



## The Old Fliers' Group

Attached to the Royal Aero Club of WA (Inc).

Coordinator: Brian John – Phone 9582 5233

## Bulletin No 82, July 2011

### Last Meeting

The *Speaker of the Day* at the June meeting was Denis Macneall who gave an interesting and informative talk on the Winjeel (aboriginal for young eagle). He covered its history, design, development and testing – which produced some odd facts and incidents. As a RAAF instructor Denis flew over 1300 hours in the type.

In 1948 the RAAF issued specification for a basic trainer to replace both the Tiger Moth and the Wirraway. On January 26, 1951, the first prototype (designated type CA-22) was rolled out and was first flown eight days later. In July of the same year the second prototype flew.

At the testing stage the rudder was found to be extremely light and likely to stall at full deflection. The aircraft was reluctant to spin and the recovery was not “classic”. To overcome these and other handling problems, the engine was moved forward, the fin and rudder were made taller, and moved forward. By November 1951, these and other wrinkles had been ironed out and an order was placed by the RAAF for sixty-two production CA-25 aircraft.

The Winjeel served the RAAF well for the next twenty-four years; until 1975 when it was replaced by the CT4a *Airtrainer* from New Zealand (aka the “plastic parrot”).

In time, Winjeels found their way onto the civil register and their new owners discovered the delights of the type. Denis spoke of two that came to Western Australia:

**A85-423** was purchased and restored by Lyn Forster. When on display last month members were impressed – every nut and bolt and every panel reflected perfection.



*Lyn Forster's Winjeel 23*

**A85-407** (aka-443) was purchased by George Baumanis and Ron Peters. It has been lovingly restored and outfitted with state of the art electronics.



*Ron and George with Winjeel 43.*

They make a stunning presentation, (i.e., the Winjeels, not George and Ron). When “43” was on display last month, members were similarly impressed.

Ron and George started their careers on No 73 RAAF Pilots Course in 1969. Both flew the Winjeel in their training but, due to it being phased out they did not have the chance to solo on it. They have now been able to “fill the gap”.

### Mini Speaker

Your editor delivered a short talk on volcanic ash and the problems associated it. At certain levels it can cause havoc to aircraft airframes, engines and systems. There are nine Volcanic Ash Advisory Centres (VAACs) around the world. They use satellite data to detect the ash clouds that may not be visible nor detectable on the standard weather radar. Australia's VAAC is situated in Darwin.

### Next Meeting

Due to the absence of some members on the normal meeting date, the July meeting has been **moved forward one week**. Instead of the last Friday of the month it will now take place on:

**Friday July 22nd**

***Mark the date in your diary now.***

The meeting will be hosted by Brian John. Malcolm Yeo will introduce the speakers, consisting of Brian Floyd will tell some ash related stories and Stuart Rawlinson will be our *Speaker of the Day* with a talk on his wide-ranging experience in helicopters.

Brian Hernan