



# ROYAL NEWCASTLE AERO CLUB

## Windsock Tales

RNAC Newsletter for Students and Members – September 2023



Edition Number 042



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*Runway 23 threshold, July 2023.*





## Trevor Bright. RNAC President

Hello Members,

Welcome to Windsock Tales #042, September 2023.

Another three months has past, and more club activity has occurred. In the following pages I would hope to share the most interesting and informative aspects of this time.

As you will have noticed, Windsock Tales now has a front cover page and is available directly from the RNAC web site. All previous editions have been archived and are available as well. I see this as another improvement for information sharing and really hope members feel the same.

The screenshot shows the RNAC website header with the logo and contact information (02 4932 8888, office@rnac.com.au). The main banner reads "Your Place to Take Off". Below the banner is a navigation menu with links: Home, Learn to Fly, Joy Flights, Our Fleet, Aerodrome, Club & Membership, News & Events, and Contact Us. A "Sky Shop" section shows a shopping cart with \$0.00. The main content area features a "Windsock Tales" logo and three columns of newsletter links for 2023, 2022, and 2021.

2023 Newsletters	2022 Newsletters	2021 Newsletters
<a href="#">Windsock Tales #041</a>	<a href="#">Windsock Tales #039</a>	<a href="#">Windsock Tales #035</a>
<a href="#">Windsock Tales #040</a>	<a href="#">Windsock Tales #038</a>	<a href="#">Windsock Tales #034</a>
	<a href="#">Windsock Tales #037</a>	<a href="#">Windsock Tales #033</a>
	<a href="#">Windsock Tales #036</a>	<a href="#">Windsock Tales #032</a>

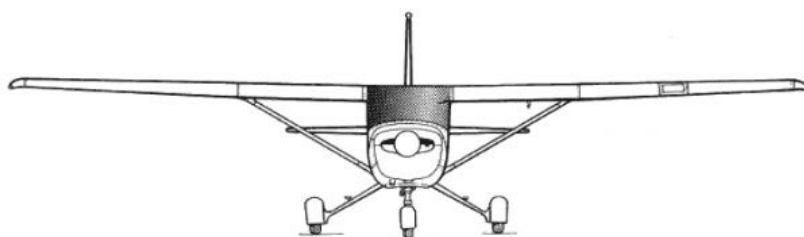
Club member, Mark Jacobson designed and created the site that now provides easier accessibility for everyone. As a club that relies heavily on its members, I must state a very high level of appreciation and a very big thank you must go to Mark for assistance and participation in this project.

If you wish to bookmark the site, the link is provided here: <https://rnac.com.au/windsock-tales>



<https://sprintweb.com.au>

Phone: 02 4021 1024





## Reminder: Wings, Pilot's and 95<sup>th</sup> Birthday Dinner

*Contribution from RNAC President, Trevor Bright.*

Plans are well underway for this year's Wings, Pilot and 95<sup>th</sup> Birthday Dinner.

Please put aside Saturday, 4<sup>th</sup> November 2023. If you are interested in attending, please contact the RNAC office to reserve your place. Your RSVP will be needed as seating is limited.

Matt Hall will be our guest speaker.

Again, as stated many times, volunteering is at the heart of many clubs and RNAC is no exception. We are very grateful for Matt, without hesitation volunteering his time to this very important club event.



[From Wikipedia, just a short snapshot of Matt's military career...](#)

As a Royal Australian Air Force (RAAF) fighter pilot, Hall logged over 1,500 F/A-18 Hornet hours. As a Fighter Combat Instructor, in 2006 he completed a tour as the chief instructor for this demanding course.

He has received many awards during his military career, including Dux of Pilot, F/A-18 Hornet and Fighter Combat Instructor courses, the 1997 Fighter Pilot of the Year, and he was awarded a Chief of Air Force commendation for his performance as the Chief Instructor of the 2006 Fighter Combat Instructor course.

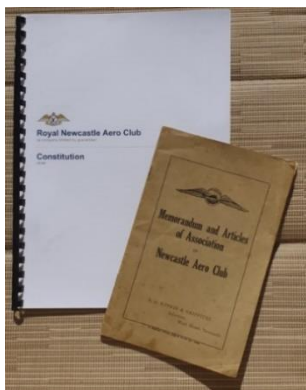
Hall spent three years in the United States of America on a USAF exchange programme, flying over 500 hours in the F-15E Strike Eagle, including combat. For his efforts, he was awarded combat decorations by both the US and Australia.

He resigned from the RAAF to allow him to become a full-time race pilot.

Thank you in advance Matt, I am sure our members are looking forward to meeting and hearing your address on the night.

**Saturday, 4<sup>th</sup> of November 2023.**





## Constitution Update

*Contribution from RNAC President, Trevor Bright.*

Significant progress has now been achieved. In the following paragraphs I would hope to inform members on the detail and encourage member interest in participation with the process.

I can assure members that “*Front of Mind*” for all Advisory Team members has been based on practicality, logic, security, and wellbeing for our club. Indeed, it really is about securing the foundation document, the constitution that governs our very special club.

On that note, I would take this opportunity to thank the Advisory Team on their passion, dedication, and good will towards this project.

### The historic timeline...

- Memorandum and Articles of Association created February 1929.
- Several minor amendments from 1929 – 2022.
- Constitution v5.04 overwhelmingly adopted 29<sup>th</sup> of May 2022.
  - It should be noted that the change from the Articles to the Constitution was kept as close to “*Like for Like*” as possible.
  - It was also stated at the time that several amendments may be considered over the months ahead.

### The amendment timeline and due process...

- **January 2023** – The Constitution Advisory Team sub-committee was re-established.
  - Life Member and Ex RNAC President - Peter Meguyer.
  - Life Member and Ex RNAC President – Neil Cromarty.
  - RNAC Director and Vice President – John Tate.
  - RNAC Director – Brad Luke.
  - RNAC Life Member and President – Trevor Bright.
- **January – July 2023.**
  - Six meetings of the Advisory Team.
  - Three consultations with Sam Burn – Co-op Federation.
  - One consultation with club solicitors Baker Love Lawyers.
  - Multiple emails and many phone calls.
  - RNAC board updates, discussion and approvals as needed.
- **August – October 2023.**
  - Inform RNAC Members.
    - Introductory email.
    - Three focus emails on each amendment across a three-week period.
  - October AGM – Members asked to vote.

**In summary:** The Advisory Team and the Board have embarked on this project, specifically to further secure our club for the future. Each of the three amendments have genuine merit, overall membership protection coupled with legal practicality and security.

In good faith, I would urge members to support all three amendments.

For more information, “*Click*” on the information button.



RNAC Constitution  
Amendment  
Information Page





## RNAC Donations...

*Contribution from RNAC President, Trevor Bright and the internet.*

For those members that frequent the club, you may remember a picnic table that mysteriously appeared. Over a number of weeks, it seemed no one knew where it had come from.

Someone saw two people deliver the table with footprints across the dew laden grass early one morning, but no names...

Several weeks went by before a name was found that put to rest the mystery...

A very big thank you and a message of appreciation must go to RNAC member and director, Richard Morrissey. Richard has donated both time and labour to this project that has been utilised by many since its installation. As a part time hobby, Richard's carpentry skills are clearly evident with a build quality second to none.

Whilst on the subject of donations, a second gift for RNAC has been received. RNAC member, **Keith Lobb** happened to be helping me tidy up our Tiger Moth a number of Sunday's ago when the conversation led to the topic of the drip tray. Keith indicated he would be able to fix this issue.

Four weeks later a new drip tray with wheels arrives... Keith approached his neighbour, **Terry Smith**, who happens to be handy with metal work. Terry created the new tray that was then donated to the club.

Thank you, Terry, and Keith, really nice work, gratefully appreciated...



Before...

After...



In this day-and-age, sometimes it feels like no one is prepared to do anything without being paid. It comes with great appreciation when members can rally resources to provide something for nothing.

I am very mindful of the time, labour and cost that may be involved when providing a service or product. When this can be done, in good faith for the overall benefit of others, in a club environment, it represents a quality of spirit and friendship that's hard to quantify.

Duty pilots, sub-committee members, working bee participants or the RNAC staff member that stays behind to help a student or club member.... On behalf of all RNAC members, thank you...



# Airfield Works Completed

Contribution from RNAC President, Trevor Bright.

The erosion problem at the 23 threshold has now been rectified. The works were scheduled for last March, however, several delays occurred due to wet weather.

This work was carried out by NSW, Soil Conservation Service over a three-week period across mid to late July.



This area was last restored during the early 90's. At that time the erosion was quite severe.

Almost 30 years later, the area needed significant restoration to once again, prevent losing our northern boundary fence and the movement area at the end of runway 23.

**A little bit of RNAC history...** When I started my flying career at RNAC in 1979, a retired army meteorologist, named Tom Corbett worked behind the counter. For some people, he had an abrasive manner, but I enjoyed his wit and conversation, particularly on all things meteorology.



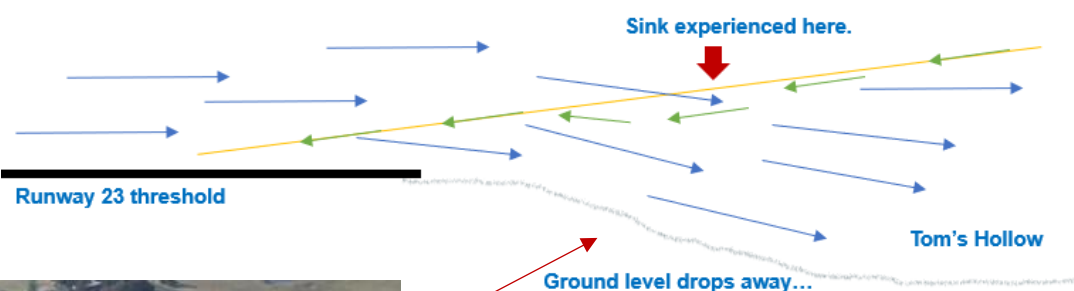
He posed a question for me one day, that had me puzzled. If I remember correctly, it was something like this...

*"Have you ever experienced sink whilst on final approach for runway 23?"* After some thought, I answered, "yes, I think I have". His response was, "why"?

**Tom's answer:** The local airflow, close to ground level, generally follows the ground contours. When you are on late final approach for runway 23, with a reasonable headwind, your approach profile may sink along with the local flow.

At that time, the area was called "Tom's Hollow" ...

- Head Wind →
- Desired Flight Path →
- Actual Flight Path ←



The ground drops away quite a lot. Not only contributing to flight profile issues but also the erosion problems that no doubt, will reoccur in the future.

Now we need to fix the northern fence... Hmm...

Regards, Trevor.





## Andrew Wagner RNAC Business Manager

Hello Everyone,

Construction has commenced on the club's industrial block at 33 Spitfire Place in Rutherford. The club has engaged Drayton Group to build two units on the block. Both units will consist of office and industrial space. The club's completed industrial units have performed very well in recent years. As with our completed units, lease revenue from the new units will help support the club's mission of promoting aeronautics. The expected completion date is 15/12/2023 and the units are already

being advertised for lease at: <https://www.leahjay.com.au/commercial/1-33-spitfire-place-rutherford-nsw-2320/>

### Unit 1, 33 Spitfire Place, Rutherford

Office 84 M2

Industrial 338 M2

Total area 422 square meters

### Unit 2, 33 Spitfire Place, Rutherford

Office 80 M2

Industrial 254 M2

Mezzanine Storage above office 80M2

Total Area 414 square meters



Expected late December early January.



Regards, Andrew.



## Glen Thomson

**RNAC Head of Operations / Chief Pilot**

Hi Members

The last couple of months has been busy as we have started theory and flight training for 3 Private instrument ratings (PIFR) and 3 Night (NVFR) ratings. A key aspect to this has been the availability of the new Simulator which has been kept busy through this process.

Congratulations to Mark Gawthorpe on passing his PIFR theory and flight test, and Brad Luke on his PIFR theory pass.

Also, congratulations to Mehdi Salek, Trevor Wimmer, and Justin Smith, on completion or renewal of their NVFR ratings.

The July flying fun day was a Night VFR experience for those who attended.

On top of this, development work continues for the CASA Safety Management System and renewal of our AOC.

Regards, Glen.



## Greg Kennewell

**RNAC Flight Instructor, ARO and HAMCC**

Hello Everyone,

Over the last month, several of our students have moved onto their PPL training from RPL, driving an increase in hours of Cross-Country Navigation training and high usage of our Archer and C-172.

A demand for PPL theory training saw 6 students complete our 6 day in-house intensive PPL course presented by Liam and myself.

Our congratulations to Blake Haswell, our first course student who went on to score 100% in the CASA exam. We wish all course participants the best as they attempt their PPL theory exam soon.



Maintenance wise, no major issues have been evident with the fleet in recent times, and all aircraft are now operational.

Aerodrome wise CASA Aerodrome Inspector Iain Bailey will conduct our first Surveillance Audit on the aerodrome since Certification between 27-29 September.

Regards, Greg.





## Liam Pouw RNAC Flight Instructor

Hello Everyone,

It has been a busy quarter at the flying club with all instructors flat out completing license and endorsement training. We have seen multiple new students commence training and current members undertake further training for operational ratings such as NVFR and IFR.

### Student Achievements:

Congratulations to the following students on their accomplishments!

- Mehdi Salek – NVFR Rating
- Blake Haswell – PPL Theory
- Ryan Bower – RPL
- Mark Gawthorpe – PIFR Rating
- Rhys Van Haren – PPL

### PPL Training:

Various students have been completing their PPL navigation flights as part of the training syllabus, students have been completing their navigation flights to Scone, Mudgee, Wollongong and Taree as well as solo navigation flights to Scone and Dubbo.

This training is giving students the knowledge and confidence to navigate around the country using conventional maps and the new Garmin 375 units installed on our planes earlier this year.

Stay tuned in the Windsock Tales and on the social media pages for upcoming flight test passes!


Kind Regards, Liam.





**Suzanne Ford**  
**RNAC Office Admin**

Hello to you all,

We have now received our delivery of Navy Blue Polo shirts in all sizes for those that were waiting on them. 

We are all looking forward to our long-awaited Wings/Presentation Dinner Night on Sat. 4th Nov 2023. It will be a great night so if you haven't replied to our email regarding your interest in attending, please do so, so you don't miss out, tickets are \$50.00 each.



A big congrats to duty pilot **Keith Lobb** for his 50 years of flying, the Singleton Argus told a great story on Keith's milestone, well done. it's great having Keith as a member and an active, Duty Pilot.

**NEWS**

# Keith Lobb achieves 50 years in the pilot's seat

BY LOUISE NICHOLS

WHAT started out as a childhood dream to fly a plane one day is now a celebration of 50 years in the cockpit in charge of the controls.

Keith Lobb gained his initial pilot's licence on the Gold Coast on July 30, 1973 and he is still as keen and enthusiastic today as he was then to fly a plane.

To celebrate five decades as a pilot Keith invited me to take a short plane trip from the Newcastle Aero Club at Rutherford to Singleton and return.

So you'd have to say I felt I was taking to the skies with an experience pilot.

From take-off it took around 10 minutes until we were over Singleton.

For Keith, who worked for a number of years for the NSW Rural Fire Service (RFS) and is still a volunteer with the Bulga RFS retirement means



Keith Lobb celebrates 50 years as a pilot - a passion for flying that is as strong today as it was in 1973.

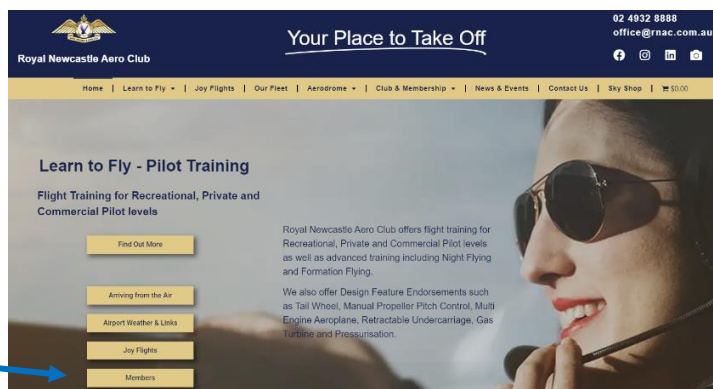
Look forward to seeing you all when you pop in now that we are coming into excellent flying weather.

Again, just a reminder that member web access is available via the following generic credentials...

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

Username: **member**

Password: **Avi8or#05**



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## RNAC Social Club Building Update

**RNAC Director and Chair for the RNAC Social Club Redevelopment Subcommittee.**

Hello Members,

### **Social Club Development**

An update on the options for the social club redevelopment.

Thanks to all those who participated in the recent survey. The intent of the survey was to gain member input into the following key aspects for consideration...

- Do members want a social club space / building.
- Renovate the existing building vs construct a new facility.
- Where it will be located if a new build is considered.
- Building use.
- What the building will look like.
- Building cost.
- Need for a business case.

It is intended to have a meeting with members in the near future to discuss the survey, the project overall and to chart a way forward.

### **Entry Way Fence**



You may have noticed the old timber fence at the entry way to the club has been upgraded. The new galvanised post and cable fence will require minimal ongoing maintenance. Special thanks to Wendy Meppem who supervised the fence upgrade over a weekend and coordinated the contractor.



### **Bellman Hangar**

Planning is underway to carry out some external maintenance to the Bellman Hangar. Works planned include: -

- Corrosion treatment to southern and northern doors and painting.
- Replacement of corroded flashing above doors.
- Replacement of corroded wall sheeting on western side.
- Painting.

Regards, Richard.





## Doug Brooks RNAC Club Captain

Greetings Members

Club competitions have been running very well this year. We have just finished the 4th round of the Club Championship and Bob Doran our chief judge has tallied all the points to find out the winners ready for the Wings Dinner in November.

We had several aircraft head off to Mildura for the weekend in July, and on all accounts, a good time was had by all parties that attended.

Tri-Club Competition will make its long-awaited debut again this year. We will be heading to Taree on September 16th, 2023, to compete against Taree and Hastings River Flying Clubs for the first time since Covid with a group of RNAC members to try and bring back the trophy.

Below is the journey to get a job flying for a major airline in the USA. (Written and supplied by Peter Larcombe).

Regards,  
Doug Brooks.  
RNAC Club Captain.



## Peter Larcombe RNAC Flight Instructor, now First Officer Larcombe

I was working in the construction and underground mining industry in my early 20s and was in Sydney on a road job and needed to get home at the earliest time possible.

It was decided I would fly back to Newcastle with Aero Pelican on their twin otters to Belmont very exciting being my first flight as a passenger.

After experiencing the flight, I was hooked and decided to enquire about flying lessons as I was always up for adventure of any sort, it was 1998.

I ended up at RNAC and walked in to see a gentleman behind the desk, which was John Youll, a flight instructor there at the time and is on our honor role at the club for the war effort.

The CFI pronounced (HOO) now at the time was Peter Meguyer with Bernie Saroff our President and Lyn Kauter with Tracey Northrope working at the office.

While I was there, I would spend every weekend at the club with some weekdays. There was always someone in the hangar sitting down for a chat Don Moor, Ivan Blair, Max Fowler, Ted Datsun, Ian Scotland, Bob Smith, Bob Davies (instructor) and our now President, Trevor Bright.

I would always wash an aeroplane on a weekend and was a part of building the taxiways at the airport using a tipper truck to take the fill to the taxiways and build it up.

The Bar was always full on a weekend and the bistro had wonderful meals.

I would basically beg anyone to take me for a ride and would spend my last penny on training and flying myself anywhere.

I ended up doing my ab initio training with John to first solo on runway 08 which I ended doing three circuits as John hadn't told me it was only to be one waving me down.



Once I had finished my first solo, I was introduced to Anthony Moor for the rest of my training to PPL level which I gained in the year 2000 then my Commercial in the year 2001.

Once I had the license in my hand, I ended up on some navs to Coolangatta, Moree, Nowra RAAF museum. With foster Tuncurry being the favorite for surfing trips where I would put the surfboard in the back of a 172 for a weekend. My thanks to Anthony Moor as well.

After a few trips I got bored with just day flights and obtained my NVFR with Anthony Moor and then a Instrument rating single engine only, with the twin to come doing the flight test with Russ Evans our then Flight examiner who is also on our Honor role for his efforts in the war.

Once I obtained my twin rating, I wanted to upgrade to multi-instrument rating where I found this difficult as the engine out NDB approach was very difficult not to mention the asymmetric performance of the twin.

Russ Evans offered his services where I gained more experience and confidence with twins in fact asymmetric with twins should never be underestimated and I ended up being comfortable with twins but always taking extra precaution with them.

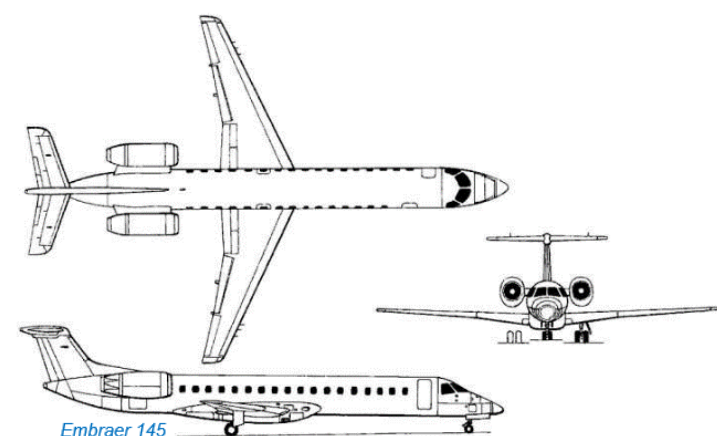
In 2004 I decided to do the instructor rating With Russ Evans as teacher at RNAC and I owe him a debt of gratitude as he made sure we were good instructors that knew our briefings and patter in the air in fact I still use Russ Evans briefings and patter today which works very well Indeed and still keep in contact with Russ where he upgrades the briefings for myself and mentors me with anything regarding flying as well as being a long term friend of my family.

Once I got the instructor rating, I started to work at the club as a Honorary instructor for a few months and was introduced to Kerry Schiemer by Russ Evans.

Kerry was the CFI at RAAF Williamtown flying club but was retiring from the role. He got me a Honorary position there with Colin Brown the new chief pilot at the time as there were many instructors at RNAC with our then training of the university students I have many friends from the Williamtown RAAF flying Club and would like to take the opportunity to thank the team at the tower for all of their help over the years especially sqd leader Scott Hartwick.

I was introduced to the members over there and started to teach crosswind landings for the first time with a student Des Ryan (not easy for the first time) and once gaining more experience ended up working as a parachute pilot at Gloucester where I finished My ATPL studies and had a interest in doing a degree however I could not raise the funds thirty thousand for this and my father recommended I buy a house instead which were fifty thousand at the time. No hecs fees then. I did do an advanced diploma in aviation but have some regrets about the degree, (to be continued).

After years of trying to gain full time employment I decided to leave the industry and go back to underground/open cut mining.



After some years I was told that Glen Thomson was now the Chief pilot of the club and so I called in to congratulate him on his appointment.

I am also very thankful for running into Glen as he got me back into the air flying again after some persuasion and after getting current again decided I would like to fly as an instructor again.

I can say I very much enjoyed working at RNAC again with Glen as the (HOO) and was flying a lot of hours training students in singles and twin asymmetric as well as night training.

My favorite training is circuit instruction and I enjoy seeing first-solo pilots. The look on their faces is priceless, also mine in the early stages, lol.



I always would get them solo early mornings and then introduce the student to turbulence and wind later, but I actually like turbulence and wind as it helps your skills.

Many thanks to Glen Thomson for all your help and Greg Kennewell for being a good mentor.

After two years at RNAC I now embark on one last adventure with American airlines as a first officer on EMB 145 doing local and some international flights into Canada where I finally depart next week hoping to earn my four stripes.

I would also like to say it has been a pleasure working at the club and shall miss Lyn Kauter, Suzanne, Vin, my flying mate and many others whom I may not of mentioned, the students and fellow members my apologies.

The Club should and will always be OUR club for the members and please remember our early pioneers and why does an aeroplane slip.

Regards

First Officer Larcombe.



## The NORSEMAN Agricultural Aircraft

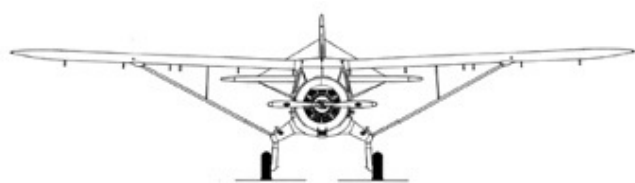
### The OTHER Canadian-built crop-duster

*The following content has been provided by Ben Dannecker. Ben has made contribution to several aviation magazines and has volunteered several articles for Windssock Tales. I hope you find this one interesting...*

During the boom years of Australian aerial topdressing in the 1960's, two Canadian aircraft types, both designed for "bush" flying in the remote areas of Canada, were in service with the local aerial agricultural industry.

The first of these to fly here in its agricultural role was the DHC2 Beaver VH-AAI in July 1957. →

The Beaver then went on to become one of the most widely used types engaged in the aerial spreading of superphosphate in Australia. One operator, Aerial Agriculture Pty. Ltd. of Bankstown, NSW counted more than sixty examples on its books – the world's largest civil Beaver fleet.



← The second Canadian type used for agricultural work in Australia was the Noorduyn Norseman Mk. 6, which had originally started out with the RAAF.

From late 1943 onwards at the height of World War Two, the RAAF acquired 14 Canadian-built Norseman Mk. 6 aircraft for light transport and communications duties. For a single-engined type the Norseman was a very large aeroplane with a cavernous cabin, able to carry both personnel and cargo. The type was to serve in its RAAF role until 1950, although some examples had already been sold off to Australian civil operators from 1948.

The Norseman is also remembered as being the aircraft type in which the famous American bandleader Glenn Miller was to lose his life over the English Channel in December 1944.

In the late forties, former RAAF wartime flying ace, Wing Commander Bobby Gibbes, was operating Gibbes Sepik Airways, a small New Guinea airline based at Wewak, using British Austers. The RAAF Norsemans were becoming available from government disposals at this time, and Gibbes' first of type commenced

operations in December 1948. G.S.A. eventually acquired a total of ten Norseman aircraft, the largest civil operator of the type in Australian markings.

The first of three former Gibbes Sepik Airways Norsemans to be delivered to Bankstown Aerodrome for conversion to agricultural configuration arrived in November 1963. These three Norsemans were c/n 249

VH-GSE, c/n 269 VH-GSG and c/n 270 VH-GSF, all registered to Pay & Williamson of Scone, NSW. They were to serve in the superspreading role until 1970 when the surviving pair ('GSF & 'GSG) was sold off to a Camden-based operator. The third ('GSE) had already been written off in a crash at Armidale in 1966, after hitting a tractor on takeoff.



← VH-GSF flew a dusting display at an airshow at Pelican NSW in September 1964.

The last Norseman flying in Australia was VH-GSG, being used for mineral survey operations, seen at Bankstown in June 1970. Photo by Roger McDonald.



In agricultural operations, the Norseman did a good job, although the direct running costs including 24 gallons per hour avgas fuel consumption, were somewhat higher than that of its Canadian-built contemporary, the De Havilland Beaver, which consumed 16 gph. Both types carried the same 1-ton disposable fertiliser payload at similar speeds, but as the purchase price of a second-hand Norseman was only a fraction of that for a new Beaver, it was more than cost-effective, in the short term.

Comparing the Norseman with the contemporary nearest local equivalent agricultural type, the Australian-built Commonwealth Aircraft CA28 Ceres (developed from the wartime RAAF Wirraway), the Norseman had a disposable load of 2,180 lb. at an all-up weight of 7,400 lb. The Ceres could carry a maximum of 2,500 lb. payload in its hopper at an all-up weight of 7,410 lb. Both aircraft had the same engine type fitted, although the Norseman could cruise at up to 120 Knots, somewhat faster than the stately 95 Knots TAS of the Ceres.

In all fairness, the Ceres had been specifically designed for agricultural work more than twenty years after the Norseman completed its maiden flight and was tailored for its role by the use of much simplified systems.



VH-GSE at home base Scone NSW 28 November 1965



The Norseman had been designed in the mid-thirties for flying under the quite different conditions experienced in the outback areas of Canada and was planned from the outset as a multi-role aircraft able to operate on wheels, floats, or skis. It completed its maiden flight as a floatplane, and its sole modification for agricultural work in Australia was the fitment of the hopper and associated controls and plumbing.

All three agplanes mentioned above had the same excellent short take-off and landing characteristics, essential when operating at maximum gross weight from short and rough bush strips.

Brief technical data for the Norseman Mk. 4 topdressing version is as follows:

Span: 51 ft 6 in  
Length: 32 ft 4 in  
Height: 10 ft 1 in

Weights: Empty 4,420 lb.  
All Up Weight 7,400 lb.

Engine: 600 hp supercharged 9-cylinder Pratt & Whitney R-1340 S1H1-G Wasp driving 3-bladed Hamilton Standard 3D40 variable-pitch propeller.



## Last Words...

**Invitation:** I would like to extend an invitation to any member who would like to contribute to Windsock Tales... Aviation based stories of your own experiences, observations, or just interesting information. Photos are always noteworthy.

So, if you are inclined, have a go, and become a contributor for RNAC's – Windsock Tales.

**Reflection:** In our 95<sup>th</sup> year, it is important that we reflect on our heritage. The work done by our forbearers including many volunteers has contributed to the club we have today.

Broadmeadow became our first home for around 30 years.

Rutherford airport was first established across the 1950s. The permanent move to Rutherford occurred across the early 1960s, being completed by 1963.

Let's keep our history going...

Kind regards, Trevor.

**Trevor Bright**

**RNAC President**

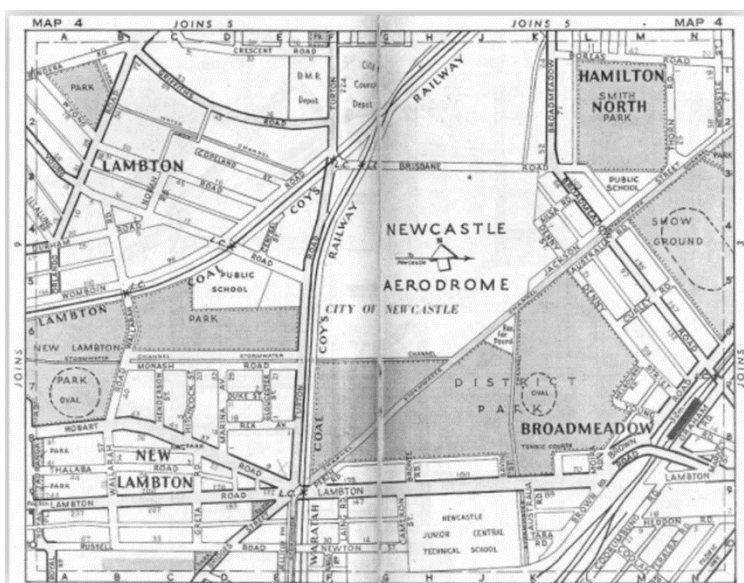
PO Box 491

Rutherford NSW 2320

Phone: 02 4932 8888



**Royal Newcastle Aero Club**



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