



2018-20 FLY-INS

- 2018 AUTUMN CLARE, SA, 13 – 15 MARCH
- 2018 SPRING TORRES STRAIT, QLD 12 – 15 SEPTEMBER
- 2019 AUTUMN BATHURST, NSW, APRIL TBA
- 2019 SPRING SHUTE HARBOUR, QLD, SEPT TBC
- 2020 AUTUMN CANBERRA, ACT

THE PRESIDENT'S CORNER

Hi Everyone!

Well 2017 seems to have disappeared somewhere and 2018 has slipped into place. I wish you all the best for this year and trust everyone experiences safe and enjoyable flying

The new year holds out promises for our Pilot Medical scenario and it would appear that our support of AOPA through Peter Jones' representation, has contributed in some way to maybe, just maybe, getting the Class 2 medical revised. However, we do need to be forewarned that CASA and its bureaucrats have their own agenda which is not necessarily in sync with private GA pilots' requirements and will not change existing structures readily. Here's hoping! We have had a change in Transport Ministers so it remains to be seen what, if any, initiatives are forthcoming as assistance to our struggling GA industry.

Great thanks for a job well done is due to Trevor and Di Corlett who have managed to get our magazine compiled, printed and distributed twice every year since Methuselah was a boy (actually eleven issues). The work involved is now becoming most apparent as Lesley somehow agreed to take on the role of editor and we are now realising what effort is required. Well done Trevor and Di.

Huge thanks are also due to John Weston who has carried the printing load on his shoulders and who has committed to continue doing so even though he has sold his business. Rumour has it that he has bought a C182 and may start turning up at our fly-ins!

The fly-in to Longreach was a huge success and Jenny and Ross Bate are to be heartily congratulated on organising a fantastic event. The amount of effort they put in was tremendous as was the most generous donation of the Sapphire for the raffle. The committee will be asked to purchase some new raffle ticket books for future events!!

The Autumn fly-in for 2018 is being hosted by Tony and Gabriela at Clare Valley. They have done a huge amount of preparation and it is shaping up to be another marvellous "gathering of the clan" for our members and their guests. Bookings to date have been most encouraging and we are looking forward to catching up with you all there.

The Spring fly-in to Thursday Island is also coming together with bookings well advanced even at this early date. Details of both these fly-ins appear in this magazine. Roger and I will put together a briefing note as a guide for Horn Island arrivals and departures.

There will be an opportunity for "pre-fly-in drinks" at various locations along the way to Torres Strait, as Roger Toole is putting together a "tag-along" itinerary which members are invited to join, either wholly or partly. He will supply locations, dates, accommodation and refuelling details but it is up to you to make your own bookings. This is not a formal C182 Association arrangement but is an opportunity to join up with others on the way and visit places off the beaten track. He will send the details out to all members.

The new three-year membership phase has now started and members are encouraged to get their subscriptions in. The committee voted to enable members' partners to also become full members thus giving them the right to fully partake in the running of their association and to date the response has been excellent.

Following on from a suggestion from Trevor Corlett, the Committee also agreed to have each renewing or new member receive a Hi-Viz safety vest with the C182 Association emblem printed on it. Just as this (along with the ASIC card) is more important on us, wearing them airside has become a requirement at airstrips where those "Little Hitlers" reign!

Our next AGM and election of committee members will take place at the Clare fly-in. Before this meeting you will receive nomination forms from Andrew and you are asked to get these back to him before the deadline which he will advise. Nominations will not be taken from the floor unless there are no formal nominations received. Any proposals or items for discussion should also be forwarded to him before the AGM.

Safe flying and see you in the Clare Valley!

Frank Lewis



Cessna 182 Longreach FLY-IN September, 2017

A ROARING GOOD TIME IN LONGREACH.

By Suzie Toole

The theme for the Spring Fly-In at Longreach was "Roaring 20s" as a nod to the early days of QANTAS in that town. So, with this in mind, aeroplanes were packed with sequins, feathers, pearls, braces, gangster hats and more among the luggage.

DGC with Roger, Noel and Suzie on board departed on Thursday morning in clear skies and after clearing Rocky's airspace flew a 23 degrees south, YMIO to YLRE, straight line along the Tropic of Capricorn, arriving in Longreach just before midday. It was nice to know there were two pilots in the front seats but "Damn Good Cessna" had flown this route so many times in the past when we had a business in Longreach, that she just knew the way. We only had to dodge a few sky potholes when crossing the Drummond Range and on descent into Longreach. Quite a stiff cross wind on landing, which caused some problems later in the day for some friends.



We were met at the airport by Jenny, Ross, Lesley and Frank (who was nursing a nasty flu) and were quickly signed in, fed and watered and deposited at our hotel. As the afternoon was free time, we did a recce of the town and gathered up supplies. Although Longreach was looking very dry after a prolonged drought the town was bustling with locals, tourists, campers and 4 x 4s. Tourism is keeping the town afloat and we were pleased to be able to help out. After making a deposit at the local IGA it seemed a good idea to have a quiet afternoon, catching up with other members as they arrived.

Thursday night began with drinks at the bar upstairs at the Longreach Motor Inn, followed by a very noisy meal in the dining room for approximately 30 early starters, all keen to catch up on the latest gossip. It appears that Thursday night is becoming more and more



popular at each fly-in but apologies to those other guests of the motel who thought they were going to have a quiet meal! They obviously weren't warned in advance that the 182 Club would be along.



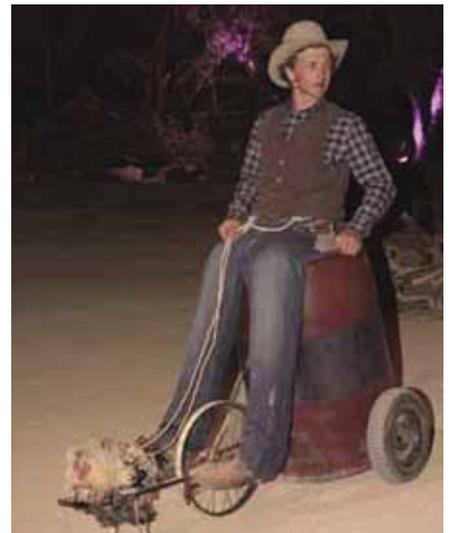
Friday was another clear sky day which made for nice flying for the remainder of the members who were arriving. Sadly there were a few cancellations for various reasons, the most common being weather (In the case of Sandra and Barry...SNOW) and some members arrived by burner or car. All up we had over 30 aeroplanes and around 80 people so a good roll up!

For those already here it was a pleasant shopping excursion day. Spotted Caroline Princehorn with a basket lid on her head, being egged on by Rosie, while Cliff patiently(?) wheeled about in the main street. A few others took in some of the shows and displays around Longreach.

At 4.45 sharp, we were all congregated at reception with eskies, jumpers and jackets in hand, ready for our Starlight Experience. It appeared that many of our number had been shopping in the same store as there was an abundance of bright green shirts on show (ostensibly the Lotty fan club) but I think they were the "yes" voters?? Our bus driver took us to the Thomson River camp area, giving us an informative history lesson along the way. On arrival at the river we were split into two groups for our cruise on the Thomson. Our group was loaded onto the Thomson Belle replica paddle wheeler ably driven by Jeremy. The other group had Lane as their driver and we were soon under way. Nibbles were served along the way and Jeremy kept us entertained in his laconic Chips Rafferty fashion....loved the voice. The return down the river was a good opportunity for sunset photos.

After we disembarked, barefoot bush poet, Scotty, had us enthralled with his renditions of some old and not so old poetry, after which we were served with a most delicious camp oven stew followed by good old damper and syrup.

Then came the cart pulling Rooster. The crowd were in stitches with "Doodle doo a cock" putting on a great show. The jury is still out as to whether he was real or battery operated. Late news... Ross and Jenny have since been on the same tour again and assure us that the rooster is very real and that Kinnons are looking for an orphaned emu chick to replace him!



Next was Starlight's Sound and Light Show which told us the story of Harry Redford aka Captain Starlight, the infamous cattle rustler. We all were agreed it was a great evening, many thanks to the Kinnon family.

Back on the bus to the Motel and a rest up for the next big day.

Saturday arrived with high overcast skies and a stiff cool breeze...looked promising but alas no rain was in sight.

Our first port of call was the Qantas Founders Museum with very informative displays from the early days of Qantas up to the present day, with a focus on the founding figures of QANTAS, life in Outback Queensland in the 1920s and the impact of aviation. The museum is also the custodian of several aircraft including a Boeing 747, a DC3, a Boeing 707 and a Catalina. The museum is a credit to the directors, staff and volunteers.



We then made the short stroll across the road to the Stockmans Hall of Fame where we first enjoyed the Stockmans Outback Show, a condensed history of the Aussie Stockman performed by John Hawkes, including sheep and cattle dogs, sheep drafting and a shearing display. We also enjoyed a stirring rendition of "We are Australian". It was a bit breezy in the grandstand and some Canberrans in our group were heard muttering about the cold!! (Unbelievable) Time then for lunch; a choice of very tasty bread rolls, followed by fruit salad or cheese cake.

After lunch came a leisurely inspection of the exhibits in the Hall of Fame before boarding the bus back to the Motel for a nap and preparations for the evening.



At last the time had arrived for the Gala (or should it be galah) Night Out. Meeting at reception there was much laughter as each group arrived, attired in various interpretations of the Roaring 20s, some with wigs, cigarette holders, shoulder holsters and guns. Nice to see so many men wearing ties, even if some of the shirt collars didn't meet! AND.. I'm not sure men are supposed to sit at the dinner table wearing hats!. Great to see that the majority had made an effort to wear something 20ish.

The Qantas Founders Museum put on a great night; the buffet dinner was most enjoyable, especially the panna cotta dessert! We were entertained throughout the evening by Corinne who sang a variety of songs in her beautiful voice. Most of us could relate to the mix of music and it even had a good few of us tripping the light fantastic!!! The whirling wheelchair was hard to beat! Best thing was we could even hear the words and were able to have conversations, which is pretty important, given the ages of many of us!

Our fearless leader, Frank, was unable to speak in more than a croak so Peter was MC for the night and he introduced Doctor Mal Hatcher, a Mental Health Clinician with the Longreach RFDS Mental Health Unit, who spoke to us about some of the difficulties faced by people of the Outback, especially during times of drought. Sadly, suicide affects many families and the club had chosen the Mental Health Unit to be the beneficiary of our raffle proceeds.

A rather chaotic (and very funny) raffle was held, with various prizes having been donated by businesses in Longreach, The Qantas Museum and many by Ross and Jenny Bate. The main prize of the night was a gorgeous sapphire, mined and donated by Ross and Jenny. The lucky winner was yours truly and I was so excited to be the eventual ticket holder. Peter very diplomatically sorted out all the correct tickets and "all's well that ends well"...A hugely successful night and the club was able to donate \$1500 to the RFDS Mental Health Unit and \$200 to the Qantas Founders Museum.

On Sunday the clouds had disappeared and we boarded the buses with a few sore heads and feet for the trip down to Ilfracombe to check out the Machinery Mile, an outdoor display of old trucks, tractors, donkey engines, etc.. along with indoor displays in some of the old buildings. How sad is it that relics from our childhood are now museum items!!!! A buffet lunch at the iconic Wellshot Hotel came next and as it was Andrew's 70th Birthday, there was a huge cake for dessert. Turned out it was also Dave Curtin's birthday, so double the celebrations. After lunch, we returned to Longreach where some of our number stopped off at the Airport to wing walk on the 747 and check out the other aircraft. There were some departures but most returned to the Motel where a Committee Meeting was held.

Our final night dinner was a poolside barbecue at the Longreach Motor Inn followed by a relatively quiet night as most of us were de-



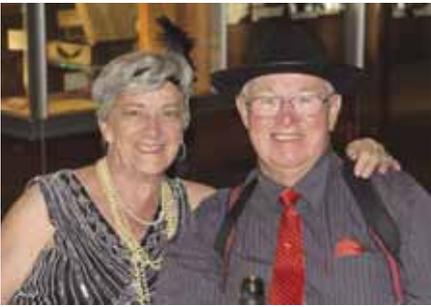
parting the next morning.

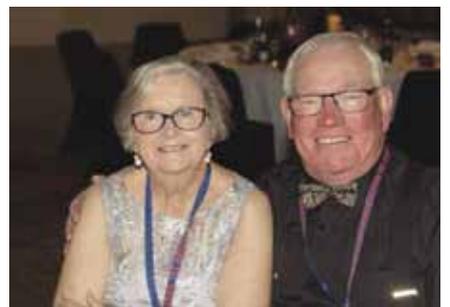
Lots of "see you later"s, hugs and kisses and it was time to go home or on to some other destination. Roger, Noel and I loaded up the Damn Good Cessna and, after another smooth flight, were home in time for lunch on Monday. We all agreed it had been another great Fly In with lots of laughs and great company.

Many thanks to Ross, Jenny, Frank and Les for all their hard work to ensure that everything ran smoothly.



Longreach FLY-IN Gala Dinner







WINDS OF ZENADTH CULTURAL FESTIVAL

A FLY-IN WITH A DIFFERENCE

On Thursday Island in the Torres Strait from 13 to 17 September 2018

This will be a chance to experience some of the culture of the Torres Strait people as our fly-in coincides with The Winds of Zenadth festival during which the islanders gather for a week of traditional dances and activities.

Plan to arrive on or before Thursday, 13 September. The airport is on Horn Island (only a few miles off the tip of Cape York) and it's an easy bus connection to the ferry across to Thursday Island where another bus will deliver us to our motel, The Jardine. (Phone 07 4069 1555 to book your rooms.)

We will spend Friday, 14th on Thursday Island wandering around watching the festival dancing, parades and various crafts (The festival runs from Tuesday to Friday.)

On Saturday we cross back to Horn Island by the ferry for the "In Their Steps WW2" tour where we will be able to see various relics of the war. We will visit the Torres Strait Heritage Museum, receive an historical booklet each and have a simple Asian Buffet Lunch at the Gateway Motel.

After lunch we return by ferry to Thursday Island for a short tour of places of interest

CLARE VALLEY FLY-IN

It is with great excitement that Gabriela and I present the details for the Flyin planned for March 2018 at Clare Valley.

The fly-in will commence on Tuesday 13th and departure will be on Friday 16th .

Accommodation has been arranged at two venues.

1. Comfort Inn Clare Central, 325 Main North Road, Clare. Phone 08 88422277

This is our preferred Motel. All rooms are very comfortable and it is an easy 10 minute walk to the township. 24 rooms have been allocated from \$139-00 per night and breakfast for \$10.00 or \$18 .00 cooked.

2. Clare Country Club. White Hut Road Clare. Phone 08 8842 1060. This is very well appointed, with a wide range of accommodation options from Motel style to self- contained units. It is immediately adjacent to a Golf Club.

I will be arranging a 'taxi 'service with members cars to assist transport needs.The disadvantage is that it would be a brisk 30 minute walk to the township.

It is strongly recommended that you book your accommodation promptly.

The programme for the Fly-in will include time for socialising, an introduction to the early settlement of the region, wine tasting at small boutique wineries and specially conducted tours of historic interest. We will be visiting the neighbouring township of Burra where a number of motion pictures have been shot, as well as an historic copper mine operating in 1880. We will have our own private tour conductor.

The Dinner on the Wednesday evening will be held at a small boutique family owned winery overlooking a very picturesque valley.

The highlight of the week is that I have been privileged to arrange a tour of a large property that is not open to the public. It consists of breeding chickens, an enormous hay processing facility, a vineyard and a tasting of their wines.

And lots more. This will be a fun week.

A representative from Garmin will be giving a demonstration at the airport on arrival.

Clare Valley Aerodrome is very well appointed with an all-weather strip and Club facilities.

Details can be found at;
www.clarevalleyaerodrome.co.au

And ERSA; Clare Valley YCVA

Fuel will be available from drums. Approximate quantities will be required prior to the event as it is sold by the aero club. Support for them would be appreciated!

Very much anticipating a great week in Clare,
Tony and Gabriela





including Green Hill Fort and Museum and the Gab Titui Culture Centre.

That night we let our hair down at our gala dinner to be held at our motel.

On Sunday it's on the ferry again to the Kazu Pearl Farm on Friday Island for a tour and a Japanese lunch.

The fly-in registration cost will cover all bus/ferry transfers between the three islands, museum entries, portage and the meals listed above including the Gala Dinner.

Hope to see at the Top End next September.

NB. You will need your Hi-Vis vest at the airport!

Flying a Fighter Aircraft



PART 7 WAS FLYING FIGHTER AIRCRAFT IN THE RAAF SAFE?

Owen Bartrop continues his series on life in the RAAF.

This, my final mishap, occurred in Malaya while I was flying Sabres and was caused by an engine component failure. It needed all my skill and training to save both the aircraft and myself. My squadron commander considered that my efforts were so outstanding that I was awarded the Air Force Cross for exceptional airmanship.

I am not sure that I agree. In fact, what saved me was my knowledge of the aircraft I flew. All through my flying career in the RAAF whenever I had an aircraft unserviceability I followed it up to determine why something had become unserviceable and what remedial action was taken to fix it. That philosophy was very beneficial and I soon learned the ins and outs of the aircraft I flew. Knowing the aircraft and being able to quickly determine a fault certainly saved me from a more disastrous outcome.

Not all Quills are feathers

The Sabre had a shaft coming off the main rotor of the jet engine that drove the ancillary parts such as the generator, fuel pump and hydraulics. This shaft was known as the Quill shaft, why, I do not know.

One day in 1960, I lead a sortie of two aircraft out of Butterworth, Malaya, to fly down to the Australian Army artillery range near Malacca to drop bombs. I had just completed the drop and was about to head back to Butterworth when I lost electric and hydraulic power.

The Sabre was equipped with a battery, which if fully charged would last about 20 minutes. It also had a standby hydraulic pump that was electrically driven. The aileron and elevator controls on the Sabre were hydraulically operated, the rudder was mechanical. With no hydraulic pressure the ailerons and elevator become locked and

the aircraft uncontrollable. Therefore it was imperative to make the battery last until the aircraft was on the ground.

Returning to Butterworth was out of the question because I would run out of battery power long before reaching that destination. The only other airfield in the vicinity was Kuala Lumpur's (KL) old international airport, which was not classed as suitable for Sabre operations due to a 30 foot high rail embankment at one end and the shortness of the runway at only 5,000ft long. Normally the Sabre requires a minimum 8,000ft runway. Nevertheless, it was my only alternative.

I called up my number two and told him of my predicament that my quill shaft had failed and my intentions was to land at KL. I asked him to get clearance for me to land there and that I would be landing over some factories towards the embankment regardless of the wind and duty runway. I had done my homework before leaving Butterworth and knew the obstructions to landing at KL.

I also asked my number 2 to tell me when I was over uninhabited territory so that I could jettison my now empty drop tanks - I was a little busy at this stage to do my own observing. I told him to accompany me as far as KL and then return to Butterworth.

To save as much battery power as possible, I turned off any electrical circuits that were not required to keep me airborne. This was a difficult task because many of these items only had a circuit breaker to turn them off and these were placed where it was difficult to read their function. However, I knew where four were and pulled those immediately.

Rather than use up my battery pumping hydraulic fluid, I minimised using the control column, instead carrying out turns with the rudder and maintaining altitude with the engine. When my number two indicated that

it was safe to drop the tanks, I pulled the lever and away they went. I then turned off my radio.

My configuration for landing was as near as possible to normal except I would have to do a flapless landing. Fortunately, I had flown out of Laverton airfield (5,000ft) in Victoria on many occasions so I was well practiced in short field landings but not flapless short landings.

I set myself up to do a gentle turn onto final using the rudder and reduced power to slow down. I popped the speed brakes, which gave a 2G nose up pitch and lowered the undercarriage. The change in aircraft attitude was countered by using elevator only, thus saving power by not using trim. The trim on the Sabre was electrical so I did not use it. If I had, I still would have had to use the elevator to set the aircraft's attitude for the final approach. I re-adjusted my attitude and used the throttle to ensure I landed right at the runway threshold. I did not use flaps because they were eclectically operated and I did not want to run out of power on late final.

My wheels touched down within a few feet of the threshold and I immediately lowered the flap to increase drag. The Sabre is far too heavy to become airborne again so I raised the nose as high as I could to maximise drag. I managed to get the nose high enough that the tail dragged on the runway.

Just before the aircraft slowed to 60kts I lowered the nose and applied maximum braking. The Sabre had foot operated brakes that used a separate hydraulic system attached to the quill shaft. With no quill shaft there was no hydraulic boost and I had to apply all the braking pressure myself. Although I was strapped into the seat, the action of pushing on the pedals as hard as I could, resulted in me coming out of the seat and semi standing up.

I did manage to stop the aircraft before it hit the railway bank and taxied to the hardstand area. I gave a great sigh of relief as I shut down the engine and climbed out onto firm ground. I stayed with my aircraft so that it would not be interfered with and waited for word as to what would happen next.

I knew my number two would report back to Butterworth that I had successfully landed at KL and it would only be a matter of time before a rescue party would arrive. To my surprise, the Third Secretary from the Australian High Commission appeared on the scene and told me accommodation had been booked for myself and a maintenance team that would be arriving shortly by Dakota.

The RAAF sent down the DC3 with mechanics and tools to roll the engine out of the airframe and replace the quill shaft. Being the only officer at KL airport it was my responsibility to see that the work progressed in an orderly manner and that the troops were provided with all their needs.

The maintenance men soon had the tail assembly off and rolled back the engine. Just as I had suspected, the quill shaft was broken. The team replace the shaft, re-fitted the engine and replaced the tail assembly. As it was now after eight o'clock at night and we were all tired, we adjourned to our hotel, had dinner and retired for the night. I did arrange to have the aircraft, tools and equipment used to repair the Sabre guarded while we were absent.

Next morning and much to my surprise, four Malays arrived carrying the fuel tanks that I had jettisoned over a rubber plantation. The tanks looked undamaged except for a small dent in the nose. I thanked the Malays and took their details so that they could be rewarded for their effort.

I decided that the aircraft had to be test flown and if it was serviceable I would fly it back to Butterworth. I carried out a standard test schedule, which meant climbing to 45,000ft, and found the engine perfectly serviceable.

Instead of landing at KL, I headed for home and landed at Butterworth. I reported to my Commanding Officer and he was quite surprised that I had flown the aircraft back to base. I arranged for the Dakota to pick up the men and equipment from KL and by mid afternoon this incident was over.

How did I survive

I survived my various episodes of annoyance to sheer terror by being prepared. I pride myself on being ready for any unforeseen event by practicing as many emergency situations as possible time and time again, until they become instinctive. Not having to stop and think saved me more than once, there is just not enough time for decision making in a jet aircraft, or any other aircraft for that matter, actions must be instinctive and immediate. Also, anticipating what is about to happen or could happen

meant that I was quite prepared for whatever fate held in store for me.

I might add, that flying in the era of early fighter aircraft was hazardous and a few of my fellow aviators did not make it to retirement. Having said that, despite my misadventures I did enjoy flying these aircraft and the camaraderie of my fellow flyers.

Flying today's aircraft

Since taking up flying light aircraft, the same survival principles apply and I encourage pilots to practice their emergency procedures until they become instinctive. Already I have called on my experience, twice, so flying light aircraft can be just as dangerous as flying fighter aircraft.

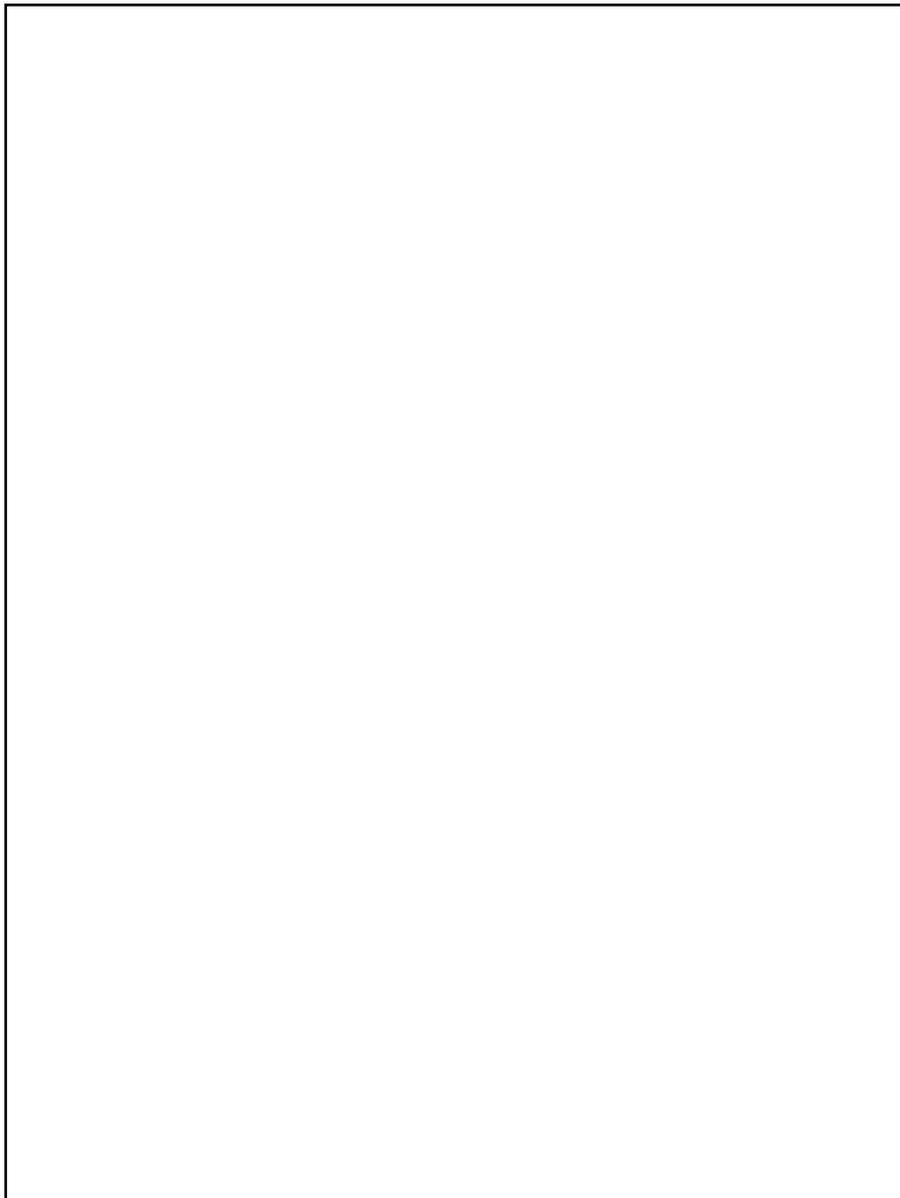
I have had two partial engine failures while crossing Bass Strait in my Pipistrel. Both were caused by a partially blocked fuel filter. Rotax had replaced their 60 micron fuel filter with a 10 micron filter for their fuel injected engine, something to do with preventing the injectors from fouling. Somehow the fuel had become contaminated with carbon particles larger than 10 microns. This was happening worldwide, therefore, it was an aircraft problem not a fuel problem.

On the second of these failures, initially I did not have sufficient power to maintain height and I thought I would soon be swimming in the sea, so I concentrated my effort to keep the aircraft flying. How can I get more power out the sick engine? Slightly opening the throttle didn't work, it actually caused a further loss of power. I reduced throttle in very small increments and as I did so the RPM increased sufficiently for me to maintain height.

Pipistrel finally solved the problem by replacing the small 10 micron filter with the original 60 micron filter and adding a much larger 10 micron filter further down stream that needs replacing every 200 hours. They also fitted a fuel pressure gauge so that this type of failure can be detected early enough for remedial action to be taken.

I hope you have enjoyed my articles and learned something along the way. Notwithstanding all the adventures I encountered, I enjoyed my flying career and I feel lucky to have been able to follow my dream of becoming a fighter pilot.

Owen Bartrop



Have you heard about...



Places of interest to visit in Australia

Cobbold Gorge

In the Wilandra Lakes Region, 90 km NE of Mildura is the intriguing Lake Mungo, famous as the site where Mungo Man and Mungo Lady were found in 1968. It is described as an archaeological treasure house. You may have read where their remains have recently been returned to the lake.

Lake Mungo is a dry lake surrounded by ever moving sand dunes, "The Walls of China" up to 40m high that stretch for more than 30km.

This national park also offers visitors a glimpse into the European past of the area as it was an operational sheep station and many well-preserved buildings from the era remain.

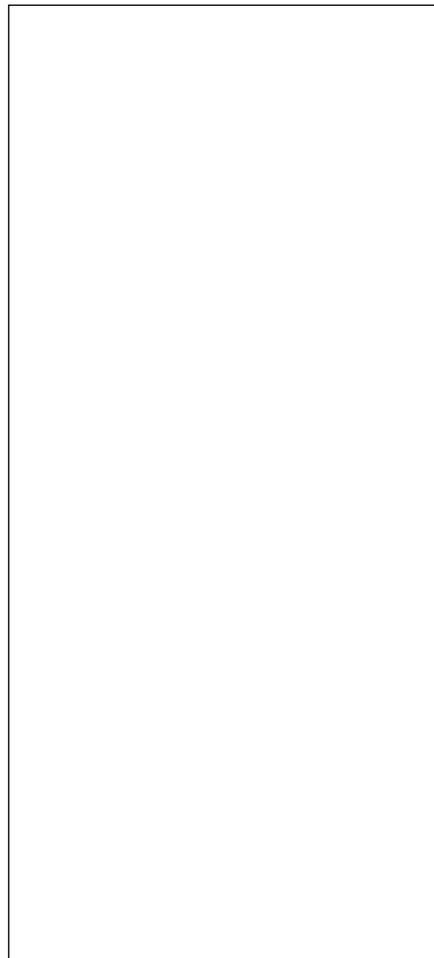
Accommodation is at the Mungo Lodge where you land and taxi your plane right to the back door of your cabin. These are most comfortable and the restaurant and bar are excellent. The Lodge management can arrange for you to join a tour of the Lake with a local guide or hire a mini van.

There are two gravel airstrips and arrivals must be confirmed before arrival. Details are in Ersa. Phone number is 030297297

EDITOR'S NOTE

There are so many great destinations around Australia and we all have a chance to visit some of them as we fly around.

If you have found one you would like to share with other members, please write a brief description and send to the Editor. Or just let her know of suggestions and she can find the details for future editions.



Places to visit Overseas

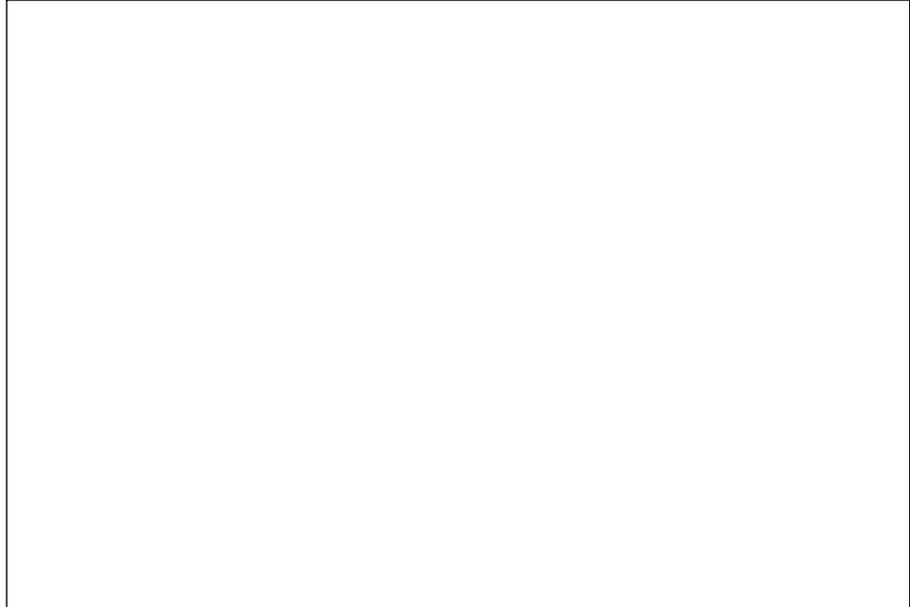
PRAGUE AVIATION MUSEUM – KBELY

During a recent holiday (5 weeks in Europe) I had the opportunity to visit Prague in the Czech Republic, a charming historic tourist icon. I knew that the Czech aviation industry was active, as evident by aircraft seen at home in the form of Evector SportStar, Czech Sport PS-10, PS-28, etc. as well as the older Zlins and impressive Aero Vodochody L-39 Albatross etc. Good enough reason I thought to go searching.

I tracked down via Google maps the route to the airfield, approx' 15 minutes on the tube line to Letnany and another 10 minutes on the bus, so a general rail-bus transit pass card was all I needed.

The bus route passes along a road between the active Kbely airfield and the old airforce buildings behind which is a grass runway sport airfield at Letnany. Given more available time I might have also visited the sport airfield.

The museum is readily identified by a Mig-21 on external pylon display near the main gate, the museum aircraft are housed in four old hangars on the public side of the fence at the Kbely Airport / military base. There is also I believe, another hangar on base which



is occasionally opened to the public, where flyable museum examples are kept. There are also quite a few of the larger aircraft on external display including many helicopters, several of the Mil choppers inc' Mi-24D Hind etc. Fascinating to see up close so many of the Soviet era military aircraft.

I had an afternoon to spare, but I could easily have spent a whole day, there are just so many exhibits, mostly but not entirely military, dating back to around 100 years of history. All supporting memorabilia such as models, engines, rockets, props, guns & ordnance (from pistols through to AA), uniforms, flight suits, medals, photos etc. Most exhibits have an information placard in Czech & English.

Public access is free and many of the volunteer attendants speak some English and were very friendly. Photographs were allowed in the display areas, but many hangars were dimly lit, limiting my ability to get great snapshots. A fading camera battery also limited the session. No access or photos allowed on the "active side" of the base, but if you sneak a peek on Google Earth you can see more. While I was there a Czech Airforce A-319 arrived and taxied in.

I was reacquainted with an airplane, an old light twin Aero Ae45 in which type I had a charter flight many years ago (early 80's) from Adelaide to South Neptune Island just south of Port Lincoln. I had to inspect the superseded old steel lighthouse, to determine if it might be relocated, (which it later was, to Port Dock, as a tourist attraction). A STOL aircraft in those days, 350 metre long? rough grass runway sloping cross-wise from beach to cliff, where today a helicopter would surely be used.

Neil Davis



The Day The Yanks Nearly Lost A Starlifter

By ERIC LUNDBERG

The article in the last Newsletter about 37 Sqn nearly losing a C130E stirred the memory about a situation at Richmond where a C141 had an interesting 11 minute flight.

I was airborne on a training flight in the circuit in a grand-stand seat when all this drama took place.

It was 40 years ago at the end of October 1977 that the aircraft, bound for Alice Springs, departed Richmond on runway 28. Immediately after lift-off, before they got to about 200ft and still within the Base boundary that the #3 engine turbine disc split in two. One half exited the engine nacelle and lodged in the #4 engine compressor and stopped it in about one revolution. The other half penetrated the fuselage and lodged in a pallet of cargo, setting it on fire.

So here they were: 200ft agl, two engines out on the right-hand side one of them on fire, a fire in the fuselage, gear down, flaps at take-off and pointing at the rising ground of the Blue Mountains. And the Yanks didn't train for two-engines out operations. . . !

They declared an emergency and Richmond tower cleared all other aircraft to another frequency to give them a quiet place to do their emergency drills. We all checked in on the new frequency with a bit more of the usual banter when reporting in when, to our surprise, a plaintive voice called "Can we have a little quiet, please, we've got a serious emergency here." What the hell are we doing on the same frequency as the emergency aircraft?!

With the rising ground approaching they struggled through a turn to the south then having the acft under reasonable control

they managed a further turn to the east to attempt a recovery at Richmond but because of their low altitude (they'd made it to 700ft), distance to the south and the fact that they were looking across the runway they couldn't see it. They called tower for a heading to the Base, then they reported an airfield ahead and asked if they could land there. . . "DON'T LAND THERE IT'S TOO SHORT!" In fact it was Schofields, the RAN training establishment.

Tower gave them a heading to steer to get to the Base but from where I was positioned I could see that that would put them over the middle of the airfield. Now, we didn't know the exact nature of their emergency but whatever it was I reckoned they wouldn't need any un-necessary manoeuvring.

I called Tower and said I had the C141 in sight and that I'd fly over and escort them back to the airfield. This was approved and I called a corrected heading to the acft which would put them directly onto the base leg for r/w 28. By the time I got on their wing they were off the heading so I called them back onto the proper one and called "the r/w is at your ten o'clock, two miles".

The pilot threw the acft on the r/w and pulled it up at the end of a 4000t skid mark! Well- bloody-done!

The damage bill was: two engines destroyed, two cooked, a pallet of cargo burnt out and the forward right-hand fuselage peppered with shrapnel holes and about seven weeks at Richmond being put back together. No reports on the crew but they retired to King's Cross to celebrate. We continued with our training flight and had to fill in time for the next hour and a half until they got the C141 off the r/w.

Some weeks later I was summoned to the OCs office where I met Maj Gen Aldrich, the Commander of the USAF Military Airlift Command who presented me with the Distinguished Individual Safety Award plaque, and a very nice letter of commendation.

These Yanks are an appreciative lot.

You won't find any account of this in the 37 Sqn Unit History Sheet - it was only a Training Flight.

Cessna 182Q , VH-AOK. (18265556)



VH-AOK in the old Essendon Airport graveyard in February 1978.

Pic. Author.

As mentioned in a previous article Cessna began 'stretching' their model years in the early 1970's when it became apparent that sequentially issuing a new letter of the alphabet for each new model year would soon result in an embarrassing alphabetical shortfall. As a consequence of this change of policy, 182N production spanned 1971 and 1972. Cessna did not produce a 182O, and the 182P then ran from 1972 to 1976. The 182Q covered 1977 to 1980.

The subject of this W.A.T.N. is 18265556 , the 381st machine off the line for a total of 790 built in 1977.

The aircraft was allocated the U.S. Export batch marking N735NW and was subsequently imported to Australia by Schutt Aviation at Moorabbin for Arthur Otto Kiellerup in early 1978.

Carrying its owners initials, VH-AOK was registered on February 7th . A colourful character, Kiellerup was a councillor in the local Melbourne borough of Keilor and was a long time mate of Arthur Schutts, the two having flown together many times over the years.

Arthur Keillerup (left) and Leo Taffe with AOK at Moorabbin in the early 1980's. Pic. Via Steve Taffe.

In March 1980 the aircraft was sold to

John Jacka of 'Myola' near Burra , South Australia.

After nearly twenty years with Mr. Jacka the aircraft moved to Queensland with 182 association member Ed Barry, who traded as Barry Family Investments Pty. Ltd.

Ed sold 'AOK to fellow 182 Association member Chris Hurst in October 2006. Chris lives at Broadmeadow in New South Wales, and has the local Kawasaki motor bike dealership , trading as Kalblur Pty. Ltd.



Arthur Keillerup (left) and Leo Taffe with AOK at Moorabbin in the early 1980's.

Pic. Via Steve Taffe.



AOK taxis for departure from Bendigo,V on May 3rd 2005.

Pic. Author.



Compiled by Greg THOM

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Talk to me about YOUR Cessna...!!!!



ATTENDEES AT LONGREACH FY-IN SPRING 2017

Ross and Jenny Bate; John Bestwick and Steve Whitworth; Barry Brandsen and Sandra Southwell; Robert and Mary Collins; Trevor and Di Corlett; Chris and Marie Crockett; David Crum, Tanya Findell, Warren and Blake Wadick; Barry Dean, Pauline Jones, Muriel Atherton and Narelle Nicholson; Lawrie and Margaret Donoghue; Barry Gartshore and Sally Keyes; Noel Handley; Peter Harrington; Kerry and Jean Herron; Chris Hurst, Ruth Lindstrom and Geoff Shambrook; Andrew and Jane Hogarth; Anthony Human and Gabriela Orford; Brian and Laura Inder; Peter and Alison Jones; Lesley and Frank Lewis; Andy and Rosemary Lott; Jason, Olivia and Alexis Moore and Colleen Turner; Jim Mullins and Wyn Purt; Bill and Jennifer O'Brien; Cliff and Caroline Princehorn; Vince and Barbara Rehbein and Kathy Dickey; Kevin and Jan Roberts; Alwyn and Jenny Rogash; David and Gail Russell and Jenny and Leon Braxton; Greg and Gay Saal; Brian Shadler; John and Elaine Stuart; Ian Tait and John Macdonald; Robert and Janine Terzi; Ian and Denise Thomason; Stuart and Sue Thomson; Roger and Suzie Toole; John and Mary Lee Wiggers.

THANKS!

As always we are totally indebted to John Weston and his team, including magazine designer Donald Keys, for the final layout of this Newsletter and its absolutely superb reproduction.

EDITORS NOTE

In order to keep Members informed of happenings within our Association I need input from you, the Members.

If you have been somewhere, or had a grandchild, or gone bald, or some modifications to your C182, anything about you and your family, these all help to make the Newsletter interesting.

I am constantly on the lookout for things to include, hence the occasional article on a subject outside aviation. Your help please.



MERCHANDISE

White polo shirts and navy reversible vests are available for men and women. Hats and caps are also on sale.

Please check our website for details or contact:
Lesley Lewis on 0411 263 422 or
Jenny Bate on 0427 844 097.

Some items from our old stock are still available. Please ask for details.

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Email: secretary@cessna182.org.au

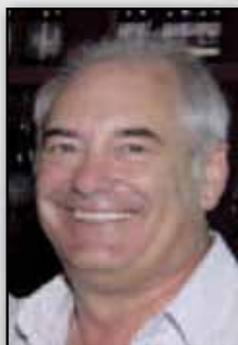
Also take a look at the Cessna Pilots Association
of Australia to find out what is happening:
www.cessnapilotsassociationofaustralia.org.au

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