



ROYAL NEWCASTLE AERO CLUB

Windsock Tales

RNAC Newsletter for Students and Members
June 2024

Edition Number 045



Cover photograph: Steamfest – The Great Train Race – April 2010.

This edition...

Trevor Bright.....	3
Maitland Steam Fest 2024.....	4
ANZAC Day 2024.....	6
RNAC Social Update.....	7
RNAC Member Profile.....	8
Andrew Wagner.....	10
Suzanne Ford.....	12
Greg Kennewell.....	13
Liam Young.....	13
Doug Brooks.....	14
RWY 08 / 26 Open Drain Reconstruction – Feb 2024.....	15
Bellman Hangar Refurbishment.....	18
Reflections – Part 3.....	19
Last Words.....	23



Maitland Airport, Tiger take-off runway 05 for the ANZAC Day flyover, 25th of April 2024...





Trevor Bright. RNAC President.

Hello Members,

Welcome to Windsock Tales #045, June 2024.

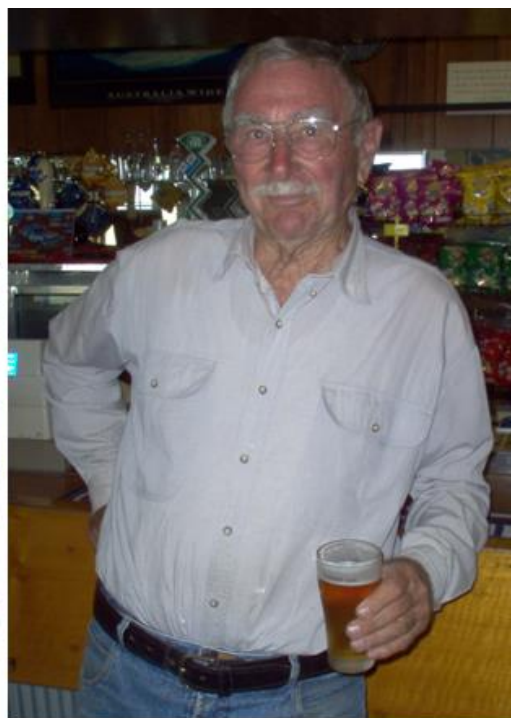
In this issue we cover several recent events, among other topics, that involved our club. Maitland Steamfest, ANZAC Day commemorations and Maitland Heritage Fest.

As the impact of urban development continues, our club is faced with more challenges involving residents, local council, and CASA regulations. Now more than any other time since our move from Broadmeadow, across 1960 -1963, our engagement with the local community is essential.

Unlike most other airports around Australia, Royal Newcastle Aero Club is privately owned by our membership. We are approaching our 100th anniversary in 2028 and from that perspective, community awareness and RNAC public engagement, I believe, should be a priority.

Below, a few old faces from circa 2005 / 2006. Kelvin Bloomfield, Neil Cromarty, Teddy Datsun, Bob Doran Russ Evans, Max Fowler, Don Moor, Mark Piper, Ian Scotland, and yours truly. Do you remember when flight instructors wore a tie...?

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



Maitland Steam Fest 2024

And the Great Train Race.

What an unbelievable weekend... As always, RNAC participated in the great train race. Our Tiger, VH-RNI once again was challenged by two veteran steam locomotives. 6029, (The Garratt) and 3526.



These locomotives date back to 1954 and 1917 respectfully. Our Tiger, VH-RNI was originally built in 1940 so it would seem a good match up across the development of both steam and early aviation of that time.

After being defeated last year by locomotive 3801, I was determined to put in a big effort this year.

The weather was perfect. Blue sky and very little wind. There really was no excuse.



Some people may not be aware that the race aircraft is required to fly a handicap course that involves turns at every train station. The result is that we fly a much greater distance than the train travels. Last year, with a stiff westerly wind we were pipped at the post, but not this year.

On stage accepting the winner's trophy, yes, that's me, with representatives from Maitland City Council and ARTC.



Maitland Steam Fest is a great opportunity for our club to interact with our local community. Indeed, I believe as a private airport we must be involved as much as we can. Obviously, the promotion can be beneficial, but, as a proxy public utility, public and council awareness is critical.

A big thank you and a word of appreciation must go to the RNAC volunteers that manned the stall across both Saturday and Sunday. Volunteers Vin Pavincich, Keith Lobb, Phil McLeod, Daniel Hespe, Joe Tasevski, and Andrew Wagner. In true commitment to our club, thank you all for your help...



Above, various photographs of the day, 14/04/2024...

ANZAC Day 2024

Once again, RNAC provided a flyover for both East Maitland and Maitland ANZAC Day commemorations.

Since 2020 and the covid shutdown, RNAC has provided these flyovers for our local community. With due respect to the solemn occasion, our flyovers are timed to coincide with the march to the cenotaph before the formal remembrance service begins.

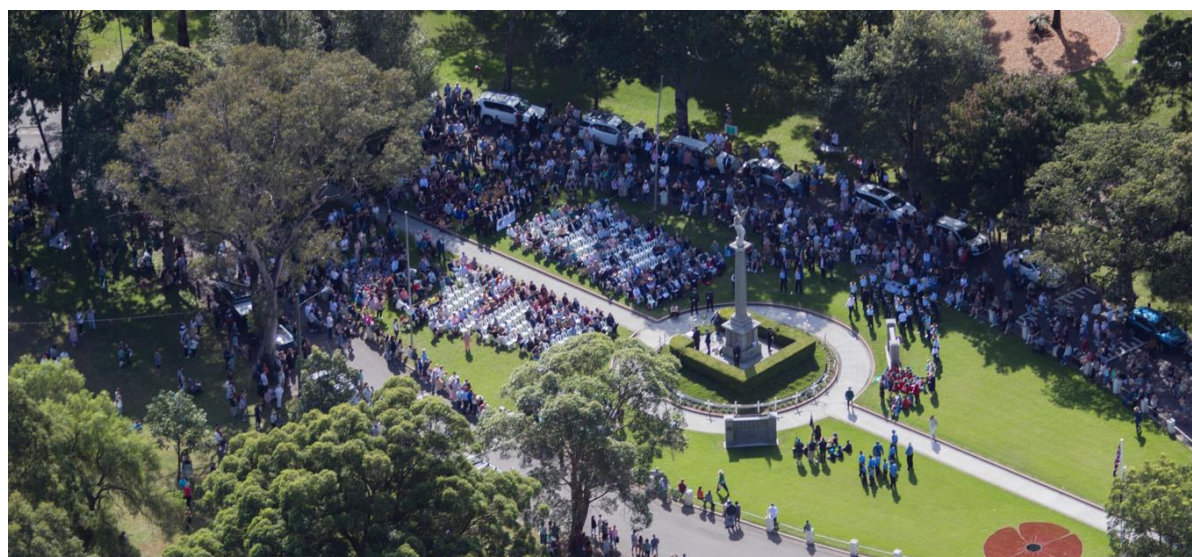


Feedback from Maitland RSL President, Fred Goode OAM and East Maitland RSL Trustee, Neil Cromarty OAM has been very appreciative for our contribution.

Again, a big thank you to our Luskintyre friends for joining us at this event. The beautiful Boeing Stearman flown by Kieran Balkin was quite a spectacle alongside our own Tiger VH-RNI.



East Maitland march, down the New England HWY.



Maitland Park Cenitaph, just prior to the service.





RNAC Social Update

RNAC Member, Daniel Hesper

Hello RNAC Members,

The Monthly Social events have been continuing at the Metropolitan Hotel Maitland. These nights have continued to grow in attendance and are a great chance to catch up with other members. Outside of the clubs planned social events, we are looking to have a BBQ and Bon Fire Night at the club on a Saturday afternoon towards the end of August. Keep an eye out for updates soon.



I have been hearing that many club members aren't sure how their voices can be heard or that there is not a platform for this. If you feel this way, please contact me on 0409 833 166 or email me at danielh_is@hotmail.com as I would be interested in getting your feedback to ensure all RNAC members feel heard. With the club's centenary approaching in 2028, your voices are vital as the club looks towards a long-term option for the current rundown Social Club building. Hopefully creating a financially viable, community significant, multifunction space that all members can use and be proud to call our Social club.

As always, I invite all members who aren't currently a part of the RNAC members Facebook Group to join by clicking on this link...

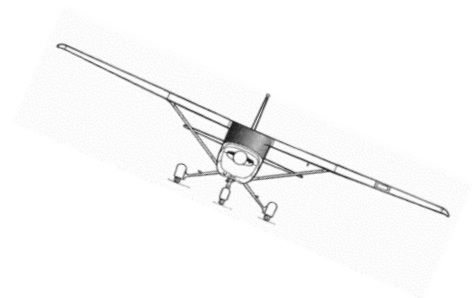
<https://www.facebook.com/groups/rnacmembers/>

If you have a social event that you think would be good idea, please contact me.

I hope to see you at an event soon.

Daniel Hesper

RNAC Member



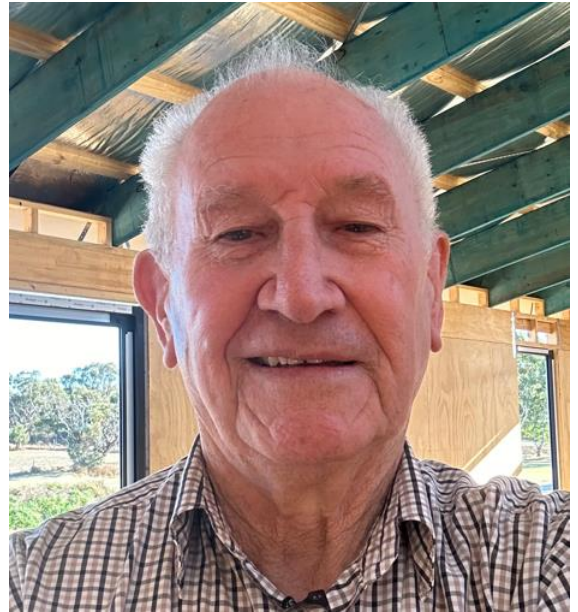
RNAC Member Profile

Contribution from RNAC member Daniel Hesper...

Name: Peter Meguyer.

Location: Hindmarsh Island, South Australia.

Occupation: Retired.



1. What drew you to aviation?

World War II in Europe ended shortly after my 3rd birthday, like many young lads growing up in England probably influenced an early interest prior our family's immigration to Australia in late 1951. My younger brother joining the RAAF and a later flight in a towed hang glider were also likely factors.

2. Where did you do your flight training?

My flight training began at Bankstown (Kingsford Smith Flying School) in the early 1970's until the affordability of cost and travel time ended this period shortly after several solo flights.

3. How did you come to be a member of the Royal Newcastle Aero Club?

In the mid 1970's, after being employed in concrete construction around Sydney a move to Port Stephens provided the opportunity to build on this experience over a 15-year period. An invite to the Williamtown Fighter Base from a RAAF Pilot suggested our eldest daughter should visit RNAC for flight training after she indicated an interest to pursue an aviation career.

It was during visits to follow our daughters progress that Bernie Sarroff (BJ), the clubs then CFI has prompted me to recommence flying training in the mid 1980's. It was after our daughter began her training in Air Traffic Control with Airservices in Melbourne that I recommenced my flight training at RNAC. Eventual this required the sale of a yacht to end a sailing passion that had allowed us to compete in several ocean races to fund the rekindled passion of flight.

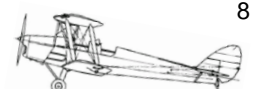
4. Years of membership at RNAC?

Since joining in the mid 1980's I have enjoyed serving in many ways and would hope to be around for the Centennial but at this stage I have seen the club go through many changes near 40 years. While the club has faced many changes and challenges during my 40 years, the real story can be learnt from others like Russ Evans who joined as a junior member in 1939.

Russ went on to lead club operations during its record years in the late 1950's before joining QANTAS, returning years later to assist in the flight training of many, including much of my CIR. Among the 9 Presidents, 12 CFI's during my time I was indeed fortunate to share a flight with Howard Williams (Past President) who spoke of the club's struggle when government subsidies were withdrawn in the early 1960's.

Among the young lads who would visit the Broadmeadow Aerodrome Pre-World II after school was Bill Hitchcock who went on to serve the club in many ways including recording the club's remarkable history up until the late 1990's. Others that have since passed on include Jack Fahey, Bernie Sarroff, and John Youll are among the many that have served the club after joining shortly after World War II.

Bernie was among a small group to form a sub-branch to purchase the clubs present aerodrome site in 1949. The Maitland Aero Club then proceeded to prepare an early grass strip prior to being taken over by the "Newcastle Aero Club" at a time when the "ROYAL" prefix was awarded. This enabled later committees to acquire several adjoining paddocks through many challenges before the property demand led to the club's current success.



Trevor Bright and Kerry Schiemer are among the many honorary instructors that served before and during my time. Kerry later joined the Williamstown Flying Club. In all Trevor has clocked more than 40 years as an Honorary RNAC Instructor.

5. Favourite memory/memories at RNAC?

This would require a book to express all favourite memories, however among these would be attending many dinners and gatherings that were held in the Social Club. Above it has been the privilege to work with many or have the knowledge of those who have steered our club since its foundation in 1928.

Don Moor and many others were associated with many activities held in the Social Club during its hay days. Glenn Smith, Babs O'Keefe and David Adams were among the many who applied their best to revitalise the Social Club however without the required support it has continued to decline to its current state.

6. What are some of the advantages of being an RNAC Member?

Many have enjoyed being among the many working bees that have assisted in the maintenance of the aerodrome. Other activities such as flying comps and fly outs held on a regular basis hosted by the Club Captain and flying sub-committee over the years. It also offers the opportunity to add to what is already a remarkable history.

7. What is your favourite GA flight destination?

It would be hard to better the many Safari Flights throughout Australia, Horn Island and around the USA but difficult to name a favourite destination. Other than noting the special delight of an early settled crisp morning flight to Taree via the inland lane or Wollongong via "Victor One". However, there are too many destinations to provide a favoured list as I was among those fortunate to enjoy many of the safari flights conducted by Bernie Sarroff.

8. What is your favourite RPT flight destination both domestically and internationally?

With no special RPT flight destination in mind, perhaps the most memorable was a regular float plane trip between Port Stephens and Pittwater during my sailing years. On one occasion we were cautioned that our payload of sails etc may extend the take-off run after carrying a reluctant nervous passenger as we waded through the shallow water to board the aircraft.

9. Fondest aviation memory?

There are many but the USA Safari in 1991 shines the light on so many during the various legs over 35 days. However, many memories were formed with those who continue to contribute and the many who had but are longer with us.

10. What is your favourite aircraft type to fly, would like to fly and in existence?

Again, difficult as the Tiger Moth (RNI) comes to mind but as the Cessna 182 was the aircraft type that I shared with Des Davidson on most safari flights it remains as a favourite. As for what I would like to fly if given the opportunity, the F18 Hornet would be high on the list after flying various simulator versions over the years since its delivery in 1986.

11. What part of your flight training did you enjoy the most?

Multi engine command instrument rating training and the Tiger Moth endorsement with Trevor Bright and a later spinning endorsement with Phil Unicomb are both high on the list. However probably it was training with Kerry Schiemer for the formation endorsement that heads my list as it opened the privilege to be accepted as part of a team.

12. What part of your flight training did you find the most difficult?

For me, it was the study for the commercial and command instrument theory exams. At the time I had sailed pass the early segments of the exam but failed far short of the mark in the written flight planning section of the final exam. Thankfully with further study I gained a better understanding to complete my commercial flight test to Fraser Island.

13. What do you think is an important skill in being a good pilot?

Knowing your own handling limitations, that of the aircraft, a good respect for the environment, a good lookout, and the requirements of the airspace procedures are among the important skills that can only be established with experience.



14. Do you have a piece of advice for members starting out their training?

Whilst understanding not all can spare the time, I believe much of my experience was gained by spending more time at the club to share or learn from other more experienced pilots.

15. What type of flying are you doing now?

Unfortunately, failing to satisfy the aviation medical standard some years ago has prevented any further flights, however I remain thankful for the many years and the positions that I have been privileged to serve at RNAC.

16. Where do you think RNAC could improve as a club?

With a remarkable history it is sad to see the Social Club fall into a state of disrepair. Having since retired from a sub-committee headed by Richard Morrissey, I can only hope that future directors will gain the suitable membership support to build a new facility.

17. Where would you like to see the club in 10 – 20 years?

With a deep awareness of the efforts by so many since 1928, I can only hope the club can find a path to build a new membership facility in time to celebrate its centennial in 2028. Hopefully, plans will continue to deliver a new facility with a gallery to display the story.

If you have a suggestion for a member to be featured in upcoming Windsock Tales editions, please get in touch with me danielh.is@hotmail.com.

Regards, Daniel.



Andrew Wagner
RNAC Business Manager

Royal Federation of Aero Clubs of Australia Conference

On 26-27 May, I had the privilege of attending the Royal Federation of Aero Clubs of Australia (RFACA) conference at the Rydges Resort Hunter Valley. This annual gathering is a cornerstone event for the federation and members came from across the nation, providing a platform for networking, knowledge sharing,

and celebrating advancements in the general aviation sector. This year's event was combined with the Australian Light Aircraft Championships (ALACs) and the federation AGM.

The highlight of the event had to be the news that two RNAC students, Daneeka Croker and Ryan Bower, were awarded RFACA Scholarships. Airservices Australia provided sponsorship for the scholarships to be awarded to students training with an RFACA member flight school. The scholarships are valued at \$8250 each. Well done Daneeka and Ryan.





The conference also included a series of insightful presentations and discussions featuring industry experts. The topics ranged from the latest in aviation avionics, SAF, regulatory updates, to changes in airspace.

Networking opportunities were abundant, with delegates from various aero clubs, training organisations, and aviation companies in attendance. These interactions were invaluable, offering a chance to exchange ideas, discuss challenges, and explore potential collaborations. The atmosphere was one of camaraderie and mutual support, reinforcing the collective passion for aviation that binds the RFACA community.

The federation president, Joseph Pilo, CEO of Schofields Flying Club was re-elected to a second term. Joseph outlined proposed changes to the way in which the federation operates. Those changes which were adopted by the members present include:

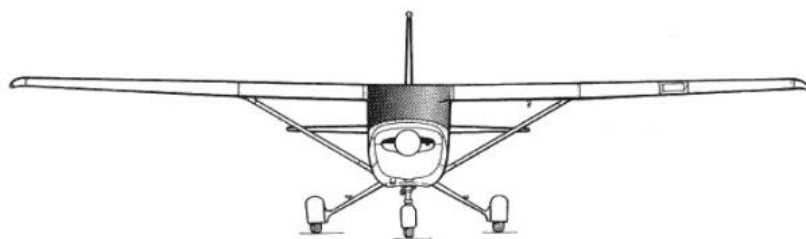
1. Provide grants to member clubs to support initiatives that will benefit all member clubs.
2. Keep the operating costs of the federation low by focusing on monetary support for member initiatives rather than the federation expending resources on administration.
3. Provide a \$5,000 grant to clubs that host the annual ALACs.
4. Move the AGM to online.
5. Conduct the conference biennial.

The Annual Australian Light Aircraft Championships took place during the few days prior to the event. Teams from member clubs and individuals competed in events including aerobatics, forced and spot landings, streamer cutting and formation flight. Unfortunately, RNAC did not have a team this year. Hopefully, with an increase in the number of RNAC members competing in our monthly club competitions we can form a team for next year's ALACs. It is all in good fun so there is no need to be an ace pilot. However, practice is key so come along to the next monthly club competition by contacting the office.

It was agreed that the next two ALACs will be held as follows:

- 2025 Manning River Aero Club, Taree, NSW
- 2026 Latrobe Valley Aero Club, Traralgon, Victoria

Overall, attending the RFACA conference was a rewarding experience. It facilitated meaningful networking and celebrated the achievements within our community. The event underscored the importance of collaboration amongst aero clubs in driving the sustainability of the general aviation industry. I look forward to the next conference and more RNAC scholarship winners.





Suzanne Ford RNAC Office Admin.

Hi,

Winter is here.... Don't forget we have our RNAC hoodies available for purchase sizes S – XL \$64.95 to keep that winter chill away, we also have received our order of larger sizes in the T-shirts.

If you are interested in becoming a volunteer Duty Pilot drop me an email or speak to your instructor next time you are in the office.



Duty Pilots work maximum ½ - 1 day shift, one day a month. Duty Pilots assist the instructors on weekends with staffing the front desk, answering phones and basically being available to help out.



Each month any duty pilot who contributes three or more hours of voluntary work for the Club will go into the monthly draw for \$100 towards aircraft hire.

Membership renewals for 2024/25 will be sent out by email the first week of July so please ensure we have your updated contact details.

Great modeling Liam... Hmm...

RNAC Web Site

Again, a reminder for our members web access, details below.

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

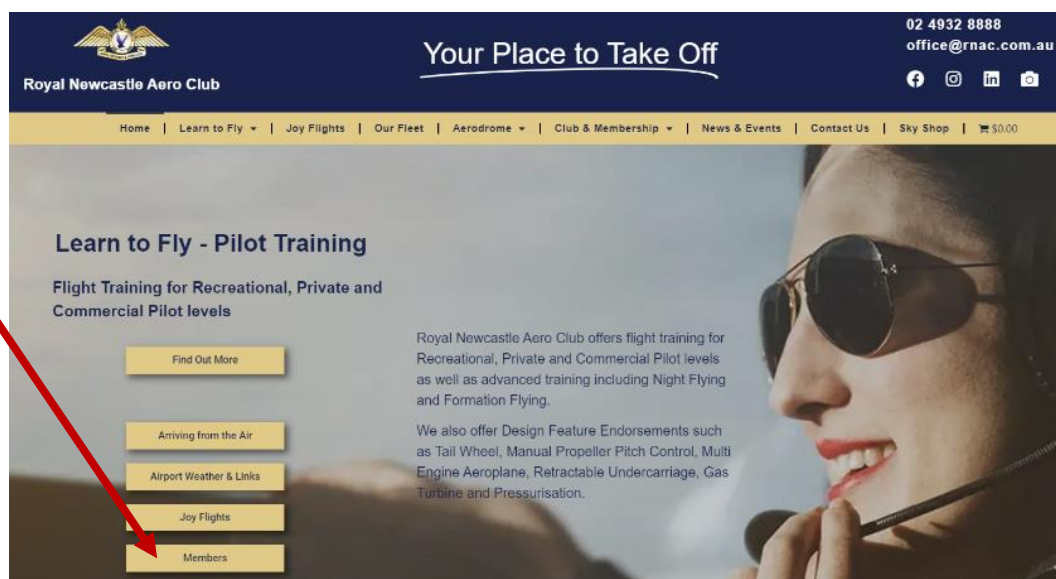
Username: **member**

Password: **Avi8or#05**

Take care and safe flying.

See you all soon...

Suzanne.





Greg Kennewell

RNAC Flight Instructor, ARO and HAMCC.

First Solo's – Mitchell Cox, Sean Melia, Steven Newman, David Griffin, and Goutham Sivanesam.

PPL – Rory Perkins and Shannon Twigg.

Aircraft Maintenance – Scheduled aircraft maintenance for the 152's is ongoing with RNQ just completing its 100 hourly and RNC going in for its 100 hourly. RNX has some additional scheduled maintenance mid-June also.

Special Mention – Must go to RNAC Member, Bruce Percy for the repair of several headsets, thank you Bruce, greatly appreciated.

RNX Autopilot News – It is pleasing to be able to report that RNX autopilot heading hold issues have been resolved. Investigations revealed the roll servo which provides heading change and hold was worn and required replacement. So, for those who enjoy the autopilot it is back on track so to speak!!!!

RNX Instrument Upgrade – Also pleasing to announce the board have approved RNX C172 to be upgraded with Garmin GI-275's electronic instruments. These will replace the Attitude indicator and Directional Gyro. This is to facilitate safer and more modern instrument and night rating training and flights. This replacement then allows removal of the Vacuum system that drives the gyro's to be removed providing ongoing maintenance savings over the aircrafts life. The aircraft will be in Bankstown for 2 weeks at the end of July for the installation.

Aerodrome – Stay off the grass 😊 – unfortunately every time our aerodrome surface gets close to drying out it rains again, particularly in front of the Office building. We have cones up but it's difficult to cone off every square inch, so the dumbbell signal near the windsock is out and a NOTAM is up!



Liam Young

RNAC Flight Instructor

Hey all,

Over the past 4 months working here at Royal Newcastle Aero Club, I have enjoyed getting to know those around the club. It has been most beneficial to my future career.

This week I received a Letter of Offer from the Royal Australian Air Force, to go down to East Sale for officer training. I'm sure I will be popping into the club over the coming years.

It has been great to do several various activities including charter's, joy flights, a club comp and most importantly seeing student's go solo.

Wishing all those going through the club the best for their future, especially my students.

Kind Regards, Liam Young.





Doug Brooks RNAC Club Captain.

Greetings Members, hope you are all well.

Sorry to report that the March Club Competition was cancelled due to bad weather (as we all know that Mother Nature always has the final say on the day). Safety is very important when taking to the air no matter how far you are travelling.

Unfortunately, April was also cancelled due to a shortage of Instructors on the day.

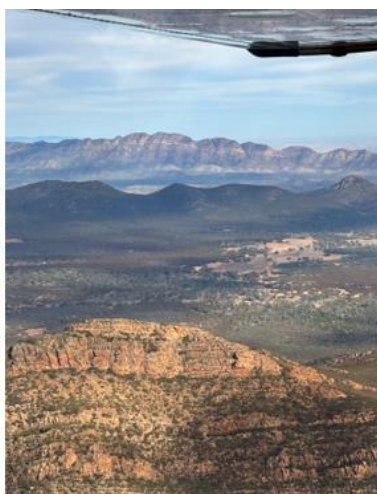
May's competition was a success, as we managed to find a break in the weather to hold the second round of the Club Championships. With a good roll up of twelve members participating in the event. We enjoyed a BBQ lunch after all the flying had been completed.

Sunday the 26/05/2024 was an afternoon of Go-Cart racing at Warners Bay Indoor Go-Cart Centre. Eleven members took part in a two-race competition with the fastest six drivers going into the final and the rest going into the second final.

Final One was taken out by the newest member of our instructor team, Liam Young, with only a one second gap between all the drivers for the fastest lap in that race.

In the second final one of our finest young student pilots, Summer Williams, was the winner showing some seasoned drivers and flyers how it's done.

Broken Hill Wilpena Pound Weekend



On Friday 7th June 2024 we had two aircraft depart for Broken Hill to meet up with one other who left earlier in the week and another two departing Saturday morning to meet up at Wilpena Pound Resort for the long weekend. Everyone checked in and had a good look around before meeting up for the evening meal and a few drinks before retiring for the evening.

Tri-Club Competition

Saturday the 14th of September RNAC will be holding the annual Tri-Club Competition with Taree and Hasting River Flying Clubs, making the trip down to take part in the event.

Members wishing to take part in this competition, could you please contact the office to put your name down.

Regards,
Doug Brooks
Club Captain



RWY 08 / 26 Open Drain Reconstruction – Feb 2024

Contribution from RNAC Director – David Gilford...



drains on higher levels.

The area between the Weather Station and RWY intersection is piped underneath the intersection to the eastbound drain parallel to Taxiway 08/26.



The open drain behind the O Row Hangars flowing into the eastbound parallel to Taxiway 08/26.



The recently dug open drain from the RWY intersection, eastbound parallel to Taxiway 08/26 is swiftly taking water away from the network of open



The recently dug open drain from the RWY intersection, eastbound parallel to Taxiway 08/26 towards the vegetation corridor.



The eastern end of the drain parallel to Taxiway 08/26. 100% of volume is flowing via the newly cut drain through the vegetation corridor, while 0% is flowing through the original vegetation corridor drain, which will be a back-up for greater volumes.



Open Drain Reconstruction continued...



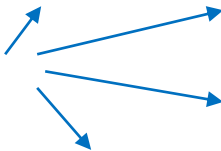
The eastern drain is parallel to Taxiway 08/26. Spoil from the excavation will be spread out during a subsequent fair-weather job.



The swampy area near the eastern end of RWY 05-23. This will be on the job list to cut a drain from the swamp into the east vegetation on corridor to prevent continued ponding.



The recent remediation work to strengthen the drain sides between neighbour (Ed Walker) and against RWY 23 Threshold is working well.





On the "To Do List", the wide & open area on the north side of RWY 23/05 needs to be shaped to contain runoff, and to prevent runoff from encroaching into the Runway.



Although overgrown, the West airfield fence line drain is capturing runoff from RNAC's western block (Lot 8), avoiding flowing further towards the Weather Station.



Water flowing on the West airfield fence line drain, under the accessway to "the Quarry" towards the Highway open drain.



The outside drainage pit has prevented significant flooding of the Bellman Hangar. Still some ingress through the holes in the western wall sheets.

End of Report.

Bellman Hangar Refurbishment

Contribution from RNAC Director – Richard Morrissey...

Hello Members

Just an update on progress for the Bellman Hangar maintenance upgrade. Works include: -

- Refurbishment of door frames including corrosion treatment.
- Replacement of door sheets and gables.
- Install new flashing.
- Replacement of sheets on hangar sides.
- Upgrade of window surrounds on eastern side.
- Replacement of gutters and downpipes.
- Removal of some redundant services on eastern side.



At the same time we will be scoping and repairing some roof leaks as well as obtaining a quote to replace roof sections that needs replacement.

Works commenced on 13th May and are progressing, although not as quick as expected. Have had a few issues with fastenings and access in the 4 'fixed' corners as well as wet ground conditions on either side due to recent wet weather.

We have an aim to have completed works sometime in early – mid July pending weather and contractor progress.

Thanks to [Blue Sky Airways](#), RNAC instructors and office staff for assisting and cooperation in managing the works.



Regards, Richard.



Reflections – Part 3...

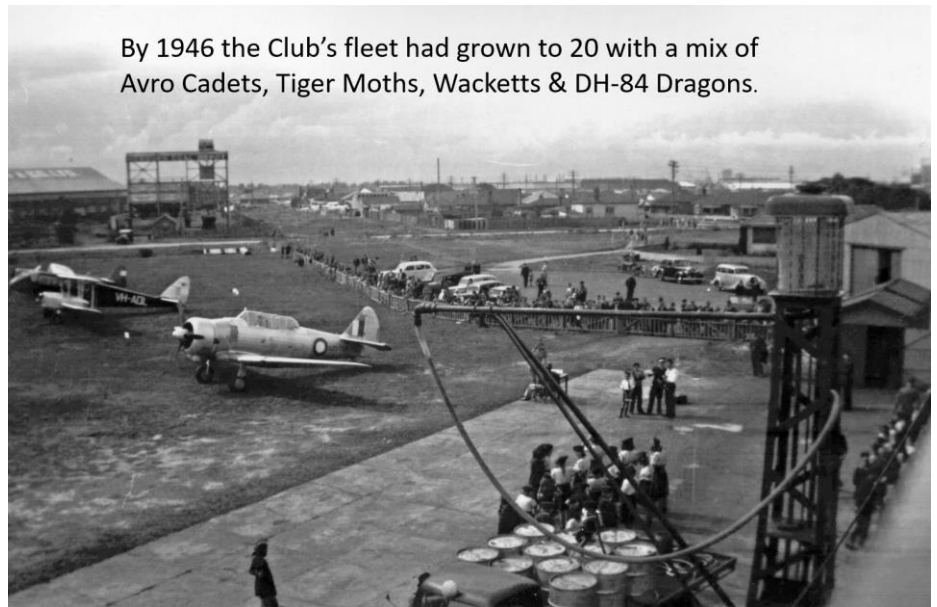
Contribution collaboration from RNAC President, Trevor Bright. Slides created and provided by RNAC Life Member – Peter Meguyer.

Post World War II

Aided by released aircraft from disposals coupled to the return of serving members set the scene for a post-war boom as more Club aircraft could be seen in the circuit.



By 1946 the Club's fleet had grown to 20 with a mix of Avro Cadets, Tiger Moths, Wacketts & DH-84 Dragons.



With the Empire Flying Scheme in operation flight hours peaked during 1939.

The 5,145 flight hours during 1947 was 630 less than 1946, however, a saving of 400 nonproductive flight hours to country centres offset any loss.

Although payments had continued, the Government subsidy agreement restored after the war period had expired on the 31st January, 1947 but the report was confident that a recommendation by the Aero Clubs & DCA would result in an increase to the subsidy.

8/3

10 MAR 1948
REC'D - AHS

The Newcastle Aero Club
 INCORPORATED IN ENGLAND
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Officers of the Club, 1947

President: A. A. HANLIN, C.E.E.
 Vice-President: I. C. FLEMING
 Honorary Secretary: C. J. SILVERSTONE
 Honorary Treasurer: F. O. DREWES

Committee:
 Dr. J. BOORMAN, Messrs. F. L. BUTCHER, W. McKEE, W. V. PAYNE, E. T. TURNER

Flight Superintendent: A. W. CLARE
 Senior Airframe Ground Engineer: W. E. DOORSA
 Senior Engine Ground Engineer: E. E. FULLER

Auditor: E. F. G. DOWSEN, A.I.C.A.

ANNUAL REPORT
 For the Year ended 31st December, 1947

TO BE PRESENTED TO THE MEMBERS OF THE CLUB AT THE ANNUAL GENERAL MEETING TO BE HELD AT THE CLUB HOUSE, NEWCASTLE AIRBOROUGH, BROADMEADOW, ON THURSDAY, 10th MARCH, 1948, at 8 p.m.

Ladies and Gentlemen,

The year 1947, which this report covers, appears to be the most settled period of post-war flying. Many difficulties were encountered throughout the year but a close survey of Club activities throughout the period covered by the report will convince members that the year can be classed as a very successful one.

The total hours flown during the year were 5145 hours against 2772 flown in the previous year and, although this figure represents a decrease in flying hours of 628 hours for 12 months, it must be realized that the curbing of travel flights in the country amounted to a saving of 400 non-productive hours and leaves the deficit in reproductive flying hours at 228. This reduction in hours is largely due to the adverse spring weather which has predominated over the past year.

It is to be noted that the hours flown during 1947 are well below the figures of the peak year of 1939, during which the Empire Flying Scheme was in operation, but are considerably in excess of the hours flown during 1938, which year may be regarded as an average year.



As country operations extended during 1947, Club aircraft included 10 Tiger Moths, 7 Avro Cadets, 1 Hornet Moth, 1 Wackett Trainer, 1 Auster Autocrat, 1 Dragon & a Link Trainer.



Bernie 1989



During 1949 a group of Club members formed a sub-branch at Maitland with the aim to prepare a local airstrip for Maitland.

Maitland Aero Club then acquired the first lot of today's aerodrome & began clearing a grass landing area.

Bernie Sarroff is among the working group in this photo.



The 1949 airshow coincided with a VHF ground station installed as two-way radio became the standard for cabin aircraft attracted a large crowd at Broadmeadow Aerodrome.



Bernie, 2019



1950's

A large ex RAAF Bellman hangar was erected at Broadmeadow to house its growing fleet as Club aircraft were deployed for relief duties during the disastrous floods of the period.



A group photo taken during the early 50's.



During the early 1950's, the Maitland Aero Club group progressed work for the early grass strip.



The first Maitland Air Show led to more regular visits, use as a satellite field & with the foresight to acquire adjoining properties, these are moments that are largely responsible for today's assets.



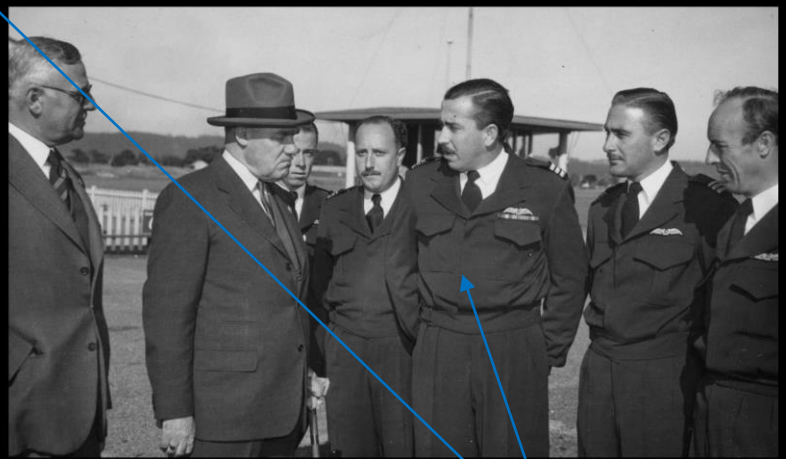
Bernie Sarroff

During 1953, the Queen awarded the prefix 'Royal' to the Club's name & a later visit by the Governor (Sir John Northcott) during his address, stated "here we have what is possibly the greatest Aero Club in the British Empire".

During the visit, the Governor unveiled an Honor Roll listing 69 members who had served in World War II.

President (E. A. Pringelly) is at the far left & from the right are Club instructors:

- ❖ Lou Plumstead
- ❖ Russ Evans
- ❖ Tom Curlewis
- ❖ Don Huxley



Russ Evans
1953 / 2005

Club President (E. A. Pringelly) with Club members at Broadmeadow.



Last Words...

As I say very often, a big and special thank you must go to the members that volunteer support for our club. From duty pilots to the members that support the club competitions, the Flying Sub-committee, BBQ's, newsletter and social contributions, handyman fixes, aerodrome maintenance volunteers, volunteer club secretaries and RNAC staff volunteering time, you are all appreciated. I'm sure I have missed someone, apologies if that's the case.

I believe you only get true satisfaction from something that you are truly prepared to contribute to. In a consumable world, the emerging or possibly the default paradigm is to receive by expectation. On occasions this may, and possibly should be true. For the club environment, the members that can see past this default, and embrace the club community and spirit, will enjoy the experience of volunteering in whatever capacity that may be. For those that have achieved this, again a very sincere thank you.

Gee that was heavy...



On a lighter note, I must put the RNAC staff on notice that "Photo Bombing" is not appreciated...

Clearly a difficult conversation is needed as can be seen here. Suzanne, please put some time aside for yourself, Andrew and I to discuss...

All other staff members should report all photo bomb events to Andrew or myself.

Liam, I hope you are ok. Please, if you feel a submission to HR is needed, I encourage you to consider that.

Everyone, if you've got this far, thank you... The EoFY is not far away with the club reports to follow in due course.

If you would like to comment or contribute, please send me an email: trevor.bright@tpg.com.au

Keep safe, with the next Windsock Tales due in mid-September.

Kind regards, Trevor.

Trevor Bright

RNAC President

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Royal Newcastle Aero Club

