



2016-17 FLY-INS



2016 AUTUMN 10-13 March, Sheffield TAS
2016 SPRING 8-11 September, Katherine, NT
2017 AUTUMN 3-5 March, Kangaroo Island, SA

THE PRESIDENT'S CORNER

Our Association held its Annual General Meeting on Sunday 15th March 2015 at the Albion Park Rescue Service Hangar. As is customary, Allan Kellett as Returning Officer declared all positions vacant and I was elected as your President for the next 12 months. Since being elected to the Committee at Arkaroola in 2010, I have had the pleasure of working with Trevor Corlett, Andrew (Lotty) Lott and John Stuart as presidents. Their guidance of our Association has been extraordinary, and I am under no illusion as to the difficulties that I face in emulating their contribution.

Lotty introduced a succession plan into our Committee system whereby the president holds the position for two years, assisted in the first year by the immediate past president acting as vice president, and assisted in the second year by a newly elected vice president who will normally be elected as president. This has worked exceptionally well giving continuity to the Committee and allowing the decision making processes work much more smoothly.

For the last two years John has steered us clear of turbulence, assisted so capably by Robert Terzi as our Secretary/Treasurer and more recently Andrew (and Jane) Hogarth who have coped so well with that most arduous task of Secretary. Robert's handling of our finances has made the Committee's life easy and has placed our Association in a strong position. Trevor (and Di) Corlett continue to work quietly and tirelessly to produce this newsletter.

I would like to thank Dianne Corlett who has been a stalwart for the Association and who did not offer herself for re-election to the Committee. We welcome Lawrie Donaghue and Tony Human onboard along with Andrew Lott who has rejoined the Committee. So with

John Stuart, Andrew Hogarth, Robert Terzi, Trevor Corlett, Ross Bate, Lawrie Donaghue, Tony Human, and Frank and Leslie Lewis and Lotty, I believe we have a very strong Committee of dedicated and experienced people and I look forward to working with them to further the aims of our Association.

It would be remiss of me not to mention Janine Terzi who works tirelessly in the background managing our website, a time consuming task which keeps us all up to date on our activities and in particular our social ongoings. Janine, I believe favours Dom Perignon but, if pressured, will stoop to Moet et Chandon. Also appreciative of a glass or two of the aforementioned is Karen Briggs who handles our merchandising, and of course Colin Standfield who transports the lot to our Fly-Ins. So if you would like to show your appreciation of their efforts there's a good starting point!

Our Kiama Fly-in was another outstanding success, thanks to the efforts of John Weston and Debra Plowright. As with most Fly-Ins weather was a crucial factor with the notorious Wollongong escarpment being the culprit for this event. Flying coastal seemed the best route but getting to the coast was a problem for our westerners. So the car rental companies in Goulburn did well that weekend! Notwithstanding, at last count 22 aircraft touched down at Albion Park to compete with the newly arrived HARS Boeing 747 for the crowd's attention.

There were many highlights of this Fly-In, including our picnic lunch at Berry, the naval aviation museum at Nowra, and on Sunday our time at the HARS museum at Albion Park. The gala dinner on the Saturday evening was sensational: Bob De La Hunty was our guest speaker and as HARS President gave a great

talk on the history of that organisation.

John Stuart conferred our first life memberships to Trevor and Dianne Corlett, John Weston and Jenny Seymour; all have contributed greatly to the success of our Association. HARS was the beneficiary of our fundraising and we raised a staggering sum of \$13660 primarily from our auction. Many members enjoyed a flight in the HARS DHC-4 Caribou and also the Consolidated Catalina. Trevor will include some photos in this newsletter but the website has a full pictorial history of the event.

I would like to extend a warm welcome to our new members Gareth Davey (Mission Beach, VH-VMA) and Andrew Walker (Toowoomba, VH-ZCU), we look forward to meeting them at our Southport Fly-In on September 11th through 13th. Frank and Leslie Lewis are our host and hostess for this Fly-In and it is shaping up as yet another terrific event.

Ladies & Gentlemen, safe flying!



Peter Jones



Saturday Night Gala at Kiama Bowling Club



Friday Night Catch Up at Kiama Legues Club



Sunday Visit to HARS



Tell us where you've been...

LIFE AND FLIGHTS OF FRANK LEWIS: CARIBOU AND CATTLE DON'T MIX!

As I had obviously impressed my superiors with my previous efforts with the airline industry, my next job was to get two heifers, a road roller and about two tons of bagged cement into the airstrip at Garaina.

Garaina lies at 2400' on the floor of a huge valley towering up to 11000' on one side and about 9000' on the other. The airstrip I believe was built prewar and used during the war. The first tea was planted there by the Agriculture Department and produced seed for the tea industry in other areas of PNG. There was no road into the area and it depended entirely on aircraft for services.

I managed to get two stock crates from one of the laid up Bristol Freighters and slid them into the back of Ansett's nice shiny new Caribou which they were trialling as a freight carrier. It was rumoured that the DC3 was to be phased out leaving only the DH6 Twin Otter for freight, so alternatives with capacity, were being looked at.

Ansett's main requirements were that the cattle had to be sedated and I had to have a firearm available just in case. I was issued with a .22 rifle as our normal issue shotguns were not suitable and it was the only thing available.

We had a Dept vet who gave the heifers a sedative shot and we loaded them into the crates. I formed a halter around the neck of each one and tied them to the crates and hung a couple of copra bags over the windows to black things out a bit. The take off was uneventful but while overflying Lake Trieste up in the mountains we hit severe turbulence and history repeated itself! This sent the heifers into the air and woke them up in no uncertain terms. The bag got ripped off one of the windows but fortunately the heifer with its head near it settled down and just looked out. The other one went apeshit and was rearing up out of its crate. The halter held it down but there was enough slack to let its head roll over and smash into the lining and fuselage. There was lining pulled down all over the place, bent stringers and cables seemingly hanging everywhere.

I managed to jump in with it and wrestled it down a bit but there was no way I could reach the rifle and even if I did I wouldn't have been able to aim and shoot. The co-pilot looked down from the flight deck,

turned white (or so I reckon) and had this "oh shit" look on his face!

Anyway we landed with me still in the crate. The pilot dropped the rear ramp and what seemed like fifty thousand tribesmen came roaring in to assist. The end result was me watching the hoard chase these two heifers off the end of the strip and over the precipice at the edge. Oh Shit again. So much for the sedatives!

Anyway after much yelling and singsinging the fifty thousand came staggering up the cliff face dragging and carrying these two heifers and presented them to me! It all ended well. The heifers survived and we had a few little celebratory tipples. The tea plantation manager, a typical Scotsman and a great host was thrilled with his new breeding stock but the worried look on the flight crew's faces didn't look too promising. The damage wasn't enough to ground the plane but when we got back to Lae it was decided to send it away for repairs and I believe back to Canada. These aircraft seemed to survive the Vietcong but not Lewis' cows!

Flying a Fighter Aircraft PART 1

By Owen Bartrop



The era that I will be covering in this article is flying fighters in the mid to late 1950s and early 60s, a time when an aircraft's guns started to be augmented with missiles. In this article, I will cover flying generally and my fighter training in particular. In the next edition of this magazine I will present Part 2, flying the Meteor and Sabre. Part 3 will be devoted to navigation and using the aircraft as a weapons platform.

Fighter aircraft started out in World War I as bi-planes with the pilots using revolvers to down the enemy. Today they are supersonic machines with missiles capable of downing other aircraft that are not even in sight.

Driving a car is quite easy, just open the door, step in, do up the seatbelt, and drive away. Flying a Cessna 182 is much the same except for some checks and balances. Flying a fighter aircraft is entirely different. It is more like driving a Formula 1 racing car, you get in and strap ON the car much like an artificial leg - the driver becomes part of the car. Although a fighter aircraft is a piece of machinery when strapped to the pilot it becomes part of the pilot or perhaps more accurately, the pilot becomes part of the machine.

An aircraft has a certain performance and so does the pilot that flies it. Put them together and that dictates the effectiveness of the unit as a whole. To get peak efficiency the aircraft has to be flown to its limits and the pilot has to be at the peak of his performance. I say "his" because there weren't any female pilots in the timeframe covered by these articles.

Because of the speed of these aircraft, the pilot has to look ahead and make decisions that will come into effect some 5nm down the track. It was essential to stay in front of the aircraft otherwise any actions taken would be too late. When cruising in these aircraft, every 10 seconds represents a mile or more in distance travelled so pilots had to anticipate situations and react automatically to events. A good example is on take-off, the pilot is thinking about retracting the undercarriage and flaps even before releasing the brakes.

In a dogfight the aircraft has to be flown to its limits of up to 5g without a g-suit or in a Sabre with a g-suit, 7g. At the same time, spacial orientation had to be maintained because the dogfight could lead to entry into cloud in an unusual attitude. The disposition of both friendly and hostile aircraft has to be known at all times so that the correct decisions can be made. In other words a 3D version of the fight has to be kept in a pilot's mind and updated second by second.

Also, a fighter pilot had to be mindful of which way was home. When in a

dogfight, it is full throttle to give maximum manoeuvring speed, which depletes fuel reserves very rapidly. After a while the brain learns to keep track of what is occurring and knows its geographical location and the way home.

Fighter pilots in the Royal Australian Air Force (RAAF) were commonly known as knuckleheads. Other pilots considered we must have had a brain the size of a knuckle to fly in the manner in which we did. The joke was on the other pilots because fighter pilots wore that title with pride.

RAAF FIGHTER AIRCRAFT

There were three types of fighter aircraft that I flew; the de Havilland Vampire, the Gloster Meteor and the CAC Sabre, commonly known as the CA-27 Avon Sabre. This Sabre was an Australian variant of the North American Aviation F-86F Sabre fighter aircraft. Pilots referred to the Avon Sabre as a "Sword".

There were four variants of the Vampire, the single seat Mk 30, which was later upgraded to a Mk31, and the dual seat Mk33, later upgraded to the Mk 35. The Vampires were only used for training.

There were two variants of the Meteor, the single seat F8 fighter and the dual seat F7 trainer. The Meteors had just returned from Korea where they were used for ground attack. Initially, they were used as fighter aircraft but it soon became apparent that they were no match for the Russian Mig 15, ostensibly being flown by the North Koreans.

WHAT SORT OF FLYING DOES A FIGHTER PILOT DO?

Flying could be broken up into four different types of sorties; air to air combat (dog fighting), air to air gunnery (shooting at a 24 x 6 foot towed banner), air to ground weaponry (strafing, bombing and rocketry), individual flying (general flying practice and navigation exercises). Each element was necessary to keep a fighter pilot in top form should he have to go to war at a minutes notice.

Other than weaponry work, a sortie took about one hour flying. Where a mission called for more than one aircraft and prior to flying, the leader would write up a briefing on the blackboard. He would then brief all pilots as to the aim of the mission and how it would be accomplished and in case of an emergency what action would be taken. The briefing took approximately 15 to 30 minutes depending on the complexity of the mission. After all missions, a debrief would be held to discuss what actually happened and what lessons can be learnt from the exercise.

On most missions the aircraft would be flown to its limits so one quickly learnt what those limits were. Interestingly, pilot's bodies soon became honed to perfection to withstand the stresses of fighter flying. A two week break from flying, such as holidays, caused a pilot to lose his sharpness and it took two or three flights to get back into the groove of high "G" and high stress flying, something that does not affect a 182 pilot.

To keep fighter pilots on their toes, every time they became airborne they were fair game to be attacked by any other fighter aircraft in the vicinity. This was called being bounced. Pilots had to use their Mark I eyeballs to keep these bouncers at bay.

Normally, pilots flew 22-25 hours a month which equates to roughly an hour's flight each working day. Pilots had secondary duties to perform and were allocated squadron tasks such as navigation officer, cine film (from the gunsight) assessment, amending AIPs and other documents, pilot's hours and armament scores boards, aircraft availability and so the tasks go on. Pilots also did research into ways to improve the outcome of their work and a dart board helped with relaxation as well as improving judgement skills.

As a general rule, a squadron went night flying at least once a month to ensure pilots kept their hand in. The RAAF did not have night fighter but pilots may have had to deploy at night, or after a late afternoon sortie land in the dark. Due to the curvature of the earth the sun sets much later at 40,000 than at ground level.



TRAINING IN THE VAMPIRE

Having described some general points about fighter pilots, I will now take you on my journey into the 3D world of paradise.

After completing our pilots course the seven who graduated were posted to No. 2 Operational Training Unit at Williamstown NSW to become fighter pilots. I had a total of 220 hours, one hundred and ten of those flying Vampires. We were wet behind the ears and had no idea what to expect. On the first day we were told to forget what we had learnt on course and that we would be taught how to fly an aircraft and become a fighter pilot.

It was with some foreboding that we psychologically rolled up our sleeves and paid attention to what was to come.

The aircraft we were to fly was the same as we flew on the pilots course, the Vampire. This aircraft was a very small, light weight (made of balsa wood) and agile aircraft and was the lead-in aircraft for the introduction to front line fighters. We used to call them kiddie cars.

I can remember in my early days on the fighter pilot's course being told by

my instructor to position myself 200 feet behind him and he would endeavour to shake me off and get behind me. He tried to shake me off for the next forty minutes but somehow I stuck behind him. He did everything to get behind me from pulling 5G to stalling his aircraft, flying into the sun and flying through cloud. We went up and down and round and round in a real dogfight but I did what I was told - stayed behind him. After landing I was incapable of getting out of my aircraft. I was buggered. It took me about 10 minutes to recover from the stresses that sapped my strength. The stresses of flying a jet fighter aircraft was said to be equivalent to 5 hours mental and 7 hours physical labour and I quite believe that.

The accepted minimum height for flying low level was 200 and low level was a recognised approach to a target to avoid detection by radar. Most of our instructors were Korean veterans and their thoughts were that 200 was too high. One instructor said at a briefing for a sortie that if he could fly his aircraft under us we were too high.

We took off from Williamstown and joined up in finger four formation. Once formed up, we headed to the low flying area north of Port Stephens. As we crossed Port Stevens we all left a line of jet wash in the water that looked magnificent on the still waters. To do that, we would have been less than 10 above the surface.

To explain the formation, hold your hand up in front of you and fold your thumb into the palm and spread your fingers. Your finger nails now represent the positioning for four aircraft to get maximum visual coverage to spot incoming enemy aircraft. This four aircraft formation was easily managed and if attacked would break up into two pairs, each supporting the other. It was suitable for all operating heights and gave maximum cross coverage.

On days when the weather was not conducive to upper air work we would fly to the low flying area and have to identify what was at a given map reference - not an easy task when flying at 360kt under a cloud cover down to 500. The object to identify may have been a 44 gallon drum, a chimney of a old fallen down homestead, a car body in the scrub or similar targets. We may be asked to describe something like a bridge, its type, construction material etc. That information would then be used to determine the number of aircraft necessary to destroy the bridge and what ordinance to use. We soon became proficient at map reading, no GPS in those days.

When we graduated from the Pilot's Course we were awarded a white card for instrument flying. Now we were told that we had to pass the test for a green card. The elements of the test were the same it was just that the accuracy was much tighter. Heights had to be within 100, heading with 2° and speeds within 5kt. These figures may be a lot easier to fly within in a 182, in a jet one cough at the wrong time and up you go 300 or 400 feet.

For the test, we were put under a hood so we could not see outside the aircraft. Part of the test was to level out at 14,000 do a 30° bank turn through 360°, continue into a climbing turn to 18000 and then complete another 360 turn. When carrying out the level turns we were expected to hit our own jet wash at the completion of the turn. I managed to do this on a few occasions and it gave me a certain sense of achievement.

We were then put into an unusual attitude and told to recover. That attitude could be in an inverted spiral dive or upside down and about to stall, or any other attitude, we were expected to recover on instruments and resume straight and level flight.

On the way home we would do a Ground Controlled Approach, commonly called a GCA, where a radar operator would read out headings and heights to fly to put the aircraft on a 3 mile final. At this point, another operator would then take over and talk you down a 3° approach path. At half a mile and 200 from touchdown the operator would tell you to look ahead and land. This test was an annual event throughout my flying career and took practice and a lot of concentration.

We were learning something new every day. At the end of our course two of our members, although they completed the course, were posted to a transport squadron. Apparently they were classed as unsuitable for flying fighter aircraft.

In the next Part of this article I will cover flying front line fighters and some of the interesting times I had being a fighter pilot. ■

WHERE ARE THEY NOW?

No. 24

Cessna 182G, VH-DGI. (18255759)



Happier days at Jandakot.. VH-DGI, 18255759 in the afternoon sun in mid 1965.
Pic. M.W.Prime

The 1960's were undoubtedly the halcyon days for Australian General Aviation. New Zealand born aviation pioneer, Miles Kings' Rex Aviation had spread its wings across the country as far as Perth to the west, and to Townsville in the north.

After moving from the wartime field at Maylands to the new home for General Aviation in the west, Jandakot, Rex Aviation soon established itself as a major player in the region before its' metamorphosis into Simpson Aviation in the late 60's.

In 1964, Cessna's 182G represented a major innovative structural change for the type, with the 'glass-house' style cabin windows being replaced by the more familiar single side-and-rear configuration.

VH-DGI was one of the last batch of airframes destined for Australia, and arrived in Perth with another 182G, 18255756, VH-DGG.

VH-DGI was registered to Rex Aviation, Jandakot on February 3rd 1965 and remained with them almost twelve months to the day at which time it was sold to the owners of the Meeragoolia Station near Carnarvon in the Gascoyne region of Western Australia.

Meeragoolia disposed of the aircraft in June 1974 after a relatively uneventful eight years, to Geoff Craig of the Perth suburb of Peppermint Grove.

On the 6th of May 1983 'DGI's future became a little less certain when Hillman Farm Skydivers Inc. took ownership of the ageing airframe, but in spite



End of the line for 18255759 at the Jandakot bone-yard in October 1987.
Pic. G.Bennett.

of the high risk operating environment, the aircraft gave sterling performance until the 23rd of May 1987, when, following a successful para-drop, the aircraft entered cloud during the descent and upon emerging, the low-time pilot realised she was lost.

In the ensuing panic she elected to make a forced landing in what turned out to be an unsuitable paddock, and the aircraft struck two fences, the

nose gear collapsed and the aircraft subsequently overturned. The damaged machine was recovered to Jandakot for assessment and following this ,was sadly considered an insurance write-off.

Compiled by Greg THOM
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Talk to me about YOUR Cessna..!!!!



MEMBERS' DAUGHTER FLIES IN ROUND AUSTRALIA BATON RELAY

Yvette Gulliver, daughter of Association members Estelle Heron and Ted Gulliver took part in the recent Australian Women Pilots' Association initiative to raise funds for Cancer Research.

Starting at Avalon in Victoria on the 2nd March, each pilot was to pass the commemorative baton onto the next female pilot as it progressed anti-clockwise around Australia, passing through Victoria, NSW, Queensland, NT, WA, SA, and back to Victoria and on to Tasmania where it was scheduled to arrive in Launceston on the 22nd April in time for the start of the Australian Women Pilots' Association Annual Conference.

Yvette at 18 years old holds a Commercial Licence and is Studying for her Diploma in Aviation instructor rating at Cessnock in NSW. She flew the leg up along the Gold Coast in their Cessna 182, sharing the flight with her mother Estelle.

Others involved in the relay included a team from the Royal Australian Navy's Fleet Air Arm based at HMAS Albatross in Nowra, who provided a team of 3 helicopters to complete the Nowra to Bankstown leg. Another leg saw the baton travelling in a Hot Air Balloon in the Hunter Valley. In Queensland, the baton travelled in a variety of aircraft including a seat on QF2306, and other QL flights covering Weipa, Hamilton island, Mt. Isa, Horn Island, Torres Straits with West Wing Aviation, and at one stage



passing through Port Moresby. Then hitching a ride on a B737-800, the baton made its way to the West, circumnavigating our great country to finally arrive in our island state of Tasmania.

Your Committee, on behalf of our Association contributed to Yvette's fund raising target for this worthwhile cause, cancer research, a disease that has or will affect just about every family at some

stage. We are hoping Yvette, Estelle and Ted will be joining us at Southport Fly-in, and look forward to hearing Yvette's talk on her aviation achievements to date. Don't miss out.

My thanks to Johanna Hodge of Johanna H Studios for her kind permission to use the photo of Yvette. Also to Shelley Ross for the details on the event. Ed.

A CARIBOU TALE

On returning home from our Kiama/Albion Park Fly-in, I (editor) was relaxing with a friend, SQN LDR (Rtd) Eric Lundberg and talking with him about our experiences at the event, telling him about our flight in the Caribou etc, and other memorable activities over the Fly-in weekend. Eric said that he could tell an interesting tale about an RAAF Caribou whilst he was stationed in Viet Nam during the 1960's. Here's his story...

"Soon after I arrived in Viet Nam in mid 1967, one of our Caribous taxied into a ditch at a strip up in the Highlands, ripping the starboard undercarriage out of the wing in the process.

Lucky me was given the task of conducting the investigation. During the inquiry, it came out that there was some animosity between the Pilot and the Co-pilot. Answering the question to the Co-pilot "Did you see the ditch?" he replied "Yes, but it wasn't my responsibility, he was the Captain!" My official reply was "Well, I've got news for you, Bucket, and it's all bad!"

The aircraft was repaired on site (naturally – it wasn't going anywhere) with a jury rig to hold the gear down for a ferry flight back to Vung Tau (home base) where more extensive repairs could be carried out. After some months these were completed and the aircraft returned to service.

But... after a time, reports started to filter back that the aircraft wasn't flying properly, mainly in the landing configuration. The problem seemed to be that on selection of full flap (40°) there was a strong tendency to roll to the right which required almost full aileron and rudder input to hold – all the pilot needed in a 28,000 pound aircraft approaching a 1200 foot strip!

In mid-April 1968 the flight commander and I did an air test and documented the problem after which the aircraft was limited to courier duties (thus avoiding the really short-field requirements) and such tasks until it could be returned to Australia for a full maintenance check and repair.

When it finally came home, it was sent to de Havillands at Bankstown where the right wing and centre section were completely stripped and rebuilt.

The identity of the Caribou above was A4-210 and yes, it is the one we flew in at Albion Park. My thanks to Eric for that interesting anecdote. (Ed.)

COMMITTEE MEETING AT DUBBO IN JUNE



Your Committee met at Dubbo on the last weekend in June, expertly organised by Lawrie and Margaret, and you will by now have received a copy of the Minutes. The Dubbo RSL Club kindly allowed us the use of a function room for our meeting which we greatly appreciated.

he Sunday morning presented us with a pea soup fog and about 3°C temperature. By lunch time the temperature had risen to a balmy 5°C, and around 1350 there were signs that the fog was lifting.

A hasty trip out to the airport, luggage loaded and we were able to get away by 1500, flying into a perfectly clear sky and for some of us, a bonus tail wind. I love my C182 cabin heater!

MEMBERS NEWS

CONGRATULATIONS

Congratulations are in order from the arrival of Rosie and Andy Lott's first grandchild, a girl weighing in at over 7 ½ pounds. To add to the occasion, Maggie Lott was born on the 29th of June, Andy's birthday, which is also the birthday of their son Tom who is brother to Maggie's father, Toby. Mother Lizzie and Toby are over the moon together with the new grand parents.



MURPHY IS ALIVE AND WELL...

Denise and Ian Thomason's return flight from the Albion Park Fly-in provided some unexpected excitement. Travelling towards Moree, they encountered some weather of concern, so displaying good airmanship, decided to land at Narrabri and wait out the approaching storm.



A rogue part of the storm proceeded to empty itself whilst passing Narrabri, with some hail for good measure. VH-EUJ was not spared as you can see from the photos. Crops in the area were stripped bare.



The aircraft is now being restored to its former condition and should be flying again in the not too distant future. Thanks to Chris Crockett for the photo of the hailstones.

FUTURE FLY-IN SUGGESTION

As you will all recall, we regularly ask members for their suggestions for future Fly-in Destinations. One such suggestion has come from our member David Crooke who resides in Junee. Here it is...

"I'm not sure if it has been suggested before but Mount Beauty which is about 40nm south of Albury is a very pretty and interesting location in all seasons. There are trips to the Bogong High Plains, the Kiewa Hydroelectric Scheme, fishing, walking and is the gateway to the Hotham and Falls Creek ski resorts. There is plenty of accommodation at Mount Beauty or up the mountain at Falls Creek.

As I grew up in the Kiewa Valley and worked at Falls Creek on Ski Patrol for years, I know the area well, and would be prepared to help organise a Fly-in there if your Committee decides. Also I hope you consider having the 20 year Fly-in at Wagga where the Association was started by the late Peter Walsh."

David also would like to advise that he and Liz have a unit at Falls Creek which can accommodate 8 people if anyone would like to visit there, just contact David on 0428 767 580.

NEW COMMITTEE MEMBERS

The Annual General Meeting held at Albion Park during our last Fly-in saw the election of two new members to the Committee, and the return of a previous Committee Member.

An introduction to both Lawrie Donoghue and Tony Human appears below, and I'm sure Lotty's reputation requires no further enhancement.



Lotty.

LAWRIE DONOGHUE

I remember wagging school as a nine-year-old to go flying in an old Cessna 180, whose pilot was spreading fertilizer over the family farm, "Toolangatta", near Tambar Springs. From that point on I knew I wanted to fly.

When I left school in 1967 I hoped to pursue a career in aviation but was sternly reminded by my father that this absurd notion was totally out of the question. It would be a further 42 years before I finally got to achieve my lofty ambition of taking to the skies. Instead of flying I immersed myself in the family farm, breeding Herefords and Merinos, growing crops and raising a young family with my wife Alison.

In 2009 we sold the farm and, as that chapter of our life closed, we started exploring opportunities from our new base in Dubbo. I achieved my recreational flying licence in 2010 and by end of 2012 had secured my unrestricted private pilot's licence. Since then, I have clocked up over 300 hours in VH-NHU. Alison only got to enjoy this newfound freedom once,

succumbing to cancer in 2012, barely a year after being diagnosed. Flying has brought me a new lease of life, enabling my partner Margaret and I to quickly visit my family at Warren and Armidale in addition to many other enjoyable trips.

I have been overwhelmed by the friendship and mentoring extended to me by the members of the Cessna 182 Association and this is something for which I will be eternally grateful. The fly-ins to Kununurra, Renmark, Cervantes and Albion Park



KELLETT'S CORNER

The manager of a Building Society was travelling home on the bus, quietly minding his own business, when the gorgeous woman next to him started to breast feed her baby.

The baby was reluctant to take it, so she said to the little one

"Come on sweetie, drink it all up or I'll have to give it to this nice man next to us".

Five minutes later, the baby was still not feeding, so she said "Come on honey, take it or I'll give it to this nice man here".

A few minutes later, the anxious man blurted out "Come kid, make up your mind! I was supposed to get off this bus four stops ago!"



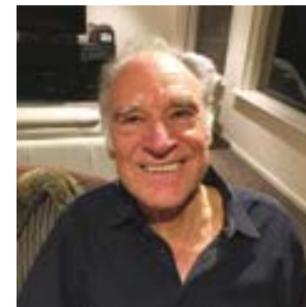
have enabled Margaret and I and cousin John to see far more of Australia than would otherwise have been possible.

We look forward to many more meetings with this wonderful group of people.

TONY HUMAN

I WAS BORN IN Adelaide and have always resided here. From an early age I became interested in aircraft, building rubber band powered models from about the age of 10 years. My first flight departing from Parafield was in a D C 3 for a scenic flight of Adelaide when the Queen visited. From an early age I had my eyes turned to identify any aircraft that may come with in range.

At the age of 15 I joined the Air Force Cadets, an experience that I very much enjoyed. The RAAF base was situated at Mallala and 24 Squadron, City of Adelaide, was the Base for a Squadron of Mustangs. I will never forget the sound of 6 Merlin engines in close formation and flying at low level. At camps at the Base I had the opportunity to fly in a Dakota and Bristol Freighter. Also an occasional fly of the Link Trainer.



From a career perspective I follow my Father and Grandfather and graduated from Chiropractic College in 1963. Initially I conducted four Clinics in the mid north and very much enjoyed the country experience.

In 1966 I joined the Royal Aero Club at Parafield and commenced training flying Victor Airtourers. Mainly due to career opportunities and a change of direction to sailing my flying ceased after achieving solo circuits. I became

very involved in keel boat racing and over a period of 35 years owned 3 yachts. Dead reckoning navigation when offshore racing [no GPS] I was to find similar to Flying Nav. In 1969 I had the opportunity of conducting a Clinic in the inner south western suburbs of Adelaide and practiced until my recent retirement.

A number of events occurred in 1997 that sparked my interest in learning to fly. It was now or never. Training on Cessna 172's at Parafield I obtained my prized PPL early in 2000 and purchased a Cessna 182, VH-WEH. In 2007 I purchased VH-NSL, upgraded the panel in 2012. I have recently obtain a on route instrument rating and I am currently working towards a R NAV.



MERCHANDISE

A reminder to view our range of shirts, vests, hats etc. on our Website at

www.cessna182.org.au

Email Karen Briggs so that she can bring the required items to the next Fly-in at Adels Grove.



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.

1 ATE 2: IN FLIGHT MENU

ORANGE CAKE

This is one of the tangiest cakes I have ever had the pleasure to eat. It is one of the simplest to make and requires neither butter nor flour.

Ingredients

- 2 large oranges
- 250g ground almonds
- 250g raw sugar
- 5 large eggs
- 1 tsp bicarbonate of soda
- 2 tsp orange liquor (optional)

Method

Cook whole oranges in water for 2 hours. Drain, and allow to cool. Chop them into large pieces and blend – peel and pith included.

Beat eggs and sugar until creamed. Add other ingredients.

Line a 20cm cake tin with baking paper. Pour in mixture and bake in 200°C oven for 80-90 minutes.

Check to see if its done by inserting a skewer. If ready it should come out clean. Allow to cool and serve. Serves 10 or more.



Age-old deficiency

IT'S about time the authorities did something about older drivers on our roads.

For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even the road work limits) and stop at stop signs, causing great inconvenience and often preventing others from doing whatever they like.

Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our state, and are therefore placing a further burden on younger drivers.

Until older drivers can prove that they are proficient at weaving in and out of traffic, driving while texting, tailgating, using drugs or doing burnouts, they must be banned from holding a licence.

Doug Money, Oak Park

KIAMA/ALBION PARK FLY-IN ATTENDEES

There was a total of 64 attendees, 24 aircraft made it to YWOL and 4 planes made it as far as Goulburn then by car, and 3 lots by car only, (weather being a contributing factor for 2 & Cessnaitis for 1.)

Jenny & Ross Bate (TSS); John Bestwick (by car); Dianne & Trevor Corlett & Alan Kellett (ATT); Maree & Chris Crockett (by car); Mary & Robert Collins (KDZ); Jenny & David Curtin (WFA); Neil Davis & Ryoko Toni (DOO); Barry Dean, Ray Thorning, Muriel Atherton & Pauline Jones (IEG-206), Lawrie Donohue & Margaret Hughes (NHU); Chris Hirst & Ruth Lindstrom & Joanne Neil (AOK); Jane & Andrew Hogarth (YDW and car); Anthony Human & Gabriela Orford (NSL & car); Alison & Peter Jones (JSF); Leslie & Frank Lewis (RQP); John Lillyston & Cilla Neighbour (TFE); Rosemary & Andrew Lott (DNL); Debra Plowright & John Weston (KTE) Gaye & Greg Saal (MWL); Brian Shadler (24-5300 Tecnam); Lois & Geoff Shambrook (by car); Karen & Colin Standfield (UCS); Elaine & John Stuart (by car), Sandra Southwell & Laura & Brian Inder (TSA); & Barry Brandsen & Owen Bartrop (JAC); Noella & Ian Spicer (YZY); Robert Terzi (by car); Denise & Ian Thomason (EUJ); Susan & Roger Toole (DGC); Judy & Leedam Walker & Max Paine (WWB); Gloria & Brian White & John Wilson (CAA and car).

APOLOGIES

Mary & Harry Cheyne; George Hacon; Jenny & Alwyn Rogash; Janine Terzi.

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INTERESTING WEBSITES

look at our own website regularly:

www.cessna182.org.au

Take a look at the Cessna Pilots Association of Australia to find out what is happening:

www.cessnapilotsassociationofaustralia.org.au



THANKS!

As always we are totally indebted to John Weston and the team at Westonprint Pty Ltd in Kiama, including magazine designer Helen Denniss, for the final layout of this Newsletter and its absolutely superb reproduction.



Join the Cessna 182 Association of Australia

MEMBERSHIP

FUTURE FLY-IN DATES

Fly-in Autumn 10-13 March 2016 Sheffield TAS
Fly-in Spring 8-11 September 2016 Katherine NT
Fly-in Autumn 3-5 March 2017 Kangaroo Island SA

Membership: \$120.00 for 3 years
Download membership application from the website.

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cessna182 association
of australia

EACH YEAR ENJOY :

-  two fly-in weekends including AGM
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-  incredible friendship with like-minded people
-  something different for everyone all over Australia

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