

2019-2020 FLY-INS

2019 AUTUMN	BATHURST, NSW, 12 - 15 APRIL
2019 SPRING	SHUTE HARBOUR, QLD, 6 - 9 SEPTEMBER
2020 AUTUMN	CANBERRA, ACT, APRIL
2020 SPRING	DARWIN, NT, AUGUST

THE PRESIDENT'S CORNER

Dear Members,

Well, 2019 has arrived and I'm still not sure where 2018 went. Even though it didn't seem to stay around for long it brought with it both highs and lows.

The low of course was the loss of Sandy early in the year but I'm pleased to report that the scholarship in her name is underway. The President of the C182 Association is a member of the selection panel and I am receiving nominations for the 2019 scholarship. I must mention that the AWPAA have organized this most competently and I think members can be reassured that the funds we contributed appear to be heading in the right direction.

The Torres Strait Fly-in was a great success for those who managed to get there, for those who had a good night's sleep at the motel, for those who didn't have to fix their toilets, for those whose floor didn't open up and even those who had to visit the local hospital! (see Alison's report)

Despite its success some health issues for our members (and a couple of planes!) and the need to pre-pay for some of the activities meant that we finally ran a fly-in at a loss and had to draw down on Association funds. This could have been alleviated somewhat if refunds were not given to the effected members and this is an issue that the committee will need to discuss. Travel insurance, certainly for the

longer distance and more expensive fly-ins may need to be looked at.

My experience with our association and with the Southport Flying Club has shown that we are ageing and not many of the younger generation can afford the time, money or even interest in GA aviation to get involved. Although our membership numbers are quite healthy at present, there is no guarantee that we could maintain this level in the future unless we can attract new (and even younger!) members.

There has been much discussion over the years on ways we could encourage young people into flying but nothing was achieved. Finally, AOPA has provided an avenue for this through their Junior Flying Program and requested financial support. The committee, via an "e" meeting, agreed unanimously to commit \$2500 for 2019. We will monitor the success or otherwise of this program over the year.

To cover this contribution, it was decided that fundraising at the fly-ins this year should be targeted primarily at raising this \$2500 with any deserving local charities being considered once this is raised.

This will be my last magazine letter as President as the association has a very wise arrangement where after two years the President gets booted out and the vice-president usually gets voted in.

I would like to thank all the committee members for the work and support they

have given over the past two years and also to all the members who make this such a unique and enjoyable association.

I would also like to congratulate past presidents and committee members, especially Peter Jones, Trevor Corlett, Andy Lott and John Stuart, who have built the foundations of a great association, done the hard work on the constitution and have by their efforts made it easy for us following to help keep the association vibrant.

We hope to see you at Bathurst.

Confucius says: "behind every male figure-head is a woman working her backside off!"

Thanks, Les!

Frank Lewis



WINDS OF ZENADTH FESTIVAL



THURSDAY ISLAND SEPTEMBER 2018



CESSNA 182 TORRES STRAIT FLY-IN



FLYING INTO THE WINDS OF ZENADTH

From the moment we stepped out of the plane the warm Torres Strait wind greeted us. Coming from all directions, 15 aeroplanes and a helicopter descended into Horne Island on Thursday 13 to be warmly welcomed by Frank and Lesley with their willing helpers, Ross, Gay and Greg. Bus transport to and from the ferry was seamless and by beer o'clock we were all settled in on Thursday Island enjoying seeing good (not old) friends again.

Friday was spent soaking up the culture as we caught up with friends. Local people from neighbouring Islands were gathered for the 'Winds of Zenadth Cultural Festival'. Activities on Friday were the culmination of four days of celebration for the local people. A colourful float parade along the waterfront to the festival grounds was the morning highlight. Groups from each Island dressed in traditional attire

entertained the crowds with dancing and singing. Colourful traditional head dresses and body painting represented the different island cultures in the region. One group wearing grass skirts presented a war dance using their spears and dramatic threatening stances. Plenty of muscle and no obesity in that group!! Another group proudly paraded with model aeroplanes on their heads. The locals had also created a huge display of the Torres Island emblem entirely from used plastic milk bottles.

Boat races were scheduled to begin at 1200. Realistically this was 1500 Thursday Island time. Everyone was very relaxed! Model wooden boats about a metre long, with 3 or 4 sails were practising on the waterfront opposite our accommodation. They moved very fast in the steady breeze and this was obviously a favourite local sport.

Meanwhile at the festival grounds people had gathered to watch the Island Dance Showcase. Craft and food stalls catered for the crowd and chairs and awnings had been set out

around the performance area. Dance groups then performed for about half an hour each, with the show lasting well into the evening.

Saturday began our formal fly-in activities. We returned to Horn Island to learn about its WW2 history and visit the Heritage Museum.

Horn Island, though not often talked about in the history books was an important military base by 1942. At the peak of operations there were 5000 Australian, American and Torres Strait air force and infantry personal on the island including the only indigenous battalion of 800 men. A camp hospital of 36 beds was set up and 9 nurses and one doctor cared for the troops on the island, as well as injured flown in from the conflict zone in New Guinea. The US Airforce launched daily air raids on Japanese held positions in New Guinea from the base. Horn Island was the second most bombed location (after Darwin) in Australia with 500 bombs being dropped in 8 air raids over 1942 and 1943.

Our hosts and guides, Vanessa and Liberty began a WW2 conservation project 10 years ago to preserve the history. Excavation and restoration with interpretational signage has been made to the underground plotting room, four gun emplacements and magazines. Their Heritage Museum further explains the recovery process and houses photos and stories of the troops activities. We had plenty of time to browse or sit over our Asian buffet lunch in air-conditioned comfort before returning to Thursday Island mid-afternoon.

Our Gala dinner was held at the Jardine around the pool, so our casual tropical theme was perfect for the night. Formalities were brief and we shared many laughs as Peter Jones concocted 'fines' and our raffle was drawn. This fly-in we supported the local Catholic Primary School, Our Lady of the Sacred Heart.



The Principal Majella Lynch-Harlow spoke passionately, explaining that the indigenous children suffer from premature hearing loss due to untreated middle ear infections. In view of this their concentration is limited and their learning suffers. Our group raised an amazing \$1,600 toward vital amplification equipment to help address this problem.

Sunday started bright and early with two excursions planned. Splitting into three groups we took turns travelling to Friday Island for glimpses into the pearling industry and touring Thursday Island.

Thursday Island began as a major pearling centre and soon developed into the administrative centre for the Torres Strait Islands. It became the Port of Entry into Australia with a customs house being completed in 1900. It was a vibrant community and infrastructure quickly met the demands of the community with churches, hotels, schools and commercial ventures thriving. A fort was built on Green Hill in the 1890's and Thursday Island became the 'Garrison Town' for the area. This Fort supported gun placements and search lights from 1940 and is well preserved today. Panoramic views of the surrounding islands provided the ideal location for observation. The well-presented underground museum, built into the fortifications, houses memorabilia of war years as well as history of activities in the area.

After a short power boat ride we arrived at Friday Island. Palm trees lined the shores of the tiny wind swept island, home of well-established Japanese pearling family - the Kazu Pearl Farm. Our Japanese hosts demonstrated how 'natural' and 'cultured' pearls differed, and the intensity of the work involved in pearl



production was explained. After a demonstration of seeding for cultured pearls (which had many similarities to an IVF programme) we visited the showroom to view the finished product! Enough said!!! Delicate refreshments were served as we enjoyed the breezes and seclusion of the island.

Sunday night already! What an amazing and interesting fly-in. Great work Lesley and Frank, thank you so much. Thanks also to Vanessa and Liberty Seekee, for sharing with us their dedication and passion for preserving the history of their area. And also for organising all our tours and transfers so efficiently.

Farewell drinks and casual pub meal ended the party. Plenty of chatter and plans to meet up soon were muted and fond hugs and farewells shared.



Monday morning saw more hugs and goodbyes as our happy group departed from Horn Island after the obligatory quarantine inspection was complete.

Looking forward to Bathurst? I am. See you there!



Revisiting WW2 in the Torres Strait



The Torres Strait Pearl Industry



Having fun in the Torres Strait





BARRA AT BENSBACK by Lesley Lewis



'Frank! Help! What will we do? There are hundreds of people around us carrying all sorts of weapons?'

A desperate cry came over our radio as we approached the strip at Bensbach Lodge following Ross and Jenny Bate in their C206 VH-JDA.

"Sit tight and wait for us!", was his reply.

We had flown over to PNG from Horn Island after the Torres Strait gathering, landing first at Daru to clear customs (only cost a carton of xxxx) and then west to Bensbach near the Indonesian border. No wonder Ross was worried! When we landed we saw what is a common sight in PNG whenever an aircraft comes in to a remote strip. All the kids, big and small, quickly gather around for a bit of excitement and naturally all clutching their bush knives. And today, we were the excitement.

The resort manager drove up in his vehicle and as the mob scattered, both planes followed him into the parking area just near the resort. As soon as we were tied down, unpacked and greeted by everyone, we headed over to the accommodation. Quite basic, but perfectly maintained and comfortable. The only hiccup was the water stopping over night when the pump was turned off. (No late showers here!), but better plumbing than at a certain Faulty Towers where we had recently stayed. (And no floors fell in!) The meals were varied and substantial and proudly served by the very keen local staff. Even the table napkins were folded into bird shapes. We had substantial lunch packs every day when we went out fishing, as well as cooked breakfasts and three course evening meals.



Frank and I have done lots of fishing of all kinds in the rivers and seas of PNG but this was our first visit to Bensbach after many years of hearing about it. Jenny had visited this land of the unexpected last century, but it was quite an eye-opener for Ross on his first visit.

Each day we set out as the sun rose when, surprisingly, it was rather cool (I even had to shove my feet in my backpack to keep them warm) and the river was shrouded in mist. The sun rise was beautiful. Our transport was in two river trucks, each with a driver and a fishing "advisor". As we raced down the river, we could only just see the other boat through the mist. At first, we had to force and pull our way through the para grass which spreads across the narrowest parts, but soon the river widened out. As the sun rose we saw how beautiful it all was; very lush and green. It was so enjoyable just cruising along, regardless how many fish we hooked.

Two of the most interesting catches, (apart from Franks "metre" Barra) were a large Barra shot with a bow and arrow by one of the crew in a shallow ditch and the pig! It went home to the village for the evening feast.



The crew took us to various favourite fishing spots and over the two days we all caught our share of barra and a few other odd fish as well. We took some back to the lodge where it was filleted, frozen and packed to bring back home.

We tried up and down stream and even when we weren't catching fish we had lots to see. Deer, pigs and wallabies live on the grasslands but numbers are dwindling as poachers from Indonesia are helping themselves or the locals are selling the meat across the border. The people are trading with the Indonesians and buying goods such as outboards, fuel, smokes and food which are cheaper than local stuff. We also saw crocodiles and a great variety of birds (but not as many as Jenny has at Kollarena). Luckily, no crocs came near us when we took much needed lunch breaks on the banks each day! As the photos show it was all quite exhausting.

BARRA AT BENSACH *Continued...*





Are Whittlesea's ghosts still in the circuit?

Almost made it! 150F VH-ROQ undershot on landing on July 7th 1967.

Pic. Bert van Drunick

As one of a growing number of Victorian country airfields which have been quietly subsumed over recent years by the relentless onslaught of the urban sprawl, Whittlesea airfield gave many a young aviator his or her first taste of flying and shaped them for a potential career in the industry.

The airfield, which nestled in the foothills of the Great Dividing Range some fifteen nautical miles north-east of Melbourne, was opened in 1965 by aviation pioneer and Cessna dealer, Arthur Schutt in partnership with former WW II RAAF pilot, Ron Cox.

Such was Schutt's vision for General Aviation in Australia, and his belief in the Cessna product, he opened airfields at Merimbula and Bombala in New South Wales and in his home state of Victoria at Echuca and Kyabram. He also opened the airfield and flying school at Grovedale, near Geelong.

The airfield, which was operated by Les Mahon has also recently surrendered to the developers advance. As with any ab initio training field, Whittlesea had numerous mishaps during its twenty-odd year history, with heavy landings and over-runs topping the list.

The sole fatality at the flying school occurred on August 31st 1966 when a Cessna 150F failed to out-climb rising terrain after a practice forced landing at Christmas Hills in the Whittlesea training area.

Anyone who has flown from the airfield will know about the enormous erosion gully beyond the south end of the runway. An ever-present danger, the gaping chasm was the sort of topographical feature guaranteed to instill more than a little concern in the mind of the occupant of the left-hand seat as the aircraft barreled towards it.

One of the more notable incidents at the field occurred on July 31st, 1968 when, a late touchdown on wet grass and confusion between an instructor and student aboard a Cessna 172H, led to a delayed decision to go around and the aircraft failing to become airborne. It over-ran, plummeting into the gully, substantially damaged. Fortunately both on board survived.

In the 1970's two non-training related incidents, took place on separate occasions when aircraft were stolen from the airfield before dawn and illegally joy-riden around the skies of Melbourne. The most serious occurred in the pre-dawn hours of March 18th 1971 when Cessna 150G VH-RZI, with the aircraft keys still secure in the flying school's office, was stolen at about 4:30am. With no lights showing it departed from the unlit airfield, flew south and buzzed around the Melbourne CBD for about an hour. It was first reported over Drummond Street

Carlton at about 4:40am. The two-man crew of a Police divisional van saw the aircraft, and believing it to be in trouble contacted D24 (Police headquarters) who in turn called the Department of Civil aviation, but because of its low altitude DCA failed to locate the aircraft on radar. The Melbourne Herald reported that the aircraft "Roared down to 200 feet from the D24 aeries on top of Police headquarters (in Russell Street).

It flew low over city streets and was over the King Street bridge at about 5 am from where it flew down Kingsway and along St.Kilda Road. It turned west and flew over the bay before returning to overfly the Windsor, Hawthorn and Balwyn areas. Out at Fitzroy it cleared the town Hall clock by 12 feet. It then headed north from Melbourne passing near Tullamarine Airport at 5:26 am before turning south towards Essendon airport. The aircraft did not respond to any calls made to it by Air Traffic Control. It flew over Glenroy, Craigieburn and finally Kilmore where



The sad remains of 150F VH-RGG [15061570] at Christmas Hills.

Pic. Bert van Drunick

Whittlesea's Ghosts *Continued...*



An early shot of the clubhouse and a hard working 172F, VH-DFW. Pic. David Anderson

it was reported at 6:10am. It was finally lost from radar screens at about 8:45 am. DCA later dispatched an Aero Commander and a Beech Bonanza from Essendon, but the aircraft could not be found. At about noon searching aircraft discovered the Cessna in a grassy paddock near the Dabymingack Creek about half a mile east of Tallarook

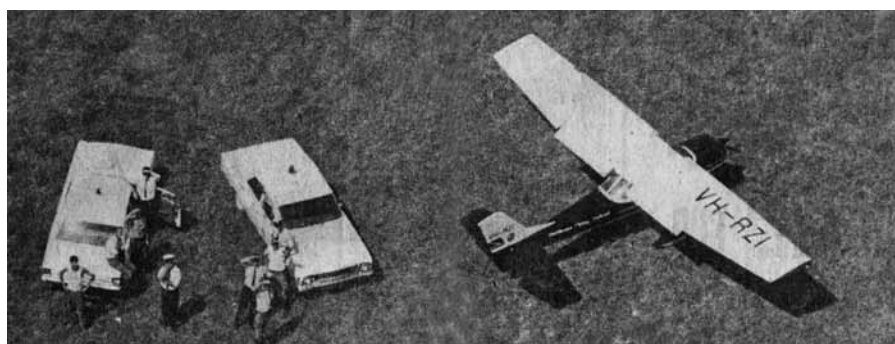
The aircraft was dusted for fingerprints by Police before it was flown back to the airfield by instructor Barry Cripps. Cripps said "The pilot was obviously experienced, but he broke every rule in the book." An understatement if ever there was one. During the emergency, Essendon and Melbourne airports were closed and all air traffic including a BOAC VC-10 were diverted. The Victorian Ambulance service declared a "Yellow Alert", and Police were stationed on city and suburban buildings. It was estimated that at times the aircraft flew as low as forty feet.

In the second incident a Cessna 172H ,VH-DPV was stolen from the airfield on January 21st 1975 after two 19 year old youths broke into the office at about 3am and stole a set of keys. After joy-riding in the area for about 90 minutes concerned locals alerted the authorities. Police were dispatched and when the pilot returned to the airfield and attempted to land, a Police car and a number of other vehicles were positioned along the runway with headlights on to give the pilot some visual reference. The aircraft overshot the landing and was substantially damaged when it force landed about two kilometers east of the airstrip at about 4:30am. The occupants, neither of whom were licensed, were injured and believed to be under the influence of alcohol .They were later charged by Police with burglary and theft of an aircraft.

Whittlesea was closed in the late 1980's as the encroaching housing development from the newly created haven of Eden Park neared. For some reason the airfield wasn't bulldozed, and for anyone interested in a drive out along Plenty Road, make a left turn into Grants Road and the airfield can still be found, overgrown and neglected. The old clubhouse was still there when I visited some years back and, surprisingly, inside the office a filing cabinet still contained student records. It's hard to keep a good airfield down!!



OUCH!! 172H VH-DQI [17256106] lies in the gully. Pic. via DCA.



Found It!! RZL surrounded by the Cops near Tallarook. Picture: The Herald



The message is clear...secure your aircraft! Pic. DCA.



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

WHERE ARE THEY NOW? #36 by Greg THOM

Cessna 182E, VH-ROP. (18254173)



A brand-spanking new VH-ROP in Schutt's hangar on January 1st, 1964. Pic. by Bob Neate

Cessna 182 serial number 18254173 was one of a batch of eight hundred and twenty five 'E' models produced by Cessna for the 1962 model year at Wichita.

Number 251 off the line, it was registered N3173Y as an FAA requirement, but in the event the registration was never carried, with the factory applied markings of VH-ROP adorning the aircraft prior to its shipment to Australia. In true Detroit marketing parlance the 182E was the first model to feature the new 'Omni-Vision' cabin windows, along with other improvements such as a wider cabin and electric flaps.

First registered in Australia on August 17th, 1962, 'ROP' had been imported by Schutt Aircraft Pty. Ltd. at Moorabbin, for Lieutenant Colonel Edwin Hill Balfour Neill of the Melbourne suburb of South Yarra. Lt. Col. Neill was the then chairman of David Syme and Company Limited, who were publishers of the Melbourne Age newspaper. Lt. Col. Neill had a distinguished military service history, and as an accomplished pilot, owned several types over the years. Lt. Col. Neill traded 'ROP' back to Schutts before he took delivery of a Cessna 337, and finally his eponymously registered Beech Baron, VH-EHN.

'ROP' remained near Moorabbin at nearby Drouin with West Gippsland Air Charter. The aircraft was frequently used as a parachute platform operating from Labertouche airfield nestled in the foothills at the southern end of the Great Dividing Range, a short distance from Drouin. On November 16th, 1969, the aircraft entered an area of long grass just off the strip and struck a runway marker causing considerable damage.

After repairs, the aircraft was later operated in Western Australia for a time when the nose wheel was dislodged on landing at Cape Bougainville in May 1970. In late August of 1971 the aircraft ran off the strip while landing at Darwin in gusty conditions causing damage to the nose gear. In September of that year the aircraft was purchased by Osgood Investments of Darwin.

Outback aviating can be a high risk operating environment, and on the 12th of March 1974 the aircraft was landing at Grove Hill in the



VH-ROP at Parafield, South Australia on 26 April 1969. Pic. Paul Daw



P2-ROP in a modified scheme taken at Lae on 15 April 1975 Pic. via David Thollar

Where are they now? *Continued...*

Northern Territory when it touched down on the wrong strip. The nose gear subsequently sank in the soft earth causing the propeller and wing tip to contact the ground. No sooner had repairs been effected, than on May 15th 1974 at Garden Point, the aircraft was taxiing through a water washaway beside the strip when the nose wheel sank and the propellers again contacted the ground.

On September 13th, 1974 ownership passed to Brisbane based Westco Aviation.

The aircraft was subsequently purchased by Harrison Eastoe in March 1975. As Mr. Eastoe was a resident of post-independence Papua New Guinea, the aircraft was subsequently struck off the Australian Civil Register on August 19th 1975, and before ferrying north it took up the marking P2-RQP.



P2-RQP in a basic Cessna factory scheme for the 182E., taken at Lae in April 1983. Pic. via Tony Arbon.

The aircraft flew in PNG for many years, and the aircraft's current owner and long time PNG resident, Frank Lewis, recalls some of the history of the aircraft during that time. The aircraft was based mainly at Rabaul, and Mr. Eastoe subsequently sold the aircraft to Paul Bluett who, in turn, re-sold it to Dave Morgan. It is believed that some time later the aircraft became derelict at Nadzab, before being rescued by a local L.A.M.E. who resurrected it.



P2-RQP at Rabaul in March 1993 with 'Radio Communications Sales and Service' titles. Pic. via Tony Arbon

Frank Lewis and Peter Neville purchased the aircraft in 1993 and it was based between Gurney and Rabaul. The township of Rabaul, which has been continually threatened by volcanic activity, is situated on the island of New Britain to the east of the PNG mainland. In September 1994 an eruption of the geological feature known as the 'Rabaul Caldera' destroyed the airfield and town. Frank tells how he flew P2-RQP to safety from Rabaul only days before the eruption. The aircraft was later briefly owned by John Cheung of Island Airways fame, before returning to Frank again in 2007.



VH-RQP at Raglan, Queensland on May 25th 2013. Pic. Tony Arbon.



Out with the white paint, and finally returned to VH-RQP at Southport in May 2017. Pic. via Lesley Lewis.

Frank brought the aircraft back to Australia in April 2009, but it remained on the PNG register until March 2010. At the time of its cancellation from the PNG Register in October 2009, the PNG civil register indicated that the owner was Peter Neville of Alotau, though Frank is at pains to point out that the disaffected public servants of the PNG Civil Aviation Authority Registration Branch had not reflected the fact that Frank was in fact the current owner at that time. On its arrival on home territory the aircraft underwent a major refurbishment which included SIDS inspections, new perspex and paint.

Although it had been Frank's intention to re-register the aircraft in its original markings, in the intervening years since 'ROP's absence from Australia, a Hamilton-Standard GlaStar had assumed the registration VH-RQP. Reluctantly Frank opted for the closest available markings, and on March 16th, 2010 the aircraft was registered VH-RQP. But Frank was ever-vigilant, and in March 2016 he became aware that the GlaStar had been struck off the register. The way was now clear for him to spring into action, and on November 1st 2016, the venerable 182 again assumed its original identity.

Compiled by Greg THOM with thanks to Geoff Goodall, Tony Arbon, David Thollar, and Frank and Lesley Lewis.

'g.thom@bigpond.com' Talk to me about YOUR Cessna..!!!!.

COMING FLY-INS

AUTUMN FLY-IN

12 – 15 APRIL 2019

BATHURST NSW

The 2019 Autumn Fly-in to Bathurst promises to be a garden-lover's delight, with a visit to the Mayfield Garden just outside town on Saturday. This garden is one of the world's largest privately-owned gardens, extending well over 160 acres and offering such experiences as The Gallery, the Valley of the Five ponds, Venus Vale and the Grotto. We will be there to enjoy the Autumn Festival in the private garden. A picnic lunch will be provided as we explore the gardens at leisure.

Dining and socialising experiences will include a welcome function at Jack Duggan's Irish Pub, a Gala dinner at the Bathurst Aero Club, lunch (and tour) at historic Abercrombie House and the farewell barbecue at the historic O'Connell Hotel.

Visits will also be made to the Australian Fossil and Mineral Museum, the National Motor Racing Museum and Mt Panorama Motor Racing Circuit.

Accommodation has been organised at the Governor Macquarie Motor Inn with breakfast included in the tariff. Phone 0263312211 for reservations.

SPRING FLY-IN

6 – 9 SEPTEMBER

SHUTE HARBOUR QLD

The main feature of this fly-in will be the Airshow/Air Spectacular and Runway dinner at the Shute Harbour Airstrip on Saturday 7 September. Our planes will be part of the show! The VIP Silver Service Dinner will include six courses and entertainment. Oz Runways will have a display among all the other stalls and the Paul Bennett Airshow will be a feature.

Accommodation has been reserved for us at the Airlie Beach Hotel/Motel and we will have plenty of time to explore the attractions of Airlie.

On Sunday we will travel by ferry to Hamilton Island for lunch and a fun day and complete the fly-in with a casual farewell dinner that night back in Airlie Beach.

Tracey

Contributed by Sqdn LDR (Ret) Eric Lundberg

It was Christmas 1974. The family get-together was being held at our place this year and my wife's brother and his family had just arrived prior to lunch. The offer of a beer had been eagerly accepted (Rick was a Navy man) and I had the glasses ready with the bottle opened when the phone rang.

"I'll get it" said Robyne as I poured the beers. As I picked them up I looked up and there was Rob leaning against the doorway with "that look" which only Air Force Transport force wives can wear: "It's the CO!" (Commanding Officer).

I looked down at the beers, up at her holding the phone, back at the beers, back at her . . .

If I down even half of this I'm in the clear . . . !

I took the phone . . . and got home from the task on 5th January 1975 !

The "Task" was the relief operation following the devastation of Darwin by Cyclone Tracey on Christmas Eve 1974. Of 24 C30 Hercules operated by the RAAF, 19 were airborne on the task for about ten days airlifting relief supplies into Darwin and a significant part of the population out.

Because of the perceived emergency (which was real, make no mistake, but not as urgent later on to warrant the flying rates achieved) the crew duty limits of 17 hours (2 hours before first take-off and 1 hr after last landing with 14 hrs flying between) were summarily ignored with the result that some incredible back-to-back flying rates were accomplished. My crew (I was new on Hercs and my Captain was the CFI of the Squadron) flew 68 hours in ten days - an average of 205 hours for a calendar month.

As an example, our first duty period consisted of a flight from Richmond to Mt Isa to Darwin to Laverton (Melbourne) to Richmond to Laverton to Alice Springs to Darwin a total flight time of 22.4 hours over an elapsed time of some 49 hours without a proper break. This pattern was repeated a couple of times during the operation. The result was extreme fatigue with all the hidden pitfalls that go with it.

All the crews had horror stories of some kind to go with this insidious danger - ours went like this:

I was catching a few winks of sleep on the bottom bunk when a dig in the ribs summoned me back to life.

"Back into the seat, Boggie. We're at Tindal"

As I strapped into the left seat I glanced to the left - there were the runway lights, the altimeter showed 1000ft - we're on downwind. Those lights don't look right.

The pilot said "I'll do the landing while you wake up - tell me when we get to the base point". That's when the r/w threshold passes behind the outboard engine - which you can't see from the opposite seat.

What's wrong with those runway lights?!

"Base" I reported

"Roger" replied the pilot as he reduced power, called for take-off flap, started the base turn and commenced descent. At this stage he still couldn't see the runway.

I had the lights in sight but they just didn't look right.

When posted to the SAR Dakota at Darwin I'd operated into Tindal a lot and, although I knew the ground was flat in this area all I could think of was a hill about 130ft high sticking up about half-way around base. In the dark we couldn't see it but there was something wrong with those runway lights!

Finally I hit the l'com and said "There's something wrong with this approach Boss"

At the same time he hit his l'com and said "I'm levelling off, I'm not happy with this approach"

So that was why the lights didn't look right - Tindal is 500ft above sea level. We were doing a standard circuit thinking we were at 1000ft when actually we were only at 500ft: that 130ft hill was about 200ft under us!

On the flight deck was the captain, me (new on Hercs but with adequate flight hours), the Navigator and the Flight Engineer (not his job but they're a very astute bunch). How could four members of an experienced crew make such a basic error?

FATIGUE!

. . . which is why I get so cranky when I hear doctors and nurses almost bragging in some cases about how they often put in back-to-back 12hr shifts. . . ! Even though it's caused by staff shortages, to me that's not smart.

KELLETT'S CORNER



Paddy had been drinking at his local Dublin pub all day and most of the night celebrating St Patrick's Day. Mick, the bartender says, "You'll not be drinking anymore tonight Paddy."

Paddy replies, "OK Mick. I'll be on my way then." Paddy spins around on his stool and steps off. He falls flat on his face. "Damn" he says and pulls himself up to the stool and dusts himself off. He takes a step towards the door and falls flat on his face.

"Damn, Damn."

He looks at the doorway and thinks if he can just make it to the door and get some fresh air, he'll be fine. He belly crawls to the door and shimmies up the door frame. He sticks his head outside and takes a deep breath of fresh air, feels much better and takes a step out onto the sidewalk and falls flat on his face.

"Damn. I'm a little crocked," he says.

He can see his house just a few doors down, so crawls to his door. He hauls himself up the door frame, opens the door and shimmies inside. He takes a look up the stairs and says, "No damn way". He crawls up the stairs to his bedroom door and says, "I can make it to the bed." He takes a step into the room and falls flat on his face again. He says, "Damn it," and falls into bed.

The next morning, his wife, Jess, comes into the room carrying a cup of coffee and says, "Get up Paddy. Did you have a bit to drink last night?"

Paddy says, "I did, Jess. I was really crocked. But how did you know?"

"Mick phoned... you left your wheelchair at the pub!"



ATTENDEES AT TORRES STRAIT FLY-IN

ROSS & JENNY BATE, JOHN BESTWICK with guests LINSAY & ROSS , BRUCE & MARGARET CHURCH,
DAVID CRUM with guests TANYA, BLAKE & WARREN, DAVID CURTAIN, PETER JENKINS, MARGARET & LAWRIE DONOGHUE,
NOEL HANDLEY, BRUCE RHODES, BRIAN HARVEY, CHRIS HIRST, RUTH LINDSTROM,
JANE & ANDREW HOGARTH, ALISON & PETER JONES, CILLA & JOHN LILLYSTON, LESLEY & FRANK LEWIS,
ROSEMARY & ANDY LOTT, GAYE & GREG SAAL, ELAINE & JOHN STUART, NOELLA & IAN SPICER,
RYOKO & NEIL DAVIS, BARRY DEAN with guests MURIEL & PAULINE,

THANKS!

Many thanks once again to Peter Jones and Chris Hirst for their 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.

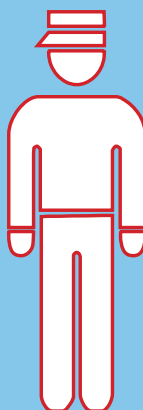


EDITORS NOTE

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.

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.

Some items from our old stock are still available. Please ask for details.

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JOINING US - It's easy!

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Cost is just \$120 for 3 years,
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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:
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