



2020 -2021 FLY-INS

ALBANY WA 18-21 MARCH 2021
BAROSSA VALLEY SA 15-18 SEPTEMBER 2021
HOBART TAS AUTUMN 2022

THE PRESIDENT'S CORNER

Well, we managed to squeeze in the Canberra Fly - In a week before the country shut down as a result of the Covid-19 pandemic. So, it was an interesting weekend with members greeting each other chicken wing style, carefully checking the adequacy of toilet paper supplies in their rooms etc.

Margaret Donohue has written an excellent article on the Canberra Fly-In in this edition. Without attempting to steal her thunder I can say that there were several highlights, starting with the arrival, meet-and-greet at Dick Smith's Airport. The welcome and hospitality afforded to us by Dick and his staff was phenomenal. Dick was also kind enough to speak to us about the history of his property and his amazing club house.

Over the weekend members were able to enjoy the War Memorial, Parliamentary triangle, and the War Memorial annex (which is a rare privilege). The Saturday night fundraiser was for the benefit of the Back Creek Fire Brigade at Gundaroo. We managed to raise \$2,060 and the funds were gratefully received. Many valuable items were auctioned at the Saturday night dinner including a mystery item (a roll of toilet paper), enthusiastically won by Andrew Hogarth after some lively bidding.

Fly-Ins

It was a great disappointment to have to cancel the Darwin Fly-In as a result of the Covid-19 restrictions. Roger and Suzie Toole had done a considerable amount of work to make it all happen for us, and I thank them for that.

On the other hand, Albany is going ahead so lock in 18 to 21 March 2021. Check the website from time to time for updates, including the registration form when its ready. Thanks to Brian and Gloria White for their work with

this. You might recall they had previously organised the Cervantes WA Fly-In.

The spring 2021 Fly-In will be held at the Barossa Valley from 15-18 September. Andrew and Jane Hogarth are progressing well with the logistics for that one.

That will be followed in Autumn 2022 with a Fly-In at Hobart, hosted by Barry Brandsen.

As you know, the committee meets three times each year, once at each Fly-In plus an additional meeting somewhere in Australia. This year, the "somewhere in Australia" meeting is being held at Arkaroola (Flinders Ranges SA) and members are invited to join us for a very casual DIY get together on the weekend of 21 August 2020 (subject to restrictions). If you're interested, give Arkaroola a call and book your accommodation. 20 rooms have been booked as a write.

ADSB

Just FYI, CASA are encouraging VFR pilots to voluntarily fit ADSB to their aircraft which will make more aircraft visible to others. The proposal will allow VFR operators to choose from a broader range of systems, some of which are available at lower cost than what is currently allowable.

Website

The Canberra Fly-In photos have been uploaded to the website, thanks to Janine and the photographers. If you have anything to contribute to the website, please let us know.



Robert Terzi



From The Editor

Thank you to all who have contributed to this edition, especially our regular contributors, Suzie Toole and Trevor Corlett (Guess what came from them this time!), to Greg Thom who has an endless supply of Cessna 182 histories and to Chris Hirst for his photos. Thanks also to Janine Terzi for keeping our website up to date. She also needs contributions from members.

As Rob has said, our Fly-In to Darwin has been postponed for this year, but Roger promises we will eventually get there. Full details of the next Fly-In to Albany will appear next issue, but you will also receive email updates.

Congratulations to Ross Bate who was elected Vice-President at our last AGM, and thanks to past VP, Frank Lewis for his contribution to our Association. Also congratulations to all re-elected executives, President Robert Terzi, Secretary Andrew Hogarth and Treasurer Lawrie Donoghue and to all committee

members, particularly new member, Neil Davis. Thanks to outgoing committee member, Greg Saal for all his work.

The following article from Neil tells you all about his flying experiences.



Chris & Ruth

Neil's Sky-time by Neil Davis

It all began as a little boy in the early 1950's when I was aware of aircraft taking off and landing at the nearby "new" Adelaide airport at West Beach, not too far from where I lived in Glenelg, from that time aviation had my interest. I wanted to be a pilot and fly aeroplanes.

By the time I was 10 y.o. it was apparent that my vision need serious correction (the dreaded glasses), my parents & teachers then telling me that I couldn't hope to be a pilot because of the glasses.

The early school age years were occupied by making and flying kites, paper planes, building plastic scale model AirFix kit planes then paper covered gliders and rubber powered free flight aircraft. When at high school I could progress to control line engine powered flight (build them, fly them, crash them).

When I completed uni' and started work in 1971 as a young civil engineer, I visited Parafield and the Royal Aero Club and did a T.I.F. in a Victa Air Tourer, which was great, exciting and re-ignited all my passion for flight. The sad reality was that my graduate income then was not great enough to afford the flying lessons.

While working on the construction of the South Eastern Freeway, we commuted by car every day from Walkerville to Mt Barker site office. Some of my colleagues were active glider pilots and of course I pestered them vigorously for all they could tell me. One of them, a more senior engineer named Bill Tapp was also a private pilot who had flown Cessna 182s around the Australian outback. His stories and tales were quietly absorbed into my memory.

The glider guys suggested that I visit Gawler airfield one weekend to try gliding. I did this and the fuse was lit, I couldn't get enough. I could afford gliding so most weekends following that were spent at Gawler learning to fly and loving it. I eventually reached the level where I could take passengers (one at a time) and my family got a taste of flying in gliders. Eventually I earned my "silver C" badge.

Some of my work colleagues had previously lived and worked in PNG, their stories seeded ideas of a strange exciting opportunity which crept into my brain. Eventually I saw an advertisement recruiting civil engineers to work for the Commonwealth

Government in PNG and the lure of adventure and a career promotion led me to resign my job in SA Highways Dept late 1974 to head to the tropics.

There was no gliding or recreational flight training in Port Moresby, so I just had to enjoy with the odd charter or RPT flights there travelling as part of my work life. During this time I saw skydivers jumping onto Ela Beach as part of the PNG Independence Day celebrations, I got to talk to them and a further seed was planted in the brain.

After I completed my 2 year contract in PNG in January 1977, I came home to Adelaide and again happily returned to gliding on weekends at Gawler. Talking after hours at the gliding club covered many topics, one of which concerned the slim-pack parachutes which we always wore (in case of emergency, to bail out and save our skins). I knew some of my gliding colleagues had taken instruction in parachuting, as a precautionary training in case of that emergency ever coming to reality, to then know what to do when we "hit the silk".

So I made a few enquiries and contacted a group in Adelaide who offered parachute training. My instructors, Steve Swann and Bernie Keenan were keen amateur skydivers operating from a farm paddock at Lower Light (north of Adelaide at Two Wells). Following several nights ground training after work, we went out to make a static line jump, from a Cessna 182 VH DON at the giddy altitude of 2,500 feet. There was no Tandem jumping in the 70's. (Ref' a topical publication "Falling for a sport", by Steve Swann).

Sitting on the Cessna floor beside the open right side door was a little confronting on the climb to height. When Bernie told me to climb out onto the wheel holding onto the wing strut, I remember looking back at him and thinking "I can't believe I just did that". The command to "GO" was shouted and I stepped sideways and arched my body looking back up at the Cessna rapidly getting smaller, then the big round green army surplus parachute opened above me and there I was suspended silently in the sky with the Cessna disappearing into the distance. Bliss, excitement, a feeling of achievement, I had jumped and was still alive, alone & grinning in the sky.

Neil's Sky-time *Continued...*

After landing I couldn't wait to do another jump, so from that week onward Saturday was for parachuting and Sunday was for gliding. So it progressed for years until I realized that I really needed to commit to one or the other to progress to the levels to which I aspired. Twenty years of weekend skydiving followed, reaching Chief instructor level, 3700 jumps including over a thousand tandem jumps. To get this tandem license (No. 14) I had to maintain a CASA flight crew medical and of course spend thousands of hours in and around aircraft (as a skydiver).

For many years I was a part owner of the Cessna from which I first jumped, a 1963 C182 "E" model VH-DON, which was the work horse at Lower Light. We formed a syndicate to buy her so we could keep jumping when the previous owner Craig Spiel decided to withdraw to sell the plane.

Eventually I had the time and spare cash and opportunity to return to the original dream of taking flying lessons, so in late May 1995 I returned to Parafield and started flight training. First solo in a Piper Tomahawk, PA38 VH-JQJ on 23 July 1995 (again alone & grinning in the sky). PPL test passed on 23 Feb' 1996, in C-172 MCJ.

Years of "hire & fly" followed with small distance touring mostly within SA. Then Constant speed & Retract endorsement April 1996, which allowed me into higher performance aircraft, C-210, Cherokee 6, Rockwell AC-14L etc., June 1997 saw the completion of my Night VFR rating and occasional night flights followed. Twin training and endorsement in Cougar GA-7, followed in May 1998.

Eventually I had the opportunity to start flying various jump aircraft at the local DZ's from July 1998. Many hundreds of hours followed flying the jump-ships, some at night. Formation flight training and endorsement was completed in Jan 2003, useful for getting 2 - 3 planeloads of skydivers close together in the sky.

Eventually I realized that I might be able to afford to buy a plane for my private use, so I purchased a 1965 C-182 H, VH-D00 in need of some t.i.c. (including a new engine) and on 19th October

2004 I made my first flight in D00. Then 13 years of the highs and lows private ownership followed including completion of the dreaded "SIDS".

One of the joys of my private flying has been to go flight-touring around Australia, membership in the Cessna 182 Association enticed me to the twice-yearly fly-ins to various destinations around the country. First one was to Longreach and the "follow on" north QLD safari in April 2005. I joined the C182 Committee after the Alice Springs Fly In May 2006. I really enjoy the C182 Fly Aways and meeting up with the members at various locations around the country.

In March 2006 I joined Aldinga Aero Club, where I have enjoyed the monthly events and twice yearly fly-outs.

After the Sept 2008 Toowoomba Fly-In I was impressed with Angel Flight and joined up Oct 2008. Several cancellations due to non VMC weather (disappointing to all parties) made me consider flying IFR so I suspended AF op's in Sept 2012.

In 2016 I shopped around and in June I purchased VH-TMB an IFR C-182 Q and in August 2017 sold D00 to a new owner in QLD (Hervey Bay). Last year I completed my PIFR and since then have enjoyed the extra opportunities and challenges of IFR flight. Last year I also recommenced Angel Flights and still enjoy that activity.

My time as PIC in C182's is presently just over 2300 hr which is approx' 80% of my total hrs.

Blue Skies & Low Winds
Neil Davis



Neil & Ryoko

All About Tin by Hugh McMinn

Tin is the layman's term for what the expert would call 'metal'. There are many different kinds of tin.

Brass is a very useful sort of tin. It is mined in Yorkshire, and is said to occur wherever there is muck. Out of Brass we make monkeys, knobs and money.

Nickel is the sort of tin used for making American money.

Lead is a very heavy sort of Tin, used mainly for the middle of pencils and poisonous paint for children's toys. It is also used for roofs on churches which last for hundreds of years, because the heavy lead stops them from blowing away.

Steel is what people do to the Lead on church roofs.

Aluminium is a very light sort of tin, often used for supporting chimneys. Specially shaped hooks called 'aerials' anchor the chimney to the sky and stop it blowing away. They also attract lightning, which is made of electricity, which is what makes television work.

Wire is a very thin sort of Tin. It is often used for making fences because it is so thin that you can see right through it.

Mercury is a very runny sort of Tin, often confused with water. It has the remarkable property of getting longer when it is hot, and thus is ideal for making thermometers. Scientists are trying a way to reverse this effect, ie making the Mercury get hot when it gets shorter, in order to solve the World's energy problems.

Iron is a very flat sort of Tin, used for taking small creases out of shirts and putting big ones in. Another sort of Iron can be used for glueing bits of Wire together.

Rust is a very crumbly sort of Tin, ideal for making motor cars.

Chrome is a very shiny sort of Tin, useful for holding Rust together.

Copper is a dark blue variety of Tin, used as an inert filler for Panda Cars (UK Police Cars) and football stadiums.

Tungsten, Sodium and Strontium are light sorts of Tin.

Tungsten grows from bulbs; Sodium grows on long stalks at the side of the road (Salt on UK roads ?). Strontium is not as light as Sodium or Tungsten and only glows feebly in the dark; fitted to a wristwatch, it enables you to tell what time the lights went out.

Barium is a very soft sort of Tin, fed only to hospital patients suffering from transparency.

Gold is also a very soft sort of Tin, much too soft to be of any use or value.

Magnet is a very attractive sort of Tin, which always points North. This special property makes it ideal for propelling ships.

Uranium is a very hot sort of Tin, containing little gadgets called atoms. This unique property makes it suitable for manufacturing electricity and other kinds of explosive.

Silver paper is an alloy of Tin and cardboard, widely used in the packaging industry.

Platinum & Osmium are used for making pens, and Indium for making ink.

Zinc is used for washing Potz and Panz.

Titanium is a very strong sort of Tin, used to reinforce ladies' underwear.

Hugh McMinn (from the Armstrong Siddeley Car Club
Southern Sphinx Dec 1995)

CESSNA 182 - CANBERRA FLY-IN



What a wonderful place to meet for our Autumn Fly-in at Dick Smith's Talagandra Station, at Bowylie Homestead Aerodrome.

Brian Shadler was the first to arrive at 9.45, he had come via Mudgee. Maggie Barnes had lined up at Cosco's with 100 others and bought delicious food for everyone to have when they arrived. Norm Jones was the contact for all pilots flying in and then Frank positioned the planes along the taxiway. A big thank you to Ben Hasler, Manager of Talagandra for his assistance in so many ways, suitable water for the Urn, ropes for planes (especially for pilots that have bought new planes). Nothing was too much trouble and he made everything flow smoothly. Thank you to the committee who organised the Welcome to Canberra bags with a well set out program and bags of sweets.



We were excited to see Dick Smith arriving in his Cessna Grand Caravan to speak to us in the Bowylie Flying Club.

The original Bowylie Flying Club was conceived by James Osborne and was opened in April 1923 for local flyers. There is an honour board of Honorary Presidents, famous aviators who had visited the Club. These included Bert Hinkler, Keith Anderson, Sir Charles Kingsford-Smith, Nancy Bird, Sid Marshall, Major James Bigglesworth, Sir Hubert Wilkins, Bedford Osborne, Lester Brain, Scotty Allan, Laurie McIver and Jim Hazelton.

The Club was restored by Dick and Pip Smith in November 1998. Dick gained his pilot's licence in 1973 and his first plane in 1975, he bought his first helicopter, a Bell Jet Ranger, in 1979.

Dick gave a most interesting talk on his many world trips that he has undertaken especially his 85,000km flight in a Bell Jetranger around the globe via the South and North Poles in 1988. His story of landing on a ship to refuel (the refuelers had come from the coastal station at Mirnyy 1400 km across the Antarctic ice cap to Vostok) made us realise the planning and enthusiasm he brought to all his projects. Of course, the political climate was different in the 80's with Russia and China.



Another interesting story was his search for the wreckage of the Westland Widgeon Kookaburra which was lost in 1929 when Keith Anderson perished. We were privileged to see a replica of the Westland Widgeon Kookaburra which is in the Bowylie Aero Club

Dick told many fascinating stories of his trips and explained the many historical relics that he has collected.

We were so privileged to hear from this great Australian who had flown down specially to speak to us.

We all inspected the train engine and carriages that have their own private track. It was wonderful to see the country so green when only six weeks previously it was in drought.

We were interested to read the history of our hotel, The Mercure, which was built in 1926 for the Opening of Parliament in 1927 and was then known as the Ainslie Hotel.

The welcome dinner was held in the Carlton Room at the Mercure which allowed everyone to circulate and catch up on news of the last six months.

On Saturday at 6.00am six early birds went to see the Balloons on Lake Burley Griffin but unfortunately with the wet weather were cancelled. Norm took them on a tour round Canberra always good to have a local as your guide.

13 - 16 MARCH 2020 by Margaret Donoghue



Standing at Australian War Memorial looking down Anzac Parade towards Parliament House - what a vista, Sir Walter Burley Griffin certainly had vision. .

“Here is their spirit, in the heart of the land they loved; and here we guard the record which they themselves made”

Charles Bean, Australian official War correspondent and Historian. He had started collecting memorabilia from 1917 but the main War Memorial was not opened till 1941. We were able to join a group or stop and read and experience all the different displays and dioramas. Today it stands as a memorial to all those who have served the nation in all wars and conflicts. This unique museum collection helped us to interpret and understand the experiences of these brave men and women, and its archive protects the records and relics that tell their stories.

All the areas First World War, Hall of Valour, Aircraft Hall with a Kittyhawk, Mosquito, Hawker Sea Fury, Mustang. Anzac Hall holds some of the Memorial's largest best-known objects. Second World War, Conflicts 1945 to today, Middle East, Afghanistan.



Every area of the War Memorial is symbolic. The Commemorative area, the Pool of Reflection and the Eternal Flame, the Hall of Memory and the Tomb of the Unknown Australian soldier and the Roll of Honour. All distressing, as one of my school colleagues was killed on Anzac Day 1968 in Vietnam.

On Saturday evening we all boarded a double decker coach to go to the National Museum of Australia for the Gala Dinner - what a venue overlooking Lake Burley Griffin.

We enjoyed the canapés, champagne, wine, beer in the Foyer. There was a very chilly wind coming off the lake that sent us inside. We were served a delicious meal; Entree Chargrilled King Prawns, avocado & mango salad with lime aioli or Hot smoked duck breast with spiced cherries mesclun and walnut salad. Main course Roasted organic chicken, lemon & pistachio crumb with soft Parmesan polenta or Slow cooked beef cheek, saffron potato purée Pedro Ximenez jus. Dessert platters Baby Aussie pavlova, Lemon meringue tartlet, Dark Lindt chocolate dipped strawberries, Mini buttermilk Pannacotta with passion fruit jelly. A first-class meal that everybody enjoyed.

Our Guest Speaker was George Wilson who was accompanied by his wife Lyn. George has had an interesting life in many areas of Australia. A few notes from his Address - He gained his flying licence in 1966 he graduated as a Vet in 1970. He was employed by the National Parks and Wildlife Service at Sturt National Park at Tilpa where they did aerial surveys on the numbers of red kangaroos. He also did a crop duster Certificate course at Hazelton's Cudal where he received his low-level flying endorsement. In 1974 he was employed at the Department of Environment on their wildlife project. He and Lyn left Australia and drove from Kathmandu to London. He did studies on red deer and grouse in Scotland.

From 1979 till 1995 he was employed by Government Departments looking at feral pigs and camels. In 1995 he left the Public Service to do contract work with Indigenous communities and

CANBERRA FLY-IN 13 - 16 MARCH 2020 *Continued...*

A RESPECTED LEADER OF MEN

David Cameron managed a property near Longreach in Queensland before enlisting in the AIF, having previously served in the Boer War and on Gallipoli. Cameron led a squadron of the 5th Light Horse Regiment in operations around Romani and Gaza before taking command of the regiment in 1917. He was an active and energetic commander, and well respected by his men. For his service he was appointed a Commander of the Order of St Michael and St George and awarded the Distinguished Service Order. He was knighted in 1932.

Medals of Sir Donald Cameron



Citation and Decorations of a Colonel involved in the Charge of Beersheba

Australian Wildlife Tours to El Questro, Cable Beach Broome, with the North Territory Tourist Department. In 2011 he bought a new plane in Florida which he flew home across the Pacific Ocean. He and Lyn have enjoyed many trips round Australia - Gulf of Carpentaria, Monkey Mia, Uluru, Cooper Creek, Great Australian Bight, Albany, Margaret River, Kangaroo Island, Gawler and Lake Alexandrina. Lesley Lewis moved a vote of thanks to George for his interesting address.



Ross and Frank conducted a very amusing fine session with the proceeds going to Back Creek Fire Brigade at Gundaroo. Peter was fined for the new battery he needed at Lightning Ridge. Lawrie fined for leaving his iPad at Gundaroo. Mike getting bogged after 5-year drought. Andrew ad in paper to sell aeroplane after he had sold it. Jane not allowed to kiss anyone. Shad on seeing the Bonsai at the Canberra Arboretum "should let the tree grow a bit more". Rob excellent job driving the bus. Rosie ducking for cover!!!! Mark Dromgool taking too long to join the Association. Cliff driving to

the Fly in. Neil forgot to bring Ryoko. Irene fined for having a sugar daddy. Jenny for being a grandmother of twins. Roger for being a little noisy at times. Margaret for bringing her sister. Warren for bringing his wife. Rita for having the courage to fly with Dave. Dave for his early morning excursion near Parliament House. George for flying round the countryside. Lottie for trading plastic duck, he'll take anything with feathers. John first time seen in long trousers. Laura bus to International airport. Ian has a new 182. Ross for finding a wombat hole. Frank for speaking in pigin. Peter conducted an Auction - Caroline donated a lovely Cheese board which Jenny Bate bought. 2 tickets for Matisse/Picasso bought by Janine and Neil. A special wrapped Toilet roll which Andrew bought. A total of \$2,060 was raised from the Fine Session and Auction which was an amazing result. All proceeds went to the Back Creek Fire Brigade at Gundaroo.

The Annual General Meeting was held on Sunday morning and then we all caught the buses to the Parliamentary Triangle where we visited the Matisse/Picasso exhibition at the National Gallery. The exhibition of Hugh Ramsay's paintings was well worth seeing at the Gallery, especially this portrait of Dame Nellie Melba.

Some also visited the National Portrait Gallery, High Court of Australia, Questacon, Old Parliament House, showing "Truth, Power and a Free Press" and "Behind the Lines 2019: The year's best Political Cartoons" and New Parliament House. We had a tour round Canberra and saw the Arboretum. On Sunday night we had a delicious dinner at the Kingston Hotel which allowed us another night of socialising.

On Monday morning 25 of us went to Mitchell to the War Memorial Annexe, what an interesting morning. We went inside two enormous





Portrait sketch of Nolie Melbra
by Hugh Ramsay - 1877 Scotland 1876-1906 Australia.



Boeing CH-47 Chinook Helicopter



Leyland 3 Ton truck, First World War

hangars where we were shown a vast collection of artillery and aircraft from every theatre of war in which our country has served. A lot of this collection will be displayed at the War Memorial when the extensions are finished.

The Canberra committee organised a fabulous Fly in. Thank you to Robert and Janine Terzi, Robert and Maggie Barnes, Norm Jones and Wendy Edwards and Jason Moore for all the preparations that enabled us to come and enjoy another Cessna 182 Fly in. We are very fortunate to belong to a group of lovely people that all enjoy meeting up in different areas of Australia every March and September.

Margaret Donoghue



Bushmaster Prototype

Pictured are but a tiny fraction of the relics on display.



US Surveillance Aircraft



Centurion Tank, Vietnam War

CANBERRA FLY-IN Gala Dinner





Dick Smith's Bowylie



WM Annex



Farewell Dinner



Australian War Memorial



BUSH TECHNIQUES

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. The first pages of the letter are reproduced here and the remainder will follow in future editions.



Dear Dan,
 at the risk of boring you senseless.
A Last Minute Brief - Bush Techniques / Survival
A Random Postscript

You can't buy experience but you can buy time with correct techniques till you get it. An accumulation of hours means nothing unless it is correctly gained.

Main Causes of Bush Prangs

1. Lack of Airmanship - ignorance
2. Poor Personal Standards - laziness
3. Incorrect Handling - poor fuel control
4. Weather and Terrain (90% of the bush pilot's problems)

Most of the following have caused prangs and damage to my associates, friends. They number 29 (deceased). Please don't make it 30.
 Do your best Dan. You're in good hands with Chris.

BUSH TECHNIQUES by Frank Lewis *Continued...*

1. Lack of Airmanship

spontaneous actions without thought/planning

- low flying, crowd or passenger pleasing - wires
- steep turns around ground observers, stalls in turns, over water illusions (watch speed and height on clocks)
- low manoeuvres, beat-ups (esp. wing-overs).
Don't do it unless properly trained - which you're not.
- don't attempt to fly through minimum gaps in hills with low cloud, without sticking to the techniques.

2. Poor Personal Standards

- don't fly with a hangover - get adequate rest
- keep current on the books, aircraft type, rules, drills.
- keep current on IFR (above LSALT, with map on screen)
- don't allow boredom to create sloppy flying
- think ahead of all situations, gather information
- don't short cut navigation procedures - use the computer for GS, ETA's and drift angles.
- have pride (not over confidence), discipline and be your own harshest critic. Aim for your goals.

2.

- never allow panic in the cockpit - healthy anxiety is okay. Even in the toughest situations (storms etc) if you have a plan of action and stick to the techniques, you'll come through safe.

- don't forget or ignore basic technique or airmanship - keep a good lookout, adhere to circuit procedures etc.
- before take off and before approach - a self brief
 - takeoff safety speed, decision speed, all up weight, landing weight, options in the event of asymmetries, escape routes, spot heights etc.
 - IFR - run through the approach.
- ground control - vary carefully - inside markers
- a pilot went through a mud hole at Bala (outside markers) and pulled a BN 2's leg back 18 inches.
- keep maps and P charts, last light graphs and nav gear in good condition. Use a folder and book of info.
- don't be a smart bastard or a ratbag.

3. Correct Handling

1 know of 2 crashes (fatal) where fatalities have

3.

tried a split - arc turn back to the field with asymmetries and crashed. Ratbag decisions can kill

- inability to cope with emergencies so stupidly unacceptable. Know the drills, recognise the problem and at all times fly the aeroplane (No 1) cope with the emergency without shutting pants and have a plan of action. It's so easy.
- don't allow the aircraft to wallow all over the sky - normal or esp. asymmetric. Fly the bastard, make it do what you want. Strive for accuracy, smoothness.
- poor speed control is dicey. In WX, hilly terrain and steep turns - know what you require and get it with power/altitude, even in asymmetric.
- avoid poor final approach control:
 - speed, angle and rate of descent must be A1.
 - set up Finals early, with time to settle down - TRIM.
 - The ideal is a constant attitude with speed and rate of descent controlled with power (remember the windscreen wick). Stick to agreed approach speeds and get target threshold speed - readily

4.

use bursts of power on / night off if necessary though trying for smooth engine handling.

- watch for sink on Final. Don't delay power - eyes flicker to ASI and VSI with 90% eyes outside the cockpit.
- don't make a habit of crossing the threshold at dot feet - especially if an undershoot means a sudden stop.
- on Final, speed up brain and reactions by 200%
 - concentrate. Make fast, smooth, small corrections - relax after shut down.
- use correct crosswind technique - crab down extended centreline to just above flare, then wing down / top rudder technique.
- crosswind landing - try to think of independence of controls - at the flare, the rudder is used to keep aligned with the strip and the wing lowered into wind to stop the drift. Vary quickly as required. Don't overdo it in light conditions and don't be afraid to get the wing way down with a lot of top rudder in a strong Xwind.
- don't 'pump handle' the elevators during the flare. Know the distance between your own

5.

and the wheels (WITH OLEOS EXTENDED)

- after touch down don't stop 'flapping' until taxi speed.
- after landing (remember to be able to have the correct threshold speed and land on a nominated spot). Keep straight regardless. With Xwind - correct use of controls is important. If you see ridges, bumps, mud or water - raise the nose.
- if there's mud, slime, algae or water and therefore no braking - raise the nose high to create drag - be careful with asymmetric power - it can create swings (can also stop them if used judiciously).
- absolute emergency - can't stop and you look like slipping off the end of the strip - apply asymmetric power, groundloop to the 'going backwards' position, apply full power to both engines (Should never happen!)

Fuel Control (remember Don G and Joe B.)

- really know power settings and fuel flows for climb and cruise. Double-check until

6.

you're positive.

- flight plan sensibly with adequate margins for diversions, for holding due WX, aborts and IFL approaches. Even then carry more than required (an overload of) fuel is the only overload that makes sense but consider the reduced rate of climb on asymmetrics).
- Don't trust anyone with your fuel. Visually check it yourself. Dipstick contents on level ground yourself. Crosscheck residual with amount added, for correct total ie crosscheck residual with gauges, note drums added - do your sums - final checks, dip, gauges and sums.
- if weather is suspect carry even more fuel. Not more than 100lb overload or single engine climb will be minimised. She'll still fly on one - but some won't.
- keep a fuel HOWGOZIT on paper / flight plan. Know fuel on board at all times - be accurate - esp. when WX is poor at destination. Know your loiter / approach times.
- in the tropics, be extra careful to do

7.

WHERE ARE THEY NOW? #40 by Greg THOM

Cessna 182P, VH-WTT. (18262757).



VH-WTT at Katherine, NT on August 1st 1974. Pic. via Nigel Daw.

In what must be one of the shortest tenures for an aircraft on the Australian Civil Aircraft Register, the subject of this W.A.T.N. had the odds stacked against it from the start.

Cessna 182P VH-WTT was issued its U.S.C.A.R. registration of N52670 after manufacture in 1974, but was soon re-registered as VH-WTT before export, arriving in Australia in mid 1974. With registration formalities carried out by Rossair at Adelaide, the aircraft was soon registered to Northern Meat Exporters of Katherine, south of Darwin, on the 18th of June, 1974. The aircraft was used on company business for the next few months and regularly flew to Darwin as part of its normal duties. As fate would have it, the aircraft was on the ground at Darwin on Christmas Eve, 1974. Darwin residents preparing for Christmas were blissfully unaware that the small developing easterly storm that had earlier passed harmlessly by Darwin had re-developed into a category 4 cyclone

and had turned back towards the city by the early hours of the 24th of December. In the coming hours of darkness, the effects of the 200 kilometre an hour winds would devastate the ill-prepared city and environs, including the airport.



The mortal remains of 'WTT at Parafield in September 1979. Pic: Author.

Among the dozens of damaged or destroyed aircraft which were discovered at daybreak, VH-WTT was one of three Cessna 182s to be written off in the disaster, the other two being 182G, VH-AVM and 182K VH-KOG, which was owned by the Salvation Army. Some years later during an aerodrome crawl at South Australia's Parafield airport, the author discovered the fuselage of the ill-fated 'WTT in a compound.



Compiled by Greg THOM
g.thom@bigpond.com
 Talk to me about YOUR Cessna!!

HOW WE COPE WITH ISO from the Editor

During this trying time it has been interesting to hear from members and learn that they thankfully have avoided the bug (must be our average age!) and how the lock-down and restrictions have, or have not, affected their lives.

Many of us have not done much flying until lately when intra state travel was again possible but some have used the time to get work done on their aircraft. We did the 100 hourly and installed new seats in VH-ROP and Jason Moore has done a major engine overhaul on VH-KAM and fitted electronic ignition. (See his report next edition.).

Frank and I also extended our hangar to make workshop and storage space (with son's help of course) and we lived on our yacht for a few weeks. But we found Moreton Bay was not much fun with little access to the islands allowed, and the weather unpleasant. Frank is now laying up a teak deck for our son's new boat, so little change for us.

The same goes for all our members in the rural areas. They have all stayed safely away from infection and kept up with their usual farming chores. (and the rain dances). Jenny Bate has also been able to get in a lot of twin-sitting and Gaye Saal has been extending her homestead garden, instead of going to town for her sporting comps. I hear Jenny O'Brien has put in dozens more roses while Bill gets on with his business. Gloria and Brian over in WA have been safely locked in by their Premier.

Trevor and Di played host to their friends, Tom and Patricia (who were at Canberra) for three months when they were unable to get back to the USA and Trevor has made great advances on the restoration of his Bullnose Morris.

Peter and Alison have been tied up renovating their home. So much happening that they have had to move out to a temporary abode. Greg Thom says he has used the time to get on with lots of research on Cessnas and Jane and Andrew have taken to the roads with their family since travel in SA was open.

Vince and Barbara were caught over in Arizona and he sent the following letter.

Maybe this might be of interest:

My company was a world leader in the development and use of 3D CAD (Computer Aided Design) modeling of major steel structures, such as power plants, mine processing plants, stadiums, bridges, etc.. I have not modelled a structure for over 30 years.

During the lockdown we decided to do a little renovation to one room of our home so I decided I would teach myself 3D CAD again and model the cabinet ware. I found a 3D modelling program which was reasonably easy, once I got into the swing of things again, and there are many useful tutorials on YouTube. A builder mate of mine asked if I could do some drawings for him, but at my rate I'd be flat out making a \$1 an hour! However, it was hugely satisfying getting "back on the board" again.

Attached is a perspective of the finished product.

Cheers, Vince.



KELLETT'S CORNER



BILL WAS A PHOTOGRAPHER WITH THE HERALD NEWSPAPER AND HAD ARRANGED TO CHARTER AN AIRCRAFT AT THE NEAREST AIRPORT TO TAKE HIM ON A JOB.

"GET MOVING," SAID BILL, CLIMBING INTO THE FIRST PLANE HE SAW NEAR THE CLUBHOUSE.

THE PILOT TOOK OFF AS INSTRUCTED AND WAS SOON AT CRUISING ALTITUDE.

"OKAY", SAID BILL, "FLY DOWN OVER THOSE HOUSES OVER THERE, I WANT TO TAKE SOME PHOTOS."

"WHAT DO YOU MEAN?" ASKED THE PILOT.

BILL LOOKED AT HIM AND ANSWERED, A LITTLE ANNOYED, "I JUST NEED SOME PICTURES FOR THE HERALD, SO PLEASE..."

THERE WAS A LONG PAUSE BEFORE THE PILOT ASKED IN A SHAKY VOICE, "YOU MEAN YOU'RE NOT MY NEW FLYING INSTRUCTOR?"



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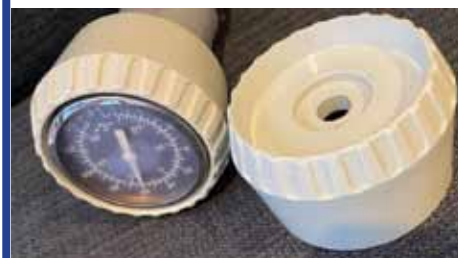
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ATTENDEES AT CANBERRA FLY-IN

Lawrie and Margaret Donoghue, Peter and Alison Jones, Michael and Sue Egan, Laura Inder, Neil and Gwyn Aitkenhead, Andrew and Jane Hogarth, Robert and Janine Terzi, Rob and Maggie Barnes, Brian Shadler, John and Mary-Lee Wiggers, Frank and Lesley Lewis, Christopher Hirst and Ruth Lindstrom, Mark Dromgool and Yasmin Power, Cliff and Caroline Princehorn, Roger and Susan Toole, Neil Davis, Leedham and Judy Walker, Ross and Jenny Bate, Ian and Noella Spicer, Trevor and Dianne Corlett, Tom and Patricia Shoemaker, Robert and Mary Collins, John and Irene Bestwick, Andrew and Rosemary Lott, David Crum and Tanya Findell, Warren and Rita Waddick, Forts and Ava Verouci, Barry Bransden and Denise Nichols, George and Lyn Wilson, Norm Jones and Wendy Edwards, Jason Moore, Brian and Catherine Harvey.

THANKS!

Many thanks once again to Chris Hirst for the photographs of the Fly-in. 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.

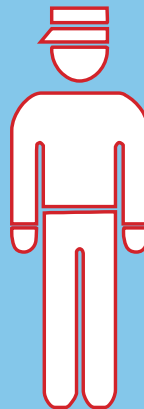


EDITORS NOTE

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.

Join the Cessna 182 Association of Australia

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Cost is just \$120 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

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