

# TEMORA AERO CLUB

## NEWSLETTER October 2008

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Committee Meetings are held on the 2<sup>nd</sup> Thursday of every month at 8:00 pm

### **OFFICE BEARERS – 2008**

President: Robert Maslin 69771919, 0427 494 464

Vice President: Geoff King 69774424, 0428847322

Vice President: Lindsay Wallace 69774625, 0411137256

Treasurer: Rod Lovering Hm 69772425, Wk 69772255

Secretary: Joan Westman 69780360

Committee: Gordon Muir, Graham Engel, Paul Harmon, Alec Bayne, Col Richards

### **WELCOME FROM THE PRESIDENT**

Hi, Well here we are with the successful year we have had. The RAA Flying Training has continued to grow necessitating the acquisition of a second Tecnam Sierra Aircraft – a great effort by our CFI, Jill Bailey and her team of instructors. The popularity of Temora Airport, the Museum and the Aero Club has seen a marked increase in the number of events being held throughout the year of which more recently the Model Jet Weekend, State Aerobatic Championships, Piper Aircraft Society weekend and to follow Wheelies With Wings, Scale Model Aircraft Fly-In weekend and not forgetting our club Christmas Party and the list goes on. The Aviation Estate Development continues to grow also with another five hangars under construction at the moment. Life is never dull at the aero club as we are constantly meeting new faces as well as enjoying the social atmosphere created by the members. As this is the last newsletter of the year, I would like to wish our members a very Merry Christmas and a Happy New Year and pray for an improvement in the world economic scene.

**Robert Maslin (President)**

### **Calendar Events**

Coming Events for the Temora Aero Club Limited

<b>OCTOBER</b>	
Aviation Museum Weekend	Sat-Sun 11 <sup>th</sup> -12 <sup>th</sup> Oct
Tumbarumba Fly-In	Sun 26 <sup>th</sup> Oct
Piper Club Fly-In AGM	Sun 26 <sup>th</sup> Oct
CWA Meeting	Tues 28 <sup>th</sup> Oct
<b>NOVEMBER</b>	
Holbrook Fly-In	Sat-Sun 1 <sup>st</sup> -2 <sup>nd</sup> Nov
Wheelies With Wings	Nov 2 <sup>nd</sup> -15 <sup>th</sup>
Model Aircraft	Fri-Sun 7 <sup>th</sup> -9 <sup>th</sup> Nov
Club Christmas Party –Wings Night	Sat 8 <sup>th</sup> Nov 6:00pm
Committee Meeting	Thurs 13 <sup>th</sup> Nov
Aviation Museum Weekend	Sat-sun 15 <sup>th</sup> -16 <sup>th</sup> Nov
Corryong Fly-In	Sat 22 <sup>nd</sup> Nov
<b>DECEMBER</b>	
Committee Meeting	Thus 11 <sup>th</sup> Dec
State Gliding Comps	Sat-Sat 13 <sup>th</sup> -20 <sup>th</sup> Dec

## FLYING TRAINING NEWS

CFI report October 08

Well, there has been quite a lot of activity over the past few months.

Firstly, congratulations go to Vice President Lindsay Wallace and Air Commodore Rod Luke (Retired) for achieving their RA-Aus instructor ratings recently. Both Rod and Lindsay have now flown sessions with students and are great additions to the team, working well with Senior Instructor Alan Powlay and myself. Along with Instructor Quincy Maxwell, we have a solid pool of instructors to call on.

The ongoing amount of new students and pilots wanting conversions along with the Aero Club Tecnam clocking up 950 hours since purchased in May 2007, has led to a decision to purchase another Tecnam Sierra. Sadly, we couldn't wait for a red one, so we now have one light blue and one darker blue Sierra.

The second aircraft was purchased by me, in consultation with the committee, as it was felt the original Sierra attracted so much positive attention, any other aircraft wouldn't have the same appeal. Other considerations were ease of service with commonality of parts, also allowing President and Level 2 Rob Maslin more time to service the aircraft by spreading the workload between two aircraft, ease of change over for pilots and students going from one to the other, and the sheer fun of flying the Sierra!

Chris Cabot of Wagga Air Centre, the new Tecnam dealer based in Wagga, looked after Norm & I very well and had a Sierra in stock ready to fly away. The delay could have been up to 6 months otherwise, so on 16<sup>th</sup> September Norm & I flew to Wagga to pick up 24-5492, officially going on line on 22<sup>nd</sup> September with the first student being local Stan Tiedemann.

It didn't take long for the two aircraft to prove the point as in the first week there were 3 occasions where both aircraft were in the air at the same time. 5492 was being used for ab-initio training and 5065 was hired by Canberra glider pilot converts Col Vassorotti and Stewart May to fly to Holbrook, Tumut and Henty. One recent beautiful morning, Alan and myself were both flying with students and had to keep blinking as we were seeing double, Tecnam Sierras everywhere!

On the student front, we have been kept very busy with new students, including new arrival to Temora, Sally Anderson, local milko Jed Moroney, Alex Morreau from West Wyalong and visitors from Canberra including Damian Walker and Barry Mapham. Training has even been conducted at Cootamundra airport as Scott Sharman and Michael Murphy can share the ferry costs and save driving time. Canberra club members Paul Tyrell and Nicole Masters have been seen regularly at the Aero Club and Nicole has now completed the Partners Of Pilots Emergency Course (POPE). This course is designed for partners of pilots who want to know how to handle the aircraft in an emergency but don't want to attain a Pilot Certificate.

Congratulations to Mitchell Ridley of Burcher who has now completed his cross country navigation endorsement. We look forward to seeing Mitch head off in all directions in his recent purchase, a J230 Jabiru.

We had another visit from Graham White to conduct 2 days of BFR's in JHO. If there is anyone needing a BFR soon, please let me know and we will try to organise another session as Graham loves visiting Temora.

The recent fly away to Harold Rossiters private strip near Ungarie was a great success with 8 aircraft attending on a fairly breezy day. If any club members are interested in attending these sorts of fly aways please let me know as we had 5 aircraft with spare seats on the day, and more club members are always welcome.

Safe flying

Jill Bailey



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The Tall and the Short of it! Chris-the student and Jill-the instructor!

## **WELCOME TO NEW MEMBERS**

Gerard Moroney, David Lovegrove, Susan Browne, Colin Brennan, Damian Walker, Philip Gubb, Justin Purvis, Mark Purvis, Terry Elliot

## **News from the Secretary**

Please find enclosed a renewal form for your Temora Aero club yearly renewal. If you receive correspondence via email, you may find attached a data base of club members. This will give you information about yearly fees due if you can't remember.

It has been very helpful to have our membership email list grow this year and I encourage more people to let me know if you can receive newsletters and other correspondence using email rather than snail. If your mail bounces back more than once, I will attempt to phone you for correct address but if you change your email address, please pass on to me.

## **Gliding Club News**

The NSW State Gliding Competition will start 13<sup>th</sup> December and run through the 20<sup>th</sup> December. This will involve pilots from all over Australia with an array of gliders and tow planes coming from many different gliding clubs. The weather thus far has been favourable with some flights in the past weeks achieving up to 11,000 feet with strong thermals. Looks like conditions for some challenging tasks

## **"WHAT HAVE I GOT INTO ? " OR RESTORING THE AVRO CADET VH-AGH or A6-17**

"What's an Avro Cadet ?" said Barbara. She had just seen a 2 line ad. for one with a local phone number so I called and found it was Jack Davidson at The Oaks which was a few minutes flight in my T-18. We visited that afternoon and within a few days moved it to our house at Wedderburn and that was 11 years ago !

The fabric had all been stripped but otherwise very little restoration had been done. With it came two Armstrong Siddeley 'Genet Major' engines, both freshly overhauled --- in 1944 ! It was not until much later that I found that Jack had meticulously stored all the bits and pieces and that this, as far as I know, is the only Cadet which had not been turned into an Ag. plane. Jack was the chief engineer for Sid Marshall who bought AGH in 1945 and used it for training, joyrides and charter until 1960 when he hoisted it to the roof of his hangar where it joined a number of historic aircraft. I believe Sid left all these aircraft to Jack who eventually moved them to The Oaks with the intention of restoring them.

I decided early that I wanted to retain as much as possible of the original materials which has caused some grief, a lot of work and an end result not as smick as would have resulted with more timber replacement. Fortunately an Avro repair manual and a Genet Major overhaul manual came with the plane together with the log books which make interesting reading. Forced landings it seems were a matter of course during RAAF service.

From my reading, the Cadet, Tiger Moth and the Tomtit were the three competitors for the RAF trainer contract to replace the Tutor and it is reported that the Cadet missed out because it was too nice to fly and would not sort the men from the boys. I'm sure it was a lot more expensive than the Tiger too, when I look at the materials and construction labour. Anyway it was bought by the RAAF and A6-17 was delivered in 1937. It certainly is easy to fly and land --- once the hand brake setting is mastered so one has differential braking to assist in staying straight on rollout. This system is similar to Chipmunk.

One day I was contacted by Darryl Hill whose Cadet, AEJ, was at Mothcair (Nick & Greg Challinor at Murwillumbah) for restoration. Darryl is a great researcher and I borrowed about 700 drawings, which is about half the full set, and had them scanned to a disc. It appears that the factory had a fire in the 1950's so the Australian archives were the source. Darryl has also dug out a great deal of information on many subjects such as equipment, colours etc. and has been a great help. With my work I have had to fly to Brisbane a number of times during my restoration so I have dropped in at Mothcair to see the progress on AEJ and received tremendous help there too. This beautiful restoration won a well deserved Grand Champion at the Temora Fly-in.

Before covering, an assembly of the airframe was done to ensure alignment and that all special bolts and fittings were available. The fuselage had been fitted out as completely as possible whilst it was still on a rotisserie jig so after a fairly quick assembly of wings and tail we suddenly had a nearly complete aircraft and it looked as though we might just be

able to fly it to the Fly-in on 25th. April ! With tremendous co-operation, especially of my LAME, Peter Middleton of Wagga, it came to pass and my second landing in A6-17 was at Temora where it was awarded the Most Original trophy.

Initially we expected to be up to fabric covering after a short session of wood repair so the professionals, John and Chris Gallagher, very kindly showed us what was involved. As usual in such matters we were wrong and it was years before the structure was ready for covering. When we started covering they were most generous in their time and advice to keep us novices on track. Barbara was appointed Ribstitcher and became very proficient. When we got into the swing of it, one wing cover without colour painting took a month of work, 6/7 days per week and about 10 hours per day, and that was with a heating system which allowed us to spray regardless of the weather. Think about that if you get a quote to recover a wing ! Cover is the Ceconite system with Dulon colour.

It was John who suggested the camouflage paint scheme rather than the silver which seems to have been the original delivery colour. Camouflage was used for a time during WW II and John patiently scraped away at the old fuselage fabric to reveal colours, positions and shapes of roundels etc. because the fuselage had not been re-covered whereas the wings had. The purist will note that I have deviated from the original in a few respects such as the wood grained cockpit floor and not painting the nose cowl but this I regard as artistic licence !

Flying the Avro is pretty easy after realising that one's left leg is for rudder which is required in all flight modes until a cruise of about 80 knots is achieved. Stall at 38 knots is a non event, rudder and ailerons are powerful, climbout is robust and it likes 50 knots over the keys. Control feel is crisp, probably due to the 4 large ailerons. The oleo undercarriage makes for soft landings with wheelers being easier than 3 pointers. The slipstream seems to batter my head a lot more than I remember from flying a Tiger many years ago and I may have to go to bone domes to get the intercom and radio to be heard in cruise.

There are two unique features of the Cadet. The rear cockpit seat can be raised about 6 inches by lifting a lever beside the seat which makes visibility good in taxi and tremendous on final. Seat raising is not pleasant above about 55 knots due turbulence around the head.

The other feature is hand magneto starting in which one primes the engine then sets the prop so a cylinder is just past top dead centre. All switches on and wind a hand magneto which delivers a shower of sparks to the appropriate cylinder which goes bang and the engine is running ! At least that is the theory. We have persevered with this starting method because it is so safe compared to hand propping and the reliability is now pretty good.

I had heard horror stories and read the test run report by Qantas Empire Airways after engine overhaul which stated an oil consumption of 3 litres per hour. Fortunately I find a consumption about 1 litre per hour and most of this comes out the lower rocker boxes and forms a protective layer largely all over the bottom of the fuselage. After each flight the oil wiping exercise is best done while it is fresh and comes off easily. Another little chore is that all 14 rocker shaft bearings have to be greased every 10 hours and you would not believe the number of greasing and oiling points throughout the airframe. The flying controls hinges are all massive brass pins and I find these need a drop of oil about every 5 hours.

The assistance given to amateur builders and restorers by professionals in the GA business is quite remarkable and I have experienced this in building my Thorp 20 odd years ago and now with Avro where I was treading into the specialised area of wood and fabric. I must say that a compliant and supportive woman to do the boring and awkward work has been an essential ingredient in my restoration ! Thanks Barbara.

All in all a great fun machine for a nice flying day, if not a cross country steed. I think we will find flying from our home near Temora to Echuca next year will be quite an exercise but willingly undertaken! We hope to meet many more people who come up and say "My first flight was in AGH ! " or " I used to fly this aeroplane !"

Clin and Barbara



Clin's Avro



Clinton Ashton-Martin

