



ROYAL NEWCASTLE AERO CLUB

Windsock Tales

RNAC Newsletter for Students and Members
December 2023



Edition Number 043



Cover photograph: Sunset flight, overhead Maitland, VH-RNI 30th June 2019.

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VH-RNI – Unusual foggy morning, 7:30am 3rd December 2023.





Trevor Bright. RNAC President.

Hello Members,

Welcome to Windsock Tales #043, December 2023.

Wow, what a year it has been... The club is in top gear to build on our flying, the various business portfolios, and the airfield in general.

FY23 delivered a positive financial result that the board and the membership in general can be very pleased with.

This year's Annual General Meeting was well attended by members that was great to see. The board director elections resulted in Wendy Meppem and Trevor Wimmer being successful with membership congratulations being stated to both candidates.

John Tate was gracious in defeat sharing his gratitude for having the opportunity to serve this very special club and wishing the new board goodwill for the future.

I would freely share with members that John's contribution has been significant. Navigating and overcoming several major issues over the last six years. Thank you John on a job well done and greatly appreciated.

The AGM also decided on three constitutional amendments. Later in this edition, I have detailed the discussion and results that were returned.

I hope you enjoy this Christmas edition of Windsock Tales...



Wings, Pilot's and 95th Birthday Dinner 4th of November 2023.

Contribution from RNAC President, Trevor Bright.

It's been five years since the last wings night, so it was great to have this event reestablished to celebrate the achievements of our students and members.

RNAC Life Member Lyn Kauter and Marj Gillespie RFAC cut the cake



to begin the evenings celebrations. Again, the event was well attended by members, families, and invited guests.





Guess speaker – Matt Hall

The nights guest speaker was reigning Red Bull Air Race World Champion, Matt Hall...

Matt's ability for public speaking is only surpassed by his flying career and aviation achievements. It really was an incredible experience to hear Matt take us on a journey from his childhood, through early flying days, the RAAF, USAF, Red Bull Racing to his current endeavours.

Matt's motivational drive, goal setting through to achievements, relating to process rather than results was inspiring.

The famous “*Wing in the Water*” incident was shared by Matt as he spoke candidly about the experience and the following self-analysis. Relating this back to errors in the execution.



Matt concluded his address with a Q&A session that was well received by all.

Once again, I should point out that Matt's attendance was a donation to the club. This was offered without hesitation or prompt on first contact.

On behalf of all Royal Newcastle Aero Club members, staff, and friends, I would pass on a sincere statement of appreciation for Matt's goodwill and generosity that really made for a successful event.

Achievement presentations...

RNAC members, father and daughter, [Brendan](#), and [Libby Burke](#)...





Blake Haswell

Ryan Bower



Special guest, Williamtown RAAF Base Group Captain [Anthony Stainton](#).



The E.R. Russell Award – Student of the Year – [Blake Haswell](#)



Special guest [Peree Watson](#), Senior Electorate Officer representing The Hon Jenny Aitchison MP who was unable to attend. Peree presented the Memorial Graham Neale Trophy presented to [Daniel Hespe](#).

The Graham Neale Award

Graham Neale was a member here at RNAC till his passing. Graham was a dedicated club member, volunteer, and great all-rounder. In his memory we have a perpetual trophy that we present to a member each year who we believe has the same commitment and values.

Congratulations.....

Go to all RNAC milestone achievers.

No one was given these aviation accreditations'; A skillset of knowledge and an applied practical application was developed and tested to achieve a predetermined criterion.

PPL	RPL	CPL	NVFR	MECR	MPPC	PIFR
P.Pham	R.Bower	B.Engel	M.Salek	N.Cummings	B.Burke	M.Gawthorpe
M.Salek	L.Burke		I.Toonstra	I.Toonstra	M.Mould	B.Luke
F.Howard	A.Howard		T.Wimmer		M.Salek	
J.Brewster	S.Lewis					
B.Haswell	J.Tasevski					
B.Burke	G.Wertheimer					
D.Hespe	S.Xenos					
S.Stamm						
I.Toonstra						
R.Van Haren						
N.Vishnoi						

Well done to all...!!!

RNAC Presidents Award – Keith Lobb



Master of Ceremonies – Previous RNAC President **John Tate** carried the evening with grace and dignity as only John can deliver. Thank you, John, another job well done... ➔

Wing Night Sub-Committee – Chair, Previous RNAC President and Life Member, **Neil Cromarty OAM** – A big thank you to Neil and the Sub Committee Team. Many meetings over many days. Thank you..

Special thanks go to RNAC director **Richard Morrissey**. Once again, Richard has been our resident photographer for the evening. A great record for the history books captured as it was...



Below, various club completion award reciepnce...
Greg Scott, Gordon Southwell, Club Captain Doug Brooks, Keith Lobb.







Local Representation...

From Ms [Jenny Aitchison MP](#).
Member of the Legislative Assembly
Member for Maitland
Minister for Regional Transport and Roads
Member of the Australian Labor Party



PARLIAMENT OF NEW SOUTH WALES LEGISLATIVE ASSEMBLY

FIRST SESSION OF THE FIFTY-EIGHTH PARLIAMENT

COMMUNITY RECOGNITION STATEMENT

21st November 2023

ROYAL NEWCASTLE AERO CLUB

Ms JENNY AITCHISON (Maitland—Minister for Regional Transport and Roads) - Congratulations to the Royal Newcastle Aero Club who recently celebrated their 95-year anniversary at the annual wings' presentation dinner. The night of nights saw long-time friend of the club, Matt Hall, reflecting on his early love of aviation, and his progression to service in the RAAF and his Red Bull Air Race World Championship journey. Young and graduating pilots excitedly received their wings from Matt. The night saw Doug Brooks named club champion, Daniel Hespie won the Graham Neal Memorial Trophy, Bruce Robertson received the Club Captains award, and Keith Lobb the President's award. The Newcastle Aero Club began in Broadmeadow on October 11th, 1928. In recognition of their services to the RAAF training pilots for service during the war the Queen granted the title Royal to the club in 1953, a first for a non-capital city club. The club moved to their Rutherford site in 1960 and now play a vital role in the community of Maitland. Congratulations to the board, employees, members and volunteers on their 95th birthday.





Constitution – Final Update

Contribution from RNAC President, Trevor Bright.

The results...

As stated earlier, at this year's AGM, the membership was tasked with determining the outcome of three, RNAC – Board recommended constitutional amendments.

For each amendment to be successful it would require a minimum of 75% support from eligible voting members to effect the change.

I was really impressed with the debate, member feedback and the overall conduct of the various discussions. Many members shared their individual perspective that enabled a constructive and collaborative environment.

For all the members that took time out to participate in this process, being at the AGM or via proxy, I would say thank you.

The detail and results are as follows...

Motion 1: *To delete the existing clause 31 of the current constitution in lieu thereof, insert the following,*

31.1 *Subject to clause 31.2, each member has one vote.*

31.2 *A person is only eligible to vote if that person has been a Full Pilot Member for a continuous period of not less than six months prior to any notice of a general meeting at which any resolution or special resolution is to be considered.*

Successful... 95.5% in favour.

Motion 2: *To insert the following clause in the current constitution,*

38.10: *Should any resolution be passed at the Annual General Meeting, or a recount of the ballot for election of directors, or the votes recorded for the election of directors, or a recounting of the votes for directors is required by any member, then the member proposing the resolution or requiring every count or reconsideration, shall be responsible for the reasonable expenses incurred by the Club and the costs of any persons or entities appointed for the purpose of such recount or reconsideration.*

Failed... 66.3% in favour.

Motion 3: *To insert the following clause in the current constitution,*

43.6: *Recognising its heritage value and significance to the history of the club, the directors shall not sell, charge, or otherwise dispose of any interest in the whole or any part of the RNAC Tiger Moth DH82 (Airframe Serial Number T35), registration VH-RNI, as of February 2023, in the absence of a special resolution approving such decision to sell, charge or otherwise dispose of such interest.*

Successful... 93.3% in favour.



The RNAC Constitution, with the two successful amendments being applied, is now version 5.05. The document is available to members via the club's web site.



Andrew Wagner RNAC Business Manager

Hello Everyone,

Several good news stories to share today...

33 Spitfire Place

The two-unit commercial building at 33 Spitfire Place is nearing completion. The club has secured a single tenant for both units.



Pavement Classification Number (PCN)

A preliminary PCN report has been received by the club. The PCN report details the strength of pavement/subbase study conducted on both runways and the apron area. The information gained from the report will be used to set Aircraft Classification Number (ACN) limits on the runways. Such limits will help protect the runways from damage and inform strategic initiatives involving a change to runway frequency or type of use.

Growing Regions' Grants

The club has been successful in the first stage of a two-stage process for two grants. Expression of Interest Applications (EOIs) were submitted in July for 50 % funding for replacing the social club and a combined application for a sealed taxiway, solar runway lights and a fauna proof fence. As both EOIs were successful the club has been invited to make two full applications for funding. The full applications are currently being completed and will be submitted before the 15/1/2024 deadline. Fingers crossed everybody.



Club Billboards

The club has inked an agreement with an advertising firm to enhance and sell advertising space on the billboards on the club's property along the New England Highway. Two of the billboard faces will retain RNAC advertising but the other faces will feature new advertisers which will provide an additional revenue stream for the club. Works on the billboards will begin in January.

Merry Christmas, Andrew.





Greg Kennewell
RNAC Flight Instructor, ARO and HAMCC.

Hello Everyone,

What can I say! Another fast 12 months and a lot of fun and smiles working with my cohort of students, seeing many going first solo, gain licenses, or even further. Congratulations to all.

I have no major news to communicate with you regarding maintenance and aerodrome currently, with all running smoothly touchwood, despite a series of CASA audits that have occurred in the last little while, and a propeller overhaul for RNX. However occasionally you see some wonderful things, worthy of note that bring a smile to your dial on an early morning runway check - such as a lizard hugging a runway light, go figure, never a dull moment out here 😊



My tip of the month is related to propellers, all our fleet will be equipped with low time propellers within a week and so caring for them is of utmost importance. Please think carefully if you take an aircraft away as to where you start or stop your engine, avoiding starts and run-ups on stony or rough ground/rough runways sometimes even. Consider pulling the aircraft to smooth surfaces before start-up, and not stopping/holding for traffic over loose ground, it ensures good performance and longer life.

I would like to wish everyone well for the festive season; however you may choose to celebrate it, and thank you to all my colleagues, students and friends for your good cheer and teamwork over the last 12 months. I look forward to another, stronger 12 months ahead, full of solo's, licenses another RPL/PPL Theory Course, and if any students have a Flyaway/Safari idea let me know as it is a good way of doing some of your navigation exercises while enjoying a fun filled holiday seeing the great Australian landscapes and beaches.

Regards, Greg



Liam Pouw
RNAC Flight Instructor.

Hello Everyone,

Once again, a busy quarter for flying, with multiple first solo flights and flight test passes. As well as charter and joy flights in the lead up to Christmas.

Student Achievements: Congratulations to the following students on their accomplishments!

- Jeremy Martin - First Solo
- Kimberley Olsen - First Solo
- Jack Stewart - First Solo
- Jeff Dallinger - First Solo
- Jess Pitkin - First Solo
- Blake Haswell - PPL
- Brad Luke - PIFR
- Trevor Wimmer - NVFR



Summer Weather: With Summer in full swing and storms making a regular appearance in the forecast, it is important to refresh yourself on guidelines around weather forecasting and flying near storms. There are great resources on both the BOM and CASA website relating to this such as those linked below:

<http://www.bom.gov.au/aviation/knowledge-centre/>

<https://www.casa.gov.au/resources-and-education/pilot-safety-hub/weather-and-forecasting>



CASA have also released a podcast with a case study on VFR in to IMC and forecasting which would be beneficial to members, this can be found on YouTube here:

<https://www.youtube.com/watch?v=YoMjl10ydf4>

[Weather and forecasting](#)

Always check the weather forecasts before and during your flight.

www.casa.gov.au

World Flight 2023: In November, I drove down to Sydney to partake in a weeklong charity event to raise funds for the RFDS, participants fly around the world in a flight simulator on a 24/7 schedule to raise funds crucial for operation of the flying doctors. World Flight has been running since 2001 on the VATSIM network and is an annual event, more information can be found at worldflight.com.au.



Friends and I used a full motion 747 simulator to conduct this, and I have included some photos for those interested. All up our team raised \$11,714 of the \$24,468.

Kind Regards,

Liam Pouw.





Suzanne Ford RNAC Office Admin.

Hi,

Well, we have had a busy couple of months...our Wings Presentation & 95th Anniversary Dinner was such a great success. It was such an enjoyable night for everyone including myself.

It was so great catching up with everyone and a big thank you to all that attended to make the night so memorable.



We also had a marquee at the Williamstown Airshow late last month which was a success. Duty Pilot's Keith Lobb, Phil Naughton, Doug Brooks, and Daniel Hesse along with staff members had a great day selling our new RNAC merchandise, trial and scenic flights and being there to answer any enquiries, thank you to you all.



Our new merchandise is selling fast, so if you haven't been in, call in to the Club and check out our new T-shirts, Lanyards, Hoodies etc.

Also, reminder for our members web access, details below.

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

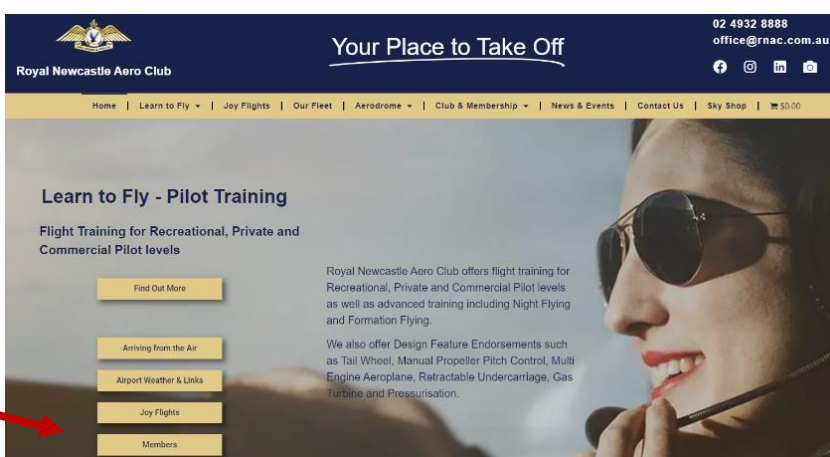
Username: **member**

Password: **Avi8or#05**

Wishing you all a very Merry Christmas and a Happy New Year and looking forward to 2024.

See you all soon...

Suzanne.





RNAC Social Club Building Update

RNAC Director and Chair for the RNAC Social Club – Redevelopment Subcommittee, Richard Morrissey.

Hello Members,

The Bellman Hangar has maintenance issues that need addressing in the short term. If they are not addressed, the cost of the maintenance backlog will increase and the general aesthetics of this large and historic hangar will continue to have a negative impact on RNAC.

Planning is underway to upgrade the Bellman Hangar. The hangar is structurally sound however the external sheeting is quite deteriorated.

Current use / Functionality

- Houses RNAC fleet
- 50% leased to Blue Sky Airways (BSA)
- Contains an updated workshop and office area – 2 upgrades upgraded by Hunter Aerospace and BSA
- Houses emergency generator
- Houses switch gear for runway lights.
- Recent install of modern toilet facility
- Houses pilot qualification boards which is a significant historical asset to the club

Current Issues and Condition

- Flooding occurs in heavy storm events.
- Paint Shop / Annex has asbestos sheeting.
- Minor leaks in roof due to valley fixing to structural steel work – ok for now following some minor upgrades recently.
- Flaking paint / protective coating on parts of structural steel
- Corroded bottom sheets on western side – lets water in during storms.
- Heavy corrosion on southwestern and northwestern corner at base of structural steel work.
- Extensive corrosion façade and doors on southern façade.
- Corrosion on northern façade.
- Paint on doors and sides is in poor condition.
- General aesthetics are not good and reflects poorly on RNAC.
- The hangar is general 'structurally sound'.

Replace all sheeting on walls, doors and gables with new Colour-Bond Sheeting)

Several options have been considered. The most cost-effective option will involve the following scope...

- Rectify corroded steel work on northwest and southwest corners.
- Rectify corroded structural components on southern and northern sliding door frames and paint.
- Replace sheeting on the following areas...
 - Eastern wall
 - Western wall
 - Southern doors
 - Northern doors
 - Gable areas above doors
- Paint and seal annex asbestos sheeting



- Replace gutters, downpipes, and associated flashings.
- Replace signage.

Advantages

Retains an historic structure.
 Improves aesthetics for RNAC.
 Improves structural longevity.
 Reduces flooding from western side.
 Minimise effects on commercial tenant.
 Minimise impacts on RNAC fleet hangarage.
 Retains existing functionality.
 Retains value of recent upgrades to toilets and leasable area
 Works completed in a relatively short period of time – 4-6 weeks.
 Completed works will resemble from the outside a ‘new hangar’.
 Minimal ongoing maintenance – 15-20 years for a repaint.
 Minimal additional capex funds compared to other options.
 Lead contaminated sheeting is eliminated from the field and potential exposure to workers.
 Cost effective solution for maintenance of a key asset.



Schedule

A likely commencement date will be around March 2024.

Merry Christmas, Richard.



Trevor Wimmer
RNAC Director

Hi Members,

First, I would like to thank you all for your support and trust in me by electing me as one of your directors. As I am only newly appointed, there is not much for me to report as yet. The board of directors have been working hard behind the scenes to progress the club. I would like to encourage you to reach out to any of the directors if you had any ideas of what you would like from your club.

I would like to take this opportunity to wish each and every one of you and your families a very Merry Christmas and a Happy New Year.

May your festive season be filled with Joy, love, and safe flying.

Trevor Wimmer





Doug Brooks RNAC Club Captain.

Greetings Members

September's Club Competition was held at Taree with the Hastings River Club hosting a Tri-Club Competition that involved a river bash, steep turns and a forced landing.

We had four planes, and ten members make the journey up the inland lane over Dungog, Gloucester and exit the inland lane at the other end then across to Taree.

After the completion of the competition, we had three of the planes travel to Port Macquarie for dinner, an overnight stay and we returned the next day. Unfortunately, we didn't bring home the Trophy this year, but we will give it our best shot next year when we will be hosting the Tri-Club Competition in September 2024.



October's Club Day was a navigational challenge with ten members taking part on the day. The navigational challenge participants were only given the direction and distance of two locations to find. Participants had to photograph both locations to prove whether or not they had found them and show the judge. Only two members found both locations and most only found one location.

November's competition was a fun day with Optimum Circuit. This event is timed from the moment the brakes are released. You must climb 600 feet before turning crosswind and reach 1100 feet, on downwind before your descent. You must also be established on final before descending below 500 feet. The timer is stopped after touchdown with the shortest time being the winner. Continuing with a touch and go into the next challenge which was a Blind Circuit. Air speed indicator and Altitude indicator are covered, the pilot has to complete a circuit as close to the set circuit heights and air speed as possible. Points are given or subtracted for the amount the participants are outside the set heights and speeds during the duration of the circuit.

We are planning a flight to Coffs Harbour for the first weekend in February. If anyone is interested in participating, please contact the office to put your name on the list and I will send more details to the interested parties.

Here are the results for 2023 Club Competitions.

- Instrument Climb: 1st Neil Graham, 2nd Greg Scott, 3rd Doug Brooks
- Forced Landing: 1st Gordon Southwood, 2nd Doug Brooks, 3rd Keith Lobb
- Spot Landing: 1st Greg Scott, 2nd Doug Brooks, 3rd Gordon Southwood
- Club Championship: 1st Doug Brooks, 2nd Greg Scott, 3rd Gordon Southwood

Congratulations to all the winners for this year. We have almost made it through the year with only one more Club Day to go before Christmas.

The 17th of December 2023 is the last remaining fun day of the year. We will be having a Flour Bombing Competition, which is always good for a laugh, due to the fact that I cannot remember anyone hitting the target in all the years that I have been attending the Club Days.

So on behalf of the Flying Sub Committee and myself I would like to wish all of our Members a very Merry Christmas and a safe and Happy New Year. I hope to see everyone back again next year for our Club Competitions.

Kind regards

Doug Brooks, Club Captain, Royal Newcastle Aero Club.



Reflections...

Contribution collaboration from RNAC President, Trevor Bright. Slides created and provided by RNAC Life member – Peter Meguyer.

In recognition to the incredible work carried out by RNAC Life Member, RNAC former President, RNAC former CFI and RNAC Administration building builder, Peter Meguyer. The following article is an extract from Peter's Wings Night moving slide presentation.

It really was a great effort to capture our 95 years of history.

The following pages represent the first 10 years of our aero club. It is our history, our heritage, and an insight of our forebearer.

A Brief History of RNAC

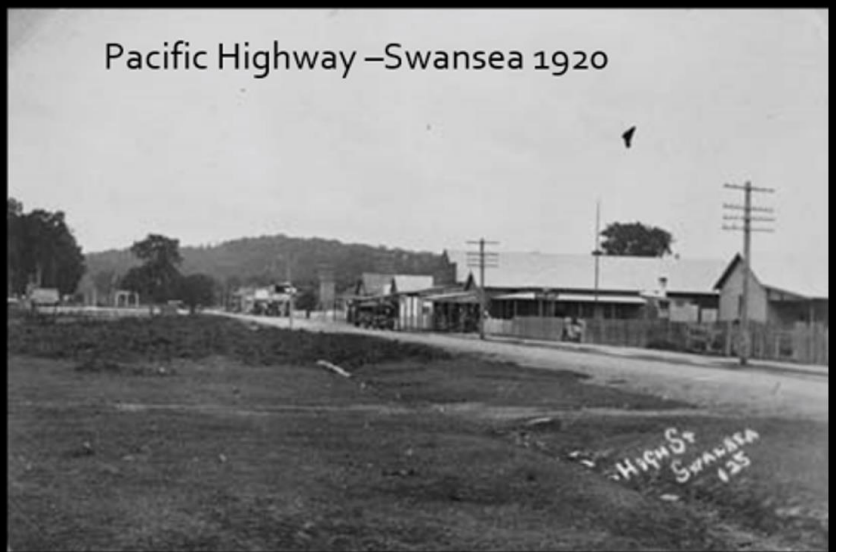
The Aero Club movement began in Victoria & New South Wales in 1926, the primary object was to spread interest in aviation throughout Australia.

In recognition of the potential of defence, the Government released a subsidy to deliver a more affordable pilot training to the individual.



It was decided to form a Newcastle branch of the Aero Club movement at a time when a road trip to Newcastle was via the "Great North Road", long before a road crossing of the Hawkesbury in 1945.

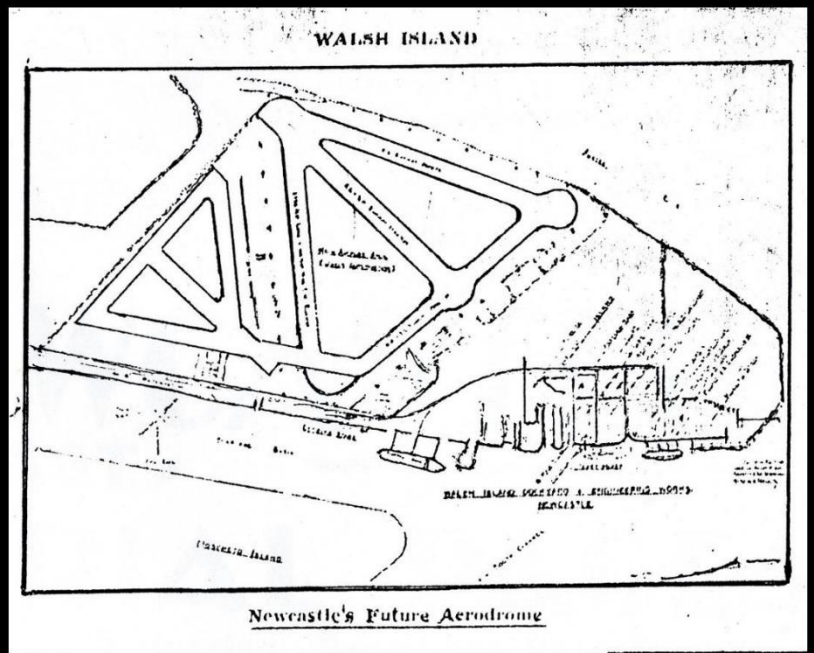
The success of the Royal Newcastle Aero Club belongs to the many who have contributed since the inaugural meeting at the Council Chambers in Watt Street, on October 11th, 1928.



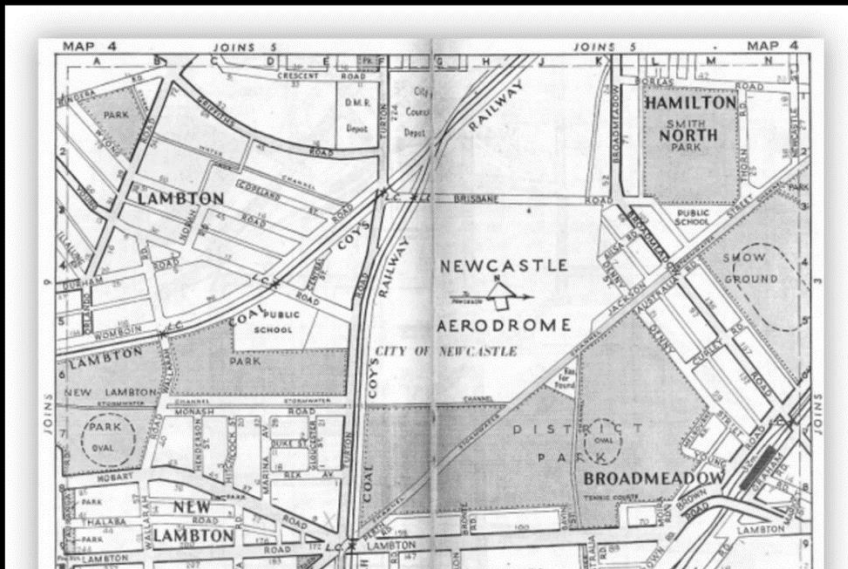
To appreciate the period, there was a huge upsurge in public interest following the first trans- Pacific flight with an estimated 25,000 attending Eagle Farm Airport, Brisbane to witness the landing of the Southern Cross on 9 June, 1928.



The Aerial Pageant conducted at District Park stated an expectation that the Walsh Island Aerodrome was to be ready for training in early 1930



Arguments continued for Walsh Island, but the Department of Lands ruling in favour of a leased section of District Park secured the Club's home base for the next 30 years.



Assisted by Aero Club NSW training commenced April 21st 1934 however, the delivery of the Club's first aircraft, a DH Moth Major (VH-URR) on October 7th 1934 enabled the Club to continue unassisted.



The Club's second hangar opened during March 1936.



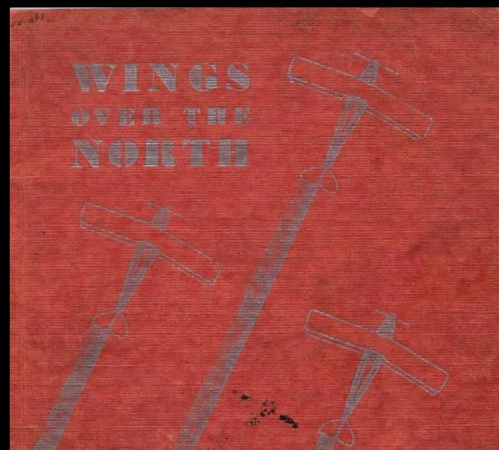
Tiger Moth (VH-UTD). UTD as the Club's second aircraft was delivered on June 2nd 1935, it was the first to operate in Australia.



Club members photographed during 1938



“Wings Over The North” was published by the Club in October 1938 to celebrate the first 10 years since foundation on October 11, 1928.



FROM THE COCKPIT – DHC2 BEAVER

By Ben Dannecker

DHC2 BEAVER History



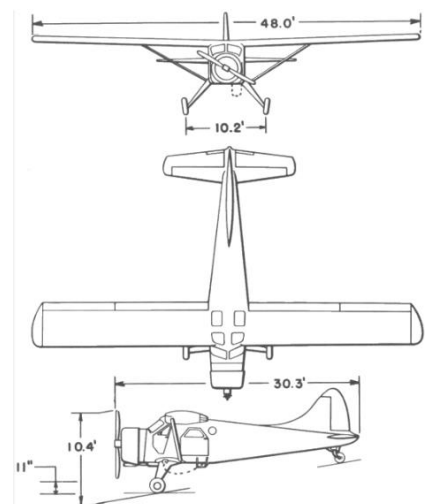
First flown in 1947, the DHC 2 Beaver is a simple, rugged and dependable STOL aeroplane produced by de Havilland Canada specifically for "bush" operations in Canada and Alaska. Descendants of the DHC 2 are the DHC-3 Otter, essentially a larger Beaver, the DHC 4 Caribou, the DHC 5 Buffalo, the DHC 6 Twin Otter and DHC 7 "Dash Seven", all evolved from the original concept. As the L 20 (later designated U-6), almost 1,000 Beavers donned military markings in the service of the United States Army and Air Force. In Korea, the L 20 was invaluable as a communications and rescue aircraft, and were actually landed and taken off from mid town streets. Production of the type continued until the early sixties, and many are still in service throughout the world. The list of operators of the sixty or so Beavers that came to Australia is impressive, Qantas, RAAF,



the Snowy Mountains Hydro Electric Authority and ANARE being the major government instrumentalities employing it in Australian markings. However, it was as an agricultural aircraft that the Beaver made its name in this country, one particular company having no less than 42 DHC 2s in its fleet at the peak of the 1960's topdressing era. They were the largest

Technical

The Beaver is a single engine, all metal, strut-braced high wing monoplane, with accommodation for one pilot and up to seven passengers. The design incorporates such high lift devices as drooping ailerons and a thick wing section to give good short field performance. The DHC2 is an excellent bush aircraft, able to operate on wheels, floats or skis with equal ability. In the floatplane role it is even able to fly with a canoe strapped onto a float. With an empty weight of 2850 lb and an all-up weight of 5100 lb, it has a disposable payload of one ton. A Pratt & Whitney single row, nine cylinder, R985 Wasp Junior supercharged radial engine, rated at 450 horsepower for take-off, is the power plant driving a two-bladed variable-pitch Hamilton Standard propeller, and gives the



aircraft its characteristic buzzing growl when heard flying overhead.

Handling

The machine used in this report, VH WOG, was currently operating as a floatplane in northern Australia. However, at the time of the conversion training, VH WOG was owned by its original operator in Australia, Airland of Cootamundra, NSW, and the then Chief Pilot, Les Ward, was my instructor. With all preflight actions completed, Les and I strapped



ourselves in, myself in the left seat. Unlike most Beavers, VH WOG has dual controls, this being in the form of a single column originating from the cockpit between the two seats, branching out left and right up to chest level and topped off by identical control wheels. The cockpit of the DHC 2 gives the impression of being that of a larger aeroplane, the ample instrument panel ranging to well below knee level, with a very business-like layout. The quadrant containing the levers for pitch, throttle and mixture controls is located at the top of the centre panel, below which are found the engine instruments. Three other levers protrude from the panel below these instruments, the carburetor heat control, fuel pressure wobble pump and the emergency shut off lever for fuel and oil, lockwired open.

A flap selector with two positions, either up or down, is found under the pilot's seat. When requiring flaps to be extended or retracted, it is most important that the selector is first checked for correct position before operating the large hydraulic pump handle between the seats. It is quite easy to be pumping away on the handle, expecting the flap to be going up when, in actual fact, it is going down.

On the left side cockpit floor is the fuel primer knob. Going back up to the panel, the magneto switches and fuel selector handle are found on the left side, with the master switch located on the left windshield sill. Flight instruments are neatly grouped directly in front of the pilot. The standard version of the DHC 2 has three underfloor fuel tanks but, in the agricultural model, the centre tank is removed to allow the hopper to discharge its load at the bottom. Another feature of note is the location of the oil filler neck actually found in the cockpit, on the lower centre panel facing towards the right-hand seat.

As with all radial engines, the propeller has to be turned through several revolutions, either by hand (whew!) or by using the starter, before actually firing up the engine. This is to prevent the occurrence of the phenomena known as "hydraulic-ing" the reduction of combustive volume in the bottom cylinder by the accumulation of engine oil after the engine has stood idle for a period of time. By turning the propeller a few turns, the accumulated oil is recirculated back into the engine. If this is not done, the cylinder in question is subjected to excessive loads on startup and the result usually is a split cylinder head, or at worst, the cylinder has been known to have blown off completely!

The starting procedure for the R985 went like this fuel selected to front tank, brakes on, master and generator switches on, mixture auto rich, pitch fine, throttle cracked, fuel pressure brought up to 4 5 psi using the wobble pump, primer pump knob operated four strokes, magnetos to both, starter and booster coil engaged.... propeller turning....rumble.... engine start! Oil pressure and rpm is immediately checked, and engine revolutions set at 800 whilst waiting for the oil temperature to reach 40" C.

There was no traffic in the Cootamundra circuit, so we taxied straight out to the runway to carry out the pre takeoff drill. This is standard but includes pumping the flaps to the takeoff setting. Flaps are vital to the performance of the Beaver during takeoff and landing. Lined up into wind, the throttle is advanced smoothly to the gate, with brisk acceleration being felt. We keep straight with rudder and bring the tail up early. A shade over 50 knots indicated and we're airborne, immediately lowering the nose slightly, reducing power to 30 inches M.P. and 2000 rpm. As 70 knots is achieved, the flaps are pumped up and the normal climbing

speed of 82 knots is adopted. Empty the aircraft climbs exceedingly well, and in no time we are at 5000 feet in the Cootamundra training area.

The Beaver has a certain "big aeroplane" feel about it, and the impression gained is one of being a sturdy flying machine. Ailerons feel quite light, with the elevator a little heavier. In straight and level, visibility is quite good all round, and the elevator and rudder trim wheels, located in the cockpit roof, and are easily managed. In a turn, the view downwards is somewhat restricted by the big wing. Due to our close seating to the Pratt and Whitney engine, the noise level is understandably high.

The stalling speed at maximum all up weight is 52 knots, although at our light weight it was well under 50 knots, and this maneuver was straightforward, save for a consistent wing drop. Recovery is uncomplicated and soon it was time to return to the circuit.

Downwind is flown at 100 knots and flap is selected when the maximum flap extension speed is achieved by the time we are on base leg, at 91 knots. Final approach is flown at 78 knots, applying more flap as required, crossing the threshold with full flap at around 70 knots, simultaneously closing the throttle. As the ground comes up, the nose is raised to the three-point attitude, and as contact is made, full back stick is applied to keep the aircraft down. Direction is maintained with rudder. Under crosswind conditions, a wheeler landing is more positive, touching down on the upwind wheel first. The maximum crosswind component is 20 knots.

Cruise figures for the Beaver are True Air Speed of 115 knots, using 28 inches M.P. and 1900 rpm, giving 16 gallons per hour fuel consumption rate. On agricultural super-spreading operations the fuel consumption would be markedly higher.

Overall impressions of the DHC 2: an honest, hardworking and reliable pack mule, no vices, slow, quite noisy, not an aircraft for the average private owner due to its high running costs. However, it does an excellent job of the work for which it was designed – light freighter and bush aircraft.

Last Words...

Well, it is Christmas... A period of reflection and goodwill. On balance, our Club has had a good year. I sincerely hope you, your family and those that have meaning in your life can share this very special time with you.

2024 is only days away and your club is ready.

Once again, I must thank every person that has contributed to our club. Volunteers, students, members, staff, and directors, your efforts are appreciated in the most grateful way.

Have a great Christmas and New Year...

Kind regards, Trevor.

Trevor Bright

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Royal Newcastle Aero Club



END

