airlines regional carrier.



Based in Philadelphia, he will be flying the 50 seat Embraer ERJ-145.

On behalf of all club members and staff, we wish Peter all the best as he starts his next aviation chapter.



As we say goodbye to Peter, we welcome Matthew Fotopoulos to the RNAC Flight Instructor Team...

Matthew has taken over from Peter to fill the gap. He has already made an impact with his enthusiasm and willingness to do a great job.

I would invite all members to meet and greet Matthew and make his introduction to RNAC welcoming and enjoyable as he becomes part of our club.

This edition of Windsock Tales once again touches several subjects close to our club. I hope you find the content of interest...

Trevor.



Greg Kennewell RNAC Flight Instructor, ARO and HAMCC

Merry Xmas to all and another year almost gone.

Congratulations to all my students on their aviation journey. Always a pleasure from an instructor's point of view to see the progress through First Solo, Area Solo, RPL, and PPL Flight test passes. So, a big congratulations to all those students banging through the theory and licence achievements.

From a maintenance perspective – a brief reminder that aircraft leading edges (wings, nose, struts, elevator etc), need to be wiped down after each flight with the bucket and sponges to remove bug spatter, helping to reduce corrosion.

RNQ is unavailable for training going forward due to its time expired engine. So, book early should you need a C152 as RNO and RNC will be the only 152 trainers available for the next couple of months.

The airfield is slowly drying out and taxiways are now open for those who can use them. I believe Cessnock airport will close again in late January so keep the taxiways in mind if available to reduce backtrack pressures assuming they are not too wet.

Once again it has been a pleasure flying with you and Merry Xmas to all.

Greg



Suzanne Ford RNAC Office Admin

Hello to all our members from the Admin desk,

We have a limited number of HI-VIS vests left for our flying members so if you haven't collected yours yet pop into office and grab one.

I would like to say a big thank you to all the Duty Pilot's for their help and support over the past year. Your assistance in helping me out when I need to fill a shift on short notice is much appreciated and

makes my job a little easier. Having the office staffed over the weekends is a great help, especially to the instructors. Thank you.

Also, just a reminder, don't forget to check out the RNAC web site for members.

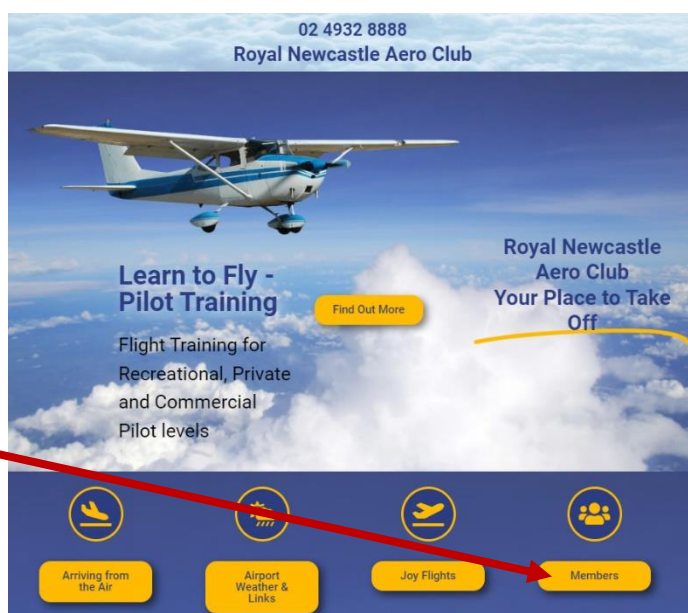
<https://rnac.com.au/>

Relevant member and student information is available from this area...

Username: member
Password: Avi8or#05

Wishing you all and your families a Merry Christmas and look forward to seeing you all in the New Year.

Suzanne.





Doug Brooks RNAC Club Captain

Greetings Members

What a year! We have had it all this year (wind, rain, fog, and floods) but we soldiered on through the year and got through the majority of our club days, with a river bash, steep turns, optimum circuits, jammed column and a navigation challenge. Unfortunately, we only got to complete 2 of the 4 competition rounds this year.

Forced Landing



Spot landing

We are looking forward to next year to see what the weather brings when we start the club rounds all over again. We will also be hoping to include a few day trips throughout the year if anyone is interested.



River bash

I would like to thank everyone who came along and enjoyed our club days this year and I hope to see everyone next year.

Special thanks to the RNAC Directors, Staff and Instructors for their time.

Special thanks also to Instructor Peter Larcombe, who left for the USA this month, I would like to wish him all the best for the future. Also, a big thank you to the other members of the Flying Sub-Committee for all their help throughout the year. Without their help flying days would not be possible.

On behalf of the Flying Sub-Committee, I would like to wish all members a very Merry Christmas and a Happy New Year. Stay safe and we hope to see everyone in 2023.

Regards
Doug Brooks
RNAC Club Captain.



Airfield Update

The following airfield update has been provided by RNAC director David Gilford.

Western Hangar Precinct

A Row Vegetation Removal: Equipment Shed Siteworks – September 2022

BEFORE:



AFTER:



All vegetation, light and thick, all angles, can be mown for easier maintenance and better drain capacity.





Cement stabilised road base ramp to full width of the Equipment Shed.



Removed a length of rotting fence which was leaning heavily into the open drain, to allow for easier removal of vegetation from the drain & behind the buildings.

STILL TO BE DONE:

- Hangar A3 and Equipment Shed gutter downpipes to be trenched underground & piped into the open drain.
- All areas around the Equipment Shed are currently sodden. Allow the ground to dry then:
 - Shape and grade the fill around the Shed and Hangar A3 (P. Eadie) for best drainage options, and to allow normal grounds maintenance
 - Shape and grade the fill between the rear of the Hangars and the open drain, to allow for normal maintenance.
- Move waste vegetation and other rubbish in the western paddock to the 'Quarry' site.
 - Grade & shape the quarry site to allow for best drainage and continual holding of waste vegetation and excavation spoil.

The open drain and the area behind the Hangars will be best maintained periodically using the small excavator with mower attachment, as with ongoing maintenance of all other open drains on the airfield.

Airfield update continued...

Going...



Going...



Gone...



Once again with help from RNAC staff and volunteer RNAC members, the old sheds are gone.

A big thank you must go to director Wendy Meppem for providing / donating the skip bin and removal of the waste. Thank you, Wendy....

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Duan Phillips

RNAC Life Member

As reported to members, back in early November, Life Member Duan Phillips has sadly passed away. Duan was a very interesting aviator and until his passing, the longest serving RNAC member.

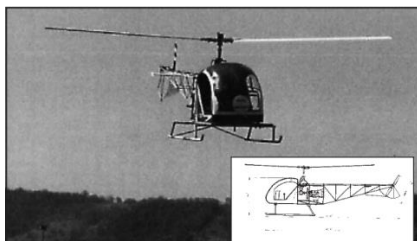
As a mark of respect, the following information is just a “*snapshot*” of Duan involvement with aviation and our club that extended over many decades...

From Wikipedia... https://en.wikipedia.org/w/index.php?title=VTOL_Aircraft_Phillicopter&oldid=993807976

VTOL Aircraft Phillicopter

The **VTOL Aircraft Phillicopter** is a 1970s Australian light utility helicopter designed and built by VTOL Aircraft of Newcastle West, New South Wales. Duan A. Phillips began work on design of a two-seat helicopter in 1962 and started to build a prototype in 1967.

The prototype, the Phillicopter Mark I, was completed and first flew in 1971, powered by a single 145 hp (108 kW) Rolls-Royce Continental O-200 engine. Phillips set up VTOL Aircraft Pty Ltd in 1971 to construct and develop the Phillicopter. The Phillicopter was granted its Australian type certificate in 1984, and the prototype was modified to represent a pre-production standard. The Phillicopter is a conventional two-seat helicopter with a two-blade rotor powered by a 180 hp (134 kW) Lycoming O-360 piston engine. It has an enclosed cabin with removable doors and is fitted with dual controls. The open frame fuselage has a two-blade tail rotor at the rear. A 91-litre fuel tank is fitted, and an optional 91-litre central tank can be fitted, although this can also be used for crop spraying chemicals rather than fuel. The Phillicopter has a fixed skid type landing gear.



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NO NOT YET.

But we can offer a helicopter designed and built in Australia at a cost you can afford and maintain.

Designed to FAR 27

Price on application

Enquiries to Duan Phillips

V T O L A I R C R A F T P T Y L T D

17 Irvine St, Garden Suburb, N. S. W. Australia 2289

Ph/Fax: 02 4943 5348

General characteristics

Crew: 2

Length: 7.07 m (23 ft 2 in)

Height: 2.59 m (8 ft 6 in)

Empty weight: 454 kg (1,000 lb)

Max takeoff weight: 703 kg (1,550 lb)

Powerplant: 1 × Lycoming O-360 piston engine, 130 kW (180 hp)

Main rotor diameter: 7.77 m (25 ft 6 in)

Main rotor area: 47.38 m² (510.0 sq ft)

Performance

Cruise speed: 139 km/h (86 mph, 75 kn)

Never exceed speed: 203 km/h (126 mph, 110 kn)

Range: 694 km (431 mi, 375 nmi) with full payload and optional centre tank.

Service ceiling: 4,900 m (16,000 ft)

The Flying Saucer...

Duan Phillips in 2014, pictured by the Daily Telegraph with his beloved “*Flying Saucer*”.

The machine was built in his hangar at RNAC several decades ago. I’ve heard stories about its apparent flight, but I must say I cannot verify if this machine ever flew.

A remarkable aviator in his own right. Once again, on behalf of all members and staff our sincere condolences are passed on to Duan’s family and friends.



RNAC Safety Sub-committee

As shared with members several weeks ago, the new, high vis vests have arrived...

Many members have taken the option to obtain a vest. There are still limited numbers available.

The vests are available free of charge to active members.

As already stated in the last Windssock Tales, The Safety Sub-committee considers this a significant air-side safety improvement. The intention would be to encourage the use of Hi Vis Vests whilst airside at YMND.



The board of RNAC congratulate the Safety Sub-committee on this initiative. The project will improve the overall safety of airside operation. That can only be good for all concerned... Well done...

Remembering a Friend

The following contribution is from RNAC Life Member Kerry Schiemer.

MY VERY BEST MATE, BRYAN HORNER.

16th. AUGUST 1939 – 19th. SEPTEMBER 2022.



I was at Joey's from 1950 until 1955. Bryan was a year behind me, I think, and we did not know each other, but I noticed his drumming skills and love of Army Cadets, - I was Air Force Cadets and passionate about that! When we met after Schooldays, in 1957, we were both beginning our apprenticeships, - he was to become an Engineer through BHP Newcastle, I was beginning my Pharmacy apprenticeship at Wallsend, where a wonderful Old Boy, Jim Matthews, took me on and was a wonderful Mentor for many years.

Bryan and his mate from Muswellbrook, Bob Wood, became my best mates as we lived at the Catholic Hostel for Apprentices on the corner of Church and Wolfe Streets., in the city precinct for the next two years. We enjoyed dancing at the City Hall to Harry Tabernacle's Band on Saturday evenings, with our Broadmeadow Younger Set friends, and for the next two years did almost everything together that was fun! Bob and I met our Soul Mates at the Younger Set, and Bryan's Philippa came from Muswellbrook, a wonderful Family, the Blakes, whom we came to know very well, too.

Bryan graduated and was well regarded at BHP, as was Bob, - Bryan was a new Engineer for them when the Basic Oxygen Plant was installed. He later progressed into Industrial work and was in Mining and Abattoirs for years, retiring from one near Singleton after many successful years there.

In the 70's I began my hobby of flying light aircraft, learning at Royal Newcastle Aero Club and enjoying an incredible hobby career over many years. Bryan also learned to fly there and won our "Student Pilot" of the year trophy in 1977, as I had done a few years earlier!! We both remained passionate Members of RNAC always, and he gave much of his retired time to mowing and maintenance for them, as he lived fairly close by and could take his machinery there comfortably.

He and I were each other's Best Men at marriage, and with Bob, we gained another very close friend in Terry Fitzgerald, who came with his Family to work in Newcastle and lived near us. We four and our dearest's raised 19 children between us, and we met almost weekly for cards, - always attended each other's kid's birthdays, (sneaked out for the adults one's, too!!) and special events like First Communion and the other sacraments. All our Children loved each other and played very happily at picnics and behaved well on card playing evenings which continued for eight long years after they had all left home.

We all deeply valued our Faith, and the friendships we had were loving, respectful, and very happy for many years. We lost Bob in 2012, and Terry two years later, - and now beloved Bryan in Sept. 22, - so sadly I am the "last man standing", - All their wonderful Widows are still with us, and I know all the three boys are safely with The Creator, so I will be forever grateful for my lifetime Adult special friends!

Kerry Schiemer.

RNAC Life Member Oct 2022.





RNAC Social Club Building Update

The following Social Club building update has been provided by RNAC director Richard Morrissey.

Hello Members,

Just wanted to provide an update on what is in the planning stages for the renewal of the Social Club as we know it. Just a recap on for what was presented at the Information Session following this Year's AGM.

A sub-committee was put together around June this year to look at options to upgrade the social club.

A snapshot of history: -

- Situated in present location since 1963 (60 years old in 2023)
- Consists of 3 separate buildings
- Minimal external maintenance in last 10-15 years
- Internals are still functional, externals are very dilapidated
- Since 2019 a number of informal and formal things have been initiated
- An image problem for RNAC and it needs fixing
- Challenge of getting people on board
- Recognizing we have had funding constraints

Its current use: -

- Used by the Air League
- RNAC meetings
- External training
- Bar / lounge area for small groups
- Flying sub committee
- Storage



Why do we need a club social club building: -

- Available area for members
- Area for transient commuters
- Attract new members and business
- Display club history
- Hold meetings and functions
- Hold seminars / training
- House equipment like a simulator?



What has the committee been doing: -

The subcommittee has considered a range of options from basic renovation to a full removal of the existing building and the construction of a new facility. Indicative cost has also been obtained; however, costs need to be firmed up via further design concepts. Options considered to date have included: -

- **Renovation**
 - moderate external and internal
 - basic external fix up and painting
 - cannot knock the church down'
- **Partial Demolish**
 - partial demolish / new hangar / other
 - full demolish
- **Full Demolish**
 - new building / reconfigure footprint on current site
 - single story
 - double story
 - incorporate with an attached hangar



RNAC Member input is vital to consolidate final options

- We must get the decision right.
- High amount of Capital is a key factor on what we decide to do.
- A decision for the next 60 years.

Other Factors that need to be considered which will require member input

- What will its function be?
 - members area
 - display area
 - basic kitchen facilities
 - basic bar facilities
 - large meeting space
 - connectivity to admin building
 - other
- Where does it go?
 - existing site
 - between admin building and Bellman Hangar
 - attach to Bellman Hangar
 - Incorporate into Bellman Hangar refurbishment
- What does it look like?
 - single story
 - dual story
 - second story on existing admin building
 - Incorporate into Bellman Hangar refurbishment
- How much will it cost? – how much can the club afford?
 - single story
 - dual story
 - Incorporate an aircraft hangar
- Can we make a financial return? – potential exists?
 - free up part of the existing social club site to construct alternate commercial
 - attract a commercial business e.g., coffee shop, Café, retail



Concept only – Single story...



Concept only – Double story...



Concept only – Adjoining hangar...

Following a lot of work developing possible concepts, initial costing and feasibility, a design company has been engaged to assist with:

- Seeing what things, we would need to consider re Council Development Applications
- What spans for rooves we can work with
- Building concepts, materials finish etc. – tilt up concrete vs insulated cladding vs traditional
- Develop some architectural flare – i.e., get some really good ideas that we can build on the work to date

Key considerations are...

- functionality,
- low maintenance and
- cost effectiveness
- aesthetics

The concepts...

End aim is to get 3 concepts to a level where we can assign a cost to build which will be a key input into the final Option - stakeholder consultation will be a key to this process. We expect to have basic concepts and associated budget estimates by mid to late January 2023, then we would plan to brief the Board and seek member input on the final option which will proceed to detailed design and then construction.

What to do with the Social Club until renewal?

The existing external state is in very poor condition, in particular the windows. We need to do a very basic upgrade until a new facility of built – maybe up to 18 months – 2 years?

Basic upgrade to the existing building proposed: -

- pressure clean western and airside facades using volunteer labour
- sand and paint western and airside facades using volunteer labour
- basic clad the southern façade covering 3 windows that are beyond repair
- paint southern façade using volunteer labour
- clean up surrounds

Last word...

Thank you...

A sincere thank you to the RNAC members, students, volunteers, staff, and directors that contribute to our very special club. Our 94 years of history has created the foundation of what we have, and what we do. Today we continue the work, traditions, and core values that our forebearers have provided. For me, and I hope for you, it really is a great privilege and honor to be part of the Royal Newcastle Aero Club.

A Christmas wish...

I believe Christmas and New Year is a very special time. A time to reflect, a time to appreciate and, if we can, a time to be with the people we love.

To all our RNAC family, I sincerely hope this can be a special time for you as well.

Kind regards, Trevor.

Trevor Bright

RNAC President

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Rutherford NSW 2320

Phone: 02 4932 8888

Royal Newcastle Aero Club



END