

GENERAL UPDATE-

The NHF Project- Progress for WEEK ENDING 07 APRIL 19

Michael Hough AM

HARS Navy Heritage Flight Project Leader

The week ending 07 APR 19 has been a quieter week, with many of our volunteer staff engaged in the preparation and paperwork leading up to HARS' ANZAC Day flying commitments and HARS' major involvement in the big annual Air Show event:- Wings Over Illawarra 2019 on Sat/ Sun 04-05 May 2019

AN INVITATION TO JOIN US FOR DINNER WITH A PILOT FLYING IN THE AIR SHOW

Wings Over Illawarra 2019 is a great event and its social highlight is the ***Swing into Wings Dinner*** which is held in the HARS Hangar on Sat evening 04 May. The two major appealing features of this Rotary Club of Illawarra Sunrise fundraising dinner are:-

- The great setting of HARS Hangar 1 with e.g. "Connie" as the backdrop and the opportunity to inspect selected aircraft during the dinner, and,
- The fact that each table is hosted by a pilot flying aircraft on display at the Air Show, and your table host could be a RAN FAA helicopter pilot, or an RAAF Roulette PC21 or 76 Sqn Hawk pilot.
- ***See photos and flyer attached, and I invite you to join us at the dinner on Sat 04 May. Please book your tickets through the website nominated on the flyer and then notify me at harsnhf@hars.org.au if you want to be added to my tables.***
Thank you!

Air Frame Activity This Week

Our main activities are focused on finalizing the last short term moves of the Sea Fury out of the Albatross Aviation Technology Park secure storage currently offered by our major sponsor Air Affairs, AND on completing the paperwork on the range of approvals required from Defence /CASA and Warbirds Australia to get Tracker 844 back into the air.

The main activities that have been achieved this last week are now listed- NOT in any order of time sequence of events, or of relative importance:-

Here is a brief summary of each airframe of the NHF and its status this week:-

844 Tracker

We are running Tracker 844 each week, and attached FYI are photos of Tracker 844 in this week's successful ground run again last Friday 29 Mar without any issues of concern. As we at HARS are also registering the Tracker with CASA and Warbirds, I thought you might enjoy seeing what an original Tracker Grumman build plate looks like- see attached

Tracker 845

This airframe is secure at our major sponsor Air Affairs location and there has been NO planned work on this airframe this week.

Dakota C47

This airframe is secure at our major sponsor Air Affairs location and there has been NO planned work on this airframe this week.

Wessex

Wessex 832 (Albion Park) and Wessex 813 (Parkes) are essentially being restored to a higher quality static display status, and I am pleased to provide a report from Commander Peter Cannell RAN (Ret'd) who is an ex Wessex Pilot, and is our HARS senior Wessex volunteer, and Peter has provided both a report and some photos from his personal collection of

Wessex airframes in active service with the Fleet Air Arm. Thanks Peter, and here is his report:-

"From Peter Cannell :-

Hi,

Progress on improving the cosmetic appearance on HARS Wessex 31B helicopter 832, located at HARS Illawarra, is limited owing to various distractions including a lack of manpower, sorting of superfluous stores, distance between waste receptacles and the stores location, and certain air events. Wessex 813 is under cover at HARS Parkes. Both HARS Wessex helicopters are deficient in certain cockpit items such as one Rotor Brake Actuator, Cockpit Clocks, an Altimeter and one set of four tail rotor blades, all attractive items. The Nose Access Door from Wessex 832 is damaged and the Landing Light Assembly is in need of replacement and repair. It is has just been swapped with the Nose Access Door from 813 for "eye pleasing" benefit!.

Some consideration is being given to restoration of the fuselage paint work of both helicopters either by oiling with a suitable non-carcinogenic anti-corrosive oil or repainting. Internal fuselage washing is being resisted.

Main Rotor Blades are not presently fitted to either Wessex. At some point the existing Main Rotor Blades will be stripped of perished tapes on the leading edges, restored cosmetically and refitted.

Peter J Cannell"

In addition, we have a second Wessex report from our HARS Parkes Volunteers:-

"The Heron is now outside with wings positioned to be fitted soon, Wessex 813 is now in the hangar and some paint restoration was carried out that showed we can paint over the magnesium fuselage and improve the aircraft's appearance. We propose to move the Wessex to a diagonal position that will allow the rotor blades to be installed at a later date.

From Mike De La Hunty"

My thanks to both Peter and Mike, and I also attached a photo of Wessex 813 Nose cone being taken up to Parkes on a volunteer's trailer.

An added bonus this week was a HARS membership enquiry from a serving RAN FAA technician, who has offered his expertise to assisting with the Wessex restoration at Albion Park Rail. Great news and very welcome indeed!

Sea Venom

The completely dismantled Sea Venom has had no work activity this week, and our HARS Sea Venom volunteer team are still tackling the task of unpacking the Containers in which it arrived, and view into one of the containers is attached.

Sea Fury

Sea Fury WG 630 is in temporary secure storage at Air Affairs, and we are planning to move the airframe by road asap from Nowra to HARS Hangar 1 Albion Park. We have now been advised that we will require additional Police escorts plus two other escort vehicles to make the move, and the estimated costs of this move have just increased considerably as a result of this decision.

Hueys

UPDATE 8 07 APRIL 19

Both Iroquois UH-1B- Numbers 893 and 898 are at Air Affairs at AATP in secure storage. We at HARS are beginning the paperwork processes required to change the ADF tender approvals to fly the two Hueys, and the paperwork to have them registered with CASA and Warbirds Australia. My sincere thanks to Glenn Harley who is leading the team undertaking this extensive a paperwork!

General Comments

The airframes are in a very wide range of condition, and therefore represent many challenges, and I restate that HARS is, in principle, committed to the future return of **selected** operational airframes back to the long- term home of Naval aviation at Nowra Hill.

We are going to ask for your help!

As advised last week, I reconfirm that the HARS Navy Heritage Flight is incurring, and will continue to incur, real costs associated with ground transport and haulage of airframes, and the purchase of essential restoration items such as paint and oils.

We will VERY SOON launch a crowdfunding project with a 'can you help' series of requests for help-either straight financial or 'in-kind' support e.g. paint/ transport and similar.

We look forward to any support that you can choose to give!

Regards and thanks to all our followers and supporters

Michael Hough

Navy Heritage Flight Project Leader

07 APR 19

*FLYER FOR SWING INTO WINGS DINNER

PHOTOS PROVIDED BY MICHAEL HOUGH OF:-

*SWING INTO WINGS DINNER SETTINGS

*Tracker844 STARTUPS AND TRACKER BUILD PLATE/ C47

*PHOTOS OF WESSEX IN SERVICE WITH FAA (Provided by Peter Cannell)

Wessex 813

*Sea Venom at HARS ALBION PARK- Container Unpacking Task