

"SCHOFIELDS" HIT TOWN

For the last few years Schofields Flying Club from Bankstown airport in Sydney had been heading North up to Darwin or across the Kimberleys for their annual fly-aways and it was always quite an expensive exercise for members.

"This year we decided to do something different and try and get some new people to come along on the fly-away, and for this time of the year Tassie seemed to be the bet. In fact where we were getting 17 to 20 members coming along we were delighted when it jumped to 53," said a smiling General Manager Nelson Crawshaw.

"It's a great learning experience for Pilots, one of our members has had his licence for just four months another for 18 months, for most of the members it's the social aspect of the Fly-away the camaraderie," added Nelson.

Apart from taking in tours to Port Arthur, Bruny Island, the Southern Ocean and the Huon Valley with the Air Walk, Hobart and especially the New Years Eve waterfront party were fairly well up the to do list

during their stay. "There's not much flying once we get to a destination, it's all about relaxing and taking in the sights."

Nelson said.

The run from Launceston down the East Coast to Tasman Island and Cambridge was initially a bit cloudy towards the Northeast but cleared for the trip further south enabling the aircraft to fly over competitors in the Sydney to Hobart yacht race, and catch some of the spectacular coastline around Tasman Island.



Left: General Manager Schofields flying Club, Nelson Crawshaw welcomed to the Hobart stage by ACST President Don Prairie.



Alan and Marianne Searle with "Al & Max's Tassie Tour" and VH-FTU a Piper Warrior II

"Pilot's just love to fly aeroplanes, going somewhere different is just a bonus, and flying into varied conditions - at Bankstown if the conditions aren't the best you leave the aircraft on the ground. With the fly-away you have to make decisions, do I go or stay? So you find pilots are putting in a lot more time planning and safely experiencing and challenging their ability," Nelson said.

"The first day on the trip from Sydney to Flinders Island, the conditions were fairly horrendous between Merimbula and Mallacoota, we had aircraft turning back to Merimbula, aircraft going into Mallacoota. Conditions improved but we were spread out over quite a distance with us not arriving at Flinders Island until 7.00pm. Having left Sydney at 07.00 am, it made for a long day," said Nelson.



L: Peter Edwards refueling Beech Baron, R: Bernie Samms running re-fuelling ops at Par Avion. B: Ute loads of luggage to move



L: Peter Johnson and Colin Meade with an immaculate Cherokee Lance all tied down.



**FOR PLANE SPOTTERS
A LOT OF PIPERS**

FLY AERO CLUB THIS WEEKEND