



2021 -2022 FLY-INS

BAROSSA VALLEY SA 16-18 MARCH 2021

TO BE ADVISED SPRING 2021

HOBART TAS MARCH 2022

PARKING AT UNDARA

THE PRESIDENT'S CORNER

Since my last report our lexicon of common words and expressions has expanded as a result of the Covid. The WW2 era may have been responsible for “RADAR” and “SNAFU”, but we now have pandemic related terms like “Iso”, “zoom-bombing” and “Covidiot”. Our flying community has contributed “hangar-fever” which pretty much describes the frustration we’re all experiencing with the on-and-off border restrictions randomly placing limitations on where and when we can fly.

As you know, we had to cancel the Spring 2020 (Darwin) and the Albany Fly-In slated for Autumn 2021. Thankfully, Andrew and Jane Hogarth have been able to bring forward their plans for the Barossa Fly-In to March 2021 (which is still subject to the SA Government relaxing their border rules).

At the time of writing, about 60

members have booked accommodation at the Weintal Motel at Barossa – a clear validation of how keen our members are for another flying adventure. Fingers crossed.

As previously reported, Barry Bransden has pretty much completed the planning arrangements for the Hobart fly-in in Autumn 2022. The itinerary for that fly-in looks fantastic. Also, the committee is currently considering a suitable location for the Spring 2021 Fly-In. We hope to have this resolved soon and will let you know.

This is my last report as President as my term will expire at the next AGM in March. I promise to go gracefully and I will attend the inauguration of the incoming President. I’d like to thank the executive and committee members who have all made valuable contributions to the smooth operation of this Association. The positions of Secretary (Andrew Hogarth with Jane’s technical support) and Treasury (Lawrie Donoghue) are crucial to our club’s success. I would like to express my

gratitude to them for their excellent work.

Thanks also those who have organised (or are in the process of organising) club Fly-In’s. It takes a lot of hard work, from the moment you volunteer for it, and we are extremely grateful.

You should have received an invoice for members subscriptions for the next 3 years. I hope you agree that \$150 for an individual and \$180 for couples for a 3 year membership is exceptional value. This goes towards paying for basic running costs like insurance, twice yearly hard copy newsletter, internet hosting, postage etc. However, the real value of our subs comes from the unpaid work of the executive and committee. Enjoy this latest edition of One Eighty Two



Robert Terzi



WHERE ARE THEY NOW? #39 by Greg THOM

Cessna 182G , VH-DGF. (182-55755).



VH-DGF in factory scheme at Ballarat, Victoria in March 1979. Pic. Author.

The major visual difference for the Cessna 182G of 1964 was the replacement of the 'greenhouse-style' rear windows of the 182E and F models with a single, stylish more elliptical rear window which would become a hallmark of the 182 fuselage design from 1964 on. Bankstown-based REX Aviation was Cessna's approved South Pacific distributor, and in late 1963 a shipment of the new 182G models arrived by sea.

REX Aviation's then Engineering Manager, David Irons, recalls that as the volume of Cessna sales built up in the mid 60s, getting requested registration letters from DCA was getting harder, so REX would request blocks of up to 100 in advance in order to get the registrations incorporated into the factory colour schemes. The subject of this WATN, 182-55755, VH-DGF arrived in company with 182-55756 VH-DGG, and 182-55759 VH-DGI. VH-DGG and VH-DGI were assembled and ferried to Perth for REX dealer Simpson Aviation at Jandakot. Later in 1965 REX would sell the dealership to Simpsons but continued to supply them with aircraft.

Meanwhile, VH-DGF which was the 697th airframe of 786 produced on the Wichita production line, was delivered to Maslings of Cootamundra, New South Wales. Maslings sold the aircraft to Dredging Industries Australia of Killara, New South Wales who, after only three months, sold the aircraft to J. Kettle of Wollongong. Two years later the aircraft was sold to South Pacific Air Australia/Asia Pty. Ltd. of Bankstown. In May 1968 ownership passed to insurers Commercial and General Acceptance of Sydney, possibly after storm damage. In October 1968 the aircraft was again flying, this time with Australian Sand Minerals Pty. Ltd. of Hamilton, New South Wales.



VH-DGF in factory scheme at Ballarat, Victoria in March 1979. Pic. Author.

In March 1969, the aircraft was traded to Hawker DeHavilland Australia of Bankstown, A few weeks later the aircraft was landing at Cootamundra on a runway NOTAMd as unserviceable, and the nosewheel sank into the soft surface. After repairs and a re-sale, the aircraft, ownership passed to Graeme Kennett of St. Marys in May 1969. In November of that year while landing at St. Marys, the nose-wheel collapsed causing substantial damage. After a lengthy rebuild the aircraft was sold to John Peken of Nocolche Station in Wanaaring, New South Wales.

In 1977 the aircraft moved to Jerilderie with Bryan Byrnes, and in May 1980 the aircraft was logged at Albury with Albury Agricultural

Spraying. Jim Jardine of Nimmitabel had the aircraft from 1982 until January 1984, at which time Nybor Pty. Ltd, a bulk food and vegetable trading company owned the aircraft for a short time.

The aircraft passed through several more owners uneventfully, but on January 20th 1987, when owned by Neil Grant of Maryborough, Queensland the aircraft landed long ran off the strip while landing at Yatton in an attempt to avoid an over-run, and was badly damaged.

After yet another rebuild, the aircraft ownership passed to Mark Willard of Willard Auto Electrics at Mittagong, New South Wales. The aircraft was again sold in January 1999 and it was at about this time that the it was converted into a parachute platform, with ownership passing to Kathleen Silvestri of Albury, New South Wales. On the 21st of February 1999 fate was again waiting in the wings, and the ATSB report reads:

"At approximately FL110 a student prepared to exit the aircraft as part of a parachute training exercise. The student got onto the step with one foot and held onto the wing strut while attempting to get the other foot onto the step. As this was happening the pilot noticed that the reserve parachute static lanyard had become hooked on the door locking mechanism. Before the pilot was able to alert the parachutists the student moved and the lanyard pulled the pilot chute out of its container, closely followed by the reserve canopy. The canopy risers draped over the right horizontal stabiliser and elevator and the student was dragged from the aircraft. When the student went under the tail of the aircraft some of the risers were severed and the canopy released from the badly damaged tail assembly. The student was able to descend with partial canopy control and suffered leg injuries on landing. The right stabiliser and elevator were twisted and buckled. The pilot had limited control of the aircraft and high control loads but was able to retain sufficient control to land safely."

Ownership passed to Tawonga, Victoria-based Seaviate Pty. Ltd. in July 2008, and in 2017, when Daniel Aldridge of Falls Creek, New South Wales acquired the aircraft. In December of that, year the aircraft was again on the move, this time with KMS Aircraft of Yulara, Northern Territory. Despite the owner's address, the aircraft had been based at Tooradin airfield south-east of Melbourne for some years engaged in parachuting operations ,and it was there on January 6th 2019 the aircraft suffered a power failure after departure from runway 22 at about 400 feet. A forced landing was carried out with no injuries to those on board but substantial damage to the aircraft. The remains were later recovered to Tyabb airfield....



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



End of the line for VH-DGF at Tyabb in 2019. Pic. Courtesy Graeme Thom

Barossa Valley FLY-IN 16 -19 March

A fly-in we have all been looking forward to after a year of uncertainty and cancellations is about to happen.

Our thanks go to Andrew and Jane Hogarth who managed to change the arrangements from September back to March when we were concerned that the combination of COVID-19 and the Pollies would make the planned visit to Albany in WA in March just too uncertain. We must also thank Gloria and Brian White who had put in so much time and effort to organise our visit there. Hopefully we will still make it later on.

The arrangements for Barossa were circulated last year and a large group of members have booked into the Weintal Hotel.

We are landing at the Gawler Airfield on 16 March and will have our welcome dinner at the hotel that night. An extensive itinerary has been planned including visits to Menglers Hill, The Machinery Museum at Angaston, to Nuriootpa for cheese, wine and coffee and to Seppeltsfield where we will have our gala dinner on Wednesday, 17th.

On Thursday there are visits to Maggie Beer's Farm shop and the Aviation Museum at Greenock. Lunch is at Peter Lehmann's Winery and we also fit in our AGM at Tanundra. Our farewell dinner is back at the Weintal Hotel.

With all these intriguing new places to visit we are surely going to have a fly-in to remember!



A THREE STATE FLY-IN (The Pandemic Way)

Darwin was cancelled. Everyone was feeling desperate to fly somewhere and catch up. So Lotty said "Let's go to Arkaroola". 40 people booked for a weekend there in August last year. Thought we might get in a committee meeting while there as well. So, what happened? Again, that rotten virus put the lid on crossing state borders. (Nothing to do with our pollies of course.) But that wasn't going to stop some 182 Association members. We were off. Didn't matter that we ended up in three groups in three different states; we had our fly-ins. This is how it worked out.

Queensland

Neil and Gwyn Aitkenhead flew out of Southport on Sunday 16 August and overnighed at Emerald, followed by Les and Frank Lewis the next day. All headed for Mazeppa, Gaye and Greg Saal's property north of Clermont for an evening of great hospitality.

On the 17th Suzie and Roger Toole left Milliron and overnighed at Charters Towers.

These four couples then headed for The Undara Larva Tubes, 275 km SW of Cairns, the next day and were joined by Denise and Ian Tomlinson from Mackay and later by Mary and Robert Collins from Lower Tully. They had made a lunch stop at Piituba on the way.

After so long there was certainly a lot to catch up on while they all enjoyed the Undara Experience. Three couples stayed in the turn of the century restored railway carriages and three in the pioneer huts. On the first evening all gathered on Suzie and Roger's veranda for pre-dinner drinks etc which included the modelling by them of



Adels Grove parking

the latest in mask designs and ear rings. (Courtesy of Suzie Toole Fashion House.)

Dinner was enjoyed later at Undara Central, (like a giant central station surrounded by carriages.) Each morning breakfast was served out in the bush with all the usual goodies plus billy tea and coffee and self-cooked toast over the fire. There was quite a bit of competition from two resident kookaburras for the sausages and bacon.

With a full day at the resort, everyone managed at least one bush walk, lots of rest and then joined the afternoon tour of the lava tubes. This was the highlight of the visit. With a most knowledgeable tour guide to explain how the tubes were formed, the group got very brave and ventured underground. The rock formations (and cracks) impressed everyone. From the air, the route of the tubes is clear as a form of rainforest grows above each in contrast to the rest of the bush.

Dinner that night was again extremely social, and our lot were the last, as usual, to head off to bed.

In the morning the Saals and Lewis' departed early for



182 masks



Covid ear rings

A THREE STATE FLY-IN *Continued...*



Cooking the bush breakfast



Enjoying the bush breakfast



Hand sanitising station



Close-up to Lava Tube



Tables for one...

Atherton while the others went on to Winton. (We won't mention the on-going mystery of the lost red tow-bar ever again!)

Atherton, on the beautiful Tablelands, produced great weather for their stay. They booked into a unit at Yungaburra and were treated to a local tour and lunch at a teahouse on the lake by Graham King, a friend from PNG days who has retired there. The Veteran's Memorial Walk is very well done and worth a visit.

The next day they re-joined the mob at Winton where all the others had been on tours to the fossil fields. After catching up for lunch, the re-built Matilda Museum was the attraction. We noticed the sad reduction in items on display after their loss in the fire and were not so sure that this very modern museum was a good as the old one.

The evening was spent at the North Gregory Hotel for another noisy dinner. All went home to bed eventually, until about midnight



Lava Tube Bridge



Lava Tube trail



On the trail Undara

(only 10pm in SA) they were joined by Lotty and Annie Haynes from Arkaroola who thought everyone should be part of their party by phone and messages. A great time was had by all! This even included Ross and Jenny Bate who had taken to the bush tracks in a caravan instead of using their Cessna.

After Winton, everyone went their own way. Gaye and Greg, Mary and Robert and Ian and Denise headed straight home. Neil and Gwyn flew to Gayndah for a night and then back to Southport.

But the Lewis and Toole wanderers kept on going. They stopped at Mt Isa for fuel where Roger decided he was so hot he had to stand under the emergency shower at the bowser and turn it on. It was also noticed that he had a red tow-bar, but he claimed it was



Winton resident



Remembrance Atherton



Obeying the rules in Mt Isa



Railway Carriage comfort



Ian, Mary & Denise



Greg & Robert



Toole Drinking masks



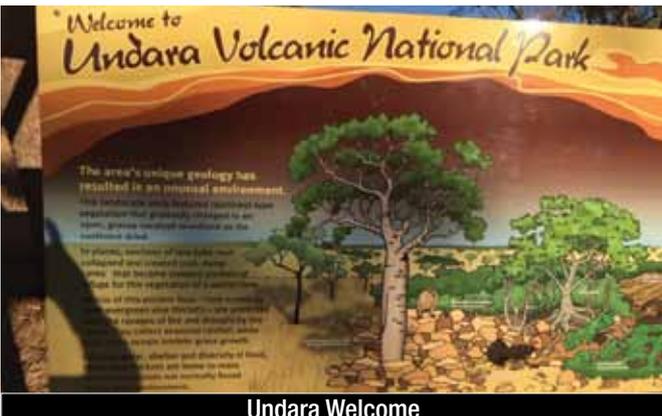
Gwyn & Neil



Frank & Gaye



Sundowning at Undara



Undara Welcome



Undara Welcome

A THREE STATE FLY-IN *Continued...*

his own. Their next stop was Adels Grove where we had had such a great Fly-in a while ago. The main building had burned down and so a temporary dining hall was in use. Not many tents are in use now and most of the accommodation is in portable campacs. At least they have en-suites which the tents lack. Roger disappeared on a fishing expedition the next morning and, despite Suzie's sending out a search party and combing the river banks, it became a game of, "Where's Roger?" He did eventually return, but the fish were in short

supply. Of course, he wondered what the fuss was about.

The Tooles then spent a night in Clermont before flying home. The Lewis Pair went via Croydon to visit the Collins estate at Lower Tully, then back to Mazeppa to visit the Saals. Reluctant to go home, they spent a night at Kollarena with the Bates and another at Mill Iron with the Tooles. Then with no one left to annoy, they eventually went home.



Dave, Annie & Lotty at Arkaroola



Arkaroola Ridgtop Tour



On the way up...



Winter sunlight



Enjoying the Ridge



Arkaroola Company



VH- DNL's Original & Current Owners



Roger at Mt Isa with a red tow-bar!

New South Wales *By John Bestwick*

Broken Hill was the destination of another small adventurous group who couldn't cross the border into SA.

When they shut the gate into South Australia a plan began to take shape for four aircraft to go as near as possible to Arkaroola, namely Broken Hill .

Original starters were to be Spicer's Harvey's Crums and BWK. Brian & Kathy and Ian & Noella planned to go early in the week of August commencing Monday 17. Crums & myself planned on Thursday 20th.

As it turned out the forecast that week was for some of the worst weather of the winter rain snow etc. the early departure people wisely cancelled. We planned on a Thursday departure.

Thursday came with no chance of a VFR departure so we decided to meet at BTH Friday morning and a decision was made to depart following the lower ground to the NW as the higher area on track which was under cloud.

The farming areas beneath us looked magnificent following good autumn & winter rains. A comfort stop at Ivanhoe and from there on the country deteriorated and on crossing the Darling was absolutely desolate with dust rising below and Virga coming from above to making sure that we took some red soil back home as a memento of our trip.

On Arrival in BHI no small bus available so we hired two vehicles & headed to our digs at the Royal Exchange where we enjoyed an excellent meal before retiring for the night.

Saturday We headed to Silverton diverting on the way for the Daybreak mine tour. A small family Mum & Dad run operation where Dad and no 1 son took groups underground to see how mining was done in the old days. No 1 son took us down, we not only learned how the mining was done but all of the conspiracy's he had learnt about on Facebook. While waiting for our tour we enjoyed freshly cooked scones jam & cream Cooked up by Mum.

On to Silverton to do the usual,art pub etc. Saturday night we were joined for dinner by Bruce & Margret Church at the BHP the newly renovated Broken Hill Pub.

Sunday we didn't have to go to church because the Churches generously came to us and escorted us around the sights and briefed us on others for the following days.

Bruce had a UHF in his car so myself, Daughter Kate, Husband & Steve were with Bruce & Margret, David, Tania, Warren, Waddick & Lindsay Cox went in their hire vehicle which fortunately had a uhf radio that enabled Bruce to brief both cars simultaneously as we went around.

Visits to Pro Harts Gallery and the Diaorama a mind boggling art work are a must when visiting BHI and of course a beer at the iconic Palace Hotel and a milk shake at the oldest continually operating milk bar in Australia. Having spent three full days exploring still leaves many attractions to explore in BHI.

With regard to the back seat passengers in spite of some of the comments. The passengers appeared to be quite relaxed on the way out of BTH singing softly in the background, I particularly enjoyed their rendition of Nearer My God To Thee.

In summary the trip was a great consolation prize for not making Arkaroola. Fingers hope to see you all in SA soon.

South Australia *By Andrew Lott*

Six members did eventually get to Arkaroola for their fly-in, although some over-landed instead of flying. They felt so lonely that, as mentioned above, they tried to join the Queensland mob via the airwaves in the middle of the night and did their best to become part of that show!

Ah the best laid plans of mice and men!!

I can imagine the frustration of Roger's Darwin trip having to be postponed with the uncertainty of the covid issues. All that work that has to be placed on hold.

So, with that not available, we thought that we would find an excuse to fly and meet up somewhere. What better place than Arkaroola, which is geographically fairly central to most members.

A quick call to Doug. and Vicki and a weekend where they did not have any bookings was arranged. They were able to provide enough to house us all and so they were booked and the word went out.

There was a remarkable response for within days, 22 rooms were booked. It seemed everyone was ready to party, HOWEVER, weeks out and the States borders were closed. S.A closed its borders to Victoria, and NSW and there was uncertainty with QLD.

Sadly bookings were cancelled until there were very few able to get to YARK. I flew in, Jon Clark drove as weather was foul at Clare, and the Crawfords caravanned in with a luxury flash camper. We had a great time.

The Friday was a typical first C182 meet and greet. Lots of food, wine and bullsh*t until the weary travellers ran out of energy.

The Saturday saw us with a fabulous bonus. A journalist and photographer for the Outback magazine were to do a feature on the Ridgetop Tour and Doug and Vicki volunteered us to be the eager passengers.

We all went along and what great trip. Annie knew the journalist so the banter was present. Clarky, Craf, and I behaved ourselves. It was a wonderful trip and although we have done it before, was still fantastic. We may be featured in the latest Outback Magazine.

It was pretty cold so we needed some warmup when we got back. The beers flowed along with the banter and then dinner. Some Jim Barry reds were produced and kept on coming with Vicki providing the coup de gras wjith the final bottle. Think there was some earth movement during the walk to the motel.

A slow start in the morning and then us four plus the Spriggs loaded some sausages, sauce and bread into the cars and then drove to a beautiful waterhole to the west of Arkaroola. Fire lit, sausages cooked and more beer and wine in a glorious setting. The effects of the prolonged drought there was showing with all dead native pines and eucalypts very stressed.

Still a beautiful place though. We were very quiet that night and the following day, all departed.

We did think of you all but not overly. We were having the best fun. Would have been a rip-roaring impromptu flyin if the borders had remained open.



Things to ponder...



You can harass me...

A few years back, the Police Station of a reasonably sized Country Town received the following from a resident through the Feedback Section of the local Police Website.

“As a local Resident, I would like to know how it is possible for Police Officers to continually harass our Towns People and get away with it?”

In response, a Sergeant posted this reply:

First of all, let me tell you this... it's not easy. In the rural area we average one cop for every 505 people. Only about 60 per cent of those cops are on general duty where we do most of our harassing.

The rest are in non-harassing units that do not allow them contact with the day to day innocents. At any given moment, only one-fifth of the 60 per cent of general duties are on duty and available for harassing people while the rest are off duty. So, roughly, one cop is responsible for harassing about 6,000 residents.

When you toss in the commercial business and tourist locations that attract people from other areas, sometimes you have a situation where a single cop is responsible for harassing 15,000 or more people a day.

Now, your average eight-hour shift runs 28,800 seconds long. This gives a cop two-thirds of a second to harass a person, and then only another third of a second to drink an iced coffee AND then find a new person to harass. This is not an easy task. To be honest, most cops are not up to the challenge day in and day out. It is just too tiring. What we do is utilise some tools to help us narrow down those people we can realistically harass.

PHONE: People will call us up and point out things that cause us to focus on a person for special harassment. “My neighbour is beating his wife” is a code phrase used often. This means we'll come out and give somebody some special harassment. Another popular one is, “There's a guy breaking into a house.” The harassment team is then put into action.

CARS: We have special cops assigned to harass people who drive. They like to harass the drivers of fast cars, cars with no insurance or drivers with no licences and the like. It's lots of fun when you pick them out of traffic for nothing more obvious than running a red light. Sometimes you get to really hear the harassment on when you find they have drugs in the car, they are drunk, or have an outstanding warrant on file.

LAWS: When we don't have phone or cars, and have nothing better to do, there are actually books that give us ideas for reasons to harass folks. They are called “statutes”. These include the Crimes Act, Summary Offences Act, Land Transport Act and a whole bunch of others... They spell out all sorts of things for which you can really mess with people. After you read the law, you can just drive around for a while until you find someone violating one of these listed offences and harass them. Just last week I saw a guy trying to steal a car. Well, the book says that's not allowed. That meant I had permission to harass this guy.

It is a really cool system that we have set up, and it works pretty well. We seem to have a never-ending supply of folks to harass. And we get away with it. Why? Because, for the good citizens who pay the tab, we try to keep the streets safe for them, and they pay us to “harass” some people.

Next time you are in the area, give me the old “single finger wave”. That's another one of those codes. It means, “You can harass me.” It's one of our favourites.



Where The Hell Are We?

Strange story of the SS Warrimoo

The passenger steamer SS Warrimoo was quietly knitting its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the master, Captain John Phillips, the result. The Warrimoo's position was latitude 0 degrees x 31 minutes north and longitude 179 degrees x 30 minutes west.

The date was 30 December 1899.

“Know what this means?” First Mate Payton broke in, “We're only a few miles from the intersection of the Equator and the International Date Line.”

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check and double check the ships position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed. The calm weather and clear night worked in his favour. At midnight the Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line!

The consequences of this bizarre position were many. The forward part of the ship was in the Southern Hemisphere and the middle of summer. The stern was in the Northern Hemisphere and in the middle of winter. The date in the aft part of the ship was 31 December 1899. Forward it was 1 January 1900.

This ship was therefore not only in two different days, two different months, two different seasons and two different years but in two different centuries-all at the same time.

A PANDEMIC STYLE FLY-IN *Continued...*

Back Seat Pilot

Just as we will all remember where we were in 2001 when Prince Philip told aspiring 13 year old Andrew Adams that he was “too fat to be an astronaut” so it will be that the good people of Eglinton will forever remember 2 Cessna 182s battling 20-30kt blustering headwinds and the emerging complex low loaded with rain and snow.

Departing Bathurst Airport at 09:40 on Friday 21 August 2020 on runway 35, Bravo Whiskey Kilo (BWK) and Juliet Lima Yankee (JLY) captained by John Bestwick and David Crum headed due west in search of clear skies. Broken Hill was to be the destination for this truncated Cessna 182 trip.

The BWK support crew consisted of Lyndsay (daisy cutter) Cox, John's daughter Kate and myself (Kate's husband) - JLY, Crumie's partner Tanya Flindell and Warren Wadick.

Climbing out of Bathurst airspace lasted but a moment before BWK headed into the Macquarie River Valley with JLY on its tail. Kate, on her inaugural Cessna 182 trip, sought to settle her nerves by focusing on the passing chimney pots and early sprouting daffodils. How comforting it was that Macquarie Valley residents, even in their moment of startlement, were cognisant enough to save the children before the washing.

After a seemingly endless meandering journey Crumie pulled up JLY to a more conservative and respectable height of, I would guess, a couple of dozen Hills Hoists. Lyndsay 1 Crumie 0.

With a sigh of relief from Kate and myself BWK broke through the hills and 1,500 feet becoming the new normal, whilst JLY disappeared above the cloud to something around 8,000 feet.

Crumie's aerobatic crosswind approach and landing in to Broken Hill on runway 23 was only equalled by a crew member's own involuntary air display. Such was the spectacle that a passing Rex pilot saw reason to pass comment. BWK arrived 15 minutes later without incident.

Our accommodation, The Royal Exchange Hotel, despite renovation has retained all the charm of this historical art deco building.

Even before suitcases had been opened, Crumie and Warren headed to the nearest cross-dressing pub to embed themselves with the locals (The Palace Hotel - of 'Pricilla Queen of the Desert' fame). A little while later Warren commenced his forensic examination of all-things outback Garlic Bread as we settled in for the evening in the Royal Exchange Hotel dining room. Two bottles of red later Warren's grin said it all. A burp, raising of an anatomically abbreviated index finger and off he wobbled gracefully to bed to write up his notes.

The sun rose on Saturday morning for us to discover that Broken Hill had clearly been impacted by Covid-19. Breakfast opportunities were limited and the group split-up to ensure we all got a feed.

Breakfast over, our first stop of the day was at Daydream Mine off the Silverton Road to explore its history of Silver, Zinc and Lead extraction. With freezing wind whistling across the plains we huddled in the Mine's shop awaiting our tour to commence. Fresh scones and tea brightened spirits, as did the lighting of the open fire for our benefit.

The mine tour commenced, first reviewing the surface works, led by the Mine owner's son Justin. The tour soon took a new direction when it became clear that Justin was on a recruiting expedition for his many conspiracy theories - "Pilots have been lacing clouds with lithium so that they can control the weather" drew raised eyebrows. Lyndsay's shoulders tightened, bracing himself as he stared at his feet. My reply that "these particular pilots can't control their bowels let alone the weather" was lost in the freezing winds. We went underground.

The underground tour was less about information and more about the experience of working in such harsh conditions. An honourable mention should be given to John and Lyndsay for their commitment to the steep stairs, narrow corridors and low ceilings.



Silverton Gaol

The highlight of this part of the tour was during the 'lights out' phase. In total darkness all went quiet before our tour guide asked if anyone had any questions. From somewhere within the cave a member of our entourage gently broke the silence, taking us all to hitherto uncharted territory with "did mine canaries trill"? Whilst up to this point the mating ritual of working birds had not been uppermost on the minds of those in attendance, it is now forever imprinted.

After our cold and windy sojourn at Daydream Mine we left to enjoy the hospitality and highlights of Silverton. Of particular poignance was our final stop at the Mundi Mundi Lookout. The South Australian border and our originally intended destination, Arkaroola, lay tantalisingly close, but out of reach. We returned to Broken Hill for our afternoon nap/drinks.

Our evening was happily spent at the Astra Hotel with, among other stories, John recounting his evening in the company of Mrs Buzz Aldrin, and her penchant for chardonnay and breast augmentation (alleged!). Happy days.

Sunday morning started with a trip to the 'Line of Lode Lookout and Miners Memorial', which provided a sombre reflection on the human cost of industrial progress, but a fantastic view of the City. This was swiftly followed by a visit to Bell's Milk Bar - Australia's oldest continuously running milk bar.

Bruce and Margaret Church generously took up tour-guide duties on Sunday afternoon, providing us with a detailed overview of Broken Hill industrial and industrious history. Our delve in to the affluent and effluent completed in time for a freshen up before tea at the Broken Hill Pub. A huge thank you to Bruce and Margaret for the time and effort put towards our visit.

Monday, dedicated to mopping up yet unseen attractions, started at the wonderful Pro Hart Museum, followed by the Silver City Mint and Art Centre (and their 'World's largest acrylic painting on canvas by a single artist') and the fantastic Royal Flying Doctor Outback Experience at the Bruce Langford Visitors Centre. Among the many highlights at the Royal Flying Doctors was Kate's unintended misadventure in to 'Staff Only' territory with Tanya hesitantly in tow. Quite how long Kate regarded the stretchered patients as museum props remains unsaid.

63 Gaffney Street rounded off our Broken Hill tourist visit (location of the movie 'Last Cab to Darwin').

The Musicians Club became a suitable final resting place for our hungry/thirsty souls, the bar staying open until after 9pm - seemingly unusual for Broken Hill at this stage of the pandemic. On our passage back to the Hotel John's consequent fall was, naturally, blamed on the kerbside architecture. Anesthetised by our gripping company he stumbled on with a vacant smile that didn't do justice to his cuts, bruises and torn trousers.

The return flight on Tuesday 25 August was less eventful (5kt headwinds changing to 20kt tailwinds) until BWK commenced it's turn for final approach to runway 17 at Bathurst Airport, whereupon Kate spotted a drone under our starboard wing (duly reported to CASA and the Police).

Whether historians record this trip to be modern day adventurers pushing boundaries and exploring hitherto unknown landscapes, or a bunch of flatulent tourists hell-bent on self-indulgence remains to be seen. In any event, 7 people departed from and safely returned to Bathurst having learned a bit and laughed a lot.

Despite our valiant efforts and desperate search and hunger for knowledge, one question remained unresolved however.....what's wrong with being a fat astronaut?

Steve Whitworth



Silverton Hotel

PUZZLES, STORIES & MEMORIES

DO YOU REMEMBER YOUR SCHOOLDAY MATHS?

WHEN YOU SOLVE THIS PUZZLE PLEASE SEND YOUR ANSWER TO TREVOR CORLETT (us@ditrevor.au)

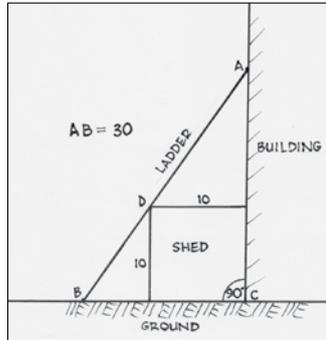
WHO WILL ALLOCATE THE MYSTERY PRIZE TO THE FIRST CORRECT REPLY RECEIVED.

Read this carefully!

A painter asks his assistant to mark the point on the ground at B where to set the ladder so that it will exactly touch the corner of the shed at the same time as it touches the wall of the building.

The shed is 10 x 10 and the wall is set at 90 degrees. The ladder is 30 long. The units are unimportant.

WHERE IS B?



were made in the 1800's in Glebe, Sydney. Their transportation, probably by bullock wagon, must have been a task and a half! There are some information plaques at this site and some at the old school, police station and cinema, that give some idea of the history of Mt Coolon. The pub walls also have some interesting stories to read.

So, if you are flying around up here in Central Queensland, Mount Coolon is a little spot you could spend an hour or so. We had lunch at the pub (all be it a pie and chips) and we enjoyed the drive on a beautiful winter's day.

Gaye Saal



A DARK AND STORMY NIGHT

In January 1965 I was a co-pilot on a TAA Fokker Friendship service; Brisbane, Maryborough, Rockhampton, Mackay.

From Maryborough I was "pilot in control." We took off at dusk to the south east and turned north west into what turned out to be a huge line of summer thunderstorms. It became turbulent but we had early days radar. The captain could see patches on the screen with black patches behind. He thought black was clear air and was giving me headings generally NW. Once you are in a thunderstorm it is like driving a car at night in a heavy fog. The headlights are reflected back and you really can't see what is there. Our radar was similar.

The noise from hail was so loud we could hardly hear each other. It was SEVERE turbulence and we were tossed up and down more than 45 degrees. As we went up, I would yell, "power off" and then "full power", as we went down.

It is very important NOT to use stabiliser trim in a thunderstorm in an airliner. During the early days of Jetliners such use caused some fatal crashes. A jet airliner stabiliser is moved by a screw jack, powered by an electric motor. When they were pitched up, they trimmed "down". Suddenly they came out of the updraft into the downdraft which meant they were pointing steep down, with stabiliser set "down". The aerodynamic loads on the stabiliser became so strong the motor could not move it. They could not pull out of the dive.

So, based on the above reasoning, I did not touch the trim but manually flew and managed to maintain "turbulence penetration speed" of 157 knots throughout.

After 20 minutes of zigzagging north west, I asked Rocky where the storms were. "North west – south east", he said!!!!

After 20 minutes of hell, we headed north east and after a further four minutes flew out of the storms and subsequently landed at Rocky.

The hostie advised that the passengers were sick, praying or crying. The captain and I had been too busy to do any of these. The next thing the captain said that we had better get the passengers back on board for the next leg. But I said "They won't get back on this aircraft tonight and besides it requires a "turbulence check" by our engineers.

So, we went to a hotel! The captain did not drink, the girls had lemonade but I ordered a jug of beer and drank it all. *By Brian Shadler*

PLACES TO VISIT

Lesley and Frank Lewis called in to Mazeppa in early July last year for a couple of days so we took them for a drive to Mount Coolon.

Gold was discovered at Mount Coolon in 1913 by a jackeroo from Yacamunda Station. Originally Mount Coolon was called Koala and was surveyed in 1917. Gold was mined here from 1913 to 1967 and in 1932 Mount Coolon had the highest Gold production in Queensland.

There isn't a lot at Mount Coolon today apart from a pub and a Roadhouse, although the population is swollen at present from the camp being set up for the Adani Railway Line.

The airstrip (although we drove) is in great condition at present and it is only a short walk to the pub.

Across the road from the pub, on the banks of Police Creek are remnants from the very productive Gold Mining industry, including a brick chimney 75 feet high and made out of 200,000 bricks which were made on the site. There are several remnants of huge equipment, including giant fly-wheels lying around. These



KELLETT'S CORNER

A group of women were at a seminar on how to live in a loving relationship with their husbands.

The women were asked, "How many of you love your husband?"

All the women raised their hands.

Then they were asked, "When was the last time you told your husband you loved him?"

Some women answered today, a few yesterday, and some couldn't remember.

The women were then told to take out their cell phones and text their husband - "I love you, Sweetheart."

Next the women were instructed to exchange phones with one another and read aloud the text message they received in response to their message.

Below are 12 replies. If you have been married for quite a while, you understand that these replies are a sign of true love.

Who else would reply in such a succinct and honest way?

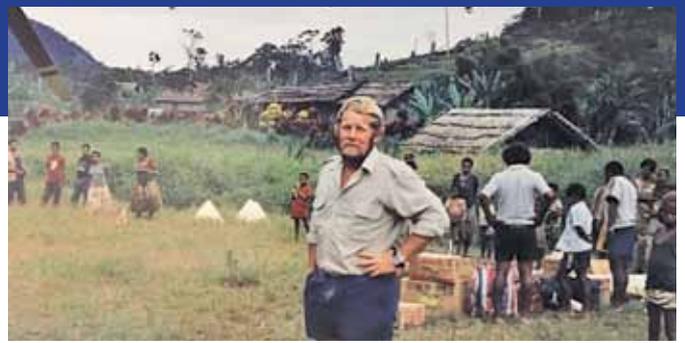
1. Who the hell is this?
2. Eh, mother of my children, are you sick or what?
3. Yeah, and I love you too. What's wrong?
4. What now? Did you wreck the car again?
5. I don't understand what you mean.
6. What the hell did you do now?
7. Don't beat about the bush, just tell me how much you need.
8. Am I dreaming?
9. If you don't tell me who this message is actually for, someone will die.
10. I thought we agreed you wouldn't drink during the day. (My personal favourite!)
11. Your mother is coming to stay with us, isn't she?



BUSH TECHNIQUES

Continued from issue 39...

The following letter was given to Frank Lewis about 30 years ago when he was a new pilot in PNG. The writer unfortunately is unknown but it was addressed to Dan, a new PNG pilot. The advice it contains is still very appropriate today and may be of assistance to both new and old pilots, wherever they fly.



proper water drains - rock the wings before the drain check. Never take off after refuelling without a full water drain (telling you to suck eggs, I know but fellows have forgotten - with subsequent engine failures). If the seals on the caps are perished and ill-fitting have them changed - you can get water in very large quantities 'muy pronto' - even parked on a rainy turnaround.

- don't skimp on bonding (earthing). Don't use plastic near tank fillers. Static electricity is very real in the tropics.
- have a good look at tank selection before takeoff.
- keep an eye on PWR and critical point on long legs.

4. Weather and Terrain (No 1 killer of careless or daring pilots)

- in the Australian bush, VFR rules don't apply - the real one is: clear of cloud with manoeuvring space and an escape route i.e. sensible VFR - 'bush' VFR

8.

- don't mix VFR and IFR or you're in trouble. You can certainly change from one to the other:
 - to IFR when VFR becomes unsafe/impossible. On transition to the checks, you must know:
 - the LSALT
 - close spot heights and terrain heights
 - a safe escape route on climb and
 - a plan of action that encompasses diversion to an aid or area clear of weather. Don't forget - as soon as you're in cloud - PROTHEAT. ☹
 - to VFR when IFR no longer applies/necessary. Don't allow one hole or sighting of the sea to change your category - it must be without doubt - or else remain IFR.
- basically 'bush VFR' flying is sensible, stick-and-rudder, seat-of-the-pants flying whereas IFR is procedural. Don't forget it - a good pilot is proficient at both. Keep practising!

9.

- be careful of boring through small gaps between cloud and terrain. You must be able to approach the gap on an oblique angle so that a downdraft, misjudgement or WX closure requires only a slight turn to avoid it - whereas approaching straight-on, requires a 'one eighty'.

LOOKING AT A MARGINAL GAP

INCORRECT (A STEEP TURN - OF)

CORRECT

(a climb spur Davey in at Mt Hagen - he burnt)

10.

6700 SADDLE 4000 PEAK 8200

STRAIGHT & LEVEL - 4000 - HAVE A LOOK MAKE A DECISION

CLIMBING

IT'S RATSHIT!

CORRECT Watch speed control during 'LOOK'. Don't get dry gulched in terrain. If all okay - reverse turn - cross ridge.

* BUT WATCH OUT WHERE THE CLOUD FOLLOWS THE TERRAIN THUS:

GAP APPARENTLY OPEN (BLUE SKY VISIBLE - ON AN ANGLE OF 30°, DAN)

SPLIT-ARSE TURN TO AVOID TERRAIN AT LOW AIRSPEED - TRAPPED!

AIRSPEED DEGRADING - EYES ON GAP

PILOT DECIDES TO GO IN

11.

BUSH TECHNIQUES by Frank Lewis *Continued...*

* the same applies for gaps in clouds, known as the 'sucker trap'. Blue sky can convince you that the approach to the gap is 5#L. Unless you monitor the ASI and VSI you can be sucked into the hole at low airspeed and you can become a victim of spatial disorientation.

- approaching destination, worsening weather, pressure to get in is greatest. Stick to 'bush VFR'. If weather is such that rain reduces visibility:

• slow down, put out approach flap, props to climb RPM, open storm windows, keep a look out, watch ASI frequently for adequate control

• remember your escape heading and if conditions look like coming below safe manoeuvring space - GET OUT - and watch the accuracy of your turn. If an approach aid is available, do an NDB approach from LSALT.

- don't forget - whenever you're in cloud be above LSALT or climbing via a safe path to get it.

12.

- low coastal flying (bush VFR)

• anything below 200 feet is very sus.

• you must know where you are at all times - exactly

• orientate map correctly - remember spot heights may have to be read upside down.

• know your terrain height, heights of hills, LSALT - at all times.

• know your reciprocal heading and escape headings - at all times

• be prepared in your mind. You may have to abort. Word 'press-on-it's' or peer pressure.

• you're better off giving it away VFR than allowing the situation to develop whereby you're in cloud at dot feet.

• unless the coast is flat you're better off turning out to sea onto a reciprocal heading (ensuring turn is accurate on the clocks, even if visual.) Flat coast - acceptable and easier to turn with it in sight.

• On climb (IFR) - if you've cocked-up. Double check map, headings, initial turn and height of bloody terrain.

13

• If flying low over water, watch the illusion of thinking you're higher than you really are (check the clocks)

• in the tropics it's better to go through the rain below cloud base than in cloud battling up/down drafts. (ask Chris to show you how to pick wind direction and strength from the sea)

• over the water in poor vis - beware of sudden islands

• make sure you're allowing the correct drift angle - and track wide of such islands in minimum vis conditions

• you're better off cruising IFR through the crap than diving at dot feet below

• in wet weather always have a look at the strip pre-landing for locals, sheets of water or works-in-progress - or a UK cross

• CHECK THE WINDSOCK

- know your own limitations - if you're not happy, sit it out or go home - but don't quit over bigger all.

- tropical weather changes quickly if due to convection. Slowly if steady (SE) weather.

- the equatorial storm is most fierce around dawn - sit it out.

14.

- if you have US's that make IFR unsafe, give yourself extra margins, VFR, till it can be fixed.

- avoid storm penetration unless absolutely necessary. Then, once you are in it: do it correctly:

• set up power that corresponds to turbulence penetration speed in still air

• belts tight, pitot heat on

• don't panic into a 180° turn in a storm - GO FORWARD

• try to maintain a level fuselage attitude - don't chase airspeed or altitude - let it fluctuate

• strive to keep wings level and approximate heading

• control panic if there's lightning around it's harmless

WEATHER PRIORITIES. In order of preference, go:

-- UNDER IT

-- OVER IT

-- AROUND IT

-- THROUGH IT

End of lecture, Van, except for:

(see over)

15.

BOB'S FLIGHTS by Bob Bates Member 283



BOB BATES MEMBER 283

Bob, who lives in Mt Hagen, PNG, has been a member of our association since 2011. Distance has always made it difficult for him to join our fly-in adventures, but he has followed our doings very closely. He has sent the editor permission to publish any of his reports of his flights around the world, often in his C182. A list of these follows. (Bob is known as Little Bob by the way.) If you would like to read them all, they appear on the website for his tour company in PNG. (www.pngtours.com/tours/Bobsflights)

Over the past couple of years Big Bob and Little Bob also known as the two crazy Bobs have flown somewhere unusual in the world. In 2009 and 2010 they flew in the northern hemisphere in Big Bob's trusty and reliable Cessna 182 N182VE fondly called "Lucky Lady Too". It is a very basic 1968 Cessna 182 without an auto pilot and now 49 years old. About the same age as the two pilots!!! In 2011 they flew through the South Pacific in Little Bob's Baron P2-BOB.

In 2012 Little Bob flew with Sergey Terekhin in Sergey's "My Fair Lady" a modern turbocharged Cessna 182 fitted with a glass cockpit. Sergey comes from Novorossiysk on the shores of the Black Sea in Russia.

The first flight started in January 2012 and was from Florida down through the western countries of South America to the most southern city in the world, Ushuai and then back up through the eastern countries of South America and through the Caribbean and back to Orlando in Florida.

The next flight was in June 2012 and was a crossing of the North Atlantic from Orlando to Madrid. The flight went through Labrador, Greenland, Iceland, Scotland and France and finished in Madrid.

In September 2012 Sergey and Bob flew from Mount Hagen in PNG to Perth in Western Australia in Bob's Cessna 182 that has been named Sweet Sexy Sheila!!

In March 2013 Sergey and Bob flew around the Mediterranean in Sergey's "My Fair Lady".

In June 2013 Sergey and Bob decided to have a change from flying and drove from Odessa in the Ukraine to Tashkent in Uzbekistan. The trip crossed the southern part of Russia, through Crimea and then into western Kazakhstan before heading south to Tashkent. It was done in Sergey's new Volkswagen Tiguan and Gerard's Land Rover.

In September 2013 Sergey and Bob decided to go back to flying and this time flew from Madrid to Senegal in North West Africa and back to Madrid in company with a group of mainly French registered Aeroplanes conducting what is known as "Rallye Toulouse Saint Louis".

In September 2014 Sergey and Bob decided to go back back to Perth in Bob's Cessna 182 via a northern route.

In May 2015 Sergey and Bob decided to go to Northern Europe.

In July 2015 the two crazy Bobs decided to do a trip through outback Australia. It has been four years since they have done a trip together and this time they will do it in Little Bob's Cessna 182.

In March 2016 Sergey, Bob and Sergey's daughter Anna hired a Cessna 206 aircraft from Bushpilots Adventures in South Africa and started on a trip that included Botswana, Zimbabwe, Malawi and Mozambique.

In March 2017 Sergey and Bob went back to Southern Africa and hired a Cessna 182 aircraft from Bushpilots Adventures in Pretoria and started on a trip that included Namibia and Botswana.

In March 2018 Sergey and Bob again went back to Southern Africa and hired an aircraft from Bushpilots Adventures and decided to head south and cover South Africa.

In December 2018 Sergey and Bob decided to go for a trip through Central America, starting in Mexico City and finishing up in Panama City.

It was June 2019 and Sergey and Bob needed another "aviation fix" and decided to do eastern Europe, starting and finishing in Madrid in Sergey's wonderful Cessna 182 with the USA registration of N6078T.



MADRID - EUROPE - MADRID 2013

10th March to 23rd March, 2013.

SUN 10 MARCH - MADRID (Casarrubios - LEMT)- TO - MENORCA (LEMH) SPAIN

Today's flight was 379 Nautical Miles and was 2 hours and 40 minutes flight time. We had good tail winds all the way.

The weather to the north in France and Germany was not good and the freezing levels were too low for us to track north so we decided to change plans and head to the east across the Mediterranean where the weather was better.

It is a big problem for us finding somewhere to eat early for the restaurants in Spain do not normally open until 8.00 and by 8.00 pm we are both looking at going to sleep.

The capital, Maó (Castilian: Mahón), is at the eastern end of the island. Ferries from the mainland and Palma de Mallorca arrive at Maó's busy port, and Menorca's airport is 7km southwest of the city. The main road (ME1) runs along the middle of the island to Ciutadella, Menorca's second town, with secondary roads leading north and south to the resorts and beaches.

The northern half of Menorca is an undulating area of green rolling hills, with a rugged and rocky coastline. The southern half of the island is flatter and drier, with a smoother coastline. It has a population of about 90,000

BOB'S FLIGHTS *Continued...*

MON 11 MARCH - MENORCA (LEMH) SPAIN - TO - CAGLIARI (LIEE) - SARDINIA - ITALY

Today's flight was 281 Nautical Miles and was 2 hours and 30 minutes flight time.

When we checked the weather this morning the best weather was in Sardinia so we decided to fly to Cagliari which is on the southern coast of the island.

The island has a Mediterranean climate along the coasts, plains and low hills and a continental climate on the interior plateaus, valleys and mountain ranges. During the year there are approximately 135 days of sunshine, with a major concentration of rainfall in the winter and autumn, some heavy showers in the spring and snowfalls in the highlands.

The average temperature is between 11 to 17 °C (52 to 63 °F). The Mistral from the northwest is the dominant wind on and off throughout the year, though it is most prevalent in winter and spring. It can blow quite strongly, but it is usually dry and cool and makes for a sailor's paradise.

TUE 12 MARCH CAGLIARI (LIEE) - SARDINIA - ITALY

We went out to Cagliari airport today and intended to fly to Sicily or Malta or both. However the weather finally caught up with us and we were not able to fly. We were originally supposed to be in Baden Baden, Germany today where it is snowing, the temperature is below zero and it is overcast at 200 feet with poor visibility. Just as well we are not there, at least it is warmer here.

Cagliari is the modernised form of the ancient name given to the city. Important archaeological remains have the presence of people in the area of the capital of Sardinia dating back to the third millennium B.C.

The Phoenicians established this coastal town in the heart of the Mediterranean, calling it Karales and it eventually became known as Cagliari. The Phoenicians were succeeded by the Carthaginians and then the Romans.

The Roman consul Tiberius Sempronius Gracchus was the first to invade the area known as "sinus calaritanus" in 238 B.C., giving rise to seven hundred years of Romanization and the development of Cagliari as the capital city of Sardinia. with a capitolium, theatre-temple, tabernarium, thermal complex, forum, amphitheatre and important villas, the remains of which can still be seen today.

The allies bombed Cagliari in 1943 and in 1949 it became the capital of the Autonomous Sardinian region.

WED 13 MARCH CAGLIARI (LIEE) - SARDINIA - ITALY

Another bad day with freezing levels far too low for us to fly. So we spent another day in Cagliari.

This day we hired a car and did the traditional "round island tour" and went to Olbia. Olbia is the jumping off point for all the ferries going between Sardinia and Italy. During the afternoon there were



Menorca

6 vessels, like the one shown at the right, preparing to leave for the overnight voyage to Italy with all the people, cars & trucks on board.

It was only an overnight voyage to Italy and we even considered jumping on board and going to Italy and coming back to Sardinia when the weather had improved.



Olbia

THU 14 MARCH CAGLIARI (LIEE) - SARDINIA - ITALY

The weather has even got worse, the icing levels have dropped to about 2,000 feet so we are in Cagliari for at least another day. I guess that if we have to be stuck somewhere we are better off in Sardinia than some of the other colder parts of Europe.

Apart from the weather the other really big problem that Sergey and Bob have in Spain and Italy is that the restaurants do not open until 8.00 pm for dinner. Bob and Sergey are generally well and truly asleep every night by 8.00 pm so it is very difficult for them to have their evening meal and get the sleep that they require.

Sergey and Bob have now been in Sardinia for so long they are now looking at applying for citizenship.

FRI 15 MARCH - CAGLIARI (LIEE) - SARDINIA - ITALY - TO MALTA (LMML)

Today's flight was 330 Nautical Miles and was 2 hours and 30 minutes flight time. When we arrived in Malta it was wet, cold and blowing a gale, not at all comfortable.

Bob and Sergey took the traditional tour of Malta with a very knowledgeable local guide.

Malta was first settled in about 5,200 BC and then followed the Phoenicians, Greeks, Romans, Vandals, Byzantines, Arabs, Sicilians, Knights of St. John, the French led by Napoleon and then became part of the British Empire from 1800 to 1964. It then became an independent country in 1964 and joined the European Union in 2004.

One of the most notable periods of Malta's history is the temple period, starting around 3600 BC. (See photo above) The Ggantija Prehistoric Temple in Gozo is the oldest free-standing building in the world. The name of the complex stems from the Maltese word *ggant*, which reflects the magnitude of the temple's size. Many of the temples are in the form of five semicircular rooms connected at the centre. It has been suggested that these might have represented the head, arms and legs of a deity, since one of the commonest kinds of statue found in these temples is a fat woman — a symbol of fertility. The Temple period lasted until about 2500 BC, at which point the civilization that raised these huge monoliths seems to have disappeared. There is much speculation about what might have happened and whether they were completely wiped out or assimilated.

Both Italy and Germany bombed Malta heavily during the second world war.



Malta

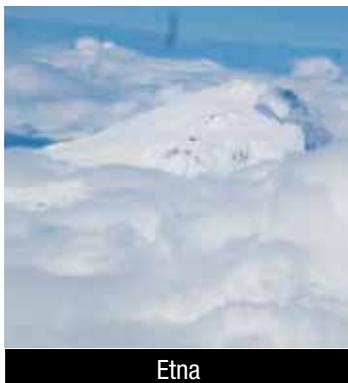
SAT 16 MARCH - TO MALTA (LMML) - TO ROME (LIRU)

Today's flight was 430 Nautical Miles and was 4 hours and 20 minutes.

The flight took us over Sicily and past Mount Etna (See photo at right) and then past Naples and Mount Vesuvius. The flight was mainly over cloud, however it did open up about 25 miles before we reached Rome.

We were met on arrival at Rome Urbe airport by two long time friends of Bob's from the Travel Industry, Rita and Vic.

Rome was busy. The new Pope Francis I had just been elected and was about to have a big meeting tomorrow in Rome with an expected 100,000 people attending so accommodation was at a premium. With the help of Rita we managed to find a small hotel not too far from the centre of Rome.



Etna

SUN 17 MARCH ROME (LIRU)

We always intended to spend two days in Rome as Sergey had never been here before.

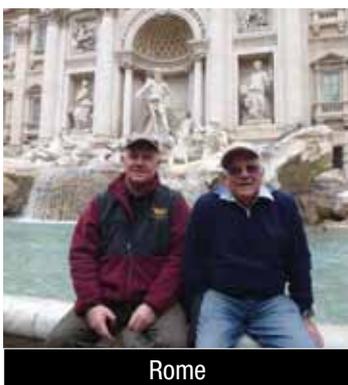
It was a busy Sunday in Rome. The Pope was having a big public meeting at the Vatican and the Rome marathon was being run. Also participating in the marathon were some tricycles that were operated by hand power instead of pedal power. They were all shapes and sizes. Some had the operator lying on his back while others were of a more conventional design with the handlebars being the pedals.

We also went on a trip through the centre of Rome, went to the Vatican, the Colosseum and the Trevi Fountains, another of Rome's famous fountains designed by Bernini. (Photo at right). We both tossed three coins into the fountain.

MON 18 MARCH ROME (LIRU)

Another cold wet and windy day. The weather is too bad and the icing levels are too low for us to leave so we are spending a third day in Rome.

When nighttime came Sergey and Bob began prowling the streets and saw a restaurant that had lights on and staff moving around but no one was seated eating so they tried to bust in. It was 7.00 pm and Sergey and Bob got through the unlocked front door and thought that they had made it at last. However one of the staff prevented them from proceeding further saying that



Rome

they did not take orders or open until 8.00 pm!!! Bob & Sergey then went away and drowned our sorrows in a bar until the bewitching hour of 8.00 pm.

TUE 19 MARCH ROME (LIRU)

It was a nice morning, the weather was good, we lodged a flight plan to Coscica, it was approved and we went out to the airport in Rome only to find that the airport was closed as was all the airspace over Rome due to the inauguration of Pope Francis. The officials would not even allow us to have the aircraft refuelled so we returned to the hotel.

We have now been in Rome for so long that we are catching the

public buses. We caught one today from near the hotel down to the "Colosseo". This is the biggest amphitheatre ever built in antiquity. It was started in 72 AD by emperor Vespasiano. With its 50 metres high and its elegant architecture, it had a capacity of 55,000 spectators. Some big fights of gladiators and also wild animals took place inside the Colosseum. During the renaissance a lot of materials were taken from the Colosseum for the construction of palaces, bridges and the San Pietro's Basilica. Pope Benedetto XIV established that the Colosseum was a tribute to the Christian Martyrs, who died here and then the plundering stopped. The floor was destroyed during a fire and that is why it is possible to view the foundation from the inside.

We prowled around doing the obligatory restaurant run. At 7.50 pm we came across a restaurant manager who we convinced to open "early", it was the Malta Restaurant, although he did say he did not realise that it was as late as it was.

WED 20 MARCH ROME (LIRU) - TO OLBIA (LIEO) SARDINIA, ITALY

Today's flight was 200 Nautical Miles and was 2 hours and 5 minutes. We did not intend to go to Olbia today for we flight planned to Menorca. The weather was not good in Rome but we departed anyway and set course for Menorca. After over an hour into the flight we were at 12,000 feet and starting to pick up ice so we descended to 8,000 feet. It was a requirement that we should not be less than 9,000 feet so we diverted to Olbia. It was back to Sardinia for us to complete our time to get our Sardinian citizenship. We have spent more time in Sardinia than at any other place on this trip. We landed in moderate rain at Olbia but are looking forward to fine weather in the morning.



Rome

It was a requirement that we should not be less than 9,000 feet so we diverted to Olbia. It was back to Sardinia for us to complete our time to get our Sardinian citizenship. We have spent more time in Sardinia than at any other place on this trip. We landed in moderate rain at Olbia but are looking forward to fine weather in the morning.

THU 21 MARCH OLBIA (LIEO) SARDINIA, ITALY TO MENORCA (LEMH) TO MADRID (Casarrubios - LEMT)- SPAIN

Today's flights were a total of 670 Nautical Miles and took 6 hours and 35 minutes. It was a fine day, the forecast weather was the best that we had received so far on the trip so we decided to plan to proceed direct to Madrid. However the head winds were rather strong and our ground speed was quite slow so during the flight we decided to divert into Menorca and stretch our legs for an hour or so. This necessitated a new flight plan to Madrid, but European bureaucracy would not let us depart IFR from Menorca because they said that their standard instrument departure was too long and they wanted us to climb to 22,000 feet, not easy in a Cessna 182!! After about an hour of hassling with the bureaucrats they finally let us depart VFR and then change to IFR enroute. I am not sure why this was not suggested earlier.

We finally arrived back in Casarrubios near Madrid at about 6.00 pm. We were back where we had started from 11 days earlier. The trip turned out to be nothing like what we had originally planned. It was a good decision not to go north at the start of the trip to France and Germany otherwise the aircraft would still be parked at Baden Baden covered in ice and snow and Sergey and Bob would have had to return to Madrid by train and leave the aircraft there until the weather improved.

We never planned to go to Sardinia but we finished up spending five nights there and driving around the island.

The highlights of the trip would have been the surprising history that we learnt and experienced about Malta and of course the excitement of being in Rome at the time a new "Papa" was being invested. The "Papa/Pope" experience was not planned and was partly caused by the airports in Rome being closed for "Papa Day" ..

Cessna's proposed replacement for the 182

An interesting photo of Cessna's proposed replacement for the 182 in 1968... the Cessna 187

It was constructors number 666, and only one was built (N7167C).. There were a few problems during flight testing, such as blanking and partial stalling of the stabilator during stalls, an empty weight greater than that of the airplane it was intended to replace, and an inherent nose-heaviness. However, the greatest obstacle to the program's acceptance was that the more complex wing's manufacturing cost would have pushed the aircraft price out of the acceptable marketing niche. The program was therefore canceled and the sole prototype



was destroyed that same year. The registration cancelled from the FAA register on 22 October 1969. *By Greg Thom*

THANKS!

Thank you once again to all our contributors.

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.

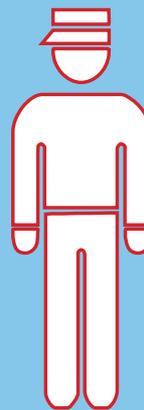


EDITORS NOTE

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.
 - Anniversary Computer Bags.
- Hats & 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.

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JOINING US - It's easy!

Just download the
MEMBERSHIP APPLICATION at
www.cessna182.org.au

Cost is just \$150 for 3 years,
and if your partner would also like to join as
a full member, just pay another \$30!

Contact Details:
Lawrie Donoghue,
9 Pebble Beach Drive, Dubbo, 2830
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

EACH YEAR ENJOY:

-  A Fly-in in Autumn and Spring
-  Two Newsletters with News, Events, History etc
-  Incredible friendships with like minded people
-  Something different for everyone all over Australia

PRESIDENT:

Robert Terzi 0423 600 899

VICE-PRESIDENT:

Ross Bate 0427 844 046

SECRETARY:

Andrew Hogarth 0412 822 164

TREASURER:

Lawrie Donoghue 0428 442 065

NEWSLETTER:

Lesley Lewis 0411 263 422

COMMITTEE MEMBERS:

Frank Lewis 0416 160 347

Lesley Lewis 0411 263 422

Chris Hirst 0438 557 117

Roger Toole 0407 582 829

Neil Davis 0419 830 499

Peter Jones 0423 454 422

Mary-Lee Wiggers 0438 845 698

HISTORIAN:

Greg Thom 03 9744 1941

WEBMASTER:

Janine Terzi 0407 864 201

A new committee is elected every year at the AGM. All members are warmly invited to stand for election. Nomination forms accompany the AGM advice from the Secretary.



The 20th Anniversary Fly-in bag is now available!