

FLY-IN DATES



Cessna 182 Association of Australia

2014-15 FLY-INS



2014 AUTUMN March 27 – 31 Renmark SA
2014 SPRING September 12 – 14 Cervantes WA
2015 AUTUMN TBA... Watch This Space!
2015 SPRING September 11 – 13 Southport QLD

THE PRESIDENT'S CORNER

How time flies! At the time of writing this report, we are already into January. I am sure with age we lose a month every year, but at least we are still looking down on the grass.

I would like to thank Robert Terzi for his support and all the work he has put into our Club as secretary Treasurer over the past 12 months, and also the work that he and Janine do to keep our Website up to date.

The spring Fly-in at Adel's Grove was attended by 42 members and friends. The weather was hot and so the water hole made for a great spot to take relief from the sun; most members canoed the gorge, and the fossil trip made us realize just how old that area of Lawn Hill really is. To run cattle in such an environment makes me very glad that we farmed in Southwest Victoria.

The Tuesday night Gala dinner was highlighted by some very enthusiastic members dressing up and there are some interesting photos inside the Newsletter. A great night was enjoyed by everyone, including an Oz Tour group who happened to be there at the same time.

It was decided to have a collection at our Gala night, for Angel Flight, as it is such a worthy cause. Trevor Corlett offered his pink bowler hat for collecting the money, "Mario" (alias Peter Jones) took charge.

When "Mario" put the Pink hat on the Oz Tour group table, a lady announced that she had started working with Angel Flight in Brisbane as a Ground Angel, and that the monies donated would be a great help to the organisation.

Committee member Vince Rehbein spent a couple of months in hospital during last year; we wish him a speedy recovery, and he assured me he will be attending the Renmark Fly-in at the end of March.

Has anyone noticed at our Fly-ins, paint tin lids, lime spots or old yellow safety helmets on the ground at some ALA's? It is the work of Trevor & Dianne Corlett; they usually arrive a day early, Trevor will then set about measuring a safe distance between planes, placing lime or paint tin lid or an old helmet (Arkaroola) to show us where to put our nose wheel; this allows for safe parking and departing aircraft without disturbing other planes. Having helped Trevor on hot days, beer-o'clock can't come soon enough; so thank you Trevor on behalf of all members.

Andy Lott has the March Fly-in at Renmark well in hand. It will be somewhat different from other Fly-ins, and also it is our 15th anniversary year plus our AGM, so I would like to see as many members as possible attend to celebrate 15 years of Friendship, Fun and Fellowship.

The Cervantes gentlemen are progressing well with arrangements and are looking forward to entertaining us September 12 – 14 this year.

Planes visit the LAME every 12 months, why not treat yourself to a 12 month SKIN CHECKUP ?? Definitely worth the effort.

I would like to wish all members and their families a happy and healthy 2014.

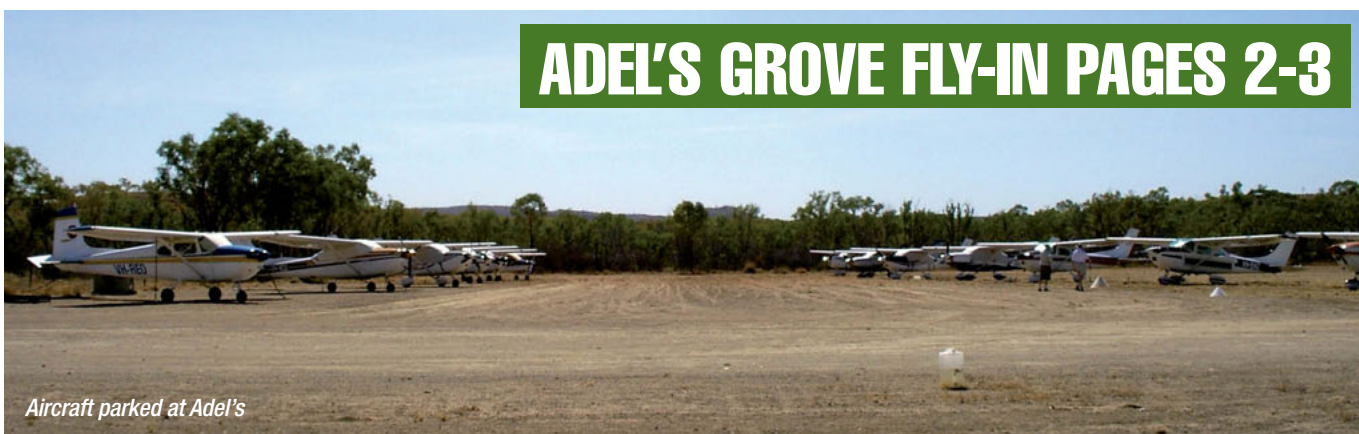
Safe flying!



John Stuart



ADEL'S GROVE FLY-IN PAGES 2-3



Aircraft parked at Adel's

AND SO TO ADEL'S GROVE...



For those members unable to attend, this Fly-in was another "First" for our association...a "mid week event". 42 members and guests travelled in 19 aircraft, and one road vehicle all the way from Junee! Most aircraft were 182's, with one Beechcraft Bonanza E33 and one Tecnam Bravo. Weather was perfect although perhaps a little hot, and the flies quite affectionate. Lesley & Frank took a turn at the Registration Table.

First aircraft began arriving from around 0930, and Adel's owners, Michelle and Rod Low Mow had prepared an extensive area for our parking, Rod kept the water tanker operating to keep the dust to a minimum, whilst bussing arrives into the resort for welcome refreshments. Before sundown all were settled in.

Our regular first night get together (Monday) was as usual, a happy event, catching up with friends, and first timers wondering what they had gotten themselves into!



Following a scrumptious breakfast, Tuesday's activities commenced at 0800 with half the group going canoeing in the magnificent gorge, and the remainder heading to the Riversleigh Fossil Fields for a guided tour of the extensive site, and being treated to a pleasant morning tea on the way back, beside a crystal clear, tree lined stream almost in the middle of nowhere. After lunch, the two groups swapped activities, and most rounded off the day with a swim in the beautiful Lawn Hill Creek which flows through the Resort site. As he did in Kununurra, Cliff Princehorn went in wheelchair and all! The river is fed from a spring that has a flow of around 5 cubic metres of water per second.



TUESDAY EVENING GALA DINNER...



Our Gala Dinner was on the Tuesday Evening, with the staff getting into the mood by dressing up the tables with flower arrangements. Another "first" for our Fly-ins, a "dress up". Because of the remoteness of Adel's Grove, sponsors for our usual fund-raisers were somewhat scarce, in fact non-existent. A couple of our lady members came up with the idea of a tie and tiara night (who wore which was not mandatory), and each of us to pay an "entry fee" donation, the beneficiary chosen being Angel Flight. This was enthusiastically supported with appearance of the most amusing get ups imaginable as the photos show. It just so happened that a bus tour group of about 20 was staying at Adel's at the same time, and were seated right beside our tables. They were of

course unexpectedly entertained by our frivolity, and so the collection "hat", a pink bowler, was passed around their table as well !! Just over a total of \$1030 was raised. One of the bus tour group ladies had recently become a Ground Angel.

Rod Low Mow at this stage gave us a most interesting talk on the area, the origins of the Resort, and told us of his personal experience with the Royal Flying Doctor Service, at the unexpectedly early arrival of their son in this remote area. Cans can be found located at strategic places around the Resort for donations for the RFDS e.g. a gold coin donation for use of the tubes for floating in the swimming hole. Rod & Michelle hold the RFDS in high esteem.

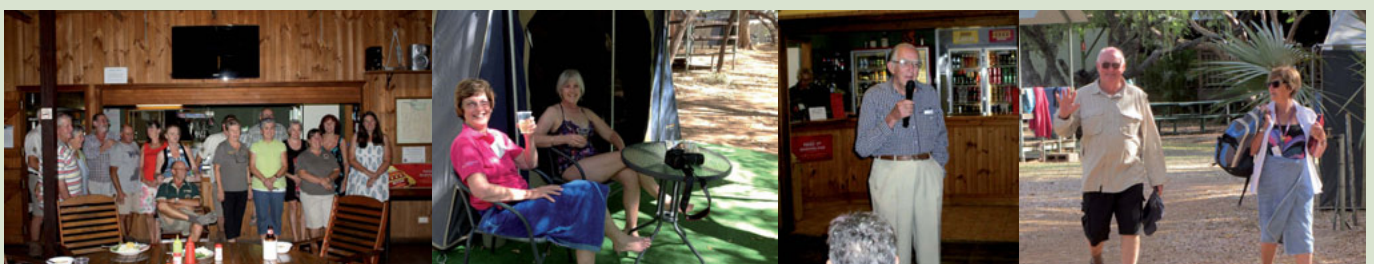
To round the night off, our Senior Member

and Purveyor of True Stories, Alan Kellett, gave a memorable performance. Another "First", this time for Adel's Grove resort, the entire staff gave a performance by forming a "Conga Line" around the dining area, to the enthusiastic encouragement of all present and accompanied by the onsite, pianist/flutist (she entertained us with beautiful background music regularly).

Your Committee met early Wednesday morning, and the remainder of the day was spent at leisure, canoeing swimming etc.

Thursday saw the departure of the group, after another memorable FRIENDSHIP, FUN and FELLOWSHIP Fly-in.

Trevor Corlett



Australia's First Cessna VH-UYG - C-34 Airmaster

Formerly owned by member Greg Cox

EARLY CESSNA HISTORY

The Cessna Aircraft Company began business in September 1927 and through to 1931 approximately 240 aircraft had been built and delivered.

However surrounded by the Great Depression it was difficult if not impossible to sell aircraft, even at half their original retail price. At the mercy of grumbling stockholders, outgunned by his fellow board members, Clyde Cessna was forced to accept their decision and the factory was closed and the Cessna Aircraft Company essentially ceased to exist, except on paper.

At the annual stockholders meeting held on January 17, 1934 the election of a new board took place with Clyde Cessna elected as President with the factory reopening soon after.

On March 5, 1934, Clyde announced that the Company's next aircraft would feature a full cantilever wing with laminated spruce main spar, ply leading edge, tubular steel fuselage covered with fabric and a four-place cabin. The new aircraft would be powered by a Warner Super Scarab seven cylinder radial and be known as the C-34 with a selling price of US\$4,985. The aircraft was designed by a young aeronautical engineer Dwayne Wallace, who was also the nephew of Clyde Cessna designating the model as C-34 indicating the rebirth of the Cessna Aircraft Company in 1934.

The prototype C-34 S/N 254 was flown in August 1934 and by July 1935 had been thoroughly flight-tested and received Type Certificate Approval at that time. A total of 42 C-34's were produced between 1935-36.

In 1936 the C-34 out performed all participants in the Miami All-American Air Races for a third time. Due to this result the speedy monoplane claimed permanent possession of the trophy earning the title of "Worlds Most Efficient Airplane"

VH-UYG

Serial number 339 rolled off the production line in December 1936 and was test flown on 1st January 1937. Shipped from the U.S.A. soon after it was the first Cessna to arrive in Australia and added to the civil register as VH-UYG in March 1937.



Mascot 1937

Owned and operated by charter company Airflite Limited at Mascot for a period of some four years until being impressed into RAAF service as a communications aircraft during WW11 from July 1941 through to May 1945 with tail number A40-1.

After release from RAAF service it was purchased for the princely sum of £50 by the president of the Royal Flying Doctor Service (WA Section) Harold Dicks, registered once again as VH-UYG and operated out of Marylands Aerodrome to do medical work in rural Western Australia. Over the years since 1947 the aircraft has had several owners based in South Australia, N.S.W, Victoria and Queensland.

It was deregistered in 1977 and stored in a hangar at Albury N.S.W. Kim Ryan



purchased the aircraft in 1991, had it disassembled and transported on a purpose built trailer to his home city of Cairns North Queensland for restoration that would take two years to complete. Association member Greg Cox purchased the Cessna from Kim in 2000 ferried it from Cairns to Caboolture where it was to call home for the next few years.

Other than some minor fabric repairs and paint trim changes to reflect the original scheme, for a seventy five year old aircraft with 2,560hrs TTIS it was virtually maintenance free between checks.

A comparison of the C-34 and the modern day C172 reveal that very little has changed since 1934, as both aircraft are similar in weight and engine power with the C-34 speeds a little higher.

	C-34	C172
Empty Weight	690kgs	650kgs
MTOW	1007kgs	1043kgs
Max Load	313kgs	391kgs
Max Payload with Full Fuel	166kgs	250kgs
Useable Fuel	193lts	181lts
Engine	Warner Scarab 165hp	Lycoming 150hp
Fixed Pitch Propeller	Yes	Yes
Max Speed (Vno)	145kts	128kts
Stall Speed (Vs)	52kts	47kts



The C-34 could be comfortably flight planned at a TAS of 120kts burning 37lts/hr giving a safe endurance of 4:35 plus fixed reserve.

Handling is typical tail-wheel, however due to a rather narrow undercarriage track and small fin/rudder combination landing in crosswinds in excess of 7kts could present a problem. This obviously was not a consideration in the 1930's due to landing on all over grass fields.

The aircraft was subsequently sold in December 2009 to local Cessna dealer Aeromil Pacific on the Sunshine Coast and will eventually be on show in a class-fronted hangar. The picture below illustrates the huge advances in aeronautical design and manufacture in almost eighty years. Dwayne Wallace would surely be impressed.





Tell us where you've been...

PAPUA NEW GUINEA SAFARI

Departing Adel's Grove, Leslie & Frank Lewis in RQP in company with Brian Shadler & Guy Houde in Tecnam 5300 tracked north on a tour of PNG. Here's their story....

After surviving the C182 Association fly-in at Adels Grove, the Lewis's in RQP and Brian Shadler (Shad) and Guy Houde (a visiting Canadian Trinidad owner), in a Tecnam 5300 (bonsai C182 and later called Cessna 150 as PNG Flight Services didn't have Tecnam in their data base), flew on to Horn Island on 12 September. There we met up with Jenny and Mike Wilson with their Mooney (MOQ) and Rod and Audrey Peachey and their Cirrus (PGU). (Rod's an ex-C182 owner so he's credible!)

As Frank and I had lived in PNG for many years and had operated RQP (then ROP) in the country before we brought her to Australia, we had the honour of being tour guides. We had, over the previous weeks made numerous phone calls and sent emails getting accommodation and permits organised and locating fuel supplies. Piston engine aircraft are being phased out. (The remaining are either C206 's or Islanders.) Avgas is no longer available in bulk and is imported in container loads of drums, either by commercial refuellers or individually by the various operators. It required constant juggling and recalculating to make sure we did not leave any fuel behind in a drum. We all carried portable 20L fuel bladders which were invaluable in taking the residue each time and used for refuelling at the next "no fuel available" stop. RQP has a Mogas certificate and as the Tecnam normally uses ULP, we also used them for carrying fuel from local service stations.

With flyable weather reports we cleared customs and departed Horn Island at 08.30 (on Friday 13th!) in fine, but hazy weather. With a low ceiling, we tracked via Sabai Is., across Torres Strait to Daru. Clearing PNG Customs was uneventful, particularly as we had been in previous contact with the Customs Officer and we had all the necessary permits and papers ready. There is also a small but constant movement of aircraft back and forth so the system works.

Departed for Port Moresby in thick haze and with a low ceiling but this improved after crossing the Papuan Gulf and we had clearer skies into Moresby. (Jacksons International Airport.) PNG has a constant Sarwatch system with departure and maximum 30 minute position reporting and HF radios are mandatory equipment. At our operating levels VHF use is usually restricted to around the main centres. As RQP still has its HF radio and the PNG frequencies we had obtained approval for us to act as relay for the others who didn't have HF. It was a relief to find it still worked, but made for some interesting radio work particularly for four aircraft with different speeds and altitudes. We had made up a radio log form previously on which we entered the other aircraft details as they were relayed to us. After a few bumbling and mumbling calls it all started to work. The Tecnam usually departed first then the Mooney, then the Cirrus (TECAS equipped) and with RQP last as the "sweeper". We gave a departure call, level and ETA for everyone, then nominated an Ops Normal time for the next report. The PNG Airservices were very helpful and

accommodating and once they got used to who we were and what we were doing things started to work. HF is hard work, as half the frequencies are u/s at any one time and there is lots of traffic on the go. Reception varies from reasonably clear to unreadable, to absolute silence; but after a while we got used to it again and didn't worry too much if we couldn't make contact for a while. There is a fair bit of relaying details for other aircraft and they do the same for you. It's hard work when you are not used to it but it does work and the operators are easy to get on with.

At Jacksons we parked in the GA area and we began the complicated search for fuel, which turned out to be one 200L drum! The 80 drums which were supposed to have been shipped in hadn't arrived.

Luckily Frank was identified by some of his old acquaintances who had some avgas they could spare. Refuelling was probably the biggest hassle, as the time spent negotiating, pumping, syphoning and finally paying for it was immense. We also had to physically go to Flight Services to lodge flight plans for the next day, another PNG requirement long gone in Aus. We stayed at the Gateway Hotel near the airport, not the cheapest, but certainly not the dearest! It's secure, which is an issue in Port Moresby particularly. Guy and Jenny hired a taxi and after a run around Port Moresby city returned safely with mixed impressions of a typical third world town and with a collection of souvenirs.

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Although fuel had eventually been located on our arrival, it still had to be pumped into the planes the next morning. So after everyone's first (but not last) experience of "Melanesian" time, we departed for the flight along the south coast to Milne Bay. The weather was mostly clear with some cloud and slight haze but we all had a great view of the villages, bays and islands. Flight Ops had caught on and called us, "VH RQP and company" and Shad became Cessna 5300.

Our destination, Doini Island is five miles south of Samarai Is, out on the eastern tip of the mainland. The SE approach to the strip is over a 700' range of hills and straight down onto a good grass and sand 750m strip at sea level. The Mooney was first in after two precautionary go- arounds. The Cirrus followed and also had to work at slowing down. The Tecnam had no trouble and we followed in with those two "barn doors" making it easy. We parked up the strip, well away from the sea.

We were met by the Doini Plantation Resort staff with our transport; a very old Ford tractor towing a much older trailer, with rather shaky wooden seats. Loaded up with us and all our gear we proceeded along the rough seven kilometre track to the resort. A great intro to PNG for the tourists, especially as the seats began to fall apart on the way. We reached the resort and settled into comfortable and well equipped bungalows right on the white sandy beach and close to the restaurant and bar. Cold beer? No way! The old generator was down and the new one was still on the work boat anchored off the beach. Next to the boat was a wreck of an excavator that was intended to lift the generator ashore. It had only one track and was digging itself more and more into the sand the more the operator tried to move it. Finally our old friend, Peter Neville, who owns the resort, arrived from Alotau, the Provincial capital 35 miles away, with Emily the cook (one of my old students) and supplies for the restaurant. Peter started to sort things out.

After much breath holding and shouting and several close shaves as the generator dipped into the sea, it was unloaded, towed to its shed and we had power by 8.30 that night. Emily cooked by torch light and we dined by candlelight under the huge murals of PNG faces decorating the restaurant, making do with red wine at room temperature.

Next morning after a swim and a glimpse of the resident dugong, we had breakfast. Leaving Frank and Shad behind to give their considered advice on the clearing of an area for landing pads for eleven (Heli-Biz) helicopters due in a few days later the rest of us took off by dinghy for a tour. First stop was the famous island of Samarai, the earliest town settled by Europeans in Papua. Now it is quite derelict and this being a Sunday, few residents were evident, although we heard them as five church services were in progress and PNG people love to sing and go to church.

Next stop was Kwato Island, the early site of the London Missionary Society in Papua, established by Charles Abel. As he was just as interested in the training of his converts to be boat builders, teachers and nurses as he was in saving souls, he fell out of favour with the LMS hierarchy and ended up forming his own church, known as the Kwato Church, which has





maintained a widespread following amongst Milne Bay people today. We walked to the top of the island to visit the lovely church which was completed over seventy years ago in a typical Milne Bay style with a concave shaped shingle roof and stone walls.

Back to Doini for lunch then aboard the now repaired tractor-trailer combo for a return to the airstrip to refuel the planes from the bladders and then to visit a rock overhang up the mountain where the skulls of 28 early island residents are tucked away.

On Monday 16th we got up to a beautiful sunrise, photographed by Jenny who had fantastic results with her camera and ended up with over 1500 photos from the trip. We flew the short journey up Milne Bay to Alotau where we were met at Gurney airport by Peter's base manager, Ambrose, a most helpful and friendly local. We confirmed that the fuel we had ordered was actually there. Frank drove us the 12km to town and the Alotau International Hotel. We had recently spent five years there on our yacht and had previously worked there for eleven years, so it was catch up time for us with lots of old friends, ex-staff and pupils of mine. After some shopping and banking chores we visited the impressive war memorial in town which commemorates the famous battle of Milne Bay. We drove out to the memorial on the old Turnbull strip and which marks the spot where the Japanese suffered their first defeat on land in the Pacific War. Collected a drum of fuel but had to first siphon the avgas into the bladders and then lift them up to pour it into the tanks. Hand pumps are scarce, unreliable and used for some pretty doubtful liquids so we don't use them if possible. (comments from those with the wings on the wrong side were countered by those having some shade to sit in !!) Dinner that night was at Driftwood Resort on the bay with some old friends and, of course we stayed very late.

Tuesday 17. We had to wait until 11.00 for haze to clear a bit before climbing over the 3000ft range behind Gurney and heading off along the North coast to Tufi. Shad's Tecnam was having oil over-heating issues so he hung around down in the trees! The Cirrus and the Mooney went to 6,000 ft to clear easily, but we, being familiar with that route, were able to slip through the Wedau Gap at 2,500 ft. Missed seeing the waterfalls, however, because it was still hazy. We tracked along the north coast past the old airstrips at Rabaraba and Wanigella, which like so many places in PNG, are no longer usable, close to Mt Trafalgar and down onto the Tufi strip. It now handles DH8 traffic and although still gravel, is in good condition. It is situated on one of the headlands of Cape Nelson which was formed by flowing volcanic lava eons ago leaving several deep fiords between the headlands. We were welcomed to the Tufi Dive Resort with cold drinks and two "very friendly" hornbills that Mike and Audrey got a little too close to later on!

A tour was arranged for Wednesday. We travelled in a resort speedboat around into another fiord, McClaren Harbour, past colourful coral reef and lots of locals out fishing in canoes. At the head of the fiord we were met by three village canoes paddled by local girls in traditional dress. After gingerly transferring aboard (these are designed for small PNG's not great lumps like us!) We paddled further up the creek, through the mangroves and jungle to a clearing where we

were confronted by three fierce warriors in traditional dress, brandishing spears and demanding to know our business. This is a traditional welcome but can be a bit intimidating if you are not used to it. On being advised we were friends they calmed down and we were escorted to the display area. Here we were shown how sago is made and cooked and how to start a fire. The ladies showed us how they make bilums (string bags) and how young girls have face tattoos applied. It was also a good chance to just stand around and talk to the locals. A singing or dance was the finale before we saw a display of arts and crafts. I bought a beautiful billum made from the string of the pandanus palm which has, as was explained to us, a myriad of uses. Then we were off back to the canoes and boat and around to another fiord to a lovely white sandy beach for snorkelling and a barbecue.

Thursday we flew over Spear Point and Portlock Harbour, Oro Bay, Girua and the old wartime strip of Dobudura and then past Mt Lamington, the volcano near Popondetta that had erupted in 1953 with devastating effect. We landed at Kokoda at the base of the Owen Stanley's at 10.30. Our host was Bob Wilson (an old friend) and his family at Mamba Estates. This is now part of the New Britain Oil Palm Company for which we worked for many years. Some of us stayed with him and the others in the guest house. It was the original plantation house and had a notorious reputation for parties lasting four and five days.

After a tour of the impressive war memorials and museum we drove about 5km up the Kokoda Track as far as the vehicle track goes. We then walked back so we could all say that we had actually been on it! (Frank walked it with his sons in 2006). Bob and Yvonne hosted us all to a barbecue that evening in the cool air beneath the towering mountains.

After waiting for the fog to lift the next morning, we departed at 9.00 am, tracked over Aiome and several logging camps then along the coast over the old Morobe Patrol Post, Salamaua, Lae and Nadzab Airport to reach the old wartime strip at Gusap in the Ramu Valley. Here we even squeezed all the aircraft into a hangar built for a cropduster. This is another NBPOL estate and we were well looked after by the GM, Jamie Graham and his wife Kelly, more old friends. Jamie filled everyone in on the details of the company's endeavours, including the growing of oil palm and sugar and the cattle production and then took us on an informative tour. That night we joined lots of employees for the regular Friday night gathering at the club/guest house; a familiar PNG tradition for us.

On Saturday we were in the air early after refuelling from the bladders. Shad used a pile of large wartime cement blocks to reach his wing tanks; quite a feat. We tracked up along Shaggy Ridge, another famous wartime battle zone and into Madang on the north coast. After arranging for fuel and sorting out, temporarily, Shad's oil problem, we booked into the Jais Aiben Resort, just out of town. The next morning we arranged a tour to Bilbil Village, famous for its pottery, and to the nearby sulphur springs. Lunch at Madang Resort followed before returning to Jais Aiben. We indulged in Shad's special coconut cocktail before dinner. (something about rum, coconut juice and some other unmentionables!)

CONTINUED ON P.8 >>

◀ CONTINUED FROM P.7

On Monday 23rd, after putting on our life jackets, we tracked north east for the island of New Britain overflying Long, Umboi and Rittar Islands; the latter had popped up during volcanic activity not so long ago! The volcano at Cape Gloucester on West New Britain was unfortunately in cloud, but the team did fly out along the Willaumez Peninsula and around Lake Dakataua which was formed by a cataclysmic volcanic explosion a few thousand years ago. We were now in true volcano country and also the home of PNG oil palm. Then over Mt Gabuna (active), extensive oil palm estates and the town of Kimbe on to Hoskins Airport. We were met by staff at the New Tribes Mission Hangar, who sold us fuel at double the going price but did it with a smile! We all managed to fit inside their hangar mainly due to those two aircraft having their wings in the wrong place!



us and carted us to the resort along a well kept road for a change, past neat cocoa and coconut gardens and village houses. The resort is right on Blanche Bay and some of us got in some snorkelling on the reef while others enjoyed the waters in the pool.

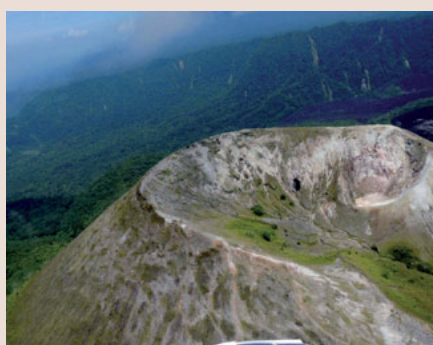
We organised a trip to the Bitapaka War Cemetery. This is a beautifully kept park containing the graves of many allied soldiers, particularly Indians and Fijians, as well as Aussies. The bodies of downed airmen are still being recovered from time to time and new graves show their final resting place. We had played a small part in the recovery of some of these and in the discovery of the Beaufighter wreck of two crew who survived the crash but who were executed by the Japanese when finally captured. We all felt most emotional, especially when we saw the young ages of the victims and the number of unknown men interred here. Of interest was the fact that this is actually the place where Australia



Squashed into a hired "troopie" we bumped our way, (or "plonked" as the local press called potholes) the 40 km through Kimbe, where we had lunch at the Liamo resort, and on to Walindi Plantation Resort, owned by friends, Max and Cecilie Benjamin. Here we met more old friends as we had spent 11 years working in Kimbe prior to retiring.

We used the troopie to visit the old airstrips at Talasea where there is a RNZAF Ventura and a USAF B25, still relatively intact lying where they were abandoned at the end of the war.

More volcanoes to see on the next leg on our way to Rabaul. We passed low over Mt Pago (active) and then Mt Ulawan, known as the Father (very active!). Tokua (Rabaul) tower gave clearance for a low circuit over Rabaul Harbour where we saw the tremendous outpouring of ash from Tavuvur Volcano (often called Matapit). The town was pretty well enveloped in the ash so we were glad to fly on to Tokua. After confirming the wind was to the north and was keeping the ash away from our aircraft, the Rapopo Plantation Resort bus met



lost its first soldiers in the First World War, when our forces arrived to take Rabaul from the Germans who were the colonists of New Guinea at the time.

Bitapaka was their radio station. Next we crawled into the tunnels where the Japanese hid their barges from our aircraft. There are five barges in one tunnel. These tunnels were dug for the Japs all around Rabaul by Indian and Chinese captives. They virtually lived underground and the underground hospital was intriguing. We gave a tour of the old Rabaul town a miss as the ash from the Tavuvur eruptions was blowing over it. The ash is awful stuff and once it gets wet it's like acid. Once again we had a great evening at the resort catching up with friends and an ex-student of mine.

An early start next morning overflying Bialla to Hoskins for another expensive refuelling and pit stop and back along the New Britain North Coast and across the Vitiaz Strait to Madang. We refuelled and departed for Gusap (after taking to the Mooney with a crowbar to unstick the starter motor-typical low wing stuff!). The Cirrus and Mooney went over the mountains while the



Tecnam and Cessna flew through the Usino Gap into the Ramu Valley. Shad went low again to sightsee and followed the road. At one stage we felt we had to warn him of a truck coming around a bend! We stayed again at Ramu and found ourselves joining in the Friday night club gathering again.

The plan for the next day was to fly up into the Highlands for our last stop at Goroka (over 5000'). This entailed climbing up out of the valley and through the Bena Gap. In company with Shad we did a few precautionary circuits at the opening of the gap as there was a fair bit of cloud around it. There appeared to be a track through and Shad, who had often flown this track before in his days with TAA's DC3's, stuck his head in first. We followed and led Rod through into the Goroka Valley. This was not to Mike's liking, so he climbed to about 10000' over the top and was fortunate to find some good holes to get down over Goroka. The Goroka valley was clear, it was just the hairy bits that had cloud on them! Shad had his oil cooling problem finally fixed properly by the New Tribes Mission engineers and we booked into the Paradise Gardens Hotel. A trip to Kainantu down the Highlands Highway was the entertainment on the 29th, so we hired a Landcruiser troopie and set off. The two hour journey gave us a chance to get a different view of the country; a change from rainforests and islands, to mountains and local village farms and gardens with low, round bush material houses. The people we stopped and talked to were very friendly and courteous. At Kainantu we lunched at the hotel then visited the Craft Centre where Frank and I bought some locally - made woollen floor rugs to replace our forty year old versions, and some new coffee mugs for the same reason.

On 30th September we departed Goroka and we were on our way home after an amazing and fascinating tour! The track was through the Kawkaw Gap above Goroka and along the Waghi Valley. This same valley, absolutely covered with gardens and coffee plantations in a tapestry of many shades of green, was what amazed the first Australian explorers into the NG Highlands not so many years ago. We then tracked over Mt Hagen, over the range to the south of it and down to the south coast over Kikori, landing at Daru for customs clearance. This was not to be! After finding a vehicle and going to his house, we discovered the Customs Officer had gone to Port Moresby and no one was on duty. We called Australian Customs and they said to come on to Horn Island as this was a common occurrence. We presume that PNG Immigration think we are still flying around up there.

We tracked across Torres Strait, (now confident enough to go direct and not island hop!). Horn Island Customs and Quarantine were no problem and we were picked up again by Bridget from the Gateway Motel. For a fitting finale we went across to Thursday Island that evening to help celebrate her 50th birthday. The next day it was off again on our separate ways, home to Southport. ■

WHERE ARE THEY NOW?

Cessna 182H , VH-RVF/2 . (18256246)

RVF at Parafield on September 10th 1966.

Pic. R. Perkins via Nigel Daw



As mentioned in W.A.T.N. number 27, 182H 18256246 VH-DOR arrived in Australia in 1965 and was part of a record shipment of Cessna's imported by Rex Aviation in that year.

The aircraft was assembled, test flown, and was soon winging its way south to Victoria, destined for Melbourne's mecca for General aviation activity, Moorabbin airport, and in particular for the local masters of Cessna savoir faire, Schutt Aviation.

The aircraft had been ordered by the Moorabbin based Royal Victorian Aero Club. This iconic Melbourne aviation organisation with its roots firmly embedded in the Royal Australian Air Force had its genesis in 1914 and survives to this day having Australia-wide affiliations with other flying organisations.

In the mid 1960's the R.V.A.C. gradually turned over its fleet of aging Tiger Moths and Chipmunks with more modern Cessnas and Pipers.



A true cross-country machine, 'RVF' at Adelaide on April 12th 1969

Pic. Nigel Daw

The ex R.A.A.F. DH-82A which carried the original registration 'RVF', had been owned and operated by the R.V.A.C. since 1954, but had crashed near Tarrington in Western Victoria while on lease to the Warrnambool Flying Club five years prior to our subject arriving at Moorabbin.

Although Delta Oscar Romeo was officially registered with D.C.A. as VH-RVF on the 9th of July 1965 the aircraft was reported to have been damaged during a forced landing following fuel exhaustion in the Moorabbin circuit area on the 21st of July, still painted as VH-DOR. Though not confirmed, it has been suggested that the aircraft may have been on its delivery ferry flight from Bankstown.

Regardless, having been repaired and painted as VH-RVF, the aircraft commenced operations with the 'Royal Vic.' in late July 1965.

In the high-risk environment of flying training, a statistical aircraft 'mortality rate' is inevitable, and the Cessna 182, though clearly not an ab initio flying machine, can be

a transitional airframe for those who are gaining experience and will eventually step up to higher powered and more sophisticated aircraft. Most Flying Schools require a minimum number of accrued flying hours before an endorsement on the aircraft is permitted.

As any 182 owner/pilot knows, compared to the Cessna 172, the 182 is a noticeably more nose-heavy aircraft and care must be taken not to 'drive the aircraft on' when landing.

Unfortunately it was on one such landing at Merimbula in early October 1970 after a heavy bounce and runway over-run that RVF's nose wheel and firewall were damaged.

The following month, the aircraft was lifted by a sudden gust in a strong cross-wind during level-off for landing at Tocumwal, New South Wales, and was badly damaged when the pilot failed to apply sufficient power to arrest the rate of descent which followed.

In early April 1971 the aircraft was being used to despatch parachutists at the Labertouche drop zone some 50 miles east-south-east of Melbourne when the pilot accidentally elected to take off on a strip which had a five inch high ridge across it and the nose wheel and firewall were again damaged.

Following repairs at Moorabbin the aircraft was again returned to service. Then in late September 1971 while landing at Innaminka, South Australia the aircraft was again struck by a sudden gust of wind and ran off the sub standard strip into a nearby wind row.

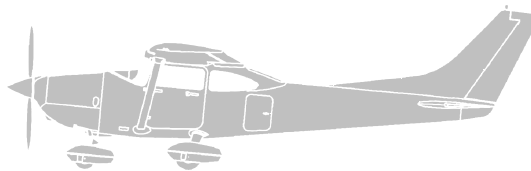
After suffering what would normally be enough accidents for a dozen privately operated aircraft, fate was again waiting in the wings for the unsuspecting 'RVF' after repairs were effected by Schutts at Moorabbin.

On March 5th 1972 following a short flight from Moorabbin the aircraft was landing at nearby Tyabb airfield on the Mornington Peninsula, when a late touch down resulted in an over-run and a humiliating excursion into a ditch at the end of the strip.



'RVF' "Over the end" at Tyabb, V. on March 5th 1972.

Pic. DCA



No. 30

'RVF's tenure with 'Royal Vic' ended by April 1973 and the aircraft was traded back to Schutts, being registered to them on May 1st.

Two weeks later the aircraft was purchased by Bob Mockridge of Red Cliffs near Mildura, in Victoria who almost twelve months to the day, traded the aircraft back to Schutts on May 8th 1974.

In September 1974 the aircraft moved to Oodnadatta, South Australia with Jaroslav Pecanek who ran the Oodnadatta store.

In early January 1976 the aircraft was again sold and returned to its native Victoria with Alan Downs of Glenroy. Some six months later the aircraft was being hand started due to a flat battery at Warracknabeal in Victoria's Wimmera district, when it unexpectedly moved forward striking a hangar and running through a fence.

It is quite possible at this stage that the aircraft was tendered for salvage/repair by the insurer as ownership was transferred to nearby Christian mission MAF-Air Services who have an extensive maintenance organisation at Ballarat.

Not unnaturally the aircraft was soon transferred to the Oenpelli based Church Missionary Society, some 300 kilometres east of Darwin in April 1977, undoubtedly to carry the good message to the hostile Northern inland areas.

In February 1985 the aircraft was purchased by the Oenpelli community organisation Gunbalanya Nominees to service the travel needs of this isolated indigenous group.

Gunbalanya disposed of the aircraft in favour of a larger Cessna 206 in July 1988 and the aircraft moved to Katherine, some 250 kilometres south of Darwin with Graham Francis.

On September 12th 1989 the aircraft suffered an engine failure on take-off from Mataranka south of Katherine and landed on a road with minor damage.

In March 1990 the aircraft returned to Darwin with Peter Litchfields' 'Dial-a-Flight' organisation.

In March 1998 the aircraft was again sold, this time to Tiwi based, Bob Walters.



'RVF awaits a 'reco' mill at Caloundra, Q on April 2nd 2001

Pic. Bert van Drunick.

On the 7th of July 2002, the aircraft was being operated from Jindare Station, some 200 kilometres south of Darwin when it struck a kangaroo on take-off. The impact felt severe, but the aircraft was operating normally so the pilot elected to continue to Darwin where engineering assistance was available. It was subsequently found that the right hand main gear structure was damaged.

In subsequent years the aircraft was noted static at Darwin and, on June 14th 2006 it was struck off the Register by C.A.S.A. during the great "Non compliance with Sub. Reg. 202.225(5)" purge of that year. During this operation many aircraft which were no longer flying or airworthy, some having been destroyed or permanently withdrawn from use many years earlier but whose registrations had not been cancelled, were de-registered *en masse*.

Enquiries by this author revealed that the aircraft was the subject of a deceased estate some time after 2002, and the aircraft was subsequently disposed of by the family.



Derelict at Darwin in 2009, 'RVF baked for years in the tropical heat.

Pic. Russ Legg

It was disassembled in April 2009, moved to a house in suburban Darwin and was later offered for sale by a local L.A.M.E. on an 'as is- where is' basis, minus engine and some avionics.

The registrations VH-RVF and VH-DOR have long since been re-issued, so even if 18256246 manages to make it back into the air sometime in the future, it will more than likely be in a completely new guise.

POST SCRIPT - 28 DECEMBER 2013.

In what must be seen as a promising outcome to the bleak picture painted by the above story, I received an e-mail today from Darwin correspondent Russell Legg, who advised that after a four year rebuild in suburban Jingili, 18256246 has indeed risen, phoenix-like, in the face of an uncertain future. Though there is still some way to go before she 'slips the surly bonds of earth' once again, Darwin L.A.M.E. Ashley Smith has completed the lion's share of the restoration. Sadly my initial excitement was tempered a little when I learned that KPA had been re-born as a parachute platform.

Bearing the registration VH-KPA, which was initially carried by a Kevron Photographics Cessna 185 based at Jandakot, and latterly a Bell Jetranger owned by Canberra based, Venture Helicopters, the photo below was taken at Darwin airport after the aircraft arrived by road on the 27th of December.

KPA will eventually join Ashley's other 'Jump-Ship' 182, a 'G' model (VH-KAY) in the "Tandem Top End" fleet.



Well on the way to recovery, 18256246 at Darwin on December 28th, 2013

Pic. Russ Legg

Compiled by Greg THOM
gnuthom@connexus.net.au
 Talk to me about YOUR Cessna.....!!!!



CESSNA 182 ASSOCIATION OF AUSTRALIA

Thanks to a succession of enthusiastic Committees, and a very strong supportive membership, we can all be justly proud of our Association, the number of places we have visited, the lasting friendships that have developed, and all the other benefits that have come through our common interest in aviation. As one of our foundation members, David Cooke from Junee commented at the Adel's Grove Fly-in "Peter Walsh would have been delighted to see how well the Club has progressed". Andy Lott located an interesting article in an AOPA magazine dated November 1999 and I'm sure you will find it interesting reading. It is reproduced here with the kind permission of AOPA.

Cessna 182 owners inaugural meet at Wagga Wagga

By David Palmer, AOPA Associate Editor.

Despite IFR weather along much of the eastern seaboard, about two dozen 182s made the trip, and augmented another half dozen or so based at NSW's biggest inland city.

Two owners made roughly 12 hour trips from Dandaragan and Pingelly, WA, while others came from Cunnamulla, Koumala, Mackay and Nebo, Qld, from all points of the compass in NSW, from several places in Victoria and from at least one home base in SA.

The Wagga Wagga City Aero Club, in conjunction with the Wagga Wagga Tourism Authority, organised the weekend as a project for the three year old organisation.

About 70 people toured Kendell Airlines' base at the airport, visited the RAAF museum also at the airport and participated in a maintenance seminar, a meeting to launch the Association and a Saturday night dinner.

The Sunday morning meeting decided on the name for the Association in the process putting the kybosh on what seemed to many an excellent name, Skylanes Australia.

Then the gathering determined to have the next meeting in April, again at Wagga Wagga.

The meeting was brought forward to the autumn, to avoid unpredictable spring weather, which left at least a dozen potential visitors stranded on the eastern side of the Great Dividing Range because of IFR conditions.

The oldest 182 at the event was a 1960 model, VH-DUZ, pictured here, owned for 18 months by Wagga Wagga based farm machinery dealer and former Coleambally, NSW, farmer, Frank Lovell. It had 4800 hours up and has been refurbished by Frank who had installed new fuel tanks, radios and paint work. He said he had owned 10 aeroplanes over 18 years and

Cessna 182 owners flew in to Wagga Wagga, NSW, from all states except Tasmania, for the inaugural meeting of what looks like being the Cessna 182 Owners Association.



**CELEBRATING
15 YEARS OF
FRIENDSHIP, FUN
& FELLOWSHIP!**



Above: All the Sunday afternoon attendees at the Association's launch, are flanked by a 1960 model 182, VH-DUZ on the left, the latest 1999 model EEW on the right, and one from the middle of that span of years, a 1979 model JDK owned by Peter Walsh of Wagga Wagga

Below left: Frank Lovell, Wagga Wagga, with his refurbished 1960 model 182

although DUZ was the oldest it was the best. At 5500ft, 22in and 2300rpm, he cruises at 135kts.

The youngest 182 was a 1999 model owned by Victoria, Tasmania and WA Cessna dealer, Airflite Pty Ltd, and flown in from Melbourne by WA company representative Kevin Mahon.

NSW, Qld, NT and PNG Cessna dealers Citistate Aviation, were represented at the fly in by Bankstown based single engine Cessna salesman Simon Mathews, who flew a 1999 model 172 to the event. He also kindly transported this writer to and from the event in great comfort.

C182: bush plane par excellence

The Cessna 182's reputation as an economical and outstanding bush aeroplane, was reinforced at Wagga Wagga during the last weekend of October, when farmers from around the country flew in more than half the 182s attending.

One farming couple were AOPA members Sue and Dick English, who travelled four hours from their 17,400ha Cunnamulla property in their P model 182, WTO.

Dick said 182s were well represented in the district, with about a dozen in the area, mostly used on properties.

During hot weather, he takes off every morning between 5 and 6am, to check watering points for their 7000 sheep and a few hundred Short-horn/Santa Gertrudis cross cattle.

That takes about half an hour versus at least two and a half hours on a motorbike.



He said they also use the 182 for mustering. Although much of the country is open plains, there are also quite a few treed gullies where stock could hide.

"Strangely, sheep are easier to see from the air than cattle," Dick said.

Dick said there was no doubt about the usefulness of the 182 as he currently flies about 200 hours a year versus only about 100 hours a year a few years back.

Dick was also keen for pilots to visit Eulo, also in south western Queensland because his family own and lease the Eulo Queen hotel there.



Top Photo: Sue and Dick English and WTO

Above: Theo and Jenny Seymour travelled about 12 hours from WA to get to the 182 fly in

He said Eulo was an historic town and a wonderful flying destination because visitors could land virtually in the main street.

Theo and Jenny Seymour, Dandaragan, about two hours north of Perth, WA, and also AOPA members use their 182 extensively on the property too.

At one stage they had three widely spaced farms and to drive to the furthest one took two and a half hours versus 40 minutes in the 182.

Theo estimated that flying to the distant property, to sow or harvest crops for example, saved them paying an extra farm hand at the rate of about \$35,000 a year.

He said he wasn't sure of current running costs but when he last checked a couple of years ago, the 100 plus hours he was clocking up each year, cost about the same as running a Holden one tonne truck.

The Seymours also use their 182, VH-CAA, for holidays. Earlier this year they participated in the Papua New Guinea air safaris (see AOPA, September, 1999).

Theo said their aeroplane's callsign sometimes had the same effect as a police car, at strange airfields. Some people with memories of the Civil Aviation Authority, took some convincing that if we had four letter registrations in Australia, there would not now be an S after the first A and stern CASA disciplinary action meted out at every opportunity. ➔

1 ATE 2: IN-FLIGHT MENU

VEGETARIAN SAUSAGE ROLLS

Ingredients:

- 3 eggs
- 1 cup rolled oats
- 1 onion
- 1 cup cottage cheese
- 1/4 cup Pecans
- 1/2 cup grated cheese
- 1 tbsp milk
- 2/3 cup breadcrumbs
- 1 tbsp soy sauce
- 2 sheets puff pastry

Method

Blend egg, onion, pecans, milk and soy sauce in food processor. Stir in oats, cottage cheese and breadcrumbs.

Cut pastry sheets in half. Divide the mixture evenly between sheets placing mixture in a long log, along the edge of the pastry. Roll up the pastry with mixture encased making sure the seam is on the bottom. Brush top of pastry with milk. Place on a greased tray and bake in a hot oven, 230 C, until golden brown – approx. 15 mins. Cut into rolls.

Delicious – (can be frozen)



KELLETT'S CORNER



Kellett on Buying & Selling...

Little Larry attended a horse auction with his father. He was an attentive little lad and watched his father carefully as he moved from horse to horse, running his hand up and down the horse's legs, rump and chest.

After a few minutes watching this, little Larry asked "Dad, why are you doing that?"

His father replied "Because when I'm buying horses, I have to make sure that they are healthy and in good shape before I buy one."

Little Larry looking really worried, said "Dad, I think the Foxtel guy wants to buy Mum".



182K PICTURE FROM A 1967 SALES BROCHURE



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.

MEMBER NEWS

VALE:

TREVOR JAMES DAVIS, PORT AUGUST IN SA

Members will be saddened to learn of the passing of Trevor Davis after a long battle with cancer. He served on our 182 Committee as Vice President in 2003 and 2004.

Trevor was also in the RAAF as an LAC ENGFTT with the 2nd SQN, and was stationed in Vietnam from April 1968 until March 1969.

He passed away on 2nd September 2003 and his funeral was held in Peterborough Town Hall on September 14th.

When I'm 65...



Chris Crockett and Grandchildren

VINCE REHBEIN

Vince endured some unexpected health issues during 2013.

However, he is now well on the way to resuming his activities, back to driving, golf, using grandchildren's boogie board to catch the occasional wave in the morning, and his speech is coming good.

He had his first fly in the last week of January and the instructor gave him a top report. Next is his medical, then up to CASA. He says that what worried him was that "If he had been a horse, he'd have been put down!"

GET A SKIN CHECK UP!

Both Chris Crockett and President John Stuart were operated on in late 2013 for Melanomas, both found in unexpected locations (the melanomas that is can't say for their locations), for Chris, behind the ear and for John, on his throat.

Both melanomas have been successfully removed.

Hence John's front page reminder.... Get a skin Check up....



PROTECT YOURSELF IN FIVE WAYS FROM SKIN CANCER

SID'S PROGRAM

Make sure you are up to date with the requirements for your aircraft!

Details can be found on the internet under Cessna SID's and at casa.gov.au/airworth/awb/02/007.pdf



ALSO AT RENMARK FLY-IN

CASA's Pieter van Dijk will give a presentation on AGEING AIRCRAFT. This is scheduled for early SATURDAY MORNING and will occupy around 1½ hours. We think you will find this very interesting.



HOW DIFFICULT TO DO THIS!?



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.



NOTES FROM THE COMMITTEE

Your committee works hard to give you interesting places to see and things to do, but if you have a great idea, please speak to one of the committee, contacts listed in this newsletter, because your idea may not have been thought of yet.

ADEL'S GROVE FLY-IN ATTENDEES

John Bestwick, David Crumb, & Warrick Waddick (BWK); Liz & David Crook (by road); Maree & Chris Crockett (KIE); Penny & Bruce Crosby (BMZ); Dianne & Trevor Corlett (REO); Ryoko Toni & Neil Davis & Tony Human (NSL); Carol & Tom Flynn (PNP); George Hacon; Ruth & Chris Hirst (AOK); Jane & Andrew Hogarth (YDW); Alison & Peter Jones (JSF); Lesley & Frank Lewis (RQP); Caroline & Cliff Princehorn (PWT); Ian Spicer (PGC); Brian Shadler & Guy Houde (24-5300); Elaine & John Stuart (MPZ); Karen Briggs & Colin Stanfield (UCS); Cathy & Ian Tait (WDX); Susan & Roger Toole (DGC)

APOLOGIES

Jenny & Ross Bate, Mary & Robert Collins, Rosemary & Andy Lott, Janine & Robert Terzi, Judy & Leedham Walker

LIST OF COMMITTEE CONTACTS

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<i>Committee Member</i>	Dianne Corlett	0400 732 022
<i>Committee Member</i>	Peter Jones	0423 454 422
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<i>Past President</i>	Dick English	07 4655 4938
<i>Past President</i>	Sylvia Kappi	0419 521 431
<i>Past President</i>	Tim Brooks	0429 990 954
<i>Past President/CPAA Rep</i>	Garth Bartlett	02 4294 9345
<i>Historian</i>	Greg Thom	03 9744 1941

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

FUTURE FLY-IN DATES

Fly-in Autumn March 27-31 2014, Renmark SA
AGM and our 15th Anniversary Celebration
Fly-in Spring September 12-14 2014, Cervantes WA
Fly-in Autumn 2015 To be advised (watch this space)
Fly-in Spring September 11-13 2015, Southport QLD

EACH YEAR ENJOY :

-  two fly-in weekends including AGM
-  two newsletters packed with news, events, history and useful information
-  incredible friendship with like-minded people
-  something different for everyone all over Australia

MEMBERSHIP

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

cheque :
cessna182 association
of australia

contact details :
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Griffith ACT 2603

Email: secretary@cessna182.org.au