



Schofields Flying Club Tasmania 2006

Wayne Russell

Nelson Crawshaw

Day 1

Bankstown to Flinders Island

Depart Bankstown at approximately 7:30am. Track over Wollongong and join the southbound LOE through Nowra airspace, out at Ulladulla. Not much further to Bateman's Bay and then Moruya.

Further down the coast you come upon Merimbula, a pretty town with a nice strip running north/south ~ some may require fuel, if not, keep going to Gabo Island and just past it you will see Mallacoota. The twins can turn left and track direct to Flinders and the rest keep going to Bairnsdale, in Victoria.

Refuel at YBNS ~ cash or cheque ~ no cards. Back out to the coast about 2 nm and down past East Sale at 500 ft all the way down 90 Mile Beach. There are inbound and outbound reporting points, we must call at Loch Sport and Jack Smith Lake, from there head for Cliffy Island at 3000 ft or more, then follow the VFR route to Flinders via Hogan Island, Deal Island and onto the N.W. coast of Flinders Island follow it south down the west coast to Whitemark, YFLI.



After landing and refuelling, we'll be taken by school bus to the Hotel, where we'll be spending the next 2 nights.

Spend the rest of the day settling in and relaxing.

Accommodation Day 1 and Day 2 ~

The Interstate Hotel, Flinders Tavern
Whitemark & Lady Barron, Flinders Island

Day 2

Flinders Island Full day Tour

An island bus tour with a picnic lunch provided by the Hotel, or lunch at the Pub in Lady Barron. We'll need to make a booking at Pub in Lady Barron.



Doreen Lovegrove will provide a commentary on the island and its history, she's a very experienced and knowledgeable guide, having conducted walking tours to the top of Mt Strzelechi for many years. Doreen is also the curator of the Emita Museum ~ we're lucky enough to have a private tour of the Museum, after everyone has left for the day.

During our day tour we'll see Trouser Bay, Emita, Paloma Beach and World War 11 bunkers. We'll also visit Wyballena, the final resting place of some 700 aborigines who were rounded up by the Government of the day and transported to Flinders Island.

The little church in Wyballena has been rebuilt and some of the gravestones recovered from the bush. All the aborigines were buried outside the cemetery and with the right weather conditions you can see dozens of them!

You'll also see some of the first graffiti in Australia, hailing from the times of the first fleet ~ not many people know it survives.

Today is a real highlight ~ great history and some wonderful characters.

Accommodation Day 1 and Day 2 ~

The Interstate Hotel, Flinders Tavern
Whitemark & Lady Barron, Flinders Island

Day 3 and 4

Flinders Island to Launceston

Depart beautiful Flinders Island for a short hop over Bass Strait, after take off climbing to 2000 ft ~ you'll see the mainland of Tasmania.

Track south over Cape Barren Island and climb to 4500 ft, you'll see Clarke Island about 5 miles to the east. We're heading for a small island called Waterhouse Island ~ you've just completed the first crossing of Bass Strait.

From Waterhouse Island turn right and head towards Low Head at the mouth of the Tamar River, plan to be here at 1500 ft as it's a great trip up the river over Batman Bridge and Gravelly Beach ~ two reporting points inbound to Launceston ~ fly over the city and onto the runway.

From Launceston we will do a boat trip on the Tamar River and another trip to the Country Club Casino.

On Day 4 we'll take a tour to Scottsdale and to the Lavender Farm ~ it's a nice relaxing day with a trip through the Targa Gap on the Tasman Highway to Scottsdale.

We then spend a couple of hours at the Lavender Farm and then back to Batman Bridge joining the Tamar Highway with afternoon tea at a little Swiss Village before returning to our accommodation.



Accommodation Day 3 and Day 4 ~

Country Club Casino, Launceston
Apartments available to sleep 2 to 3 persons

Day 5, 6 and 7

Launceston to Hobart

We leave Launceston this morning and track east between Ben Nevis and Ben Lomond over Castle Hill and onto St. Helens, a little fishing village on the East Coast, between the two Bens. We'll be 7500 ft and as soon as we're clear, we are on descent to about 1000 ft until we reach the coast, where we follow the Sydney to Hobart yachts down the coast to Hobart Town.

This is a great flight over the Freycinet Peninsula, Wineglass Bay, and Coles Bay which is the largest breeding ground for black swans. Over the little town of Bicheno between Maria Island and the mainland, Eaglehawk Neck marks the start of the Tasman Peninsula.



We turn right around Tasman Island across to Cape Raoul then up Storm Bay at 1500 ft to Tasman Bridge. You will see the Wrest Point Casino as we approaching the city, and get a clearance to Cambridge.

After we land and refuel at Cambridge YCBG we'll go into Hobart ~ it'll be absolutely buzzing with the fleet arriving at the end of a long hard race from Sydney.

The rest of the day is relaxing or for some, a trip up Mt. Wellington for a fabulous view of the city and surrounds.

Day 6 will see us on the Docks, the only place to be, as the race leaders arrive in Hobart. The "Taste of Tasmania" is at The Docks, with all food and alcohol produced for sale ~ there is so much to do on The Docks, it's a full day.

A must see while in Tasmania, we've a full day trip on Day 7 to Port Arthur ~ a chilling reminder of our historical and notorious past.

Accommodation Day 5, Day 6 and Day 7 ~

Wrest Point Casino, Sandy Bay, Hobart

Day 8 and 9

Hobart to Strahan

Today we leave Hobart after three nights, depending on the weather, we have two options to follow ~

Option 1 ~ Fly down the D'entrecasteaux Channel to South East Cape turn right and head for De Witt Island and Maatsuyker Island and then South West Cape. Here we turn right again and track north past Port Davey and Bathurst Harbour.

Just past these points you'll see Wreck Bay, from there we go onto Macquarie Harbour and the strip at Strahan.

Option 2 ~ Depart Cambridge and fly North West past the Cadbury's Factory, New Norfolk and follow the Derwent River to OCTA and straight to Strahan. This option takes half the time of Option 1.

If we arrive in Strahan early, we can do the Gordon below Franklyn River Boat Cruise in the afternoon. The Jet Boat departs from Strahan Jetty, afternoon tea is provided.



Accommodation Day 8 and Day 9 ~

Strahan Village Motor Inn

Day 9

Strahan

Another Tasmanian highlight is a day tour from Strahan to Queenstown on the West Coast Wilderness Railway or the APT Rack Railway.

This historic railway line is 35 kilometres long, the first half of the journey we're drawn by diesel loco, but when we reach Dubbil Barril for lunch, we change to a steam driven rack and pinion and transgress over the top at 20 degrees slope and into Queenstown.



Great photo opportunities during this trip ~ the views are fantastic as we wind our way along the side of the King River clinging to some diminutive pieces of rock.

After we reach Queenstown we travel back to Strahan by coach ~ a 45 minute trip.

Some great pubs and little restaurants in Strahan for dinner, and lots to do, the town is 'owned' by Federal Hotels and Resorts including the railway and the Gordon River Cruises.

You'll love Strahan and its surrounds.



Accommodation Day 8 and Day 9 ~

Strahan Village Motor Inn

Day 10

Strahan to Wynyard to King Island

Today we depart Strahan and track North West over Queenstown and head for Cradle Mountain and Dove Lake. If our luck holds it'll be cloud free, but for 280 days of the year that doesn't happen.

Great photo opportunities if the weather's clear.

From Cradle Mountain we head for a fuel stop at Wynyard MBZ on the coast in the middle of the top of Tasmania. Beware as Wynyard has a train line through the strip (I kid you not) After refuelling we track West along the coast towards Smithton from there we start to track towards King Island over Three Hummocks Islands and out over the water.

On approach to King Island you'll see the township of Grassy, abandoned by the mining company who had an underwater mine there, you will see the deepwater port and breakwater wall. We continue towards Currie, a beautiful area, similar to the lush green fields and rock fences you'd see in Ireland or England.

The strip in Currie is bitumen with predominate westerly winds ~ the Roaring Forties. The King Island Aero Club have arrange a BBQ lunch for us.

After lunch we'll transfer to King Island Boomerang by the Sea and spend the afternoon exploring.



An evening visit to the fairy penguin rookery and the shearwater rookery is a must ~ another great photo opportunity without bus loads of other tourists to contend with.

Accommodation Day 10 ~

Boomerang By The Sea, Currie, King Island

Day 11

King Island

We awake to the stillness of King Island, after breakfast we're on a full day tour of the Island with a BBQ lunch en-route.

King Island has many fine establishments such as the Cheese Factory with some great cheeses to buy. Unfortunately we can't go through the factory itself, but can do a tour and tasting and watch a video.

King Island is considered to have the best cheese and steak in Australia ~ legend has it that grass seeds from the wrecked sailing ships washed ashore and took root, giving the Island a unique flavour and magnificent products to be sampled!

Our evening meal on Day 11 will be at the Boomerang Motel. It's a treat and something very different ~ bring your camera!

Although King Island and Flinders Island are only 100 miles apart they're like chalk and cheese. Flinders Island is mountainous whereas King Island is flat and undulating. Most of the farm lands were soldier grants after the war ~ naturally some flourished and remain today, but as you would expect, most didn't.



Accommodation Day 11 ~

Boomerang By The Sea, Currie, King Island

Day 12

King Island, the Mainland, Kangaroo Island

Back at King Island Airport, we get ready to make our way across Bass Strait headed for Cape Otway, the closest point of land to King Island.

From here we fly to the 12 Apostles.. There is a 'fly neighbourly advice' for the area as it's so busy with helicopters and tourists on joy flights ~ Westbound 1500 ft over the land and east bound 1000 ft over the water.



You will see the 12 Apostles stretch all the way to Port Campbell and beyond ~ a great view from the air, something most ground based tourists miss.

We will go into Portland or Warrnambool for fuel and then the options for flight are:

Option A ~ Track to Echuca via Bendigo and Ballarat and **home**.

or

Option B ~ Continue to Mt Gambier follow the coast to Victor Harbour and Cape Jervis and onto Kangaroo Island.

Farewell

to those of you who are heading home today ~ see you back in Sydney.

Accommodation Day 12 ~

Ozone Hotel, Kingscote, Kangaroo Island

Day 13

Kangaroo Island

For those not flying home from Warrnambool, we will be staying on Kangaroo Island at Kingscote for two days, at the Ozone Hotel, right in the middle of town and opposite the beach.

Day 13 will be a long day, so the afternoon is free to relax or explore the town, sunset will see some activity at the little fairy penguin colony, directly opposite our hotel on the beach and rocky cliffs.

Kangaroo Island is the third biggest island in Australia after Tasmania and Bathurst Island, so there is plenty to see.

A bus tour will show us incredible rock formations, a lighthouse and a several seal colonies.

We can also walk through the National Park and see koalas in the wild. There are more koalas on Kangaroo Island than anywhere else in Australia.



Koalas from Kangaroo Island have, over the past few years, been taken to the mainland to help reintroduce the animal to areas where the native habitat is suitable and the animal population has been all but eliminated by fire etc.

Accommodation Day 13 ~

Ozone Hotel, Kingscote, Kangaroo Island

Day 14

Kangaroo Island to Mungo Lodge.

Day 14 sees us track back to Cape Jervis and Goolwa to Mildura and onto Lake Mungo. A real treat to tie your aircraft down behind your accommodation in Mungo Lodge. Mungo Lake is very interesting and the Lodge, owned by the Aboriginal Council, offers some great hospitality in their restaurant and bar.



We have a sunset tour to The Walls of China and our guide, Tim, will tell us the history behind the local area and the Mungo Man – unfortunately we can't get in to see the diggings were the Mungo Man and his six siblings were discovered as it's an Aboriginal Reserve with no tourist access permitted.

When we depart on Day 15, flying east at 500 ft AGL, you'll get a wonderful view of The Walls of China.



Accommodation Day 14 ~

Mungo Lodge, Arumpa Road, Mungo National Park

Day 15

Temora

We leave Mungo Lodge after breakfast and track over Griffith and into the lovely country town of Temora.

There is a wonderful Aviation Museum situated on the airport and it holds some unique aircraft and memorabilia ~ you'll be fascinated.



A great little restaurant, Zest, in town or the RSL Club for lunch is our last stop before flying back to Sydney and home on Day 16!



Accommodation Day 15 ~

Temora Motor Inn, Temora

Inclusions and Costings

Aircraft costings are calculated on three people sharing a Piper Warrior.



16 Day Fly-Away		12 Day Fly-Away	
Aircraft – 24 hours	1,280.00	Aircraft – 19.5 hours	1,040.00
Accommodation	900.00	Accommodation	725.00
Tours	500.00	Tours	400.00
	\$ 2,650.00		\$ 2,165.00

Deposit Required

2006 Fly Away Reservation		20 th November 2005
Initial Deposit	\$250	20 th November 2005
2 nd Deposit	TBA	1 st July 2006
Balance	TBA	21 st September 2006

The above figures, both for total costs and deposits required are per person. Deposits are for accommodation in Tasmania only.

As I'm sure you will appreciate, accommodation and some tours need to be booked well in advance, particularly the period we are staying in Hobart during the Sydney to Hobart Yacht race, so please let the Club know as soon as possible, if you are interested in joining us!

If you would like more details of the stop-overs planned, options available, tours and side trips, please feel free to talk to Wayne Russell (Flight Instructor) or Nelson Crawshaw (Vice President – Director of Recreational Flying).

To reserve your place on this wonderful 2006 Fly-Away, contact Schofields Flying Club on (02) 9773-3611 or email your interest to the Club on mail@schofields-flying-club.com.au