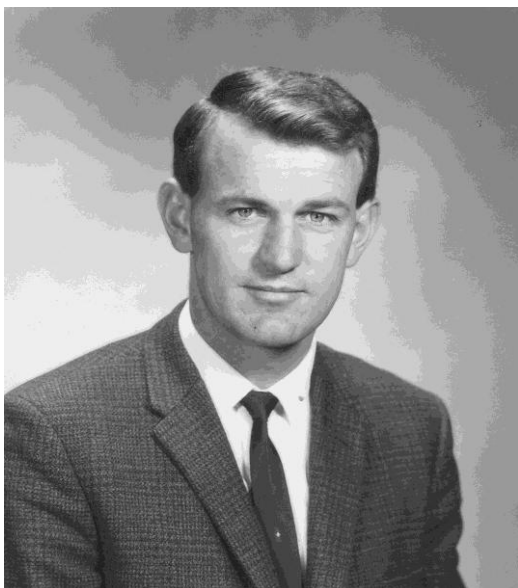


**WARWICK GOLDSWORTHY – REGIONAL AIRLINE PIONEER**



*Warwick Goldsworthy aged in his 20s*

Warwick Goldsworthy was born in Richmond NSW on 7 December 1937. He lived at RAAF Richmond for the first two years of his life as his father was based there. The family then moved to Brisbane where Warwick's father operated a successful engineering business.

In 1954 Warwick commenced an apprenticeship as a fitter and turner with 'Freighter Trailer Industries'. During that time (contrary to his father's wishes, who wanted him in the family business) he learnt to fly at the Royal Queensland Aero Club in DH82 Tiger Moths on weekends, and completed two years of a diploma in engineering. His Student Pilot Licence was issued on 4 May 1956 by the Brisbane Office of the Department of Civil Aviation.

In 1960 on completion of the apprenticeship, he obtained a position installing diesel generators in power houses at Madang and Wewak in Papua-New Guinea. After this he returned to Queensland's Moura Kianga coalfield where he

worked on heavy machinery.

Warwick completed the commercial pilot's licence on 29 September 1961, then gained a foothold into the aviation industry when he wrote to numerous charter operators seeking a pilot's job. He gained a position with Silver City Air Taxis, which operated out of Broken Hill and Port Augusta. They also held the Flying Doctor contract at the latter. 'Silver City' was owned by Dick Dennis and Ken Rosen.

On Saturdays a freight contract was flown from Port Augusta to Coober Pedy and return with a Cessna 180, which took 1.45 hours. Goods carried were mainly perishable such as ice cream, fresh fruit and vegetables, fresh fish and fresh meat, which were purchased and then resold in Coober Pedy. In those days most aircraft landed on the road just south of the then so-called town (two General Stores with petrol pumps) at the Alice Springs – Oodnadatta – Adelaide road junction. They parked near the stores and resold the perishables. Return flights to Port Augusta mostly carried three passengers, most of whom were opal miners who would speak of their 'fabulous' finds whilst proudly displaying their glittering gems. The road trip from Coober Pedy to Adelaide was about fourteen hours with the early part unsealed.

In Warwick's words, "I quickly became hooked and decided to start an air service to cater for the travellers' needs and get some opal action for myself". Alternative ways of locating opal became a passion as big as his desire to fly. Consequently, Warwick designed the first 'round' tunnelling machine for mining and with the assistance of his older brother, Ross, made it in their father's workshop. The machine bored a horizontal, two metre diameter hole, which reduced the amount of physical effort required in comparison to pick and shovel and was also much quicker. A by-product of this was the creation of the family dugout at Coober Pedy, where both the front and back doors had views to the far horizons.

In 1963 Warwick left Silver City Air Taxis and formed his own air charter company 'Opal Air' with the assistance of family, several backers including Bepi Coro of Miners Store, Coober Pedy, Greg Sherman, Laurie Lehman and many opal buyers. It was registered on 29 July. This involved passenger and freight

charter flights between Adelaide, Andamooka and Coober Pedy. During this time he also continued his active interest in opal mining.

Warwick received assistance from Ross Tilly (the then SA & NT Salesman for Rex Aviation, later a director of Ross Aviation and later Chief Pilot of Opal Air) to produce the Operations Manual and the Application for a Charter Licence for Opal Air. The first aircraft purchased, VH-BUD(1) Cessna 210/5 (also known as the Cessna 205), was used to carry passengers, perishables and freight on sometimes three return flights a week to Adelaide. After three years a larger aircraft VH-RXY Cessna 310K was leased followed by VH-BUD (2) Cessna 310K to cater for the increased traffic.



*VH-BUD (1) CE210/5 Adelaide  
[Photo – J Smith 1.6.1966]*



*VH-BUD (3) Cessna 402 Adelaide  
[Photo – N.K. Daw 30.5.1971]*

In early 1967 Warwick, with the assistance once again of Ross Tilly, applied for and was successful with Opal Air being awarded the first Australian Regulation 203 Commuter Airline Licence No 1. There was much co-operation from the then Department of Civil Aviation via Jim Schofield who was the SA/NT Regional Director. As a result the first scheduled service from Adelaide to Andamooka and Coober Pedy was flown on 3 July by Cessna 402 VH-BUD(3). The first timetable was: Mon/Wed/Fri: Dep: Adelaide 0800, Arr: Andamooka 0945, Dep: Andamooka 1000, Arr: Coober Pedy 1100, Dep: Coober Pedy 1300, Arr: Andamooka 1400, Dep:

Andamooka 1415, Arr: Adelaide 1600. This later expanded to daily flights.

There is a story related about a difficult passenger and Warwick's response: "He once told me of a passenger he carried from Coober Pedy to Adelaide who refused to put his luggage, a large heavy bag, in the aircraft locker. Warwick took one of the seats out of the plane and the passenger sat on the bag all the way to Adelaide – no seat belt. Warwick said the bag contained what may just be the largest single piece of opal ever to come out of Coober Pedy!"

In 1967 Tony Schwerdt won the tender for six Mustang fighters that had been used in the Emu Atomic Bomb test and he was flown by Warwick Goldsworthy in Cessna 402 VH-BUD(2) from Coober Pedy to Emu Junction. Graham Treloar and several others were part of the flight together with a supply of fuel, batteries and various tools. After several months they were successful as Mustang A68-1 was flown to Parafield and the other fighters were disassembled and trucked out.



*Mustangs – Emu Junction  
[Photo – W Goldsworthy 1967]*

In 1968 Warwick married Gillian (Hollingsworth) in Perth. In 1970 daughter Melissa was born, and son Nigel in 1971.

In 1970 Warwick, in company with Tony Schwerdt flew to the USA to search for another Cessna 402 to add to the fleet as passenger numbers continued to grow. A suitable Cessna of this type (N991SA) was located in Anchorage, Alaska and ferried to Adelaide. Ferry details were: 23/5 Anchorage – Cold Bay – Attu, 24/5 Attu – Tokyo, 25/5 Tokyo – Okinawa – Manilla, 26/5 Manilla – Davao – Darwin, 27/5 Darwin – Alice Springs – Adelaide with a total flying time of fifty four hours and a distance of 13,000 kilometres. The Cessna 402 was registered VH-BUS on 24 June 1970 but undertook its first service for Opal Air on 1 June on a newspaper run Adelaide to Port Lincoln. Its first service to Coober Pedy and to Andamooka was the following day.



*VH-BUS Cessna 402 – Parafield  
[Photo – J. Smith July 1970]*

Until 1970 the airline’s maintenance was undertaken by Rossair at Parafield but that year Warwick decided he needed an ‘in house’ maintenance facility. This was to be staffed initially by pilot/engineers Merv Marsh (first permanent employee) and Tony Schwerdt (casual).

Merv Marsh commented: ‘Warwick wanted to do well; as it developed we became good friends with Warwick and Gilly (Warwick’s wife). He and I shared the same birthday (7<sup>th</sup> December) and we had kids about the same age (two each). So, yes, it was like a family business. I served as a pilot and controlled maintenance when the new hangar opened. I employed Keith Latz and Ray Chapman both of whom held Commercial Pilot Licences. Keith Latz was later the Chief Engineer’.

A further ‘first’ for Opal Air came in 1973 when Cessna 421B VH-BUC became the first pressurized light aircraft to be used on regular public transport. VH-BUC ferried Sydney – Moree on 27 September and to Adelaide the following day. Its first flight to Coober Pedy was on 1 October. Also that year another first, smoking was banned on all Opal Air services. The addition of Cessna 421’s to the fleet saw a total of nine added to the fleet eventually. This included one that remained in the United States of America where tests were undertaken to install turbine engines – a project that was never finished. This latter Cessna 421 was to be converted by Riley Aircraft Company the existing Continental engines replaced by Lycoming LTP101s.

The reason for acquiring the Cessna 421s was to provide greater comfort and move to pressurised aircraft to fly above most turbulence and complete the Adelaide to Coober Pedy flight in around two hours and fifteen minutes. Passenger demand continued to improve until the road to Coober Pedy was sealed, then regular bus services, as well as the ease of driving one’s own vehicle diluted passenger traffic. Passengers reacted positively to the new aircraft but would have preferred to have had toilet facilities on board.

Cessna 402 and 421 capacity and flexibility suited the routes operated and provided economic frequency

for passenger number requirements. (Frequency generates traffic!). Take-off and landing performance, wheel size and prop clearance gave the flexibility to operate on unsealed strips. However, the Merlin and Metro which were later leased needed a higher standard of landing strips. The “Riley” converted 421 Warwick was most concerned with, projected increases in maintenance and fuel costs, the cost of resparring Cessna 400 series aircraft, the capital cost of replacement suitable aircraft (Cessna Conquest and Beechcraft King Air) and the reduction of flexibility and higher fuel consumption of operating such types, all posed problems for the future.



*VH-BUC Cessna 421C – Adelaide  
[Photo – N.K. Daw 6 Oct 1977]*



*VH-BUD Cessna 402 – Coober Pedy 1970s (Left)  
 VH-BUS Cessna 402 – Uluru 1970s (Right)  
 [Photos – via M Lockyer]*

Also in 1973 ‘Opal Air Tours’ were advertised in conjunction with Ansett Airlines of Australia and its promotion of tourism in Australia. Passengers would arrive in Adelaide on Sunday and then be flown to Coober Pedy. Monday was a tour of ‘The Breakaways’, Tuesday fly to Ayers Rock (Uluru), Wednesday fly over the Olgas with Connair and then a tour of Alice Springs, Thursday coach tour of Stanley Chasm and Simpson’s Gap and Friday depart Alice Springs. Opal Air was part of assisting ‘in-bound’ tourism.

Another Cessna 421B, VH-TDM, was added to the fleet on 13 April 1976 when Warwick ferried the aircraft from Bankstown to Adelaide. It entered passenger services to Coober Pedy on 16 April.

Other airline routes established from Adelaide were to Ayers Rock via Coober Pedy (8 April 1974 – thrice per week), Tarcoola (1 November 1975 – thrice per week – only for a short time when the new ‘Ghan’ railway line to Alice Springs was being built), to Indulkna and Amata (1 May 1978 – thrice per week on request), to Port Augusta as a stop on the existing route to Coober Pedy (1 May 1978 – thrice per week), to Woomera (23 April 1979 – six times per week – but had already done some flights from 4 November 1978), to Olympic Dam (14 July 1980 – five times per week) and Marla (14 July 1980 – twice per week). In addition to the regional flights, the airline operated seismic survey contract crew changes to and from the Cooper Basin and conducted Australia-wide air charters.



*W Goldsworthy & M Marsh – Adelaide 12 Oct 1978 (Left)  
 N88894 Cessna 421C – Parafield 15 May 1979 (Right)  
 [Photo – J. Smith]*

In 1978 Warwick Goldsworthy and Merv Marsh ferried N88566, a new Cessna 421C, from the USA to Australia. Routing was: 7/10 Wichita - San Francisco, 8/10 San Francisco - Honolulu, 10/10 Honolulu – Johnson Is – Tarawa, 11/10 Tarawa – Nauru – Honiara – Brisbane, 12/10 Brisbane to Adelaide. Total flight time was forty seven hours. The aircraft became VH-BUR and entered passenger service soon after.

Another Cessna 421C, N88894, was delivered in the following year (1979) with routing as follows: 8-9/5 Wichita – San Jose 10/5 San Jose – Honolulu, 11-12/5 Honolulu – Pago Pago, 12- 13/5 Pago Pago – Norfolk Isld, 13–14/5 Norfolk Isld – Sydney, 14/5 Sydney – Adelaide. This aircraft became VH-BUI. The ferry was completed by Floair Inc and the pilot was Fred Schlienzy, an American.

The deliveries of the new Cessna 421C's saw the Cessna 402's VH-BUD and VH-BUS leave the fleet as they were both sold on 5 October 1979. Warwick Goldsworthy ferried VH-BUD on the delivery flight from Adelaide to Moorabbin, Victoria with a flying time of two hours and five minutes. (Warwick's Pilot Log Book states: 'Delivery flight – sad).

VH-FYK Cessna 421B was registered to Opal air on 19 December 1979 and was delivered from Bankstown to Parafield on 16 January 1980.



*Cessna 421Cs Adelaide - 16 Feb 1980 (Left)  
Cessna 421Cs – Adelaide 20 Oct 1982 (Right)  
[Photos – N. K. Daw]*

In 1984 the first turbine aircraft was delivered via lease/purchase – VH-SWK Merlin IIB - and in May 1986 the Merlin IV VH-SWP. One of the ferry pilots on the latter bringing it from New Zealand was Ross Tilly. These aircraft were purchased to replace the Cessna 421s as maintenance costs of those aircraft rose substantially. Engine problems with the new turbine aircraft caused the business to become insolvent after having flown 84,000 hours without serious mishap and travelled 14 million miles, which is equivalent to 'to the moon and back twenty eight times', an effort that must be attributed to the exceptionally gifted and dedicated staff employed by the company.



*VH-SWK Merlin IIB – Adelaide 2 Feb 1985 (Left)  
VH-SWP Merlin IV – Adelaide 31 August 1986 (Right)  
[Photos – N.K. Daw]*

Opal Air closed on 22 August 1986 after the Adelaide/Woomera/Olympic Dam/Adelaide flight, flight number OB15/16, using leased Cessna 402C VH-RUY. The company achieved much in the aviation industry over twenty four years. A major contributing factor to the downfall of the airline was the failed 'Riley 421' project. Other factors were increasing fuel and maintenance costs, increasing competition, decreasing demand for opal and improved communication and improved road (sealed) conditions to Coober Pedy.

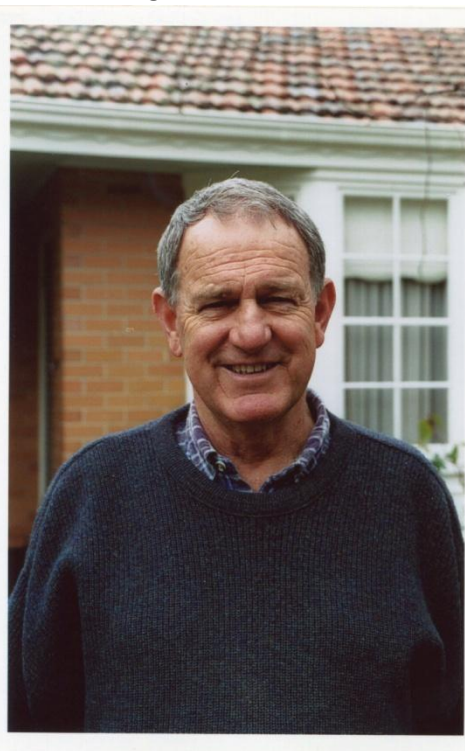
Some of the pilots employed by Opal Air were: Ray Chapman, John Cunningham, Richard Higgins, Keith Kelly, Keith Latz, Merv Marsh, Stan Palmer, Tony Schwerdt, Ross Tilly, Murray Webb and (Graham?) Wright. Harry Kranz worked as a storeman and general duties in the hangar and the Office Manager was Mrs Nancy McLeod.

Brian 'Tich' Hannafin (ex RAF decorated Mosquito pilot, Charlicks, Central Australian Airways, Hawker de Havilland Australia and Beechcraft Sales Rep) attended to charter sales and public relations.

Ross Tilly commented on the airline: "First priority was always maintenance, service, and overhaul. Warwick was very supportive of a professional approach to all aspects of the operation – Flight Standards, Documentation, Customer Relations, and Crew Appearance. It was more of a 'Team' approach than a Family". Warwick grasped an opportunity in 1963 and with much fortitude, persisted, and succeeded with the help of the then Department of Civil Aviation and the much more flexible Regulations.

Merv Marsh commented on the airline: "Being the first Regional Airline in Australia - over the routes we flew and the people he (Warwick) employed in the long term was great. A good example for all in the industry that followed. The banning of smoking was a goody; we did that because of the damage being done to the outflow valves in the pressurisation system in the 421. It also helped me give up smoking; every time we landed all the passengers and I would be leaning over the fence to have a drag, I got sick of it and gave up. Thank you Opal Air. Our relationship with the Opal Dealers and Coober Pedy people over the years was terrific, Also all the other areas we flew, Moomba Gas Fields, Woomera, Andamooka Ayers Rock and Port Lincoln. We flew paper flight every morning for years at 2.30 am, particularly when we started first Air service to Olympic Dam when it opened".

Following the airline's closure Warwick established a Marlestone based engineering business where a low pressure suction drill was constructed and used in opal mining. The business was also a base for much research and development and many inventions, from modifications to street sweepers, to large tipping tools, to a machine that created heat exchangers for air-conditioning units, which were revolutionary in their energy efficiency. The workshop closed in 2009 when the lease expired. Warwick also spent some time in the USA working on an electric car. He was later named a 'Coober Pedy Pioneer' for the contribution he made to that community.



*Warwick Goldsworthy in 2004  
[Photo – N.K. Daw]*

Total flying time was nine thousand two hundred and seventy four hours and fifty five minutes.

Warwick Goldsworthy died on 25 December 2010.

These are a few comments from the 'Eulogy for Dad given by Melissa Lockyer (Warwick's daughter) at his funeral on 31 December 2010:

- "Dad had such an adventurous spirit and was a pioneer in so many ways. He was a man of vision and wonderful ideas, often ahead of his time. If he thought something was worth building, then he had both the design and technical skills to create it. He was well-suited to working for himself, which he essentially did when he started Opal Air at the age of twenty three years until his pseudo-retirement at seventy years.

- Dad was proud of his choice of engineers and pilots. He had nothing but high praise for the superb men who maintained those planes to an exceptional standard and those that flew them day after day.
- Opal Air was able to provide 85,000 flying hours of air services to regional South Australia over a period of twenty three years. That's twenty eight times to the moon and back! And not once in all those years did any of the passengers suffer injury despite plenty of incidents and even more opportunities for things to go wrong! Dad was extraordinarily grateful they never hurt anybody".

**Nigel Daw**  
**History Group**  
**June 2016**

**APPENDIX 1 - OPAL AIR COMPLETE FLEET**

REGISTRATION	AIRCRAFT TYPE	CONSTRUCTOR'S NUMBER	REGISTERED	DATE SOLD	MISCELLANEOUS
VH-BUD (1)	CE 210/5	205/0271	220763	140666	To VH-UPB
VH-RXY	CE 310K	0113	LEASED 0566	RET. 0666	
VH-BUD (2)	CE 310K	0129	200666	210667	To VH-CKB(2)
VH-BUD (3)	CE 402	0079	260667	051079	Ex N3279Q
VH-BUS	CE 402	0198	240670	051079	Ex N991SA
VH-BUC	CE 421B	0456	240973	160784	Ex N41108
VH-TDM	CE 421B	0833	140476	240879	
VH-BUR	CE 421C	0524	281078	210285	Ex N88566
VH-BUI	CE 421C	0645	140879	270686	Ex N88594
VH-FYK	CE 421B	0618	191279	86	WFS/SOR 011282
VH-SAM	CE 421B	0504	180886	080986	
'VH-BUG'	CE 421				Undergoing conversion to Riley – Turbo props. NTU
VH-TWH	CE 421B	0913	080880	270886	Del 080880.
VH-SQV	CE 421B	0665	230482	240986	Del 260282 Bankstown/Pfld
VH-TRI	CE 421C	0130			Fuselage purchased for spares in July 1980
VH-SWK	SW SA226T Merlin IIB	T-296	010784	071185	Del 270384
VH-SWP	SW SA226AT Merlin IV	AT-033	090586	100986	Del 290386, i/s 160586



**APPENDIX 2 - ROUTES OPERATED**

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<b>Date Started</b>	<b>Route</b>	<b>Date Ended</b>	<b>Miscellaneous</b>
03.07.1967	Adelaide – Andamooka – Coober Pedy	220986	Initially 3 times per week. Andamooka ceased 130682
01.11.1975	Adelaide - Tarcoola	220479	
01.05.1978	Adelaide- Amata/Ernabella	130681	Mon/Wed/Fri on request
01.05.1978	Adelaide – Indulkna	220479	Mon/Fri
01.05.1978	Adelaide – Pt. Augusta – Coober Pedy	220479	
23.04.1979	Adelaide - Woomera	220986	Did some flights from 041178
14.07.1980	Adelaide – Olympic Dam	220886	
14.07.1980	Adelaide-Marla	190586	
08.04.1974	Adelaide-Ayers Rock via Coober Pedy	220886	

The Airline ceased operations on 22 August 1986. Last service was F/N OB15/16 routing Adelaide/Woomera/Olympic Dam/Adelaide with CE 402C VH-RUY.

**APPENDIX 3 - ADULT ONE WAY AIR FARES 1967/1974/1978/1986 - COMPARISON**

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**MAIN ROUTES****ADELAIDE TO ANDAMOOKA**

1967	1974	1978	1984	1986
\$30	\$40	\$62	---	---

**ADELAIDE TO AYERS ROCK**

1967	1974	1978	1984	1986
---	\$104	\$136	\$262	\$195

**ADELAIDE TO COOBER PEDY**

1967	1974	1978	1984	1986
\$44	\$57	\$84	\$158	\$105

**ADELAIDE TO OLYMPIC DAM**

1967	1974	1978	1984	1986
---	---	---	\$124	\$73

**ADELAIDE TO WOOMERA**

1967	1974	1978	1984	1986
---	---	---	\$102	\$68

**ANDAMOOKA TO COOBER PEDY**

1967	1974	1978	1984	1986
\$20	\$29	\$43	---	---

**ANDAMOOKA TO AYERS ROCK**

1967	1974	1978	1984	1986
----	\$76	\$93	---	---

**COOBER PEDY TO AYERS ROCK**

1967	1974	1978	1984	1986
---	\$47	\$60	\$128	\$100

**APPENDIX 3 (Continued) – ADULT ONE WAY FARES**

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**OTHER ROUTES:**

<b>ADELAIDE TO AMATA</b>	<b>1978 - \$136</b>	<b>ADELAIDE TO ERNABELLA (FREGON)</b>	<b>1978 - \$136</b>
<b>ADELAIDE TO MARLA</b>	<b>1984 - \$233</b>	<b>ADELAIDE TO INDULKNA</b>	<b>1978 - \$130</b>
<b>ADELAIDE TO TARCOOLA</b>	<b>1978 - \$68</b>	<b>AMATA TO AYERS ROCK</b>	<b>1978 - \$33</b>
<b>ANDAMOOKA TO AMATA</b>	<b>1978 - \$93</b>	<b>ANDAMOOKA TO ERNABELLA (FREGON)</b>	<b>1978 - \$93</b>
<b>ANDAMOOKA TO INDULKNA</b>	<b>1978 - \$86</b>		
<b>COOBER PEDY TO AMATA</b>	<b>1978 - \$60</b>	<b>COOBER PEDY TO ERNABELLA (FREGON)</b>	<b>1978 - \$60</b>
<b>COOBER PEDY TO INDULKNA</b>	<b>1978 - \$53</b>	<b>COOBER PEDY TO MARLA</b>	<b>1984 - \$79</b>
<b>COOBER PEDY TO WOOMERA</b>	<b>1984 - \$88</b>		
<b>ERNABELLA TO AMATA</b>	<b>1978 - \$40</b>	<b>ERNABELLA TO AYERS ROCK</b>	<b>1978 - \$40</b>
<b>MARLA TO AYERS ROCK</b>	<b>1984 - \$93</b>		
<b>OLYMPIC DAM TO COOBER PEDY</b>	<b>1984 - \$85.80</b>	<b>OLYMPIC DAM TO WOOMERA</b>	<b>1984 - \$29-50</b>
<b>TARCOOLA TO AMATA</b>	<b>1978 - \$90</b>	<b>TARCOOLA TO AYERS ROCK</b>	<b>1978 - \$90</b>
<b>TARCOOLA TO COOBER PEDY</b>	<b>1978 - \$35</b>	<b>TARCOOLA TO ERNABELLA</b>	<b>1978 - \$90</b>
<b>TARCOOLA TO INDULKNA</b>	<b>1978 - \$82</b>		



*Tony Schwerdt and Warwick Goldsworthy – 1970 (Left)  
 Warwick Goldsworthy – Early 1980s (Right)  
 [Photos – via M Lockyer]*


**APPENDIX 4 – TIMETABLES**

**after touchdown . . .**

**get straight to the point with an Avis Rent A Car!**

An Avis car meets you on arrival and you drive immediately to your destination. It's just like having your own car with you. Book with your air ticket.

This is all part of the Opal Air Service



**Agents:**

**ADELAIDE**  
BEL MADELYN TRAVEL AGENCY  
45 Morphett Street  
Telephone 51 1015, 51 1003

**ANDAMOOKA**  
DARRYL ROEDER  
C/- Opal Showroom

**COOBER PEDY**  
Miners Store

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for your travel interstate or overseas—anywhere in the world  
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and your travel problem will be solved

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LUFTHANSA — BOAC — AIR INDIA  
KLM — AIR FRANCE — AND ALL SHIPPING LINES

For Holiday or Business Trip — Ring  
51 1015 or 51 1003

**TIMETABLE**

**Opal Air**



**ADELAIDE**  
**ANDAMOOKA**  
**COOBER PEDY**

Effective  
7 December 1967

TIMETABLE	Monday Wednesday Friday
Depart ADELAIDE	8.00 a.m.
Arrive ANDAMOOKA	9.45 a.m.
Depart ANDAMOOKA	10.00 a.m.
Arrive COOBER PEDY	11.00 a.m.
Depart COOBER PEDY	1.00 p.m.
Arrive ANDAMOOKA	2.00 p.m.
Depart ANDAMOOKA	2.15 p.m.
Arrive ADELAIDE	4.00 p.m.

OPAL AIR operates the latest twin-engine Cessna 9-seater 402 model aircraft. The aircraft has supercharged engines, and cruises at 215 miles per hour.

**AIR DISTANCES**

Adelaide — Andamooka, 311 miles  
Adelaide — Coober Pedy, 501 miles  
Andamooka — Coober Pedy, 180 miles

**FARES**

Adelaide — Andamooka, \$30  
Adelaide — Coober Pedy, \$44  
Andamooka — Coober Pedy, \$20  
Return Fare: Double singleway fare

**CHILDREN** between the ages of 3 and 15 inclusive, half fare.  
Children under the age of 3, free  
Baggage allowance, 35 lb. Excess at freight rate.

**FREIGHT**

Adelaide — Andamooka, 15 cents lb. Minimum charge, 50 cents  
Adelaide — Coober Pedy, 18 cents lb. Minimum charge, 60 cents  
Andamooka — Coober Pedy, 10 cents lb. Minimum charge, 50 cents

Passengers to be at the **LIGHT AIRCRAFT PARK, ADELAIDE AIRPORT**, 10 MINUTES before stated departure time.

**CANCELLATIONS**

Due to the limited capacity available on the aircraft, a 25 per cent cancellation fee is payable on all reservations not cancelled at least twenty-four hours prior to scheduled flight departure.

**OPAL AIR TIMETABLE 7 DECEMBER 1967**

**OPAL AIR BOOKINGS PORT AGENTS**

**ADELAIDE:** ANSETT North Terrace Ph: (08) 212 1111 and (08) 217 7222

**COOBER PEDY:** MINERS STORE PTY. LTD. South Australia 5222 Ph: (086) 76 5088

**WOOMERA:** WOOMERA VARIETY STORE Woomera Village Ph: (086) 73 7385

**OLYMPIC DAM:** MRS J. LAURICK Ph: (086) 72 7138

**AYERS ROCK:** AYERS ROCK TOURING COMPANY Ph: (086) 56 2066

**MARLA:** MARLA MOTEL Ph: (086) 70 7001 Telex: 80660

**CHECK-IN-TIMES**  
So that we may provide on-time departures, it is necessary to report AT LEAST 20 MINUTES BEFORE the aircraft departure time at the nearest Airline or Australia Transport to Adelaide Airport and at the Airport at all other places. It may be necessary to surrender your booking should you arrive later than 20 minutes before the aircraft departure.

**BAGGAGE**  
Each fare-paying passenger is allowed free of charge, baggage of 16 kg, of which 4 kg may be carried by the passenger. Excess baggage allowances do not apply. Excess baggage is carried at normal freight rates — special permitting. Other passengers take priority over excess baggage.  
Passengers wishing to ensure that excess baggage will travel on the same flight are advised to notify the Company at least 12 hours before departure.  
For safety reasons the passenger is permitted to carry on board the aircraft only baggage which is not inflammable, explosive, flammable, poisonous, or otherwise dangerous or otherwise prohibited by the regulations of the Civil Aviation Authority.

**CANCELLATIONS**  
Due to the limited seating capacity of Opal Air Aircraft, a 25 per cent cancellation fee will be charged for bookings cancelled less than four hours before the scheduled time AND for unused flight bookings.

**BOOKING CONFIRMATION**  
(Open Ticket Holders Please Note) Bookings are confirmed only when a ticket and number has been issued with complete flight details. A booking will not be held after four hours before the flight departure time unless the passenger has been issued with a ticket for the flight OR in holding an onward return or open ticket and the local Opal Air agent has confirmed the booking and entered the flight details on the ticket.

**CHILDREN**  
One infant under three years nursed by an adult FREE. Additional infants and children three years and under fifteen years HALF FARE. No children under fifteen years of age carried UNACCOMPANIED.

OPAL AIR operates Cessna & Cessna 421 aircraft. Both types are twin engine with pressurized passenger cabin, permitting comfortable above the weather flight. Freight and mail also carried.

**Smoking not permitted.**

**TOURS — COOBER PEDY & AYERS ROCK**  
Tours with stopovers at Coober Pedy and Ayers Rock Start/Finish at Adelaide and Alice Springs.

**YOUR ENQUIRIES AND BOOKINGS**  
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Telex: A482186 ALUSTAS ATTN: TX253A

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Australia's First Commuter Airline. Flies Passengers — Freight — Mail

**ADELAIDE  
WOOMERA  
OLYMPIC DAM  
COOBER PEDY  
AYERS ROCK (YULARA)**

**TIMETABLE**

EFFECTIVE FROM 20/5/86

DAY	NORTHBOUND								EFFECTIVE FROM 20/5/86			
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SAT.	SUN.	OB 3	OB 5	OB 7	OB 9	OB 11
FLIGHT No.	OB 3	OB 5	OB 7	OB 9	OB 11	OB 1	OB 7	OB 15	OB 11	OB 1		
AIRCRAFT	METRO	METRO	METRO	421	METRO	METRO	METRO	METRO	METRO	METRO		
ADELAIDE	DEP 7.30	11.30	7.30	7.15	7.30	7.30	7.30	1.30	7.30	7.30		
WOOMERA	ARR	8.40	8.45					8.40	2.40			
	DEP		8.55	9.00				8.55	2.55			
OLYMPIC DAM	ARR	8.55	12.55	9.10	9.15	8.55	8.55	9.10	3.10	8.55	8.55	
	DEP		1.20	9.30		9.20	9.20	9.30		9.20	9.20	
COOBER PEDY	ARR		2.10	10.20		10.10	10.10	10.20		10.10	10.10	
	DEP					10.30				10.30		
MARLA	ARR											
	DEP											
YULARA	ARR					12.10					12.10	

A.M. LIGHT PRINT — P.M. HEAVY PRINT — ALL TIMES LOCAL

**PASSENGERS MUST CHECK IN AT LEAST 20 MINUTES BEFORE SCHEDULED DEPARTURE**  
(LATE CHECK-IN MAY RESULT IN PASSENGER NOT BEING CARRIED)

DAY	SOUTHBOUND								EFFECTIVE FROM 20/5/86			
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SAT.	SUN.	OB 4	OB 6	OB 8	OB 10	OB 12
FLIGHT No.	OB 4	OB 6	OB 8	OB 10	OB 12	OB 2	OB 14	OB 16	OB 14	OB 2		
YULARA	DEP					12.30				12.30		
MARLA	ARR											
	DEP											
COOBER PEDY	ARR					2.00				2.00		
	DEP					2.30	10.45		2.30	2.30	10.45	10.45 2.30
OLYMPIC DAM	ARR					3.15	11.30		3.15	3.15	11.30	11.30 3.15
	DEP					9.20	3.30	11.45	2.45	3.30	3.30	11.45 3.30
WOOMERA	ARR					9.35	3.45	12.00		3.00		
	DEP					9.55	4.00	12.15		3.15		
ADELAIDE	ARR	11.00	5.05	1.25		4.45	4.55	4.55		1.10	4.55	1.10 4.55

**OPAL AIR TIMETABLE 20 MAY 1986**

**APPENDIX 5 - OPERATIONAL PERFORMANCE**

Year	Hours Flown	Aircraft Departures	Passengers Carried	RPK ('000)	ASK ('000)	Passenger Load Factor %
1967	No Data Available					
1968	932	n/a	1,777	1,248.7	2,098.4	59.5
1969	1,358	n/a	2,494	1,789.6	3,068.5	58.3
1970	1,403	n/a	3,010	2,115.8	3,525.7	60.0
1971	1,539	n/a	2,906	2,156.8	3,334.8	64.7
1972	1,732	n/a	3,476	2,587.2	3,952.9	65.5
1973	2,296	n/a	4,297	3,410.7	5,537.9	61.6
1974	2,241	n/a	4,356	3,572.0	6,091.3	58.6
1975	2,678	n/a	4,967	4,213.7	7,197.3	58.6
1976	2,990	n/a	6,470	5,172.6	7,968.7	64.9
1977	3,703	2,327	7,551	5,876.3	9,398.0	62.5
1978	4,013	2,418	7,715	6,035.3	10,115.6	59.7
1979	3,851	2,283	8,028	5,643.6	9,581.0	58.9
1980	4,198	2,934	8,751	6,004.8	10,533.3	57.0
1981	3,331	2,417	7,252	4,732.9	8,230.5	57.5
1982	2,550	1,853	5,283	3,362.2	6,152.0	54.7
1983	2,791	2,097	5,718	3,853.0	6,945.0	55.2
1984	2,259	1,794	4,881	3,162.1	6,000.1	52.7
1985	3,560	2,846	7,843	4,935.1	9,981.3	49.4
1986	855	696	1,968	1,291.1	3,201.6	40.3

## APPENDIX 6 - BACKGROUND TO PORTS SERVED

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**AMATA** – Is an Aboriginal Community which was established in 1961. It is located 1,400 km north-west of Adelaide near the SA/NT border.

**ANDAMOOKA** – This has been an opal field of exploration since the 1920's. The town is located 600 km north-west of Adelaide.

**AYERS ROCK (ULURU) NT** – Was discovered in 1873 by William Gosse and named 'Ayers Rock' after the Chief Secretary of South Australia, Sir Henry Ayers. It became part of a National Park in 1950. The rock is located 1,595 km north-west of Adelaide.

**COOBER PEDY** – For thousands of years nomadic Aboriginal people roamed through the area. In January 1915 the first opal prospectors came to the area. Growth continued after WW1 but in the 1960's the mining industry expanded rapidly mainly as the result of an influx of European migrants. Coober Pedy is now a modern mining town located 850 km north-west of Adelaide.

**ERNABELLA/FREGON** –Established in the early 1960's this Aboriginal Community is located 1,370 km north-west of Adelaide.

**INDULKNA** – This is an Aboriginal Community located 1,136 km north-west of Adelaide.

**MARLA** – Is a service town on the Stuart Highway 1,080 km north-west of Adelaide established in 1982.

**OLYMPIC DAM** – Is a poly-metallic mine site which was finally opened in 1988 after several years of preparation. Mining is done underground and contains the world's fourth largest copper deposit and the largest single deposit of uranium in the world. The mine is 580 km north-west of Adelaide.

**PORT AUGUSTA** – Aborigines have been in the area for at least forty thousand years and Europeans since 1842. The City is a railway junction, powerhouse location and a mining supply hub. It is located 308 km north of Adelaide at the top of Spencer Gulf.

**TARCOOLA** – Was the site of a gold mine from 1893 until 1918. Became a stopping point on the Trans Australia Railway to Perth in 1915 and from 2004 a stop on the Adelaide to Darwin Railway. The town is 760 km north-west of Adelaide.

**WOOMERA** – Was established in 1947 as the 'Long Range Weapons Establishment' by the Australian and United Kingdom Governments. Many rockets and later satellites were launched from this range. The range is located 490 km north-west of Adelaide.

No. of Company

~~14969~~

SOUTH



AUSTRALIA

COMPANIES ACT, 1962

Section 16 (3)

CERTIFICATE OF INCORPORATION OF A  
PROPRIETARY COMPANY

This is to Certify that.....

~~OPAL AIR PTY. LIMITED~~

is, on and from the 29th day of July 19 63

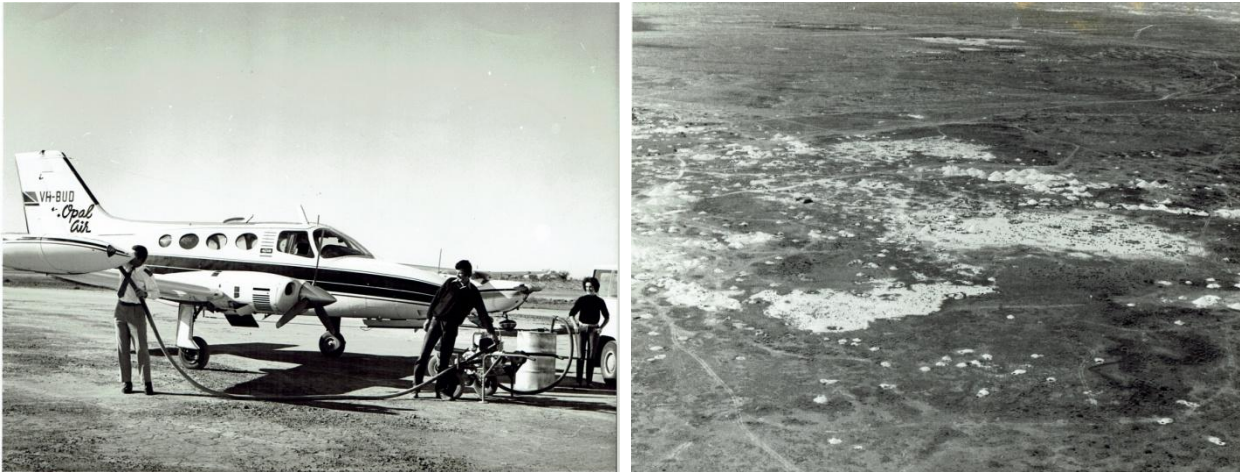
incorporated under the Companies Act, 1962, that the company is a company

limited by shares and that the company is a proprietary company.

Given under my hand and seal at Adelaide, this 29th day of

July 19 63

  
(s) R. K. SOWDEN  
Registrar of Companies



Refuelling at Andamooka – 1960s (Left)  
Coober Pedy Opal Fields 1960s (Right)  
[Photos – via M Lockyer]

**ABBREVIATIONS:**

- ASK Available Seat Kilometres
- CE Cessna
- Del Delivered
- Km kilometres
- NTU Not Taken Up
- Pfld Parafield
- RET Returned
- RPK Revenue Passenger Kilometres
- SOR Struck off Register
- SW Swearingen
- WFS Withdrawn from Service

**POSTSCRIPT:** There is a street in Coober Pedy named 'Goldsworthy Street' most likely named after Warwick and Ross Goldsworthy.

**CREDITS:** Warwick Goldsworthy (Interviewed in 1991), Nigel Goldsworthy, Melissa, Lockyer, Roger McDonald, Merv Marsh, John Streeter/Av Stats, Ross Tilly, South Australian Air Journal, South Australian Aviation Museum Inc/History Group, The Advertiser, Opal Air Timetables.

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