

## FLY-IN DATES



## Cessna 182 Association of Australia

### 2013-14 FLY-INS



**2013 SPRING** September 9-11 Adels Grove QLD  
**2014 AUTUMN** March 27 – 31 Renmark SA  
**2014 SPRING** September 12 – 14 Cervantes WA

## THE PRESIDENT'S CORNER

I look forward to my term as President of The Cessna 182 Association of Australia, I will do my best for all members, thank you for your vote of confidence, and all members can be assured that I and the rest of the committee will work hard on your behalf.

On behalf of all members I would like to thank Andy Lott for the outstanding job he has done over the past two years, the club is in a very strong financial position, also a growing membership I hope to be able to continue this into the future. I must say I will not be able to fill those red shorts, Andy.

Two long serving committee members have resigned John Beswick and Greg Cox, thank you both for your contribution and support of our club over many years.

On behalf of all members I would like to thank Greg Cox for the many hours he spent up dating and rewording our Constitution, a big job well done.

Thank you to John Malin, who was on the committee for a short time, but had to resign due to other commitments.

Our new committee members are Frank Lewis, Ross Bate, Vince Rehbein, I look forward to

working with them, I am sure they will have plenty of input on all matters.

To the members who ventured to Kununurra what a great Fly in it was, certainly worth all those hours of flying, it was a great effort by Peter and Alison, I could not imagine how many emails telephone calls they must have made to make it all happen thank you both.

Saturday morning was an early bus ride to the boat for our cruise on Lake Argyle. What a magnificent body of water, by the time the tour had finished our members would have had a greater appreciation of the enormity it must have been in damming such a huge area.

Our guest speaker for Saturday night dinner was local artist Nadine, with a great passion and understanding for Kununurra and the Kimberly area.

We were sad to hear of the passing of John Rodgers, our Condolences to his family. There will be a tribute to John in our newsletter from a long time friend Greg Cox.

The next Flyin is at Adels Grove, Trevor and Dianne have that well in hand, this will be a more casual get together, but I know some of the senior (ladies) are going to turn back the clocks, so

make sure you lock in 9,10,11<sup>th</sup> September 2013.

Our Autumn Flyin will be at Renmark more information later in the year.

Any organisation is only as good as the input it receives from its members so please don't be backward in coming forward with ideas or suggestions for future Flyins.

I look forward to catching up with you at Adels Grove. Safe flying with the wind behind!



*John Stuart*



## KUNANURRA FLY-IN PAGES 2-6



*Reflections on Lake Argyle*

# FLY-IN to KUNANURRA, APRIL 19-29 2013



**In 2012 the Association Committee floated the idea of a fly in at Kununurra. One of the members was prepared to set up the fly in and those sorts of offers are never knocked back. However I did think, struth that's a long way. Coupled with the pressure of work and the fact that I fly usually three days a week anyway, maybe going that distance on the burner has its attractions.**

Anyway the time went past rapidly and suddenly we were only a few weeks away from the Kununurra fly in. A frantic check of all of the airlines showed that the prices were ridiculous and almost unworkable so I resigned myself to fly DNL to Kununurra and back. As usual with any small break that we want to take a period of frantic work occurs in the weeks before so that we can get away. We had planned on arriving in Kununurra on Thursday 18th.

That week commenced with me travelling to Broken Hill on the Monday and overnighing there before coming back to Renmark on the Tuesday morning. There was a quick turnaround and swap over of suitcases, whizz into work and see my staff and then back out to the aerodrome load up Rosie and our gear, and commence the journey via Olympic Dam (Roxby Downs) for one more item of work enroute. Just prior to getting airborne I was advised that fuel was not available in Roxby Downs and so some recalculating was done on departure. Fortunately the unavailable fuel was avtur and not avgas and so a flight to Roxby occurred. The last item of work was carried out there – DNL was refuelled and a

leisurely jaunt to Coober Pedy occurred with us arriving with the sun very low on the horizon. We had booked with the Mud Hut Motel and they kindly sent out one of their guests to pick us up from the airport and settled us into a very comfortable and well appointed room. Dinner was a great Greek café called Tom & Mary's with traditional Greek fare including retsina and finished with an ouzo. Aah bliss.

We planned to make a leisurely journey to Alice Springs and so did not have breakfast until relatively late. The chef there remembered that I liked my poached eggs soft and delivered accordingly. An unhurried departure saw us leave Coober Pedy and fly over relatively flat arid lands crossing the Breakaways, just out of Coober Pedy, and then past dry creeks and homesteads that I remembered and was familiar with from working out of Oodnadatta some forty years ago. Visibility was superb although there was a little bit of clear turbulence. We saw some beautiful country including the Finke river which is still spectacular even though dry. Before long we approached the Deep Well VFR approach point leading into Alice Springs. Contact with Alice Springs tower resulted in our getting a fairly straight forward arrival into Alice Springs landing on runway 30 and then vacating direct to the GA refuelling point. We took on fuel straight away intending to have a reasonably early departure in the morning. While doing so I noticed that the fuel coming out of the bowser was actually quite hot to touch but refuelled to the brim nevertheless.

While there we came across David and



**By Lotty**

Annie Crawford plus the Flinders Island Cessna Whisky Whisky Bravo with Leedham, Judy, Max and Sue on board. They were all continuing on that day and as we left Alice Springs aerodrome for an overnight in town we watched John and Cilla Lillyston's 210 taxi past.

The Alice Springs Aero Club were very helpful and very professional. They organised accommodation for us and we had the rest of the afternoon in Alice Springs. The town centre was reported to be only a short 20-30 minute walk from where we were staying. I opted to go into town and 5 kilometres later arrived – my feet hurt. On the way, which was via footpath alongside the Todd River, I saw a local throwing sticks and stones at cars running past in the nearby street. I also picked up a tennis ball size stone and found it very comforting. I relinquished that stone at the end of my journey. A lovely meal at the restaurant in the nearby Crown Plaza topped the evening off and then we were set to go the following morning. Our plan was to travel direct for Kununurra from Alice Springs with an interlude at Hooker Creek if needed.

Out to the aerodrome the following morning, check the tanks and find that the fuel levels were somewhat lower. It took another 13 litres to top the tanks up with cool fuel this time. I think the hot fuel I put in the day before shrank in the cool change overnight.

Departure was reasonably straight forward although Alice Springs does have some unique

departure phrases peculiar to its own operation. We flew over some spectacular country until getting into the Tanamai where everything remained reasonably flat. What was of some interest was the massive areas that had been burnt. These are quite visible on the ground and some of the burnt areas stretched to the horizon.

Approaching top of descent at Hooker Creek I indicated to Rosie that it was her call for a stop or a continuation. Bless her, she opted for continuation, so we remained on track at 8,500 feet to Kununurra. What a change of country when you get close. Escarpments, high country, rocky and then of course the magnificent Lake Argyle.

I had to concentrate a little to keep my mind focussed on what I was doing and avoid the temptation of just staring at everything outside. It really is a spectacular part of the world. However, business was first and other aircraft were coming in, two of which were C182's. A straight forward approach and landing at Kununurra was made and then we were called up by the groundman who marshalled us into a grassed area near the Slingair hangar. We had just shut down and got out of the aircraft when Rob and Mary Collins arrived and parked alongside us followed shortly afterwards by Vince and Barb. In the excitement of meeting all and talking to them my SAR time loomed unnoticed.

Of course I realised and went to phone Censar to find that my phone was dead with an extremely flat battery. The Sat-phone had to be dragged out from the back seat of the aeroplane, powered up, number found and Censar contacted. They were very gracious to me.

From there the journey to Kununurra ended with us being delivered to the Pinctada Kimberley Grand where we were installed in a lovely room. We did however have a visitor just after we got in, one of the local original inhabitants who thought that he should have a foray into the room to see what was there. He didn't expect us to be there. He was yelled at ! He left in a hurry !! That said, we began a wonderful fly in at Kununurra which was superbly organised with superb people looking after us, running our tours and generally ensuring that we enjoyed our stay.

The return journey – Rosie and I decided that we would leave on Monday and travel via the Bungle Bungles and then to the Barkley Roadhouse Motel for our first overnight stop. A relatively leisurely departure was made after I had obtained a briefing from the chief pilot of Slingair. His briefing was very good and even better he advised us that the time we were to get there everyone else would have been long

out of the area. We looked at the area we toured over the previous two days and it was a battle as to whether I would film the go-pro or my still camera to try and retain all of the images that we were seeing.

We got down to the Bungles and after making the calls it appeared that the only other aircraft anywhere near us was Oscar Alpha Tango (David and Annie) who were a short distance behind us. Unfortunately, in that area, there were some alto cumulus and some other small Cu's which just mottled the view of the Bungle Bungles. While still spectacular we missed some of the colours because of the cloud shadow. This didn't detract from the beauty of the area and after flying the published loop we climbed and departed for the Barkley Roadhouse. This is located approximately 100 miles to the east of Tennant Creek. However, enroute we thought that a short visit to Hooker Creek may be appropriate. This we did and as fuel was available we arranged to top up, and then went for a short walk around the town. Hooker Creek is a dry settlement and is immaculate for that type of area. The local store was well stocked, well kept and well run and all other buildings were in good condition. There

was none of the rubbish and hopelessness as seen in other similar areas. Of course we went to the art gallery where local aboriginal women were painting and exhibiting their wares. We also saw another part of the culture whereby a freshly killed sand lizard was on the floor waiting to be taken home to be eaten. The pattern on it was as beautiful as some of the artwork in the gallery. Rosie decided that a piece of artwork was appropriate and so started negotiating a purchase. In the meantime I was calculating time, speed and distance and last light at Barkley. Everything was starting to come together and as usual time waits for no-one. There was some frantic packing, certification and receipting done by the gallery and we got going with really minutes to spare. We landed at Barkley Roadhouse twenty minutes before last light after a pleasant flight from Hooker Creek past Tennant Creek. On landing at Barkley we tied down and saw three familiar aircraft, and once there joined Vince and Barb, Roger and Suzie and Frank and Leslie at the bar and the dinner table. A superb meal was served there and it was a good wind off to the fly -in.

The next day we decided we would call in





a Bedouri. This we did and we opted to walk the short distance into town and see if there was any accommodation. We were able to get a very basic motel room at the Bedouri hotel. A walk around the town did not take very long. It is quite small but is exceptionally neatly laid out and looked after as the Diamantina Council is housed there. Some of the facilities were superb with an artesian spa set up alongside the pool. All you do to get in is obtain a key from where you are staying and the pool is yours. We had a lovely swim in the pool which was a little cool but when we tried the artesian spa we found it hotter than a very hot bath – really too hot for anyone to stay in. Of interest we noted a small statue that had been temporarily covered up. This was a statue of a soldier, during all of the main wars a lot of men from the Bedouri area enlisted. This was to be unveiled the following day by Warrant Officer Keith Payne VC who was actually in Bedouri the night that we were there – a lovely gesture from him to travel to such a small and remote town for that unveiling.

A very basic meal was provided to us that evening and after a couple of Queensland

shandies before we retired.

The following morning saw another beautiful day, although with wind starting to push against us. A short flight was made to Birdsville where we topped off with fuel and went to the bakery for some mid morning refreshment. Once more our stay was livened during discussion with some of the local characters, in particular the baker who related some of his stories to us. All of that though was not moving us to our destination of Broken Hill and so we departed into a head wind and 3.5 hours were approaching top of descent Broken Hill. We encountered the first cloud that we had really experienced at our level for the whole journey and this hid a fair part of the country to the south including the Coongee Lakes and the gas fields at Moomba and Innamincka. I am reasonably familiar with all of that country in any case but it still would have been nice to have a look at it clearly.

When turning final onto runway 23 Broken Hill I heard an aircraft with an inbound call but missed the call sign. As we parked and were tying down I heard the familiar sound of a 182 and low and behold there arrived at Broken Hill

the Flinders Island mob Leedham, Judy, Max and Sue. They were also overnighing in Broken Hill but we decided we would have a cook up at our cottage there and another big night was had by all. The red wines were given their final caning and a post mortem of the Kununurra fly-in was conducted. In all it was a great end to a great fly-in.

Anzac day included our final leg home to Renmark. In the meantime we went to the Dawn Service and somehow I was roped into lead the morning service fly-over for the Anzac March in Broken Hill, however, that is another story.

Rosie and I got home early afternoon on 25th April. It had been a wonderful flight plan. I found that I loved every minute that I flew and felt rejuvenated in the air. I am glad that I hadn't let my earlier grumblings about flying that distance win. Twenty two hours of flying was used with the only items added to the DNL being Avgas. We did not even add a litre of oil. The aircraft flew as advertised and now I am starting to look forward to another long journey. I suppose the difference was that we were flying for fun and not for work.





# SATURDAY NIGHT AT THE KIMBERLEY GRANDE





# KUNANURRA... A 'DIFFERENT' DESTINATION!



**Members have frequently asked for a "different" destination for our Fly-in. Well we certainly got it this time!**

When Alison and Peter were travelling through Kununurra last year they looked at it's potential as a possible destination. Some discussion ensued and it was decided to "give it a go", and what a wonderful decision that turned out to be. WE used the long distance as an excuse to extend the fly-in, both before and after, as did several others. Arrivals were from the Tuesday before the fly-in weekend, and departures extending into the following week.

Friday night was as always, an excellent casual get together at the Kimberley Grande bar area.

Saturday was a full day, it began with an early start (by bus) to visit Lake Argyle. First stop was a short walk through Mirima National Park (also known as the Mini Bungle Bungle), a scenic area not far out of town with plenty of photo opportunities. Back on the bus to continue the drive to the lake. The descent to the barge (steep, rough dirt) left my fingerprints in the bus seat - I just prayed the brakes were good. We loaded onto two barges and spent a very entertaining tour of Lake Argyle, the size of which you have to actually see to believe. Flying over it later just increased our impressions of its enormity. It is Australia's largest artificial lake and covers 703 sq km, getting it's water from the Ord and Bow rivers. There was plenty of wildlife and spectacular scenery, along with the very informative guides and morning tea. Although this was mid April the temperature was still around 40 C.



Back on the bus and up "THAT HILL" and on to Lake Argyle Resort where some cooled themselves off by taking advantage of the spectacular infinity pool - Cliff (our wheelchair pilot - of a plane that is) couldn't wait, he went in chair and all! Most things in WA were expensive, however, one lady managed a bargain \$6 swimming costume - wonder how long it lasted? there was only praise for the great lunch provided for us at the restaurant - those ladies did an excellent job. On the bus again and down to the Ord dam and then a trip down the Ord River (over 40kms), more beautiful scenery, more photos, more wildlife and a great afternoon tea provided.

Back after sunset, a quick shower etc and ready for our Gala Dinner at the Kimberley Grande Restaurant. It was lovely for a change to have everything "on site" walk and fall into bed after. Our guest speaker is an artist, the very interesting and informative Nadine Lovell, who loves the area and the scenery.

Our AGM was held Sunday morning, with some new faces being elected to the Committee, and John Stuart taking the President roll for the next two years. In the afternoon quite a few of us visited the former art gallery of Nadine Lovell, where some of her paintings are displayed. The gallery was specially opened for us and as a result we helped the local economy somewhat.

Once again the fly-in extended over to the Sunday night, most staying on to enjoy more fun and fellowship before more flying.

*Dianne Corlett*





## Cessna 182 , VH-PEN. (52888)



*VH-PEN (52888) enjoys a holiday at Coolangatta, Q on 19 January 1966.*

**Pic.** via B. van Drunick

Every now and then, I discover a single Cessna which has had less than a handful of owners over many years and no known accident history.

One such machine is the subject of this edition's W.A.T.N.

The 182C, constructors number 52888, was number 530 off the Wichita line in early 1960, in a production run of 649 machines.

Major airframe changes were made for the 1960 model year.

The striking visual difference was a more rakish vertical stabiliser, other changes, while not visible were none-the-less important.

A redesigned roomier cabin, a more streamlined engine cowl and flush fuel tank caps, to name a few.

Though allocated the U.S. registration N8988T, '52888 rolled out of the paint shop as VH-PEN for Rex Aviation.

As with most of Rex Aviation's early aircraft deliveries, the machine would no doubt have been flown from Wichita to New Orleans for disassembly and containerisation on Rex's U.S. ferry registration, N11B.

After arrival and re-assembly in Australia, the aircraft was registered to The

'Morungle' Grazing Company of Richmond, Queensland on August 31st, 1960. It remained with them until early May 1962 when it was sold to Alex McClymont of "Inverness" at Muttaborra, Queensland when 'Morungle' upgraded to the 182E, VH-RIM/2.

'Morungle' have operated several Cessna's over the years, and 'RIM/2' was duly updated in December 1965 by the 182H,

VH-PKV.

Alex moved to "Glenmoan" at Hughenden in 1967 and the next change of ownership was to a John David McClymont of "Inverness", Muttaborra.

Not hard to work out what happened there.!

In August 2003 ownership was transferred to Dunrossie Pty. Ltd., although the registered owners address remained as

"Inverness", Muttaborra.

The aircraft's registration was suspended by CASA action on June 30th 2006 in accordance with new regulations governing registered owners and operators details.

The apparent administrative error was corrected and the aircraft was subsequently returned to the Register on July 14th to "Dunrossie Pty. Ltd.

There have been no known or published sightings of this aircraft for many, many years, and my imagination tends to run a little wild about now. One can see the aircraft in a small hangar on the property, covered in dust, flat tyres, possibly in its original factory colour scheme, maybe in need of a new engine which has been put on the 'back burner' due to hard times on the land...who knows?

Maybe if John McClymont reads this he can contact me...!!

**Compiled by Greg THOM**

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



## KELLETT'S CORNER



### Kellett on Pubs...

A guy goes into a pub with a little newt on his shoulder.

After a few beers, curiosity gets the better of the barman so he asks, "Do you know that you have a little lizard on your shoulder?" The guy replies "Yes I do know". Barman asked "Do you have a name for him?" "Yes" the guy replies "His name is Tiny" Barman "Why do you call him that?"

The guy replies "Because he's mine newt"!

## 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.*

## BUGGER!





# ESSENTIAL SUPPLIES BY AIR

*In the lighter moments of WWII, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.*



*The underbelly of history. A lot of stories like this buried with the men who fulfilled the missions...*

During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called 'sourcers', were able to get wine or other niceties from the land or rather from the locals. RAF Spitfire pilots came up with an even better idea.

The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX.

Propaganda services were quick to pick up on this, which probably explains the official designation.

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great Britain for maintenance or liaison duties. They would then return to Normandy with full beer kegs fitted under the wings.

Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks, most often done with the unofficial approval of higher echelons.

In his book *Dancing in the Skies*, Tony Jonsson, the only Icelancer pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.



*A staged shot of the Mod. XXX tank being filled.*



*The Spitfire had very little ground clearance with the larger beer kegs.*



## VALE

**JOHN ALBERT ROGERS**  
**17/03/1936 - 06/02/2013**



John was born at Glen Innes, NSW. His parents were farmers in the district and he was the eldest of six. John attended local schools and completed his education 1953.

John's working life began soon after finishing school in road transport for several years before starting his grain harvesting business and later acquiring wheat properties at Yallaroi north east of Moree. In between all of this John was a champion rugby league player for the Glen Innes Magpies. The properties at Yallaroi were sold in 1979 but the harvesting operations continued, down sized in recent years until his passing.

John and Jenny married in 1964 and initially lived on 'Avoca' the family property at Glen Innes. Eventually building and moving into town in 1972. John and Jenny have a daughter and son and three grand children.

John's love of flying started early and soon after leaving school he completed a Trial Instructional Flight at Tamworth, N.S.W with the Royal Newcastle Aero Club. Flying training was on the DH82 Tiger Moth and DHC-1 Chipmunk, gaining his Private Pilots Licence in 1958 which started a life long association with flying and the Glen Innes Aero Club.

In 1961 John was elected President of the aero club and held this position for sixteen consecutive terms, was responsible for the building of the present clubhouse and had held other positions of office including President again over the ensuing years. Life membership was presented to John on 16th October 2010.

John was involved in aircraft ownership throughout his 56 years of flying with several different types the last of which is VH-SLQ a C206 that he used to attend the Association fly-ins.

Late last year John was diagnosed with a serious condition and unfortunately his health deteriorated over a period of three months.

His loving wife Jenny, daughter Naomi, son Trent, their families and his many friends will sadly miss John.

He will be remembered as one of life's true Gentlemen.

REST IN PEACE - "Mate"

*Greg Cox*



# AGM & NEW COMMITTEE MEMBERS

## FROM THE AGM...

Members will have read the minutes from the AGM held during the recent Fly-in to Kununurra. It is pleasing to see our Association is in a sound financial position, and planning for future gatherings well in hand.

One important item to note is that our AUTUMN 2014 Fly-in has been relocated from Echuca to RENMARK. This was considered necessary by your Committee as they were unable to guarantee satisfactory venues for our meetings and activities in Echuca.

To that end it was decided to move to RENMARK and here we have members Andy and Rosie Lott on site to attend to the arrangements. Also, at this Fly-in we will have our AGM, but most importantly we will celebrate...



This will be another milestone for the Cessna 182 Association, don't miss it!

Also at the AGM, three members joined the Committee replacing those who retired, and you can read their stories below....

## FRANK LEWIS

I was born and grew up in Western Australia some years ago.

After attending Muresk Agricultural College and working for a few years on wheat and sheep farms I went to PNG as an Agricultural Extension Officer in 1968 (and accumulated some interesting aviation experiences which I have promised our Secretary I will write about for our magazine). In 1970 Lesley ran her Volkswagon Beetle into the back of my Land cruiser ute. So after accusing me of parking in the wrong place (in my own yard!) and then realising she was at fault she proposed to me and we got married a few months later!

My fascination with aviation grew out of countless Saturdays and Sundays hanging over the fence at the now long gone Maylands Airfield watching Tiger Moths, Chipmunks and stuff I never knew names for doing circuits and bumps on a field without runway markings, just a windsock and lots of paddock!

My first flying lessons were at the then new Jandakot Aerodrome, but when in 1968 I moved to PNG I did not



have the opportunity to keep them going. After building our ketch "Tamilaini" back in Brisbane between 1974 and 1985 Lesley and I (and two young crew!) sailed her back to PNG where I took up a role as a Project Manager for smallholder oil palm growers. My fascination with aviation continued and finally she who knows everything stated and I quote, "stop talking about it and go and do something about it!!" unquote!

That resulted in lessons at the now defunct South Pacific Aero Club in Port Moresby over a period of a few years. We lived in Milne Bay at the eastern tip and I couldn't get up there very often.

I achieved my PPL in 1989 after spending all my accumulated leave in Port Moresby doing it and in 1993 we purchased, in partnership with a friend, the C182 P2-ROP. I was managing smallholder oil palm projects both in Milne Bay and Popondetta some 150 miles to the west and needed to be able to move back and forward every few days. (Popondetta is the Provincial centre for Kokoda, Gona, Buna and Sananada, all areas with incredible Australian war history.)

We had taken delivery of ROP in Rabaul just two weeks before the Rabaul volcanoes erupted. Any aircraft that couldn't get in the air that night are still there, covered in ash. Phew!!

Over the ensuing years we sold ROP as work demands had changed and we had relocated to Kimbe on the island of New Britain. We then repurchased it again a few years before we retired in 2008. In the meantime we started assembling a Europa kitplane but sold that when we realised we could only really support one aircraft and after being told the wings were in the wrong position!!

We flew ROP to the Southport Flying Club in 2009 where we had a hangar and basically kept pulling bits off it until only serviceable bits remained. Then we put it back together again. Unfortunately the original registration VH-ROP was not available when we placed it back on the Australian register and we had to settle for VH-RQP. (It had been purchased by the Tyabb Aero Club in 1962, registered as VH-ROP, gone to PNG in the mid 1970's and was registered as P2-ROP when PNG started its own register.)

Now all we need is a very slight excuse and we drop work on the boat, the house and a multitude of other projects and go flying.

## ROSS BATE

As a young boy I was always fascinated with Aviation. I can clearly remember visiting my Grandparents at Narooma in N.S.W and visiting Uncle Norman Corkhill, a Lieutenant pilot in World War 1 in Charles Kingsmith Smiths A.I.S flying corp. There was a fantastic photo on the wall of Uncle Norman and Smithy standing in front of a bi-plane. —I would love to know what became of that photo as Norman did not have any children of his own.

My flying career actually started in Longreach — but not at Qantas! I was a student at the Longreach Pastoral College, and an outback padre by the name of Esrom Morse was based in Longreach. Esrom was a great bush bloke, and was known as the flying padre of the west. His



fellowship and networking in isolated areas was legendary.

In return for 1 hour of "devotion" on a Sunday morning, Esrom would take some students for flying and theory lessons in his Cessna 205 — I learnt a lot about aviation and not so much about the good lord! In his retirement Esrom wrote a book titled "Angels On My Wings". Two great quotes from his book are — "To err is human: to forgive is divine: neither of which is CASA policy" and "Flying did not teach me to pray, but it certainly taught me a great deal about prayer".

So my flying career was put on hold for a few years. I did a stint as a Jackeroo round Longreach, then headed to the Northern Territory and West Australia with a good mate from my college days for a few years.

We decided to head back home to Queensland and then took up Sapphire Mining at Rubyvale near Emerald for 5 years — very interesting time of my life.

In 1976 my wife Jenny and I purchased "Bendee, an undeveloped brigalow property in the Emerald district. Our 2 sons and daughter are now involved in our family grain growing and cattle operations, and our grandchildren tally 6 so far.

My serious flying began with the purchase of a Jabirua (No 6 off the production line). I soon realized our need for a serious plane, so sold the Jabirua and purchased ESS a Cessna 182 P — Jenny said: "One plane one wife, — two planes no wife!" — so my options were a bit limited!

In 2010 we sold ESS and imported a 2005 Cessna 182 TSS from the States. The G1000 glass cockpit was a challenge for a bush bloke but Peter Jones (Jones Star) was my mentor in this exercise — Lots of phone conversations.

Flying has been good for us; it is a family affair with both our sons keen aviators, holding PPL's

Our 182 gets a lot of use flying between our properties, and plenty of bush airstrips and road landings.

Jen and I really enjoy being members of the Cessna 182 club, meeting and socializing with such a diverse group of interesting people — We particularly enjoy flying over the inland — just breathtaking with the landscape and geographical layout of our beautiful country.

## VINCE REHBEIN

Obtained my PPL in 1970, at Royal Queensland Aero Club, and did most of my flying there until joining the Southport Flying Club in 1998.

In the early days of my flying I owned a share in a Beech Bonanza (VH-DEM). In 2010 I became a shareholder in (C182) VH-SFH and recently purchased a 2008 model C182T (VH-DGQ). Earlier this year I qualified for my PIFR rating.

On a personal note I am married to Barbara, and as she is an American (holds dual citizenship) we spend approximately half of the year in Australia (Gold Coast) and the other half in Scottsdale, Arizona.

In business I owned an engineering drafting service, which I started from scratch, and when I sold it in 2007, had 8 offices in seven countries. I also had a labour hire company operating Australia wide.

As well as flying, my other pastimes are golf, skiing, shooting and boating. I am a member of the Rotary Club of Broadwater-Southport.



# STOP BEING SHY!



*Please please give us some help with articles or happenings that we can use in the Newsletter!*

## THE THEORY OF INTELLIGENCE



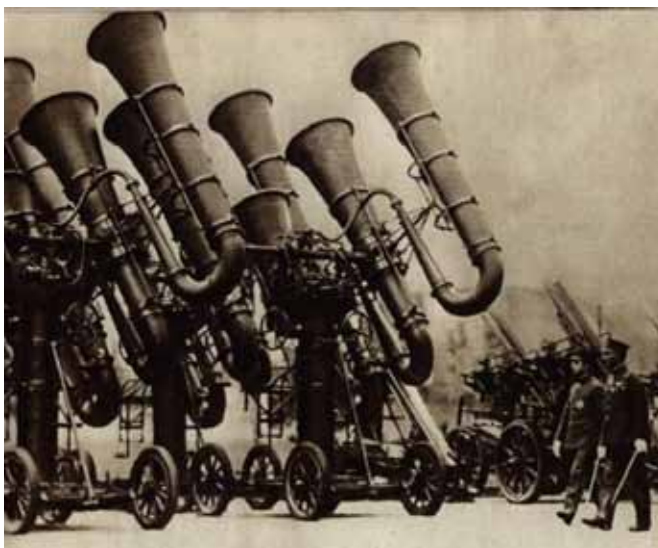
**I don't think I've ever heard the concept explained any better than this!**

*"Well you see, Norm, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members.*

*"In much the same way, the human brain can only operate as fast as the slowest brain cells. Now, as we know, excessive intake of alcohol kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine.*

*"And that, Norm, is why you always feel smarter after a few beers."*

## AIRCRAFT DETECTION BEFORE RADAR!



## MERCHANDISE

*A reminder to view our range of shirts, vests, hats etc. on our Website at [www.cessna182.org.au](http://www.cessna182.org.au)*

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

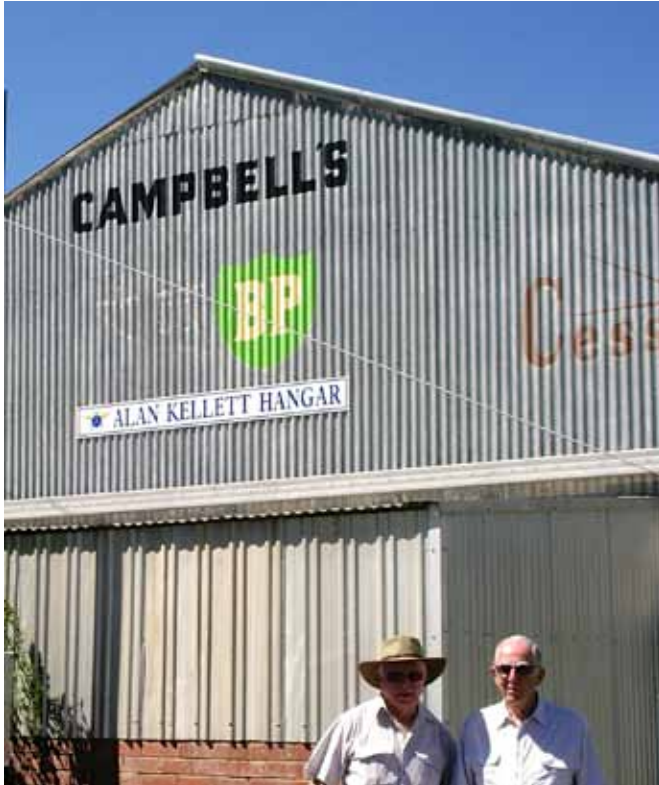




# MEMBER NEWS

We were all saddened to hear of the passing of our member JOHN ROGERS in February this year. Dianne and I were privileged to attend the gathering at the Anglican Church in Glen Innes, together with John's long time friends, Greg Cox, Darryl Lewis and Don Davis. All of our Association members extend their condolences to Jenny and family.

ALAN KELLETT, our SENIOR MEMBER and PURVEYOR of TRUE COUNTRY STORIES, was recently honoured by the Mudgee Aero Club for his long standing service to the Club and to local Aviation generally. They have named one of the Airport Hangars "THE ALAN KELLETT HANGAR"



WELCOME to members who have joined the CESSNA 182 ASSOCIATION of AUSTRALIA since our last Newsletter No 24 ..... Fergus McCowan; Brian Shadler; David Russell; Vince Rehbein and David Crawford.

## FLIGHT OF AN EAGLE OWL

*A must watch aviation film ... fascinating 60 seconds*

This is an brilliant film of *Bernoulli's Theorem* at work. The curvature on the wings beautiful, and the corrections to the flight path in last few seconds just amazing. Make sure your pet bird cannot see the TV screen, it terrifies them !

Go to [www.dogwork.com/owfo8](http://www.dogwork.com/owfo8)



## AN AMAZING AIRPLANE

Built in Russia during the 1930's, it flew 11 times before crashing and killing 15 people. The designer, Konstantin Kalinin, wanted to build 2 more planes but the project was scrapped. Later, Stalin had Kalinin executed ! Evidently, it was not good to fail on an expensive project under Stalin.

You can count 12 engines facing forward, there are also propellers facing back.

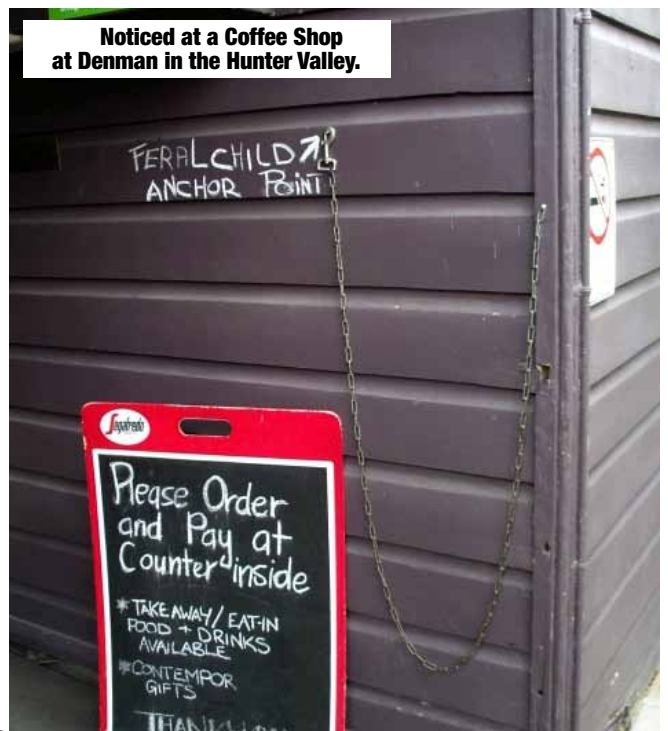
In the 1930's, the Russian Army was obsessed with the idea of big planes. At that time they needed as many engines as possible to get these huge flying fortresses into the air, jet propulsion was not yet available.

Not many photographs were saved from those times because of the high secrecy levels of such projects and because a lot of time has already passed.

Just imagine what it would have been like when those cannons were firing !! Imagine the recoil ! Not a design for a dog fight !



**Noticed at a Coffee Shop at Denman in the Hunter Valley.**



## 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.

## KUNANURRA FLY-IN ATTENDEES

Jenny & Ross Bate [TSS]; Mary & Harry Cheyne [FUJ]; Mary & Robert Collins [KDZ]; Dianne & Trevor Corlett [REO]; Pauline & David Crawford & Annie Haynes [OAT]; Jenny & David Curtin [WFA]; Laurie & John Donoghue [NHU]; Liz Hanna & Fergus McCowan [PNP]; Carmel & Peter Harrigan [WJH]; Ruth Lindstrom & Chris Hirst & Joanne Neil [AOK]; Jane & Andrew Hogarth [YDW]; Alison & Peter Jones [JSF]; Peter Kennedy & John Russell [OCV]; Lesley & Frank Lewis [RQP]; Cilla & John Lillystone [TFE]; Rosie & Andy Lott [DNL]; Barbara & Vince Rehbein [DGQ]; Jenny & Alwyn Rogash [JTY]; Gaye & Greg Saale MWL; Sandra Southwell, Barry Brandsen, & Laura & Brian Inder [TSA]; Elaine & John Stuart [MPZ]; Janine & Robert Terzi [SHJ]; Susan & Roger Toole [DQC]; Judy & Leedham Walker, Max Payne & Suzanne Dick [WWB]; John Wilson, Brian White & John Bartle [CAA].

### APOLOGIES

John & Jenny Malin, Peter Harrigan, Tony Human, Jenny Seymour, Ian & Kathy Tait, Denise & Ian Thomason, Neil Davis, Tony & Wendy Brand, John Bestwick, Maree & Chris Crockett, Robyn & Greg Cox, Jayne & Noel Handley, Karen Briggs & Colin Stanfield.

## LIST OF COMMITTEE CONTACTS

<b>President</b>	John Stuart	0419 372 351
<b>Vice President</b>	Andrew Lott	0428 484 928
<b>Secretary/Treasurer/Membership</b>	Robert Terzi	0423 600 899 rterzi@bigpond.net.au
<b>Fly-in Secretary/Treasurer</b>	Ian Tait	0408 155 275
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<b>Committee Member</b>	Dianne Corlett	0400 732 022
<b>Committee Member</b>	Peter Jones	0423 454 422
<b>Committee Member</b>	Ross Bate	0427 844 046
<b>Committee Member</b>	Trevor Corlett	0400 732 022 ditrevor@bigpond.com
<b>Committee Member</b>	Frank Lewis	0416 160 347
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<b>Past President</b>	Trevor Corlett	0400 732 022
<b>Past President</b>	Ceri Bartlett	0448 448 316
<b>Past President</b>	Russell Hicks	0419 590 266
<b>Past President</b>	Dick English	07 4655 4938
<b>Past President</b>	Sylvia Kappel	0419 521 431
<b>Past President</b>	Tim Brooks	0429 990 954
<b>Past President/CPAA Rep</b>	Garth Bartlett	02 4294 9345
<b>Historian</b>	Greg Thom	03 9744 1941

## INTERESTING WEBSITES

look at our own website regularly:

[www.cessna182.org.au](http://www.cessna182.org.au)

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

[www.cessnapilotsassociationofaustralia.org.au](http://www.cessnapilotsassociationofaustralia.org.au)



## THANKS!

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



## Join the Cessna 182 Association of Australia

### MEMBERSHIP

### FUTURE FLY-IN DATES

Fly-in Spring 9-12 September 2013 Adels Grove QLD

Fly-in Autumn March 27-31 2014, Renmark SA  
AGM and our 15<sup>th</sup> Anniversary

Fly-in Spring September 12-14 2014, Cervantes WA

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

**cheque :**  
cessna182 association  
of australia

**contact details :**  
Robert Terzi  
53A La Perouse St,  
Griffith ACT 2603

### 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

**Email:** secretary@cessna182.org.au