



Third place and two special prizes in the Trial were won by Mr R. Richardson, (at right) with his navigator, Mr T. May.

Reliability Trial

FOLLOWING an earlier cancellation due to adverse weather, the Illawarra Flying School Light Aircraft Reliability Trial took place from Bankstown on Sunday, October 14. This year's Trial attracted a field of 25 competitors, including representatives of the Royal Aero Club of NSW, the Royal Newcastle Aero Club, Kingsford Smith Flying School, the Illawarra Flying School and a number of private owners.

Aircraft departed from Bankstown at intervals throughout the day from 0600 hours and first flew south to Albion Park, thence to Camden, where pilots were required to compete in a "landing to a mark" competition and back to Bankstown to refuel before leaving again on the northern sector of the Trial. From Bankstown the aircraft flew to Cessnock and Newcastle with a final leg down the coast home again to Bankstown.

Before departing from Bankstown pilots were required to submit a flight plan, calculated at a previously nominated airspeed, and estimating times of arrival and departure at the various control aerodromes. Points were deducted on the basis of one for every minute late and two for every minute early, the view being taken that it was easier to avoid being early than late. Pilots were also required to remain at control aerodromes a stipulated time and further points were lost if any attempt was made to leave early in order to make up time lost on previous legs by faulty navigation. The rules governing the "landing to a mark" competition at Camden permitted pilots to make an engine assisted approach but insisted on a three point landing, the touch down point being taken as the place where the third wheel touched the ground. This seemingly simple test cost many competitors a large number of points. Best result was the winners' one yard away from the mark and the worst attempt 275 yards.

At Bankstown competitors were required to carry out an inspection on a static Tiger Moth and list its faults. These numbered ten and had to be found within the same number of minutes.

Competing aircraft included, in addition to the usual batch of Tiger Moths, Chipmunks and various species of Auster, a Miles Gemini, a Hornet Moth and a vintage model Klemm L25D, flown by Mr Alex Oliver, of Port Macquarie. This aircraft is of even earlier vintage than the Klemm or B.A. Swallow and was built in Germany in the very early 1930s. Other types which were originally entered in the trial but, unfortunately, withdrew following the earlier weather postponement included a converted Mustang, a Chrislea Super Ace and a 25-year-old Australian built Genairco.

As if to make amends for the earlier disappointment, the weather man turned on a perfect spring day, almost cloudless, brilliant sunshine and a 5-10 knot breeze, ideal light aircraft weather. The Trial organisation ran smoothly and the day's operations were carried out with no more serious incident than one broken tail wheel. A tired but happy group of competitors attended a gathering at the Illawarra Flying School club rooms in the evening when the prizes were presented.

First prize of a trophy and £50 cash went to Mr W. E. James, who flew a Miles Gemini, VH-AKV. Mr James also came first in the previous trial held in 1954. Second prize was won by Flight Sergeant Brian Millis, RAAF, Auster JI M, VH-AMK, and the third prize, together with two special prizes (one for the best result in the landing to a mark competition at Camden and the other for the best performance by a private pilot with less than 100 hours) was won by Mr R. Richardson, flying an Auster Aiglet VH-FAF.

—K.R.



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