

Country Club Casino

SKYRACE

T A S M A N I A

**FEBRUARY 28
TO MARCH 6
1994**



Country Club Casino



INSIDE:

COURSE MAPS
THE ENTRANTS & THEIR AIRCRAFT
HOW IT BEGAN
...& MUCH MORE

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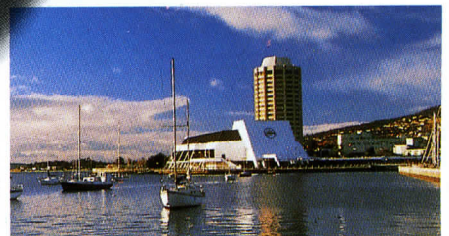
Southern Tasmania opens up for visitors a whole new realm of places to explore and experience.

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and magnificent 360° panoramic views, ensuring your stay is as enticing as it is memorable.

Just a short distance away, the infamous penal settlement of Port Arthur, the historic village of Richmond and the homes and buildings of our colonial past, the grandeur of the South West Wilderness, the delights of the local seafood and Tasmanian fare and the abundance of quality art, crafts and antiques to be found in and around Salamanca Place and Battery Point.



Wrest Point Hotel Casino



Wrest Point Hotel Casino

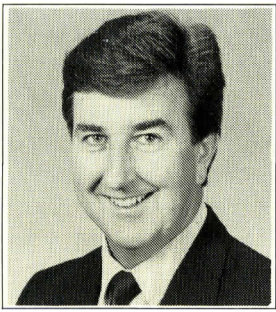
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Battery Point



Welcome

The Country Club Casino Skyrace Tasmania will be a unique aviation showcase for Tasmania and the first event of its type in the Southern Hemisphere.

Spectators at this year's inaugural event will witness the most spectacular and innovative flying machines in the world and the magnificent men and women who fly them.

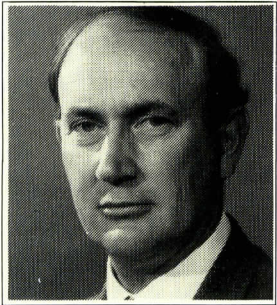
This world class event will commence at Launceston Airport with the three day Around Tasmania Air Navigation Race on Monday, February 28, with an overnight stop at Hobart Airport on Tuesday, March 1, returning to Launceston via the East Coast on Wednesday, March 2.

On Thursday, March 3 the daring Pylon Racing Trials and Qualifying Runs will commence with three day's of exciting air racing leading to the finals on Sunday, March 6.

The Pylon Racing will take place at the superbly located Valleyfield property, a World War 2 constructed bomber airstrip, 7km west of Epping, in the Northern Midlands.

The Country Club Casino Skyrace Tasmania will offer visitors a unique opportunity to experience Tasmanian hospitality, fine foods, wine, and a diversity of aviation activities on site at Valleyfield.

Peter Hodgman
MINISTER FOR TOURISM,
SPORT AND RECREATION



From the Chairman of Australian National Air Races Pty. Ltd.

The Country Club Casino Skyrace Tasmania 1994 has already attained International significance. Its concept in this country is almost unique.

The event comprises two elements: an Around Tasmania Navigation Race, and the low level, high speed Pylon Racing at Valleyfield, Epping.

We believe that Valleyfield is the perfect venue for this event. It comprises two large runways set in the heart of the Tasmanian Midlands, with the majestic Great Western Tiers as its backdrop. Valleyfield is steeped in Tasmanian aviation history, being used as a primary airport and training area during World War II.

There is no doubt that Skyrace Tasmania 1994 will be one of the most significant tourist and sporting events of the year for Tasmania and indeed, for Australia.

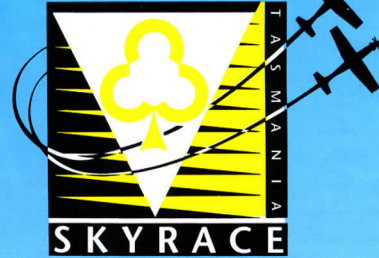
The Country Club Casino, the major sponsor, is to be applauded on its involvement. Equally so, the general sponsors are to be heartily congratulated on their ready willingness to be involved in this magnificent inaugural event.

Skyrace Tasmania has been an enormous challenge of organisation and administration, and we salute the dedicated group of professionals who have enabled it to occur.

On behalf of the Board of Australian National Air Races Pty. Ltd. I would like to welcome your attendance at all aspects of the Country Club Casino Skyrace Tasmania 1994, and trust that you will find it one of the most exciting and spectacular events that you might attend.

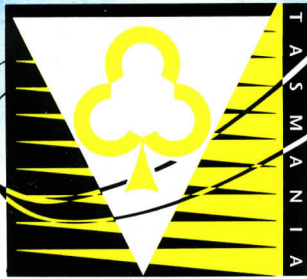
K. Hugh Targett
CHAIRMAN
BOARD OF DIRECTORS

Country Club Casino



"Australian Aviation history will be made in Tasmania"

History will be made & a new era in Australian aviation launched when competitors take to the sky for SKYRACE TASMANIA on February 28. Air racing, Reno-style comes to Australia in a four day extravaganza of history, flight power, speed & noise. This is a sport like no other seen in this part of the world. For the first time in the Southern Hemisphere aircraft of all ages & design will compete for prizemoney in excess of \$175,000. Australia has always been up with the leaders at each new turn in the world's aviation adventure. Now, with SKYRACE TASMANIA, it turns another exciting corner to experience the skill, ritual & sheer exhilaration of international air racing.



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Welcome to Skyrace Tasmania

SKYRACE

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Formula One aircraft.

ROB FOX PHOTO

*... it's the stuff that
dreams... and legends
... and movies,
are made of.*

Magnificent men in their flying machines swooping and soaring across tranquil Australian skies, testing their skill and endurance as thousands roar approval from the ground.

Skyrace Tasmania has captured the interest and imagination of a nation, creating aviation history as the country's first Reno-style pylon air racing series.

This is classic stuff! - aircraft from the great aviation eras piloted by men, and women, who take to the skies for the sheer joy of flying.

These high flyers have already circumnavigated the State, absorbing the tremendous beauty and diversity of Tasmania's coastline.

Now comes a four day extravaganza of history, flightpower and the speed, noises and irresistible smells of air racing.

In a repeat of American aviation's greatest and most exciting sport, comes the thrust and roar of flashing propellers and piston engines as planes and

pilots scream low around an aerial racetrack.

The setting makes this event special. Tasmania is fast earning an international reputation as a place of great beauty, one of the last unspoiled areas of the world.

The Skyrace venue is an historic pastoral property at the centre of Northern Midlands sheep country with the Great Western Tiers as a backdrop.

Competitors soar over lush river valleys, startle stock feeding on grassy plains, catch a glimpse of highland lakes and streams that boast some of the best trout fishing in the world.

Pylon-racing introduces tough, competitive flying trials for enthusiasts and collectors of aviation's most spirited aircraft and only the most skilled succeed.


It provides a rare and exciting spectacle, an adrenalin-pumping sport seen once and remembered for a lifetime.



North American T28 Trojans.



WHEN THE RACE IS OVER, TAKE OFF AROUND TASMANIA.



After Skyrace, why not enjoy the attractions of Australia's truly unique holiday island.

Explore the grandeur of the wilderness and turn the pages of history in colonial mansions and convict settlements. Relax in friendly country pubs and delight in the sophistication of casinos and superb restaurants featuring

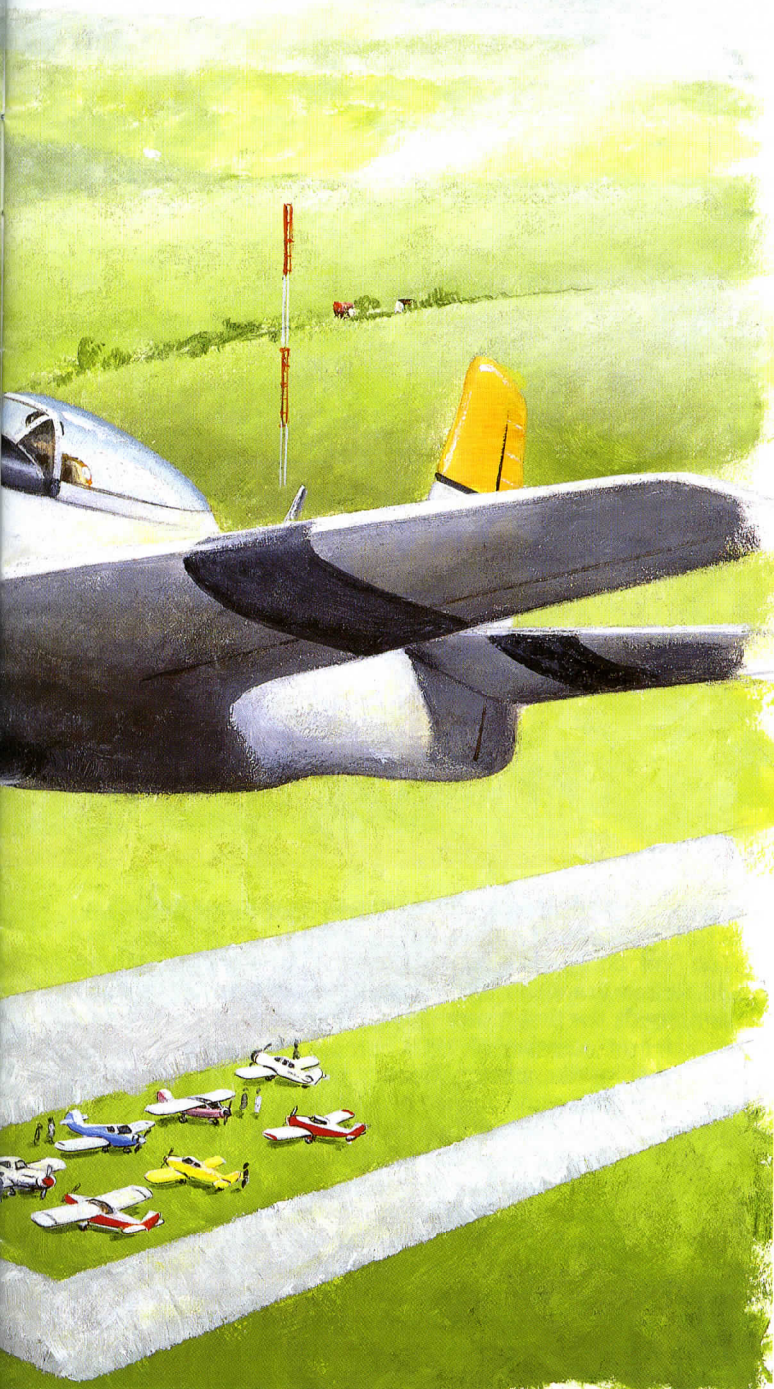
renowned local produce. Enjoy magnificent scenery and the cleanest air on earth.

This is Tasmania. There's so much to see and do, so why not share it with us.



TASMANIA
AUSTRALIA'S BEST HOLIDAY

Those daring men...



Air racing is like flying "with 1200 horses in your lap and a feather on your tail," according to famous American race pilot Roscoe Tanner.

Skyrace's daring men in their flying machines need to be tough and highly-skilled, deservedly continuing the tradition of the great racing aces of days gone by.

Racing at Valleyfield during this year's Skyrace spectacular will conjure images of bygone eras in the world's colourful aviation history with competition classes for World War 2 fighter planes, cabin twin engines, 300 horse power single engine low wing class and formula one class.

Like Reno air races the highlight of Skyrace Tasmania will be the Unlimited Category.

Among competitors for 1994's inaugural event will be Australian war bird collector Guido Zuccoli, from Toowoomba, Queensland, whose brawny British Hawker Sea Fury fighter is a hot favourite to take out the big race.

The Hawker, at one time flown by the Iraqi Air Force, has a top speed of 746kph and is one of the fastest propellor-driven fighters ever built.

Zuccoli has already proven his air racing metal against the world's best at Reno where he reached the finals.

Another Hawker Sea Fury, piloted by New Zealand team Rob Booth and Grant Biele, is expected to provide stiff competition.

As the race planes roar to the start line alongside the pace plane Bob Hoover will give his world famous command, "Gentlemen you have a race!" and the race will be on.

Aircraft will travel at speeds up to 750kph while only 16 metres above the ground - to the untrained eye there appears to be a degree of madness.

In reality the fliers are hardened professionals bound by tough rules. They will need tactics, power, judgement and skill as they race under the watchful eye of the judges for prize money totalling nearly \$180,000.



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The historic Number 16 tram travels between the Gunpowder Mills and the Windmill.

A visit to Penny Royal World provides a chance to absorb the fascinating history and marvel at the working replicas of the original mills.

PENNY ROYAL WORLD - A WORLD ALL OF ITS OWN PENNY ROYAL WORLD - A WORLD ALL OF ITS OWN

The best known names in the air show business

Two of the best known names in the international air show business will be calling the shots at Skyrace '94, at Valleyfield, near Launceston.

Bob Hoover and Gordon Bowman-Jones were among the first enthusiasts to become involved in Australia's inaugural air race series.

Hoover, combat flyer, test pilot and air show performer, will be pace pilot for Skyrace, a role that involves pilot briefings, control of the mid-air start formation, race start and overseeing flying techniques during races.

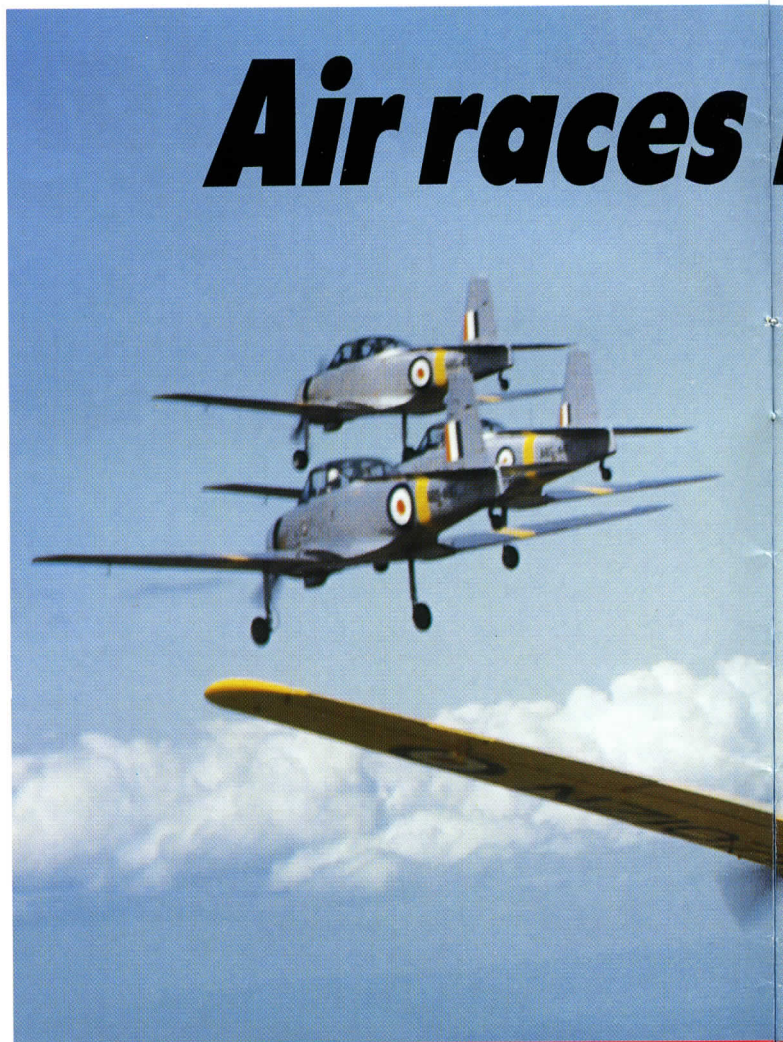
He will also demonstrate his aerobatic skills in a Shrike Commander on the two final days of the event.



Gordon Bowman-Jones

Joining him at Skyrace on the ground is Gordon Bowman-Jones, an Australian based in California and considered the most experienced voice in air racing.

An avid aviation historian, Gordon has entertained air show crowds for more than 20 years in the United States, Canada and Japan.



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Air shows and air races have been around for as long as aircraft.

The first recorded air race in the world was held at Bethany Field, Reims, France in 1909, less than six years after Orville Wright made the first motor-driven flight in a "heavier-than-air" craft on December 17, 1903.

The first closed course pylon race was the James Gordon Bennett Cup Race and carried prize money of five thousand pounds as well as a beautiful silver trophy for the first competitor home. Competitors flew two laps around a 6.2 mile rectangular course against the clock.

This first generation of flying machines, mazes of linen and piano wire, rounded the pylons in the first international air race at a leisurely 69 kph, just slightly less than the 750 kph speeds of some of Skyrace Tasmania's 1994 competitors!

Glen Curtiss, of the United States, won the first motorised flight race in his Curtiss Golden Flyer, powered by a 50 hp water-cooled Curtiss V8, travelling at an average speed of 47.07 mph.

The winner's country of origin was significant in those early flying days as this race, called the Gordon Bennett Trophy, was held in the winner's country the following year.

The first World War stopped air racing competition for several years but saw significant advances in aviation design, adding greatly to the excitement of post war air racing.

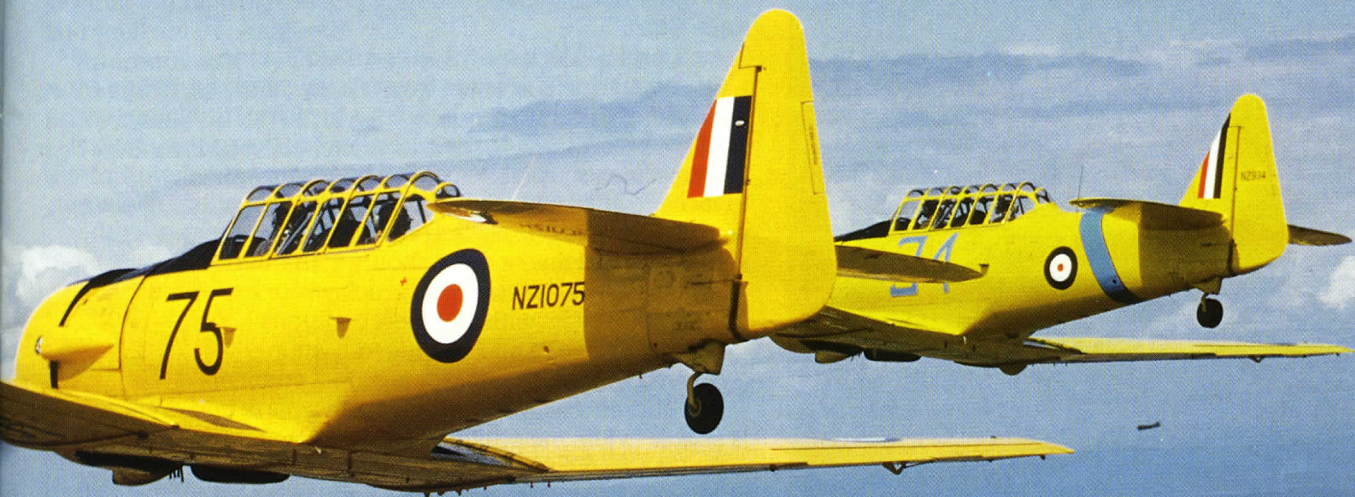
In just over 20 years from the first event a myriad of radical design leaps pushed air racing lap speeds to more than 485 kph.

Between the two world wars air racing took off as a major sport internationally, including air races in Tasmania's Hobart and Launceston.

There were many characters who pioneered aerobatic flying world-wide. One of the more famous was the United States'



have thrilled spectators world-wide since 1909



North American AT-6 Harvards.

Lincoln Beachey who performed the first ever loop the loop in his country but also thrilled crowds with hair raising manoeuvres carrying such descriptive names as the 'Cockscrew Flop', 'Turkey Trot' and the 'Ocean Wave'.

The years following World War I produced the Barnstormers, aerial showmen and women, many of them returned from flying with Army Air Corps, who dazzled their audiences with their daring aeronautical feats.

Australia had many famous pioneer aviators and aerobatic pilots.

In fact, the first foreign pilot to fly aerobatics in Australia was the great magician and showman Harry Houdini.

His great escapes and amazing feats of magic overshadowed his career as an avid and celebrated pioneer aviator.

The world's air racing greats were no less colourful than their Barnstorming counterparts.

In the United States Roscoe Turner invariably flew with his pet lion cub and Jackie Cochran raced in and won many great events, miraculously surviving multiple wrecks to be an inspiration to thousands of would-be women pilots.

Although a form of air racing was held in Australia before World War 2 Skyrace Tasmania 1994 is the first genuine air race in the Southern Hemisphere for more than one class of aircraft racing together.

Racing at the historic Valleyfield property has been modelled on the Reno event with the same race rules and a race track similar in length and width.

The main difference will be the type of country the Tasmanian competitors race over. Reno is sandy desert dotted with sage bush. Valleyfield is in the middle of Tasmania's rich Northern Midlands grazing belt and stretches away to the green foothills of the Great Western Tiers.



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How Air Racing is conducted



Racing

RACE COURSE: Unlimited race course will be **8.3 Miles**; Cabin Single, Cabin Twin T28 AT6 and Formula One race course will be **4 Miles**.

STARTING POSITIONS: Qualifying speeds and times will determine starting positions for all the races - the fastest qualifier has pole position etc.

Starting time for all aircraft will be taken from the time the first aircraft crosses the starting line.

Race Start

Air Starts will be used for all classes of racing.

The air start will be made from a "staggered" formation on the **right of the starter's aircraft** (pace plane). "Jumping the start" (where aircraft to race are ahead of the pace aircraft at the start line) is prohibited as is "slingshotting" (where aircraft to race are at an altitude higher than the formation). Violators will be penalised one lap for preceding the starter's aircraft across the start line or "slingshotting" the start.

In no case will the start will be delayed or expedited for:

- Orbiting pilots with low-fuel conditions
- Pilots unable to find starting formation
- Pilots with mechanical or personal problems

Any aircraft assigned to compete in a particular event which is unable to join the orbiting starting formation, or having joined the formation subsequently drops out for any reason prior to the start of the race with the starting formation, will not be regarded as a legal starter and will not be eligible for prize money or trophies in that event.

Aviation and tourism have long been important to Australia and Australians.

Supporting tourism in Tasmania is just one of the things we do ...



"Serving Australia's airport needs, by achieving world class performance"

The race starts officially when the pace plane pulls up, or if there is not a pace plane, when the pole position pilot announces "race start" over the racing frequency at a predetermined point on the initial approach to the race course.

Pylon Turns

A pilot who has cut a pylon may validly continue in the race but will be penalised two (2) seconds multiplied by the number of laps in the race for **each** pylon cut, the penalty time being added to the actual finish time to determine a corrected race time.

Turning inside or having any part of the aircraft over the pylon constitutes a "pylon cut".

An aircraft forced over or inside a pylon by illegal flying by another aircraft shall be considered to have had a "forced cut" and shall not be penalised.

Minimum altitude in the home straight, commencing at No. 6 Pylon and finishing at No. 1 Pylon is pylon height or 50ft altitude on QFE. The racing aircrafts cockpit/pilots eye level should remain at or above the top of the pylons. Minimum altitude for the remainder of the air race track shall be 200ft altitude on QFE.

The maximum race altitude is 1500' above ground level.

Passing

An aircraft being overtaken must not in any way impede or interfere with a faster overtaking plane. The overtaking pilot must keep the overtaken aircraft in sight at all times during the pass.

An aircraft overtaking a slower aircraft will not pass between that aircraft and a pylon.

Emergency Procedures

When a pilot declares a "Mayday", or when it is obvious that a racing plane is having an emergency, Race Control will announce by radio that an emergency is in progress and the yellow caution flag will be displayed at the Start-Finish pylon.

When a "Mayday" has been declared, all pilots will pull up cautiously, clearing overhead, to an altitude such that the pilot can safely scan for the racing aircraft with the emergency. All aircraft will continue to race.

The 1500' AGL maximum racing altitude does not apply during a "Mayday" situation.

Race Finish

The official Start-Finish line will be a projected line from the Start-Finish pylon.

All aircraft will be given the chequered flag as they pass the Start-Finish line.

Unofficial results shall be posted within one-half hour following the finish of a race. Such results will become official after one hour following the posting of results if there is no protest.

Safety

The Racing Committee in cooperation with the CAA and ANAR may cancel or postpone any event if any conditions appear unsafe for spectators or competitors.

The Race Committee may order or cause to be ordered off the course, a pilot who is disobeying race rules or is considered a danger to himself, other competitors or the public.

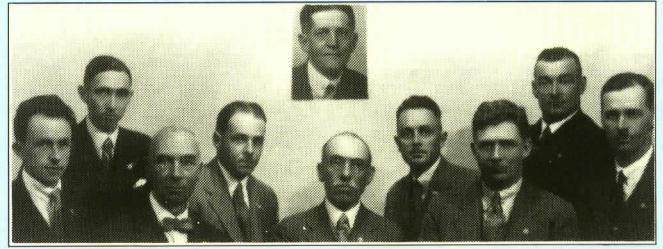
Racing Procedures

There will be two (2) days of competition as follows:

Day 1 will consist of Class Heat races for all classes. There will be two (2) heat races in the Cabin Single less than 300HP and cabin twin classes with up to four (4) aircraft racing in each heat.

Day 2 will consist Final Class Championship Races for all classes.

Tasmania boasts a proud aviation record



1927 Tasmanian Aero Club Committee.

Tasmania has always figured in Australian air racing just as the island has always played a prominent part in the growth of Australia's conventional aviation industry.

The Tasmanian Aero Club, the host club for Skyrace Tasmania, was formed in 1927 and was the hub of the industry's development on an island which has come to rely on aviation services for trade, transport and tourism.

The club first sponsored air races during the six years leading up to 1939 and the start of World War 2 as well as training many of the pilots still operating today.

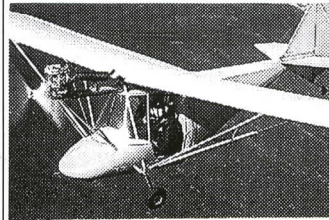
Skyrace Tasmania continues the pioneering Tasmanian Aero Club spirit, started with inter-island and cross-Bass Strait aviation services started so many years ago.

In its early years of operation Tas Aero Club was responsible for establishing air strips on most Bass Strait islands and providing the State's search and rescue.

A founding member was Victor Holyman who formed Tasmanian Aerial Services, which became Holyman Airways, Australian National Airlines then part of Ansett Airlines.

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Northern Midlands Council congratulates the inaugural Skyrace Tasmania committee and wishes them every success in staging this spectacular event.



NORTHERN
MIDLANDS
Council

Slow but sure is a veteran's motto

South Australian winemaker Tim Knappstein and Geelong flying instructor Simon Sweetman won't be breaking any records with their vintage biplanes during the air navigation race in the inaugural Country Club Casino Skyrace Tasmania.

In contrast to the speedsters that will scream around the pylons at Valleyfield, air navigation racing has a more gentlemanly quality but one where the \$45,000 prizemoney will still be keenly sought.

Simon Sweetman's 1940 Tiger Moth and Tim Knappstein's Boeing Stearman (1943) were both used as pilot trainer aircraft during the Second World War.

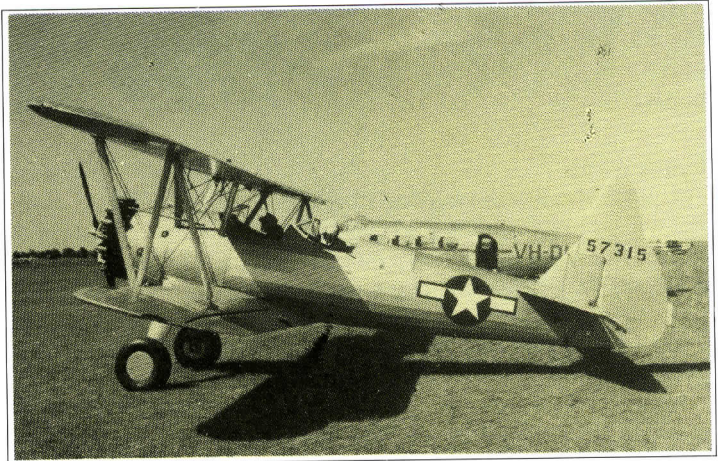
The open-cockpitted machines will be the oldest entries in the three day navigation race around Tasmania where speed is not the main criteria.

"We'll be economically cruising at around 90 knots and meeting the challenges as they arise.

"The main one being getting to where we want to be within a few seconds of when we have said we'll be there," said Knappstein who has teamed with Sydney helicopter pilot and a former Tasmanian, Terry Lee.

The race has attracted more than 40 entries. In a field dominated by Cessnas, the aircraft will be flagged away from Launceston Airport at 30 second intervals on Monday, February 28.

They will fly to Wynyard Airport in North-West Tasmania, head south to Strahan on the West Coast and then overfly the South-West World Heritage Area to Hobart. Day two will be a rest day in Hobart and on day three competitors return to Launceston via the Tasmanian east coast and the Tamar Valley.



Tim Knappstein's Boeing Stearman

In nominating a finishing time, pilots will need to assess wind and other weather conditions as well as correctly answer a series of questions en route, at least half taken from the Tasmanian Visitor Guide.

If Knappstein, travelling at 90 knots and with more time to identify landmarks, ranks himself a strong chance, Simon Sweetman and co-pilot Erika Bukofsan are even more confident.

Their Tiger Moth, one of about one hundred regularly flying in Australia and virtually back in production, cruises at about 70 knots.

"This is the way flying should be," says Sweetman, who claims there are not enough hours in the day to fly the Tiger Moth, which was brought to Australia in the 1950's and is now owned by Alan Gasson, of Geelong.

Entries have been received from all states except Western Australia, and three from New Zealand.

With almost all competitors flying into Valleyfield for the air-racing, up to one hundred aircraft will be at Valleyfield for the four days of Australia's inaugural pylon-racing event.



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**Sunrise
PIES**
Australia's
N° 1 Pie
AND GOLD MEDAL WINNER
1993

Legendary U.S. pilot to set the pace

Pace pilot for the inaugural Skyrace Tasmania will be the legendary Bob Hoover, regarded in aeronautical circles as the best pilot today.

R.A. "Bob" Hoover has flown both in war and peace as a fighter pilot for the United States, as a test pilot and is a master of aerobatics.

His famous yellow P-51 has been one of the main attractions for years at the Reno Air Races on which Skyrace has been modelled.

Bob's performances in the Shrike Commander have thrilled millions as he swoops, rolls, loops and manoeuvres the aircraft to a landing. He performs regularly at air shows across the North American continent and overseas.

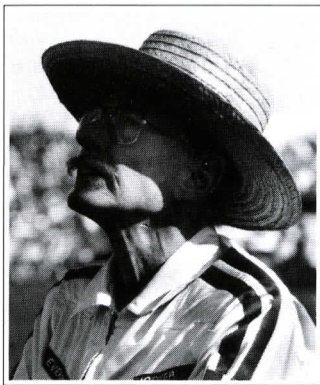
During his career Hoover has flown more than 300 types of aircraft and flight tested or flown just about every type of fighter aircraft.

He learned to fly at Nashville's Berry field, almost immediately trying his hand at rolls and loops.

Hoover served in World War 2 in the United States' air forces first testing all types of airplanes transported overseas and reassembled, then joining one of the US's two Spitfire outfits.

He flew 58 successful missions before being shot down off the coast of France and spending 16 months in the Stalag Luft 1 German prison camp.

In 1950 he was hired by North American Aviation to flight test all models of the F-86 Sabrejet and the Navy



FJ-2 jet fighter and the famous F-100.

He flew combat dive bombing missions in Korea and was the first man to fly the XFJ-2 and the American Navy's T-28 trainer.

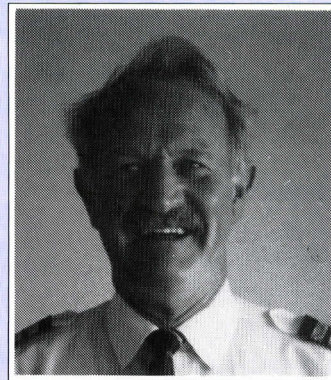
Hoover has set a number of world aviation records including three climb to altitude records.

He served as a back-up and chase pilot to General Chuck Yeager on the X-1 flights and is the only man to serve two terms as president of the exclusive American Society of Experimental Test Pilots.

He was captain of the United States Aerobatic Team in the 1966 International Competition, in Moscow, and has received countless awards for his flying and service to aviation.

When Hoover's pace plane leads competitors out onto the field at Valleyfield and he gives his world famous command, "Gentlemen you have a race", Skyrace Tasmania will be well launched.

The driving force behind Skyrace



It takes enormous courage, drive and determination to challenge the almost impossible and succeed. But that is what Terry Mulholland has done by introducing Reno-Style air racing into Australian aviation.

After 42 years in aviation and many thousands of hours of flying experience in general aviation including aerial survey and mapping over Australia and Antarctica. As a fully licenced independent Approved Test Officer Terry believed that Australian aviators were looking for something new and exciting to remotivate and enthuse them.

With the support of the Tasmanian Government, Department Tourism Sport & Recreation and their Special Events Department it has taken almost 4 years to rewrite the Reno Race Rules in compliance with CAA requirements, provide waiver documents, establish a company to run the event, obtain CAA approvals and finally get the event established.

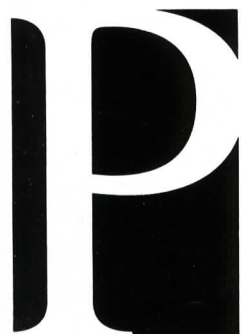
"It hasn't been easy," says Terry, "and there have been many challenges. The support given by the Tasmanian Government, CAA and the general aviation industry has been overwhelming and has proved there is definitely a need for such an event."

"Australian air racing is starting where Reno air racing started 30 years ago. We have a long way to go and a lot to learn before we can challenge the Americans but, given time and experience, I feel confident that one day we'll have an international air race championship!"

Terry's wife Margaret has also worked closely with the event taking on the promotional, marketing and sponsorship aspects.

Together they are a dynamic pair with great drive and enthusiasm.

They have given Tasmania the first event in this unique and exciting aviation sport.



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A glossary of aircraft & aerobatic terms

by Gordon Bowman-Jones

Some of our aerobatic performers may be flying manoeuvres that you are not used to experiencing on the inside of a Boeing 767. The following terminology will help you to better enjoy the sights and sounds of SKYRACE TASMANIA.

FLIGHT CONTROLS - The AILERONS, RUDDER and ELEVATOR are used to control aircraft in three axes but it is important to note that the effect on the flight path of the airplane depends on the orientation of the craft when the control surface is deflected. The ELEVATOR for example, provides UP and DOWN control with the wings level, but with the wings at 90°, the ELEVATOR will turn the aircraft LEFT or RIGHT! When the aircraft is inverted, "left" RUDDER will actually turn the aircraft RIGHT! Much of the skill involved in aerobatic flight is the ability of the pilot to continually visualize the effects of the flight controls in any aircraft attitude.

PITCH - Rotation of the airplane around the wingtip to wingtip (or lateral axis) of the craft controlled by the ELEVATOR. Backward and forward movement of the "stick" operates the elevator (or movable surface on the horizontal stabilizer) to provide UP and DOWN control when aircraft is in level flight.

ROLL - Rotation around the nose to tail (or longitudinal axis) of the airplane. Side to side movement of the "stick" deflects the AILERON control surfaces on each wing causing the aircraft to bank right or left.

YAW - Controlled by movement of the RUDDER pedals, causes the aircraft to rotate horizontally about its approximate center of gravity. Generally used in combination with the AILERONS to perform a coordinated turn or roll.

TORQUE ROLL - The airplane is pulled to the vertical position and a "vertical roll" is established, with the AILERONS rotating the airplane around its longitudinal axis. As the force of gravity overcomes the kinetic energy of the airplane and the power of the engine, the airplane slows to a stop. The airplane will continue to rotate because of the "torque" effect of the engine and propeller turning the entire airplane in the opposite direction of its rotation. The airplane is now balanced on its tail as it slides backward toward the ground, by skilful use of the ELEVATOR and RUDDER controls.

LOOP - Probably the first "true" aerobatic manoeuvre, generally acknowledged to have been first performed by a Russian military pilot in 1911. He was promptly arrested by his superiors for endangering government property, but when the true significance of his feat was realized he was released and promoted to Captain!

SNAP ROLL - With the aircraft in level flight, at a speed somewhat less than normal "cruise speed", the ELEVATOR is pulled back sharply as the RUDDER is deflected hard to the left. The result is a sudden "positive G" roll caused by one wing abruptly "stalling" whilst the other wing continues to "fly".

STALL - Contrary to common belief, a stall has nothing to do with the airplane engine! When the airplane's wings exceed a critical "angle of attack" relative to the air flowing across them, (such as in an abrupt and sustained "pull-up"), the air flow that was providing "lift" becomes turbulent and the wings stop flying. Recovery from a stall is accomplished by restoring an acceptable angle of attack to the wings. (Generally by lowering the nose of the aircraft.)

SPIN - The nose of the aircraft is raised with the ELEVATOR and the power is reduced. As the aircraft slows, the wing will eventually "stall". With the stick held firmly back and the addition of RUDDER deflection, one wing will be partially flying whilst the other wing remains in a deep stall. The result is the SPIN, with the aircraft rapidly descending toward the ground. Control is regained by applying RUDDER control opposite to the direction of rotation and forward ELEVATOR control.

INVERTED FLAT SPIN - Similar to the conventional SPIN but with the manoeuvre commenced in the upside down position. This manoeuvre is very disorienting to the pilot, as his perception of rotation is often *opposite* to the actual direction.

CUBAN EIGHT - Actually two inside "half-loops" performed back-to-back. First performed by an American pilot named Len Povey, the "Povey Eight" as it is sometimes known, is reputed to have been invented by the quick thinking Povey during an aerobatics demonstration in Havana for the Cuban Air Force. As he flew over the top of a loop, he realized that he was too low to complete the manoeuvre without hitting the ground so he half-rolled the aircraft to the upright position and repeated the manoeuvre in the opposite direction. The CUBAN EIGHT was born!

SPLITS - One of the aerobatic manoeuvres that was originally an evasive combat manoeuvre performed by pilots during the first world war, the SPLITS was designed to get an opponent off your tail. Climbing at an angle to reduce airspeed and gain altitude, the pilot rolls the aircraft to the inverted position then pulls back on the stick to complete a "half-loop".

LOMCEVAK - (pronounced LUM-she-vak) A thrilling manoeuvre that utilizes "gyroscopic" energy to rotate the airplane. The LOMCEVAK is commenced as an outside snap roll but additional control inputs timed to the rotation of the aircraft cause it to tumble end over end! In technical terms the tumbling motion is due to gyroscopic precession, which is caused by altering the plane of a rotating disk, in this case, the spinning propeller.

THE ARESTI SYSTEM - The ARESTI cryptographic system, sometimes called the ARESTI KEY is the universal language of aerobatic pilots. Using standard symbology for basic manoeuvres, these symbols can be combined for more complex manoeuvres. This "aerobatic shorthand" is a notation system originally devised by Count Jose L. Aresti, a Colonel in the Spanish Air Force and a dedicated aerobatic pilot. This written system has now been adopted by the Federation Aeronautique Internationale and is used in all International aerobatic competition.

Launceston's BEST Seafood Restaurant



72 George Street - Phone: 34 0584

Its tremendously exciting — but... Air Racing may be dangerous!

Any form of racing is dangerous and air racing is no exception.

While the organisers of Skyrace Tasmania have taken every care to ensure your safety you must be aware that as a spectator, you are there entirely at your own risk. SEE TERMS AND CONDITIONS OF ADMISSION AND ENTRY TO SKYRACE TASMANIA ON THE REVERSE SIDE OF TICKETS AND PASSES.

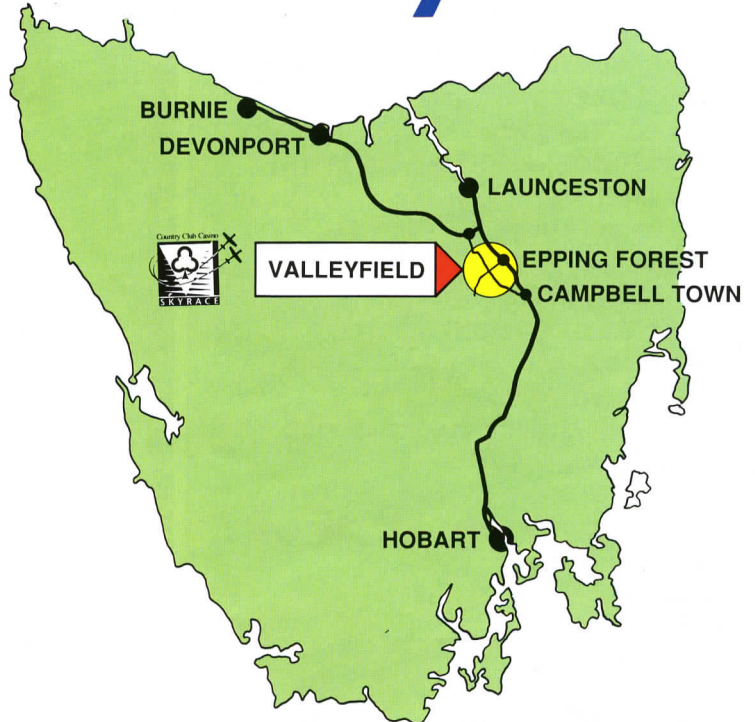
By observing the following instructions you will gain the most enjoyment while at the same time assisting the organisers and officials in conducting an exciting and safe event.

1. Spectators are only permitted to view either competing aircraft or aircraft on the ground while standing within designated viewing areas and/or only in those positions and areas as directed by marshalls. All other areas are categorised as Restricted Areas and must not under any circumstances be entered.
2. The instructions of race officials and/or marshalls must be instantly complied with. Any failure to do so may result in the event being halted, or cancelled for the day.
3. No pets are permitted on any event site.
4. At all times keep well clear of aircraft which are involved in any ground manoeuvre, whether their engines be running or not.
5. Comply with all road signs. Keep in mind that roads may be required at a moment's notice for emergency services.
6. Take all your litter home with you — it is handy to have a bag or a carton with you for this purpose. Drink cans and paper don't help to beautify our State.
7. Comply with all fire restriction signs. No naked flames are permitted. Total fire ban conditions are to be observed at all Skyrace event sites.

Public Address Announcements

8. The organisers regret that announcements to assist spectators cannot be made over the public address system except in cases of genuine emergency.
9. Lost children will be taken to the Official's tent. See your programme guide for its location. No lost children announcements will be made.

Second world war airstrip back in use for Skyrace



The Valleyfield air strip, site of the main Skyrace Tasmania competition, had changed little a few weeks ago since its development in the early 1940s.

Valleyfield, near Epping Forest, in Tasmania's Northern Midlands, is, in fact, little changed since it was first settled by owner Hugh Skerritt's forebears in 1828.

It is one of the region's longest developed and most successful sheep grazing properties, producing wool which is exported world-wide.

The airstrip was developed between 1942 and 1946 as a long range fighter squadron base.

The War Cabinet allocated one hundred thousand pounds for its development along with others at several other properties in the area.

With the removal of a couple of fences the two Valleyfield airstrips, in use nearly 50 years ago as back-up to the main Northern Tasmanian Western Junction aerodrome, will again carry aircraft with a mission.

This time, however, the mission for pilots will be \$175,000 in prize money.

The historic Valleyfield property is at Epping Forest in the heart of Tasmania's Northern Midlands, a short drive from Launceston and just over an hour from Hobart.

BANNER ADVERTISING

CONTACT
GRAHAM SAUNDERS

West Firlie Air Service,
31 Clarence Street,
Bellerive 7018 Tasmania
Ph. 002 44 2433
Fax 002 44 5543

David Cooper

AUTOMOTIVE

114 WARWICK STREET, WEST HOBART
TELEPHONE 34 2150

VOLVO

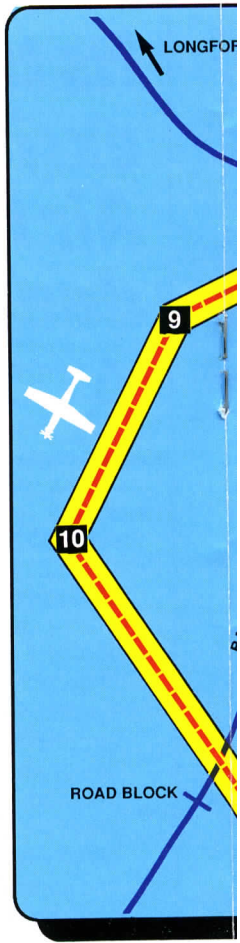
Mercedes-Benz and Volvo service specialists



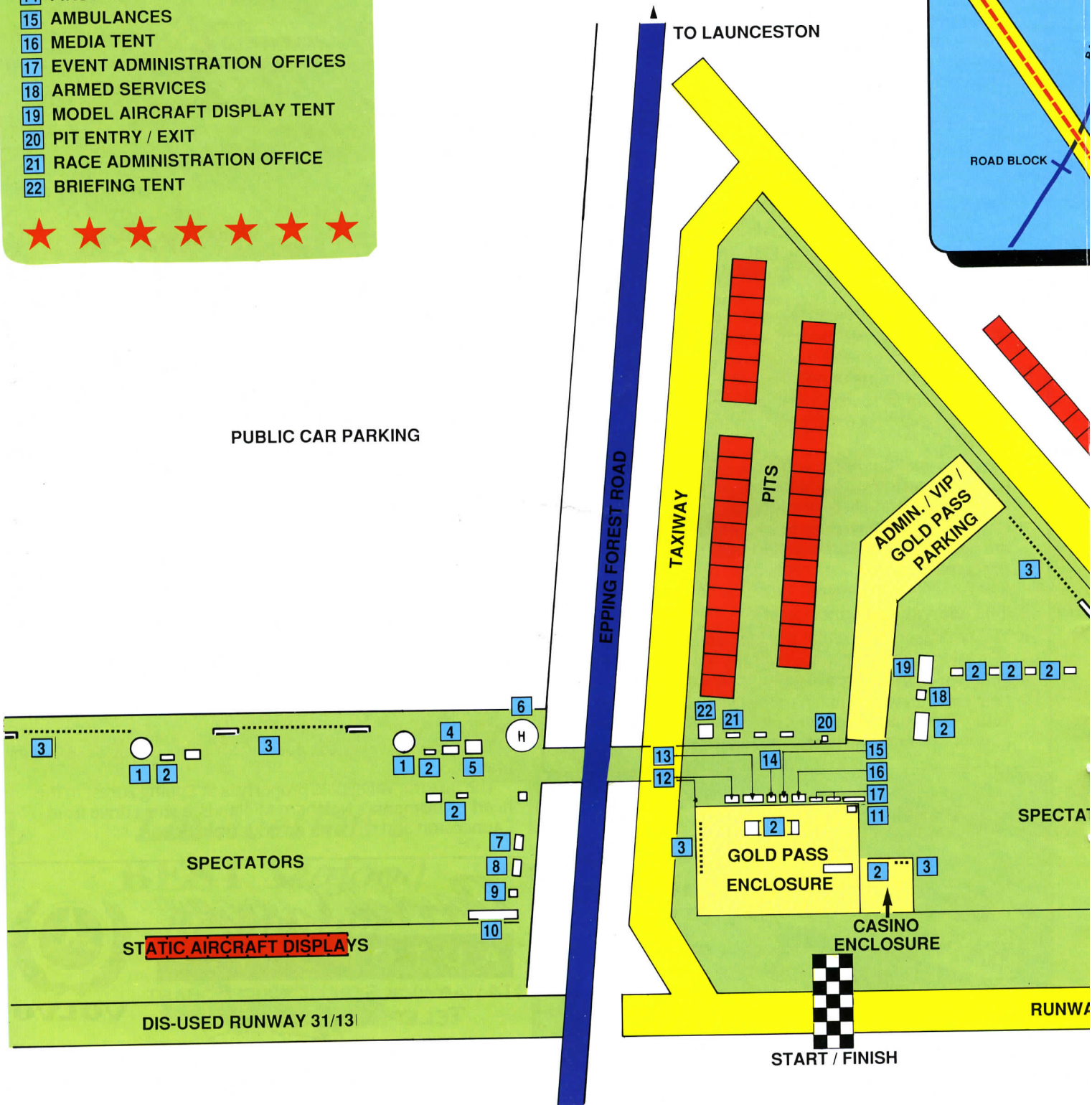
- 1 BALLOON STATIC
- 2 FOOD CARAVANS / DINING
- 3 PORTALOOS / TOILETS
- 4 MET TENT
- 5 CAA TENT
- 6 RESCUE HELICOPTER
- 7 OFFICIALS DINING TENT
- 8 AERO CLUB TENT
- 9 HANDICAPPED WC
- 10 HANDICAPPED PARKING
- 11 COMMENTARY
- 12 POLICE / COMMS.
- 13 SERVICE VEHICLES
- 14 FIRST AID
- 15 AMBULANCES
- 16 MEDIA TENT
- 17 EVENT ADMINISTRATION OFFICES
- 18 ARMED SERVICES
- 19 MODEL AIRCRAFT DISPLAY TENT
- 20 PIT ENTRY / EXIT
- 21 RACE ADMINISTRATION OFFICE
- 22 BRIEFING TENT

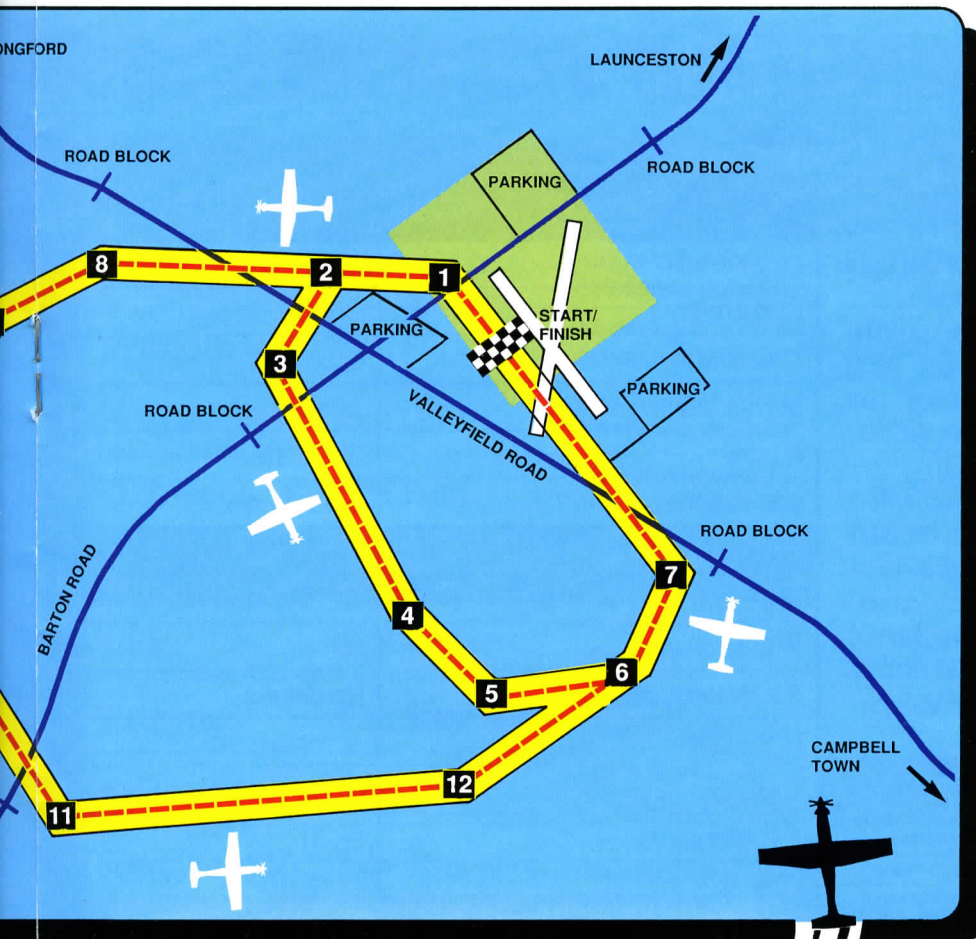


Country Club Casino



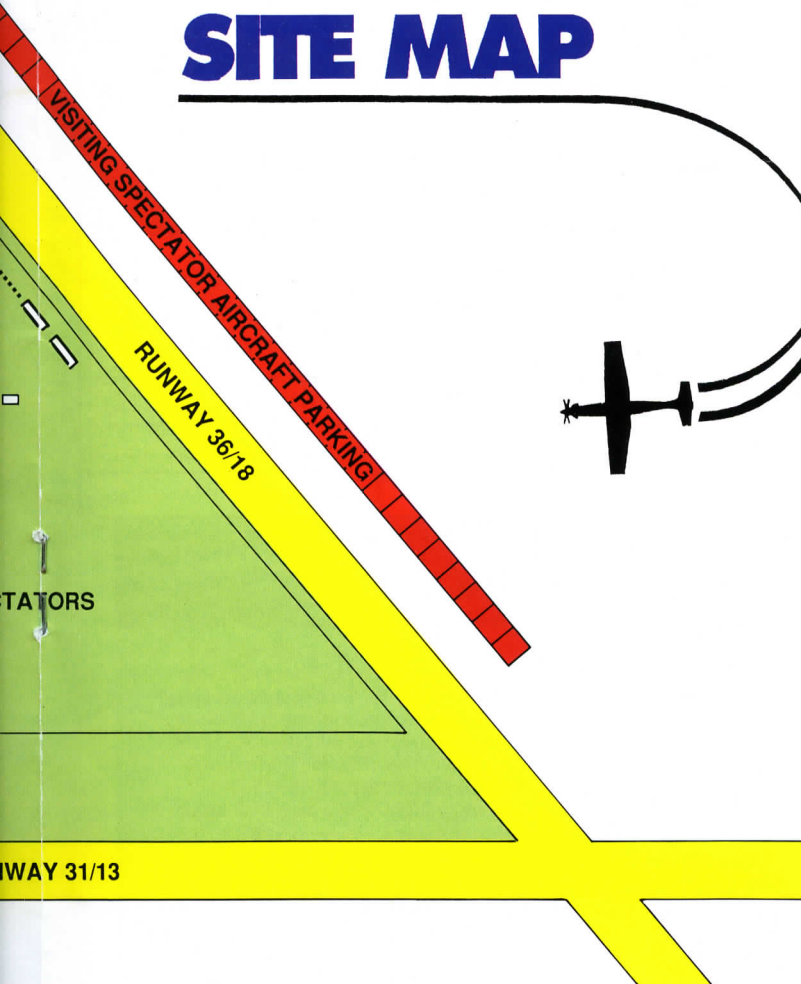
PUBLIC CAR PARKING





COURSE MAP

SITE MAP



★★★★★ PYLON RACING PROGRAM

Daily commencement time
10.30 am Finish 3.30 pm

**Thursday 3rd &
Friday 4th March '94**

Practice & qualifying for all
classes including Aero
Commander practice for
weekend displays by
Mr Bob Hoover

**Saturday 5th March '94
Official Opening 2.00 pm**

Cabin twin — Heat 1
Cabin twin — Heat 2
Formula One — Heat
Cabin single — Heat 1
Cabin single — Heat 2
Aerial display — Bob Hoover
AT6 — Heat
Aerial display — AT6 Heat
T28 — Heat
Unlimited — Heat

Sunday 6th March '94

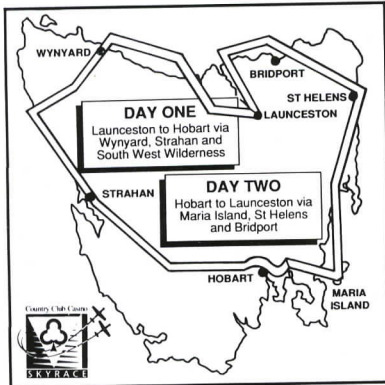
Opening aerial display
Formula one race final
Aerial display
Cabin single race final
Helicopter aerial display
Cabin twin race final
Aerial display — Bob Hoover
T-28 race final
Aerial display — Spitfire
Aerial display
Unlimited race final
Aerial display — MIG 21

Kendell T28 pace plane
over all four days — pilots
Guy Bourke & Steve Death.



Around Tasmania Air race entries

This exciting, around Tasmania epic has attracted more than 40 entries, in a field dominated by Cessnas, the aircraft will be flagged away from Launceston Airport at 30 second intervals on Monday, February 28. They will fly to Wynyard Airport in North-West



Tasmania, head south to Strahan on the West Coast and then overfly the South-West World Heritage Area to Hobart. Day Two will be a rest day in Hobart and on day three competitors return to Launceston via the Tasmanian east coast and the Tamar Valley.

ENTRIES

Name	Plane
Dr J. Foran	Jodel
K. Astrella	C-310R
Ernest Mills	C150
Mirage Air	AC500S
P. Dow	PA-28-181
G.B. Falkiner	B-58 Baron
P.R. D'Plesse	C182-P
R. Hilyear	PA32-R
W.E. Milburn	Falco
B.R. Scherer (NZ)	No details
H. Savage	Aerostar
T. Jacobs	C172
E.R. Richey	PA-31
L. Walker	C182-RG
P. Jenkins	Navajo
C. Overton	BE-55
G.P. Toland	C172
M. Carr	C172
L. McGregor	C210
P. Haythorpe	C210
J. Harris	C182
S. Hart	Acro Laser
G. Mills	PA44-400
K.M. Davies	Be60 or Dhcl
R. Findlay	Grummond tiger
M. Paine	C172
S. Carrant	C182d
J. Kelman	Mooney M20C
M. Braun	Aerostar

DEPARTURE & ARRIVAL TIMES

Mon 28th Depart Launceston 9 am	Remain Hobart Tues 1st
Mon 28th Arrive Wynyard 11 am	Wed 2nd Depart Hobart 9 am
Mon 28th Depart Wynyard 2 pm	Wed 2nd Arrive St. Helens 11 am
Mon 28th Arrive Hobart Airport 5 pm	Wed 2nd Depart St. Helens 2 pm
	Wed 2nd Arrive Launceston 4 pm

ENTRIES

ENTRIES AS AT 31.1.94

Name	Plane
D. Cooper	No details
A.R. Burns (NZ)	C210
P.L. Jones (NZ)	No details
M. Davey	A36 Bonanza
P. Mochrie	Mooney 201
H.O. Dehn	PA32 Lance
D. Bowerman	C182
P. Gillis	PA28
W. Cox	PA44
T. Knappstein	Stearman
Mr S. Sweetman Ms E. Bukofsan	Tiger Moth

Nestled in one of Australia's most naturally beautiful spots is one of Tasmania's best restaurants.



Launceston's Gorge Restaurant is enjoyed and acclaimed by thousands of visitors each year. Few restaurants in the world can claim such beautiful and unique surroundings - few restaurants can match the superb Tasmanian cuisine and fine wines, which include a selection of the best from Tasmanian vineyards. Launceston's Gorge and gardens are stunning at any time of the year. Dine at the Gorge Restaurant next to a crackling open fire - or eat al fresco on the terrace overlooking the magnificent Gorge and gardens. Open for lunch and dinner the Gorge Restaurant specialises in fresh, quality Tasmanian produce. From an inexpensive open sandwich to an elegant gourmet meal, the quality is all the same. The chef

selects only the very best, then imaginatively and expertly presents dishes that make your visit to the Gorge a memorable experience. Getting to the Gorge Restaurant can be half the fun. You can stroll along the path from the Kings Bridge, take the chairlift or cross the suspension bridge from the Basin on the opposite side of the river or drive to the Cliff Grounds through Trevallyn or you may wish to take a cab right to the door.

Lunch: Tuesday - Sunday
Dinner: Tuesday - Saturday
Kiosk: Open 9.00am - 5.00 pm
7 days a week

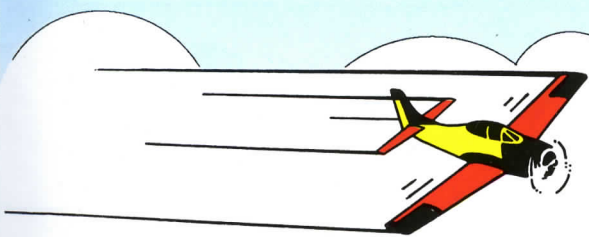
The Gorge
RESTAURANT
CLIFF GROUNDS, LAUNCESTON
P.O. Box 481, Launceston 7250.
TELEPHONE (003) 31 3330

Pylon racing entrants - March 3 - 6

UNLIMITED CLASS			CABIN TWIN CLASS		
Name	Plane	Remarks	Name	Plane	Remarks
D. Kendell	T28 Trojan	Aircraft photo & details see page 20	R. Hall	Aerostar	Aircraft photo & details see page 23
R. Booth NZ	Sea Fury	Aircraft photo & details see page 20	G. Trench	AC-680	Aircraft photo & details not available
A. Chamberlin	Fiat G59	Aircraft photo & details see page 20	D. Hill	Aerostar	Aircraft photo & details not available
G. Zuccoli	Sea Fury	Aircraft photo & details see page 21	G.B. Falkiner	Baron B-58	Aircraft photo & details see page 24
T28 TROJAN CLASS			H. Savage	Aerostar	Aircraft photo & details see page 24
J. Pay	T28 Trojan	Aircraft photo & details see page 21	K. Astrella	C-310	Aircraft photo & details see page 24
J. Rayner	T28 Trojan	Aircraft photo & details not available			
S. Death	T28 Trojan	Aircraft photo & details see page 21			
J. Weymouth	T28 Trojan	Aircraft photo & details see page 22			
AT6 HARVARD CLASS			CABIN SINGLE CLASS		
M. Falls	AT6 Harvard	Aircraft photo & details see page 22	C. Simari	Trinidad	Aircraft photo & details see page 25
D. Hamilton	AT6 Harvard	Aircraft photo & details see page 22	K.A. Warren	Glasair	Aircraft photo & details see page 25
D. Salter	AT6 Harvard	Aircraft photo & details see page 23	S. Laphorne	Glasair	Aircraft photo & details not available
W. Waterton	AT6 Harvard	Aircraft photo & details see page 23	W. Milburn	Falco	Aircraft photo & details not available
FORMULA 1 CLASS			M. Davey	A32 Bonanza	Aircraft photo & details see page 25
D. Cooper	Grumman	Aircraft photo & details see page 26	C. Dehn	PA32 Lance	Aircraft photo & details see page 26
H. McMinn	Cassutt 111m	Aircraft photo & details not available	S. Hart	Acro Laser	Aircraft photo & details not available
C. Mulloy	Cassutt 111m	Aircraft photo & details see page 26	N. Kruse	SIAI Machetti	Aircraft photo & details not available

ENTRIES AS AT 31.1.94.
 DETAILS OF SOME ENTRIES UNAVAILABLE FOR PUBLICATION

Entries & their details ►



UNLIMITED CLASS



Guy Bourke or Don Kendell

Aircraft name: Kendell Pace Plane
Aircraft owner: Don Kendell
Home town: Wagga Wagga, NSW
Occupation: Managing Director
Kendell Airlines
Age: 63 Years as a pilot: 43
Aircraft make:

North American T28

Colour Scheme: Laotian Air Force
Registration: VH-CIA



Rob Booth

Aircraft name: Sea Fury 14
Aircraft owner: Flightwatch
Services Ltd.
(Quilton Beil)
Home town: Auckland, N.Z.
Occupation: Company Manager
Marine Engineering
Age: 47 Years as a pilot: 12
Aircraft make:

Hawker Sea Fury

Colour Scheme: Royal Navy Korean
War Scheme
Registration: ZK-SFR

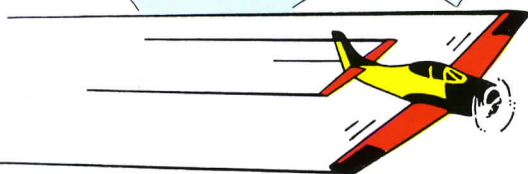


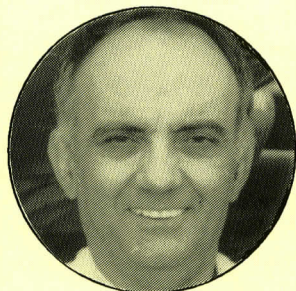
Tony Chamberlain

Aircraft name: Ciao Bella
"Hello Gorgeous"
Aircraft owner: Guido Zuccoli
Home town: Toowoomba, Qld.
Occupation: Licensed Aircraft
Age: 34 Main. Engineer
Years as a pilot: 7 as power pilot
2 as glider pilot
Aircraft make:

Fiat G59-4B

Colour Scheme: Silver/Black Trim/
Italian Roundels
Registration: VH-LIX
(Roman for 59)





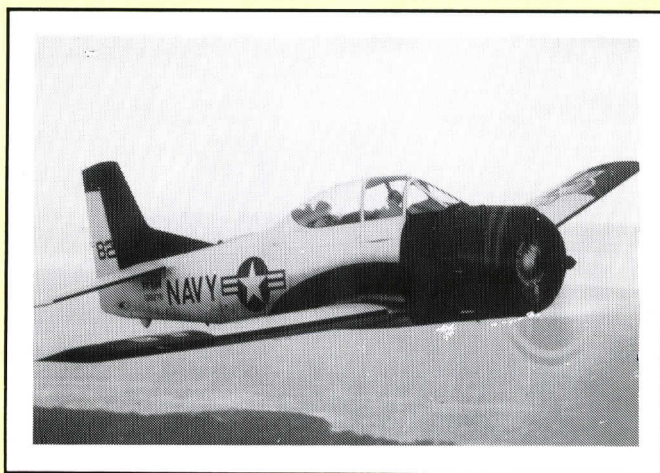
Guido Zuccoli

Aircraft name: Baghdad Express
 Aircraft owner: Guido Zuccoli
 Home town: Toowoomba, Qld.
 Occupation: Civil Engineer
 Age: 53 Years as a pilot: 24
 Aircraft make:

Hawker Sea Fury

Colour Scheme: Green/Grey
 Registration: VH-HFG

T28 TROJAN CLASS

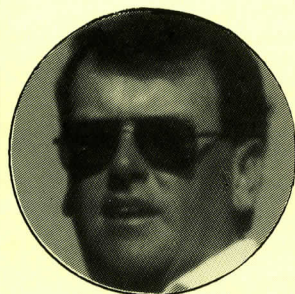


Judy Pay

Aircraft name: —
 Aircraft owner: Mt. Gallipoli P/L
 Home town: Mt. Eliza, Vic.
 Occupation: Company Director
 Age: 45 Years as a pilot: 14
 Aircraft make:

North American T-28B

Colour Scheme: Orange/White
 (original U.S. Navy)
 Registration: VH-NAW

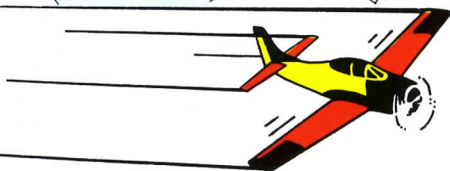


Stephen Death

Aircraft name: —
 Aircraft owner: Hazair Agricultural Services Pty Ltd
 Home town: Albury, NSW
 Occupation: Agricultural Pilot
 Age: 30 Years as a pilot: 13
 Aircraft make:

North American T-28-D

Colour Scheme: Original Laotian Air Force Scheme/Grey
 Registration: VH-MEO





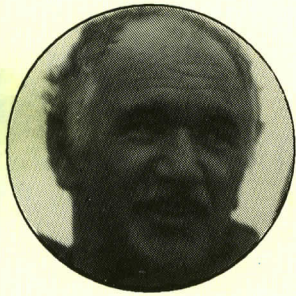
John Weymouth

Aircraft name: Mongrel
 Aircraft owner: John Weymouth
 Home town: Victoria River Downs
 Occupation: Helicopter Pilot
 Age: 49 Years as a pilot: 23
 Aircraft make:

North American T-28

Colour Scheme: Grey
 Registration: VH-XUT

AT6 HARVARD CLASS

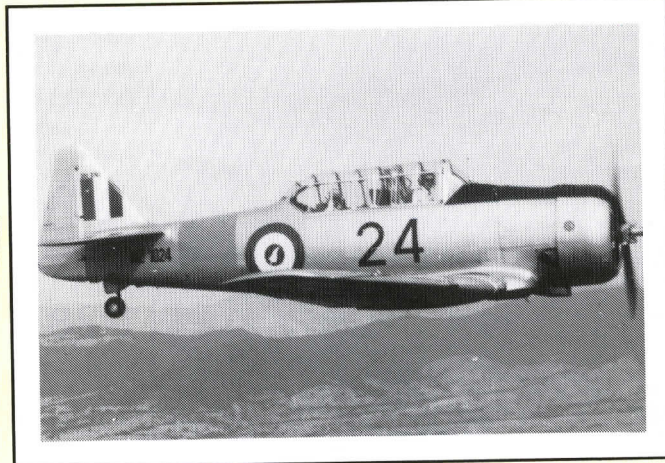
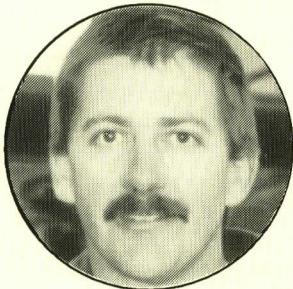


Mike Falls Snr.

Aircraft name: Miss Victoria
 Aircraft owner: Shortshop Jet Charter
 Home town: Melbourne
 Occupation: Chief Pilot
 Age: 55 Years as a pilot: 37
 Aircraft make:

North American SNJ-S (T-6)

Colour Scheme: Silver/Green Bands
 Registration: VH-OVO

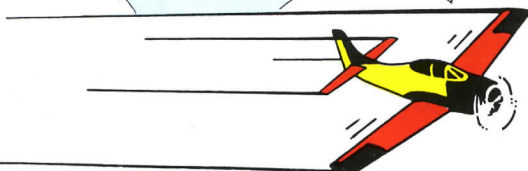


Doug Hamilton

Aircraft name: Air World Harvard
 Aircraft owner: Doug Hamilton
 Home town: Wangaratta, Vic.
 Occupation: Engineer/Farmer
 Age: 39 Years as a pilot: 19
 Aircraft make:

North American AT-6 Harvard

Colour Scheme: Silver/Yellow Bands
 Registration: VH-XNZ



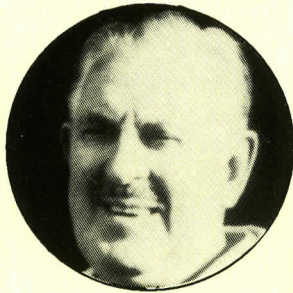


David Salter

Aircraft name: N.Z. Harvard
 Aircraft owner: Walcha Aerial Services P/L (D & C Salter)
 Home town: Walcha, NSW
 Occupation: Agricultural Pilot /Grazier
 Age: 45 Years as a pilot: 27
 Aircraft make:

North American AT-6 Harvard

Colour Scheme: N.Z. Airforce
 Registration: VH-PEM



Bill Waterton

Aircraft name: Channel 9 Harvard
 Aircraft owner: Bill Waterton
 Home town: Gisborne, Vic.
 Occupation: Retired Airline Pilot
 Age: 70 Years as a pilot: 52
 Aircraft make:

North American AT-6 Harvard

Colour Scheme: Silver
 Registration: VH-USR

CABIN TWIN CLASS

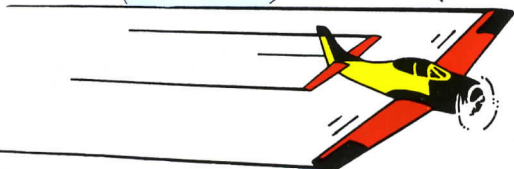


Rodney John Hall

Aircraft name: Superstar 600
 Aircraft owner: Hastings Valley Machinery P/L (Rodney Hall)
 Home town: Wauchope, N.Z.
 Occupation: Managing Director Company Pilot
 Age: 43 Years as a pilot: 25
 Aircraft make:

Piper Aerostar 600A

Colour Scheme: White/Blue Accents
 Registration: VH-MLL





George Falkiner

Aircraft name: Sweet Sal
 Aircraft owner: Haddow Rig Pty. Ltd.
 Home town: Warren, NSW
 Occupation: Farmer
 Age: 38 Years as a pilot: 21
 Aircraft make:

Beechcraft B-58

Colour Scheme: Fawn/Blue & Red
 Trim
 Registration: VH-JCY



Hugh Savage

Aircraft name: —
 Aircraft owner: Hugh A. Savage
 Home town: Sydney, NSW
 Occupation: Hotelier
 Age: 38 Years as a pilot: 20
 Aircraft make:

Piper Aerostar

Colour Scheme: White/maroon & grey stripes
 Registration: VH-LMW

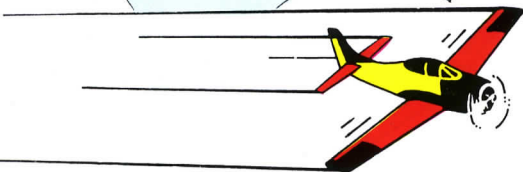


K. Astrella

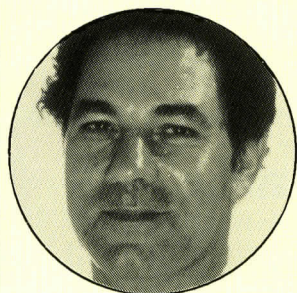
Aircraft name: —
 Aircraft owner: Kay Mainline P/L
 Home town: Berwick, Vic.
 Occupation: Co-Director
 Age: 45 Years as a pilot: 7½
 Aircraft make:

Cessna

Colour Scheme: Maroon & Silver
 over Beige
 Registration: NXA



CABIN SINGLE CLASS



Con Simari

Aircraft name: Dawn
Aircraft owner: Con Simari
Home town: Ringwood, Vic.
Occupation: —
Age: 50 Years as a pilot: 25
Aircraft make:

Aerospatale TB-20

Colour Scheme: White & blue/red
stripe
Registration: VH-BFU

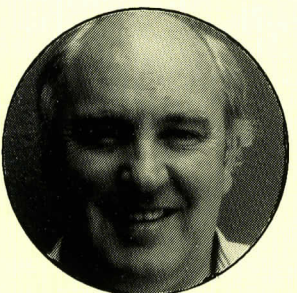


Kevin A Warren

Aircraft name: Fass Glass
Aircraft owner: Kevin A Warren
Home town: Port Lincoln, S.A.
Occupation: Commercial Pilot
(agricultural pilot)
Age: 51 Years as a pilot: 28
Aircraft make:

Stoddard Hamilton Glasair III (Built by owner)

Colour Scheme: White/rainbow
accent stripes
Registration: VH-KIV

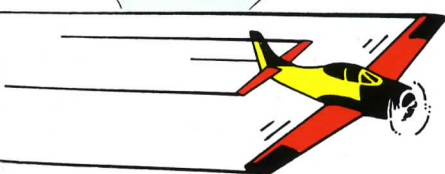


Mark Davey

Aircraft name: Whiskey
Aircraft owner: Production
Systems P/L
Home town: Melbourne, Vic.
Occupation: Company Director
Age: 48 Years as a pilot: 16
Aircraft make:

Beechcraft A-36 Bonanza

Colour Scheme: White/blue striping
Registration: VH-WBD





Carol Dehn

Aircraft name: Hod
 Aircraft owner: Heinz Dehn
 Home town: Melbourne, Vic.
 Occupation: Flying instructor/
 pilot
 Age: 25 Years as a pilot: 10
 Aircraft make:

Piper Lance

Colour Scheme: White/beige red
 stripes
 Registration: VH-HOD

FORMULA ONE CLASS (HEAT ONE)

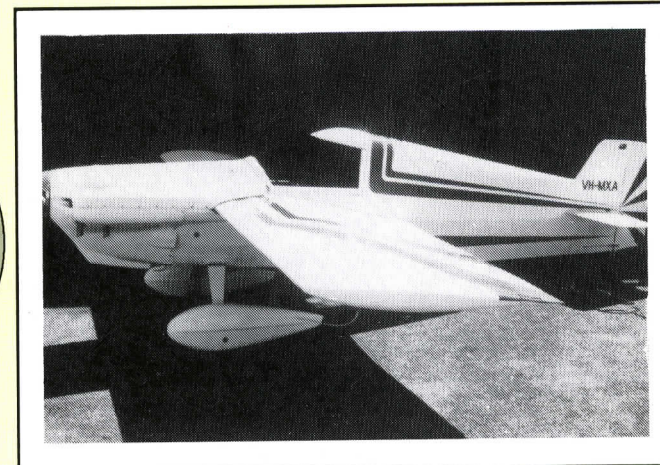
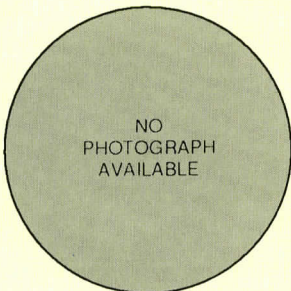


David Cooper

Aircraft name: Grumman Special
 Aircraft owner: David Cooper
 Home town: Hobart, Tas.
 Occupation: Auto Repairer
 Age: 50 Years as a pilot: 15
 Aircraft make:

Grumman/American Special AAI-A

Colour Scheme: White/red stripes
 Registration: VH-ETM

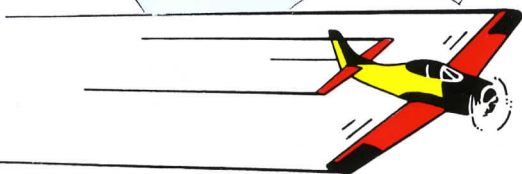


Chris Mulloy

Aircraft name: Miss Marley
 Aircraft owner: Chris Mulloy
 Home town: Sydney, NSW
 Occupation: Auto Engineer
 Age: 44 Years as a pilot: 10
 Aircraft make:

Cassutt III M

Colour Scheme: White/Red/Blue
 Registration: VH-MXA



NEW

A wonderful memento for you - a unique gift for your friends

A Genuine Tasmanian Tiger Paw Print

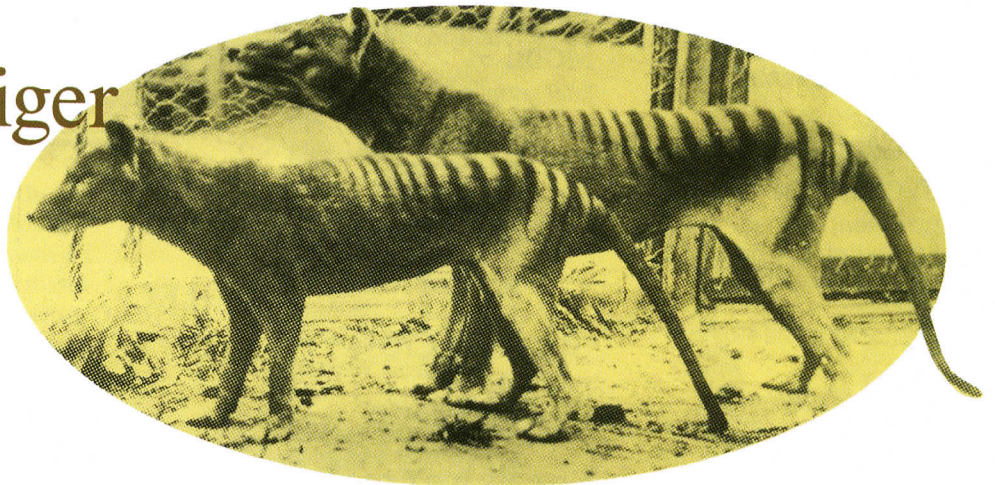
These unique and original artefacts are handmade by craftsmen here in Tasmania and are carefully impressed into fine native clays and slowly baked to a rich terracotta finish.

With the assistance of the Queen Victoria Museum in Launceston, these paw prints are reproduced as an unusual reminder of the elusive and mysterious Tasmanian Tiger.

Your Tasmanian Tiger Paw Print is the ideal size (90mm x 90mm x 15mm approx.) to take pride of place on your coffee table, mantelpiece or desk.

They will certainly be a talking piece and collectors item that will impress your friends.

The last known Tiger died in captivity at the Hobart Zoo over fifty years ago. There are a small number of specimens on display in private collections and museums around the world and we appreciate the assistance of the Queen Victoria Museum Launceston with this juvenile Tasmanian Tiger paw print.



Thought to be extinct, many believe the Tiger still roams the dense wilderness areas of Tasmania and there are regular "reliable" claims of this elusive animal being sighted alive and well in its native Tasmanian habitat.

Surely after thousands of years of roaming, this wily Tiger has found a haven in the pristine wilderness forests of Tasmania.

We certainly hope so.

These unique Tasmanian Tiger Paw Prints are now available on order. They are attractively packaged in a forest green box with information sticker and felt pads on base.

For just \$17.95 you can have this unique gift-boxed Tasmanian Tiger Paw Impression sent to you anywhere in Australia.

HOW TO ORDER

By Fax: (003) 34 2197 (Credit Card only). Please write clearly. By Mail: Post this form to: Tiger Paw Products, P.O. Box 2145, Launceston, Tas. 7250. The price of \$17.95 covers the cost of each gift-boxed Tiger Paw Impression ordered, including packaging and postage.

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PAYMENT INSTRUCTIONS

Amount payable \$.....

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(Please tick where appropriate.) (PLEASE PRINT CLEARLY)

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Expiry Date...../...../.....

Cardholder's Name

Cardholder's Signature:

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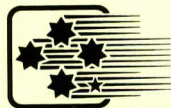
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ROB FOX PHOTO

THE LEGENDARY SPITFIRE MARK VIII VH-HET

The British spitfire is probably the best known World War 2 fighter. It was designed by R.J. Mitchell and built by Supermarine as a private venture.

The Supermarine company had built many successful high speed seaplanes which represented Britain and won the Schneider Trophy contest. The Spitfire was the Company's first landplane to go into production and first flew in March, 1936.

The first Spitfires went into service in 1938 with a 1030HP Vee 12 Rolls Royce Merlin. Rapid improvements were made as the war progressed. The power output of the Merlin

engine was increased significantly. Later versions such as the Mark XII had larger capacity Rolls Royce Griffon engine.

The Spitfire's greatest impact on the outcome of World War 2 was during the Battle of Britain, when together with the Hawker Hurricane, it helped win a decisive battle against numerically superior forces.

The Mark VIII is fitted with the Rolls Royce "Merlin 6 I" engine, it has a two speed two stage supercharger and almost double the power of the original spitfire.

The Spitfire VH-HET is being flown by Mr Colin Pay of Melbourne.



BOEING-STEARMAN PT-17

Description: Two-seat primary training biplane (warbird).

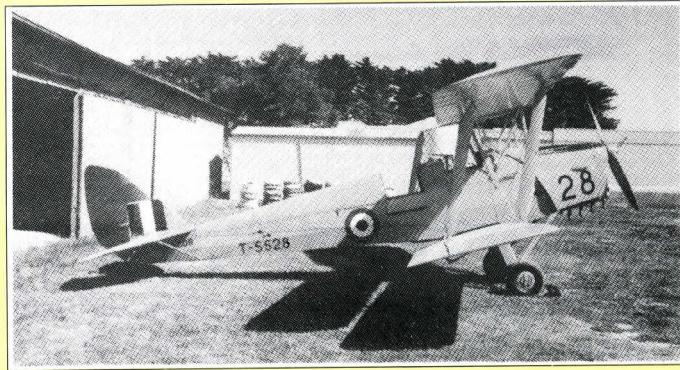
Power plant: One 225hp Lycoming R-680-17 nine-cylinder radial engine.

Dimensions: Wingspan 9.8m; length 7.3m; height 2.8m; wing area 27.6m²

Weights: Empty 878kg; max take-off 1232kg.

Performance: Max speed 190km/h; cruising speed 170km/h; initial rate of climb 256m/min; service ceiling 3414m; range 813 km.

Notes: Designed by Stearman Aircraft Co., which later became a subsidiary of Boeing. Known as the Stearman or Kaydet, the type was the standard primary trainer of the US services during WWII and 8584 examples were built.



DE HAVILLAND DH82 TIGER MOTH

Description: Two-seat training biplane.

Power plant: One 130hp de Havilland Gipsy Major 1 four-cylinder air-cooled engine.

Dimensions: Wingspan 8.94m; length 7.3m; height 2.7m; wing area 22.2m²

Weights: Empty 506kg; max take-off 828kg.

Performance: Max speed at sea level 175km/h; cruising speed 145km/h; initial rate of climb 205km/h; service ceiling 4153m; range 458km.

Notes: Probably the most famous training aircraft of all time and built in vast numbers for wartime training. Also built in Canada and Australia. 1085 built at Bankstown. Saw extensive service with training units of RAAF.



PIPER SUPER CUB PA-18

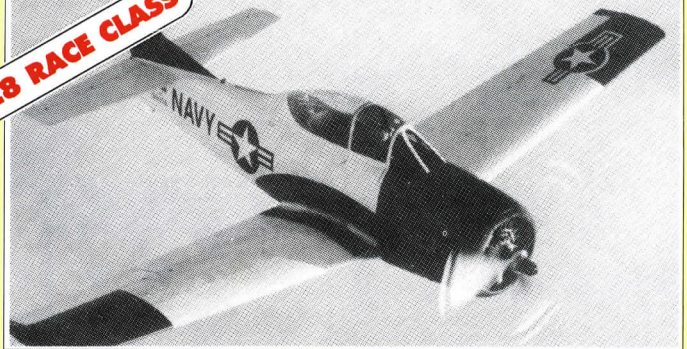
The Piper Super Cub is a two seat fabric-covered single engine aircraft used for training and pleasure flying. Of recent years it has been very useful for work which requires slow flying and short unmade aerodromes.

The origins of the Piper Cub go back to 1928 and a design by Mr G Taylor. During the depression a prosperous oilman, Mr William Piper bought out the company. By 1936 the "Cub" was being offered at \$1260 fly away from the factory. It was an instant success and became the "Model T Ford of the Air".

By 1940 the Cub was being built on production lines at a rate of 400 aircraft per month. The Super Cub being demonstrated today is the last of the line of Cubs which ceased production in 1980 after a total of more than 20,000 aircraft. This would make the Cub the longest running model of aircraft ever and also the highest numbers.

Specifications: Wingspan 10.76m; length 7.28m; max weight 794kg; speed 185kph; engine Lycoming 4 cylinder 150hp.

T28 RACE CLASS



NORTH AMERICAN T-28B - TROJAN

Description: Two-seat basic military trainer (warbird).

Power plant: One 145hp Wright R-1820-86B radial engine. Cruise 200lt/hr; max power 800lt/hr.

Dimensions: Wingspan 12.38m; length 10m; height 3.8m; wing area 25.1m²

Weight: Max take-off 3750kg.

Performance: Max speed at 18,000ft, 550km/h; cruising speed 380km/h; initial rate of climb 5000ft/min; stall speed 74kts.

Notes: Designed to a US Army specification to replace the T-6 trainer; the prototype flew on 26 September 1949 with an 800hp. Wright R1300. The US Navy evaluated the design and specified a larger engine. In 1954, it was adopted by the Navy, using the 1425hp Wright R1820-86 engine. Many Australian Fleet Air Arm pilots flew the "C" model (with tail hook) as training for carrier landings.



PITTS S-1

Description: Single-seat sporting plane.

Power plant: One 180hp Lycoming IO-360-B4A four-cylinder air-cooled engine.

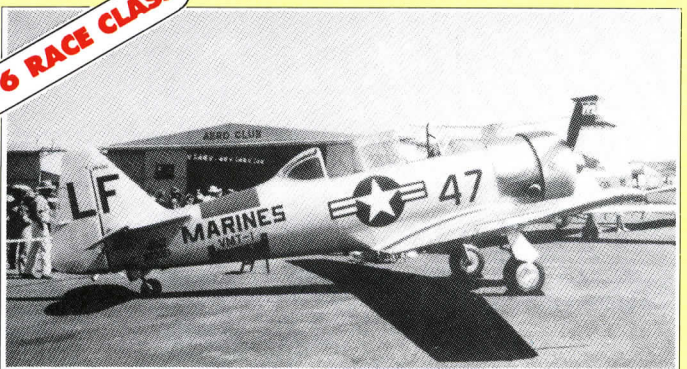
Dimensions: Wingspan 5.28m; length 4.71m; wing area 9.15m²

Weights: Empty 326kg; max take-off 522kg

Performance: Max speed 283km/h; max cruising speed 227km/h; max rate of climb at sea level 816m/min; service ceiling 6795m; range 507km.

Notes: Designed by Curtis Pitts as a high-performance fully aerobatic biplane. Probably the most well-known aerobatic aircraft in the western world, it has been the type flown by many of the world's leading aerobatic pilots at major aerobatic championships. Air show act performed during Skyrace.

AT6 RACE CLASS



NORTH AMERICAN AT-6 HARVARD

Description: Two-seat advanced training monoplane (warbird).

Power plant: One 550hp Pratt & Whitney R-1340-AN-1 nine-cylinder radial engine.

Dimensions: Wingspan 12.81m; length 8.84m; height 3.57m; wing area 23.57m²

Weights: Empty 1937kg; max take-off 2548kg.

Performance: Max speed at 1524m, 341km/h; cruising speed 235km/h; normal range 1400km; initial rate of climb 500m/min; service ceiling 7544m.

Notes: Used to train thousands of pilots for active service in WW2 and over 15,000 built. Saw service with large number of air forces around the world. A number have been imported in recent years, for private use, mostly ex RNZAF.



AUSTER MK. III

Description: Two-seater air-observation-post aircraft.

Power plant: One 130hp de Havilland Gipsy Major four-cylinder air-cooled engine.

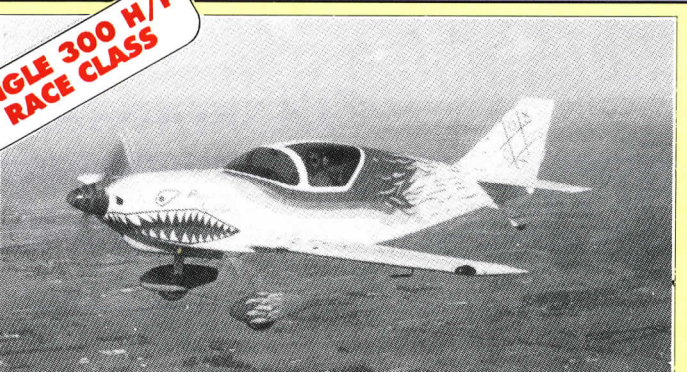
Dimensions: Wingspan 10.97m; length 6.96m; height 2.44m; wing area 17.2m²

Weights: Empty 499kg; max take-off 771kg.

Performance: Max speed 209km/h; cruising speed 173km/h; initial rate of climb 289m/min; service ceiling 4572m; range 402km.

Notes: Designed for the air observation role and saw extensive service in Europe in WWII. 56 saw service with RAAF and after retirement 22 registered as private aircraft.

SINGLE 300 H/P RACE CLASS



STODDARD HAMILTON GLASAIR

Description: Two-seat high-performance sporting aircraft.

Power plant: One 150hp Avco Lycoming O-320 four cylinder air-cooled engine.

Dimensions: Wingspan 7.09m; length 5.66m; height 2.18m; wing area 7.54m²

Weights: Empty 420kg; max take-off 680kg.

Performance: Max speed 362km/h; cruising speed at 2440m, 349km/h; max rate of climb at sea level 518m/min; service ceiling 6100m; max range 1609km.

Notes: The first Glasair flew in 1979 and since then a number have been built by amateur constructors. Of composite construction, it is available with a tricycle or tail-wheel undercarriage, and a fixed or retractable undercarriage.

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The bar code number can be found on either the can or label of any of these products. Just copy this number in the space provided below, and post your entry to: **Tasmanian Breweries**, GPO Box 1719P, Hobart, Tasmania, 7001. Every month one lucky visitor will win \$2000 towards their holiday.

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1. "How to Enter" details form part of the conditions of entry. 2. The competition is open only to non-residents of Tasmania who are over 18 years of age and who are holidaying in Tasmania. 3. The competition opens on Friday October 1 1993 and closes with the last mail on Friday September 30 1994. 4. One prize to the value of \$2000 will be drawn each month. 5. Prizes will be confirmed in writing and cheques will be made payable to the winners. 6. Entry into the competition is free. You may enter as many times as you wish, but each envelope constitutes one entry. Each entry must be accompanied by a bar code number from one of the specified products. A separate bar code number is required for each entry. 7. The competition is not open to residents of Tasmania, employees of Tasmanian Breweries or their families, or its advertising agency. 8. The judges decision is final and no correspondence will be entered into.

*We will pay the monthly winner up to \$2000 off their Tasmanian holiday.

Ogilvy Tas 5994



COUNTRY CLUB CASINO SKYRACE TASMANIA SCHEDULE OF EVENTS

Thursday 3rd and Friday 4th March, 1994

Model Aircraft Display Runway 13/31 prior to start by
Pheonix Flyers

10.30	Replica SE5A Display	Mr. Eric Sundstrup
10.40	Formula One Practice/ Qualifying	Competitors
11.20	Harvard AT6 Display	Mr. Mike Falls
11.30	300 HP Single Engine Practice/Qualifying	Competitors
12.10	Cabin Twin Practice/ Qualifying	Competitors
12.50	Aero Commander Display	Mr. Bob Hoover
13.05	Harvard AT6 Practice/ Qualifying	Competitors
13.45	Trojan T28 Practice/ Qualifying	Competitors
14.25	Trojan T28 Display	Mr. Bob Hoover
14.35	Unlimited Practice/ Qualifying	Competitors
15.15	Rescheduled Practice/ Qualifying	Competitors

Standby Display by Pheonix Flyers of Model Aircraft

Saturday 5th March, 1994

Model Aircraft Display Runway 13/31 prior to start by
Pheonix Flyers

09.50	Replica SE5A Display	Mr. Eric Sundstrup
10.00	Official Opening	
10.10	Military Display, RAAF DC3	FLT B Doughton
10.18	RACE - Heat 1 - Formula One	Competitors
10.48	Helio Courier Stol Display	Mr. Hugh Mills
10.54	Piper Super Cub Stol Display	Mr. E. Richey
11.00	RACE - Heat 1 - 300 HP Single Engine	Competitors
11.30	Beech 36 and Pitts Ribbon Cut	Mr. Chris Sperou
11.38	RACE - Heat 2 - 300 HP Single Engine	Competitor

12.08	Aero Commander Display	Mr. Bob Hoover
12.18	RACE - Harvard AT6	Competitors
12.48	Spitfire Display	Mr. Col Pay
12.56	RACE - Trojan T28	Competitors
13.26	Airlines of Tasmania Display	Mr. Kevin Swiggs
13.34	Pitts Special Display	Mr. Chris Sperou
13.40	RACE - Heat 1 - Cabin Twin	Competitor
14.10	Trojan T28 Display	Mr. Bob Hoover
14.40	RACE - Unlimited	Competitors
15.10	Mustang Display	Mr. Ken Howard
15.18	Finale	

Standby Display by Pheonix Flyers of Model Aircraft

Sunday 6th March, 1994

Model Aircraft Display Runway 13/31 prior to start by
Pheonix Flyers

10.30	Replica SE5A Display	Mr. Eric Sundstrup
10.40	Military Display RAAF DC3	FLT B Doughton
10.50	RACE - Formula One	Competitors
11.20	Helio Courier Display	Mr. Hugh Mills
11.26	Piper Super Cub Display	Mr. E. Richey
11.32	RACE - 300 HP Single Engine	Competitors
12.02	B.36 and Pitts Display	Mr. Chris Sperou
12.10	Aero Commander Display	Mr. Bob Hoover
12.20	RACE - Harvard AT6	Competitors
12.50	Spitfire Display	Mr. Col Pay
12.58	RACE - Trojan T28	Competitors
13.28	Airlines of Tasmania Display	Mr. Kevin Swiggs
13.38	Pitts Special Display	Mr. Chris Sperou
13.44	RACE - Cabin Twin	Competitors
14.14	Trojan T28 Display	Mr. Bob Hoover
14.24	RACE - Unlimited	Competitors
14.54	Mustang Display	Mr. Ken Howard
15.04	Finale, Military Display, RAAF PC9	FLT Steve Smith

Standby Display by Pheonix Flyers of Model Aircraft