

TEMORA AERO CLUB

NEWSLETTER JULY 2009

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Committee Meetings are held on the 2nd Thursday of every month at 7:30 pm

OFFICE BEARERS – 2009

President: Robert Maslin 69771919, 0427 494 464

Vice President: Geoff King 69774424, 0428847322

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Treasurer: Rod Lovering Hm 69772425, Wk 69772255

Secretary: Joan Westman 69780360

Committee: Gordon Muir, Graham Engel, Paul Harmon, Paul Westman, Col Richards

WELCOME FROM THE PRESIDENT

Well this year is halfway over and I feel the aero club has been cruising nicely during the past months. Jill and Alan continue to be busy with the Tecnavs and Flying Training while the regular Museum Flying Weekends and at present Aviation TAFE Theory courses in our clubrooms are keeping the place quite busy.

Our Wednesday morning teas as well as the Friday night social get togethers are very enjoyable and popular. The list of future coming events is indicative of the popularity of the airport and the facilities available. The Aviation Estate continues to grow with more houses and hangars being built.

A very special event will take place on Saturday, September 5th at 10:00am where an original 10EFTS RAAF uniform and memorabilia is to be presented to the town. This presentation will be made by the wife, Mrs Mary Crouch and family of the late Stuart Lindsay Crouch OFC (Ex 467 Sqn. RAAF) The uniform will be on a full size manikin housed in a glass case which will then be placed in the foyer of the Temora Aero club. This presentation will be significant for the aero club and in keeping with the wartime history of the airfield particularly our only existing Bellman hangar of which I imagine Mr Crouch spent time in during his airforce training at Temora.

In finishing, the aero club has taken over the daily fuel quality inspections of the Aero Refuellers Avgas Installation. This has required a roster system of members to carry out these daily checks. I would like to express the club's thanks to those members carrying out this onerous task.

Well that's it for now. Safe Flying!

Robert Maslin (President)

Below is an article about Henry Crouch:

An adventurous life

Over the past 16 months Temora's Ian Poyitt researched the RAAF career of Henry Stuart Lindsay Crouch DFC, by talking to various RAAF contact, interviewing the aviation community and painstakingly sifting through official records.

His subject's adventures, however, turned out to be anything but ordinary.

On Wednesday morning, the late pilot's wife Mary Crouch, spoke to the Temora Independent about her memories of the war, her husband and her time in Temora.

The future squadron Leader Crouch enlisted in the RAAF on March 31, 1941, as a Leading Aircraftsman. In May of that year, he was posted to 10 Elementary Flight Training School (10EFTS) at Temora for training, taking his first flight on May 29 in a Tiger Moth, serial number A17-308.

He and Mrs. Crouch stayed in town for around three months, Mrs. Crouch boarding with a lady in View Street and M. Crouch based at the airport.

“I used to ride out to the airport to do clerical work and see him,” she recalled.

Mrs. Crouch also remembers cycling around the town on her bike and watching movies at the now-defunct Strand Theatre. “I saw ‘Gone With The Wind’ at the Strand Theatre when it was first released,” she said.

Training was dangerous for her husband at times – in mid-July, Mr. Crouch underwent a forced landing 15 miles south West of Temora, but was uninjured. On July 22, after notching up 52 flying hours-25 of those as pilot-in-command- Mr.Crouch finished his basic pilot training.

Of the 15 Tiger Moth planes he flew during training, only one, A17-311, remains. It is on display in Loxton, South Australia.

The couple farewelled each other when Mr. Crouch was sent to New Zealand soon after. He also completed further training in Canada and America, where he spent four days on leave, until the Japanese attacked Pearl Harbour. “We thought he might have been sent back to Australia after that, but he was sent to England,” said Mrs. Crouch. “I said to him that I would join the voluntary aid effort in hospitals while he was gone, but he said not to, because the war would be over soon...but it wasn’t”.

Mrs. Crouch worked in a factory making springs while her husband was at war.

As a pilot, Crouch and his crew would fly from England to drop bombs on targets including Hamburg, Stuttgart and Berlin. They flew in freezing conditions, sometimes taking up to 13 hours to reach the target.

Back in Australia, Mrs. Crouch recalled how she feared the sight of the messengers who handed out telegrams with tragic news. “After my brother-in-law was killed in New Guinea, I hated the sight of the telegram boy... when you saw him on his bike; you just got a sinking feeling.”

Many air force personnel lost their lives in the war, with pilots who started a tour (consisting of 30 separate missions), only having a 30 per cent chance of finishing it alive.

There were times when Mrs. Crouch very nearly did lose her husband. Official records describe how, during one particularly harrowing mission on the evening of December 20, 1943, not one but two engines on Mr. Crouch’s plane failed. The official RAAF report states that, “attacking Frankfurt, one engine was hit by flak. They (the crew) carried on with the operation and completed an accurate attack. On the return flight, a second engine failed, but calm airmanship by the crew enabled them to reach base.”

The crew did make it back, and it was flying Officer Crouch’s calm nature that led to him being awarded the Distinguished Flying Cross, on June 30, 1944. The official letter congratulating FO Crouch praised his professionalism. “Displaying fine airmanship and a high standard for flying skill, this officer flew the aircraft safely to base,” stated the letter. “Flying officer Crouch has shown the greatest determination, gallantry and devotion to duty.”

He was discharged in October, 1945, four years after he flew over shimmering fields of wheat as a trainee pilot in Temora. After a brief squadron posting to New Guinea, Mr. Crouch returned home for good, retiring with the rank of Squadron leader.

Mr. Crouch kept in touch with his flying team after the war, and Arnold Camps, his navigator during the Frankfurt flight, recalled the incident at Mr. Crouch’s wake in 1987.

After the war, Mr. Crouch resumed his law training, which he began before joining the air force, and practiced as a solicitor until his death, at 69. He led, as his daughter Alison said, a full life, both before and after the war.

Calendar of Events

July	
25 th -26 th July	Temora Aviation Museum Flying Days
August	
1st-2nd August	Balloon Event
13th August	Aero Club Meeting 7:30pm -Club Rooms
30th August	Tumut Fly- In
September	
5th-6th	Temora Aviation Museum Flying Days
10th September	Aero Club Meeting 7:30pm -Club Rooms

18th-20th September	Model Jets Competition
October	
8th October	Aero Club Meeting 7:30pm -Club Rooms
18th October	RAAF Open Day Wagga Wagga Airport
24th-25th	Temora Aviation Museum Flying Days
31st October-2nd November	NSW Aerobatic Championships
November	
5th-7th November	Scale Models Competition
12th November	Aero Club Meeting 7:30pm -Club Rooms
28th-29th	Temora Aviation Museum Flying Days
January	
30 th -31st	Temora Aviation Museum Flying Days

CFI report

Once again we have had a busy couple of months, even with the welcome rain resulting in less flying time. New students include Brady and Morgan Kenny and Trent Gibon from Young, Richard Hambrook from Canberra, Scott Taubman from Cootamundra and Joe English from Bathurst along with Klaus Reimann undertaking a conversion from gliding. Alan's son Michael has also caught the flying bug and has been taking lessons from Dad, along with the purchase of a secondhand Thruster to complete his training.

Pilot Certificates were also earned by Sal Anderson, Justin Anderson, Nick McRae, Marty Mikosch, David Yee, Damian Walker, and Brad Lochrin.

Norm & Jill Bailey, along with Alan Powlay and Lindsay Wallace took advantage of a recent visit by CFI Graeme White of Moruya Aero Club to complete formation endorsements. The plan was to undertake a formation flyover of the dawn service for ANZAC day; however the weather on the day proved to be unsuitable.

Anne-Marie Seve of the Central Coast recently completed Partners of Pilots Emergency (PoPE) Course, while Kay Turner from Narromine commenced the same training course.

There has also been considerable activity at the Aero Club with TAFE courses in aerodynamics, procedures, navigation being undertaken by groups of teenagers during the school holidays. The youngsters enjoyed the opportunity to try their hand at flying the Tecnams, with Alan and Jill kept very busy. Safe flying
Jill Bailey

WELCOME TO NEW MEMBERS

Katharine Williams, Gerard Carr, Jonathon Wilson, Philip and Leonie Maley, Richard McCarthy, Trent Gibon, Klaus Reimann, Joe English, Cliff and Annett Hallam, Brian Croft, Michael Powlay, Bradley Lochrin, Phillip Balding, Nicholas and Michelle Racanelli, Jade Bax, Scott Taubman

News from the Secretary

It has been very helpful to have our membership email list continue to grow and I encourage more people to let me know if you can receive newsletters and other correspondence using email rather than snail. Notify me if your address has changed, please. A few members wish to receive newsletters only via email and not other files that I sometimes forward. Let me know which list you wish to be on. Membership cards have been sent to all current members that have email addresses and those current members on snail will find their "cards" enclosed in this newsletter if you did not receive them in the last newsletter. . You may also, now, make membership payments by Direct Deposit. BSB and Account information is in the newsletter heading. **Please put your name on the deposit slip so that I may match payment with correct name.**

Thanks,

Joan Westman (Secretary)



The Sabre on its first flight on 16th July 2009 with some of the enthusiastic onlookers.

The information below includes all flights in 5065 since it began training in May 07, and in 5492, Jill's aircraft which began in September 2008 and makes interesting reading. The total number of hours has increased since the two aircraft began because the number of available hours during peak times like weekends and after work is doubled.

Month	Hours Flown 5065	Hours Flown 5492	Total Both Aircraft	Solo 5065	Solo 5492	Landings 5065	Landings 5492
May-07	16.67	-	16.67	0	-	50	-
Jun-07	41.01	-	41.01	3.45	-	125	-
Jul-07	42.18	-	42.18	1.91	-	191	-
Aug-07	51.92	-	51.92	3.76	-	149	-
Sep-07	44.52	-	44.52	1.56	-	183	-
Oct-07	64.7	-	64.7	7.8	-	304	-
Nov-07	65.5	-	65.5	5	-	235	-
Dec-07	40.5	-	40.5	2.6	-	158	-
Jan-08	92.9	-	92.9	3.5	-	373	-
Feb-08	55.8	-	55.8	8.8	-	215	-
Mar-08	40.9	-	40.9	2.9	-	159	-
Apr-08	73.6	-	73.6	2.5	-	262	-
May-08	74.9	-	74.9	2	-	301	-
Jun-08	39.5	-	39.5	1.9	-	165	-
Jul-08	55.6	-	55.6	4.2	-	188	-
Aug-08	70.6	-	70.6	2.1	-	259	-
Sep-08	56.5	18.5	75	1.4	1.6	264	73
Oct-08	28.2	43.8	72	2.3	0.7	107	109
Nov-08	37.1	24.9	62	4.1	0.2	85	52
Dec-08	30.3	25.8	56.1	1	0.5	125	82
Jan-09	45.4	52.3	97.7	1.9	8	194	169
Feb-09	17.7	27.7	45.4	1.4	4.2	80	129
Mar-09	43.4	51.5	94.9	1.7	14.3	133	142
Apr-09	35.3	25	60.3	4.4	3.8	116	74
May-09	24.9	55.1	80	2.9	6	55	142
Jun-09	22.5	16.6	39.1	3.5	7.5	55	75
Total	1212.1	341.2	1553.3			4531	1047
Avg	46.62	34.12	59.74			335.63	190.36