

2017-18 FLY-INS

2017 AUTUMN 3 – 5 MARCH KANGAROO IS. SA
2017 SPRING LONGREACH, QLD DATE TBA
2018 AUTUMN CLARE SA, DATE TBA
2018 SPRING WORK IN PROGRESS...TORRES STRAIT

THE PRESIDENT'S CORNER

Welcome to 2017 and I hope you all had a wonderful Christmas and a marvellous start to the New Year.

The main event since our last newsletter was our Fly-In to Katherine. As I peruse the photographs of the occasion it is obvious that a good time was enjoyed by all. One enduring feature of our Fly-Ins is the camaraderie that these get togethers bring, and it reinforces the importance of our Association and the role we play in GA. The full details of the Fly-In are covered elsewhere in the magazine thanks to Leslie's (Lewis) efforts.

The Registration forms for our next Fly-In at Kingscote (Kangaroo Island) have been in your mailboxes for some time. This again promises to be a wonderful destination with stunning scenery and some gourmet dining experiences. Andrew and Jane (Hogarth) have put considerable effort into making this a success, and with the exception of several glitches in accommodation bookings all has been running smoothly. Please refer to Rob Terzi's email on how to avoid any problems with bookings, as there have been staff changes at the hotel and the new staff are not aware of our arrangements. Rob and Andrew have also put together extra-curricular activities in their email attachment and I would encourage you to consider extending your stay.

My last newsletter was almost entirely devoted to the problems we are experiencing in GA. Well things move slowly in Canberra but there have been some developments, namely the resignation of CASA's DAS (Director of Aviation Safety) and the rescheduling of the implementation date for ADS-B. The former resulted in a temporary DAS being appointed subject to a permanent replacement being found, which I hope will be

an international choice with the experience and capability to implement the major changes required. The latter will give our members who have yet to undertake this expensive update breathing space so that the required approvals from the manufacturers can be implemented, and hopefully the cost reduced. I would have thought this was common sense! The next major issue is the complete overhaul of the current class 2 medicals which will impact us all at some time in the future, we are not getting any younger! It may be wishful thinking but 2017 may yet be the year to bring us into line with the rest of the advanced aviation world.

I have previously mentioned that Alan Kellett was not well. Sadly his condition has deteriorated and he is now in a nursing home. Alan has been an Association stalwart and his contribution to our gala dinner evenings immeasurable. Allan has difficulty speaking so the best contact would be by snail mail. Our Best Wishes Allan!

We have had a few of our members experience medical issues over the past six months, all have pulled through with flying colours and we wish them a full and speedy recovery and a return to the left hand seat.

I would extend a warm welcome to our new members Jodie Davis from Warneet (Vic), and Stuart Thomson from Yarrara (Vic); we look forward to seeing you at our next Fly-In.

The past two years have literally flown by and I will be standing down as President. As is our usual practise our vice president Frank (Lewis) will be standing for the top job. Frank has been a great support during his 12 months as VP he will be a terrific asset to our Association as President. Again, as is our practise I will be standing for the position as VP for the next 12 months. Our

Association is in great shape both financially and socially. Our financial position is very strong and we have Fly-Ins in train through to the end of 2018 (Longreach, Clare Valley and Torres Strait in that order). Significant planning has already been undertaken on all destinations. Despite the downturn in GA our membership numbers remain high at around 109.

It has been a pleasure working with such a harmonious committee whose dedication and resourcefulness has placed our Association in the best position in its history. Rob Terzi has seemingly effortlessly managed our financial affairs to perfection; Andrew Hogarth receives an honourable mention for perfecting the onerous and time consuming art of Secretary; Trevor Corlett produces this literary masterpiece. Ross Bate, Laurie Donoghue, Tony Human, Andy Lott and John Stuart all provide thoughtful insights which contribute greatly and enliven our Committee meetings. Ross is also organising Longreach,

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Peter Jones



Report on KATHERINE FLY-IN 9-12 SEPTEMBER 2016

By Lesley Lewis

The 43 enthusiastic members and their guests who attended this “boutique” fly-in all agreed that Katherine is definitely much more than just the “Three Gorges Tour”, as some of us who had been here before had expected. And, one for the books! All who registered actually arrived!

Despite this destination as a fly-in having provided numerous challenges to the organisers, these turned out to be not insurmountable and all went ahead smoothly and certainly most enjoyably.

(A few hiccups with transport only caused behind the scenes headaches for the committee, especially on the day of departure when each time someone rang up to book a taxi, the taxi mob cancelled all previous bookings. In the end David Crumm was the only lucky traveller to eventually



get his booking, but then not even at the time he wanted).

Our thanks go to Lotty for making the initial approaches to the Katherine Tourist Office and then, most wholeheartedly, to Alison and Peter who took up the load and through thick and thin, (but mainly “thick” when dealing with that office), got everything organised and ensured we all had a great time. It is so much harder when we do not have a member or two on the ground to sort things out and when long distance communication channels are as hopeless as these were!

Enough said on that topic! Now for the fun part!

ready to go.

Everyone else arrived in good time on Friday, even Roger who, after dropping into Tindal to leave Suzie with us, had to divert to Wally's airfield to have a flat tyre repaired. (A lack of engineering at Tindal unless you own a fighter jet!)

After settling in

Four “burner” travellers and six committee members and partners, arrived on the Thursday to ensure all was ready. Luckily, apart from the Vice-President's having to “shirt front” the self-proclaimed “security manager” at Tindal so we could all get through the gate, everything was

at Knott's Crossing Resort, all were on deck for a 3.30 pm departure to the Katherine Outback Experience. Seated in shaded grandstands and well supplied with iced towels and drinking water, we settled down to enjoy the show. This featured award-winning country music artist and horseman extraordinaire, Tom Curtain. The 90-minute experience included authentic horse breaking and working dog demonstrations, highlighting facets of the Northern Territory beef cattle industry. Tom also performed some of his smash hits, assisted by his well-trained performing horse which provided him with a comfy pillow and platform as he entertained



THE PRESIDENT'S CORNER (Continued)

« CONTINUED FROM P.1

Andrew Hogarth KI, Tony Clare and Frank Torres Strait. Our merchandising is organised by Leslie and Jenny Bate and our website by Janine Terzi. I would also acknowledge the wonderful support of our Committee members spouses and partners. Without the considerable efforts and expertise of

them all our Association would be much the poorer, and I thank them for their contribution which has made my term as President so easy and satisfying.

At KI we will be holding our AGM and first 2017 Committee Meeting, and as usual we ask you contribute to both. Our Association benefits enormously from your suggestions and comments.

As this is my final contribution as President I would like to thank you all for your support and friendship.

Safe Flying

Peter Jones, President

Cessna 182 Association of Australia Inc.



us.

I am sure even all our farming members were impressed with Tom's skills, particularly his method of horse-breaking. We enjoyed the informality of his presentation and had lots of laughs.

Next stop was Marksie's Camp for a stockman's camp tucker meal and rib-tickling entertainment around the fire. The setting was impressive under the stars as we sat down to a very enjoyable three

On Saturday, after a leisurely 10.00 am departure, which gave time for the energetic to do some early walking along the river track, we drove out to the beautiful Edith Creek Falls. Most of us indulged in a swim in one or both of the lakes and a shower under the falls. We enjoyed a substantial packed lunch sitting around in the surrounding parklands and kiosk.

Our afternoon destination was the Cutta Cutta

but not the variations in colour. As we went deeper it became quite warm and we were relieved not to actually explore the bat cave. Their aroma did reach us however.

On Saturday evening, we got into our glad rags for the Gala Dinner in the resort function room. (Greg was just a little late due to a hearing aid part that Gaye tried to drive into his eardrum and which then required his attendance at the A&E department



course dinner, spiced with native herbs and fruit, accompanied by real damper and Marksie's yarns. The hit of the evening were the two local wallabies that came around begging for sweet potato titbits. A few of the "young" girls in our group received certificates for efficiency in billy twirling just to round off the evening.

National Park where, after a short hike through the bush, we were able to explore one of the few tropical cave systems in Australia. In contrast to the caves we have visited in the South, these limestone caves are dry for most of the year but when the wet comes they are flooded. Our timing was fine. They still have most of the usual cave formations

of the local hospital for an extraction.) As usual the conversation level was high up on the decibel scale, the drinks flowed and were complemented by a tasty buffet meal. President Peter Jones welcomed everyone. For a change, we had a speech and fund-raising free evening.

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Report on the KATHERINE Fly-In (Continued)



◀ CONTINUED FROM P.3

After an early start on Sunday morning we were on our way to the Nimiluk National Park for the boat cruise through the striking gorges with their immense sandstone walls. And even though many of us had been before, we still found them impressive and the leisurely boat trip interesting. As

elegant "Adagio"! Alison once again, plunged in fully dressed. She did stay cool longer than the rest of us on the cruise back to the landing. Lunch was at the Park Visitors' Centre where we had a chance to visit the museum and the gift shop! Great for those with SDS! (Shopping Deficiency Syndrome)

On our return to Knott's Crossing most of us

have lots more observers than usual in attendance, who took the opportunity to contribute to discussions on future fly-in destinations and our support of AOPA's efforts to change CASA's handling of the GA industry regulations

A relaxed evening over drinks and dinner was enjoyed by everyone before early departures (when



there was not enough water for us to cruise the third gorge, the tour providers gave us all a free lunch instead. As usual, we overdid it again!

They also supplied us with morning tea. (cream cakes no less) There was a stop at the swimming hole where several of us had a swim. Unfortunately, some of the rocks were rather slippery and we hope Cilla's bruises didn't haunt her for too long after her

just relaxed for the afternoon, although a group did manage an interesting visit to the local museum. The pool and the laundry were well patronised of course, but sadly for some, not the bar, which does not open during the day. (The Committee assures you that it did not deliberately book us into a resort for AA members!)

The Committee met and it was really pleasing to

we did finally get some taxi service) the next morning.

Finally, hearty congratulations again to Alison and Peter for organising a most enjoyable and successful event for us despite all the ups and downs beforehand!



Flying a Fighter Aircraft

PART 4 WEAPONS AND WEAPON SYSTEMS



Owen Bartrop continues his series on life in the RAAF.

I would like to quote from one of the best books I have read about the RAAF called “Air Force” by Ian McPhedran, in which Geoff Shepherd (EX Chief of Air Force) considered flying secondary to operating a weapons system. He said: “You operate a weapons system to achieve a military outcome; we happen to do it with air vehicles.”

I concur with this statement, the whole purpose of flying fighters is to bring weapons to bear on an enemy and deny him the freedom of the air. It is the greatest challenge a fighter pilot will encounter, one that must be practiced until perfection is achieved.

I personally considered when deploying weapons the pilot is no longer flying an aeroplane, instead the pilot is flying a weapon system. By this I mean 100% of his concentration is on the gunsight and his whole endeavour is to bring that sight to bear on the enemy. Instinct will tell the pilot if the aircraft is capable performing the manoeuvres required and instinct will tell the pilot the control movements necessary to achieve a favourable result.

THE GUNSIGHT

The Vampire and Meteor had gyro gunsights with manual ranging. The Sabre had a similar sight but with radar ranging.

The gunsight consisted of a pipper (aiming dot) with several diamond shaped markers forming a reticle in a circle around the pipper. In a manual ranging sight the idea was to expand or contract the circle of diamonds so that they were equal to the wingspan of the known target aircraft. When the target was the same size as the reticle it was in firing range and the pipper was leading the target by the correct amount. When fired, the rounds from the guns would end up where the target aircraft will be, taking into account range, deflection and the gravity drop of the projectiles.

The Sabre's gunsight automatically did the

ranging so all the pilot needed to do was track the target with the pipper.

For air-to-ground gunnery, rocketry and bombing, a fixed gunsight was used with different parts of the sight representing the aiming point for different weapons.

As each type of aircraft and gunsight was slightly different I will restrict my comments to the Sabre and its gunsight and its role in the various types of weaponry.

GUNSIGHT ACCURACY

To insure that the guns would fire where the gunsight was pointing was a pilot responsibility. Every so often, after technicians had worked on a gunsight or the guns themselves, a pilot would be required to check the harmonisation on an aircraft. That entailed sighting a board with bullseyes mounted several metres in front of an aircraft so that the master bullseye was aligned with gunsight pipper. A scope on an optical probe would be placed in the barrel of each gun and the gun would then be adjusted to align with its particular bullseye.

Having done this on the Sabre for some years it was a bit of a mystery why pilots were getting poor gunnery scores. I and another pilot from the Aircraft Research and Development Unit were assigned to carry out trials to determine the accuracy of the weapon system. A Sabre aircraft was equipped with three colour video camera, one on the gunsight and one on each wing tip. The guns were loaded with tracer ammunition and by triangulation the fired projectile could be tracked to the target. The Sabre had radar ranging built into the gunsight and the radar range to the target was also recorded.

Why I mentioned this in this article is because we were required to fire at ranges of 300, 600, 900 and 1200ft and to aid us in commencing firing at the correct range a red light was placed right next to the gunsight. The light would come on at the

selected range and we would fire at that range. My concentration was such that I did not see the light in my peripheral vision on any of the sorties that I flew. Notwithstanding, my opening firing range was always with 30 feet of the required range. That exercise demonstrated what concentration is required when using a weapon system.

The problem of inaccuracy was found to be in the setting up of the weapon system. The gunsight was serviced by the instrument fitters and the radar was the responsibility of the radio fitters. Unfortunately no one thought to tie the two together and consequently there was often a mismatch although each was within specs. Problem solved.

AIR-TO-AIR GUNNERY

There are two types of gunnery, air to air and air to ground (strafing). When training for Air-to-Air gunnery a 24 feet long by 4 feet height banner was towed behind another aircraft. The banner represented an enemy aircraft and the idea was for the attacking aircraft to shoot holes in the banner.

The banner was made out of a mesh type material with a spreader bar weighted at one end to keep it flying vertical and to spread the banner to its full height. The ideal range to begin firing was about 600ft and the minimum range to cease firing was no closer than 200 ft.

The Sabre had two 30 mm Aden cannons with 150 rounds per gun with a firing rate of 1200 rounds per minute. The ammunition consisted of ball (solid), tracer, semi-armour piercing and high explosive. The ball ammunition was used for practice firing and for live firing there was usually a mix of the all types.

When practicing gunnery, each gun was loaded with 50 rounds. The tip of each bullet was dipped in a non drying ink so that when fired it left a coloured ring around the hole in the banner. That allowed up to four different aircraft to fire on the

Flying a Fighter Aircraft PART 4

same banner with each hit identified by colour to ascertain aircraft and hence, pilot.

The technique was the same no matter which aircraft was being used. The banner was always towed over water for safety reasons because not only the projectile would fall to earth but also the cartridge case, except for the Sabre, which retained the empty cartridges. The attacking aircraft would fly to a perch position that was 5000ft abeam the banner towing aircraft and 2000ft higher than the banner. The attacking aircraft would then turn towards the banner and track it with the gun site. If the attack was calculated correctly tracking the banner would bring the attacking aircraft in on a curved path arriving at the banner with a 30° heading difference. The attacking pilot would fire a short burst of about 10 rounds from each gun. This would give each pilot about 5-6 passes before expending all of his ammunition.

AIR-TO-GROUND GUNNERY

Practice air-to-ground gunnery was performed on a range where a 10ft X 10ft hessian target was spread between two poles. Aircraft would then dive on these targets at an angle of about 15° and commence firing at about 600ft. Once again coloured holes would be counted to determine a pilot's accuracy. Can you imagine diving at the ground at 15° angle and 400 plus knots. On completion of a firing run the aircraft had to be pulled abruptly out of the dive to avoid any stray munitions that ricocheted skywards. That manoeuvre required about 4-5 "G" pull up.

AIR-TO-GROUND ROCKETRY

Air-to-ground rockets were my favourite weapon. I was able to fire these missiles accurately and they had a devastating effect.

The rocket body was a 76 mm steel tube (3 inches) filled with 5kg of cordite, which was the propellant and was fired electrically. An 11kg, high-explosive armour-piercing warhead capable of destroying tanks was screwed into the forward end of the rocket. Another type of head was a 11kg concrete practice head. Once the rocket had been mounted on the rails, an electrical lead (or "pigtail") was plugged into the exhaust of the rocket.

Four large tailfins were fitted which gave enough spin to stabilize the rocket. It was unguided, and targeting was a matter of judgment and experience. The rockets were fired from a 30° dive from 5000ft and launched at 2000ft. Recovery from the dive was a 5G pull-up necessitated by the likelihood of the target exploding. Because the concrete practice head was inert, it was ideal to practicing for the real thing.

A fixed site was used for aiming at the target and the approach needed to be precise, with no sideslipping or yaw. Aircraft speed also had to be precise at the moment of launch, and because the

launch rails were fixed, the angle of attack also required precision. The rockets could be fired individually, in salvo or ripple. When practicing the art of rocketry, only one missile was fired at a time. This gave the pilot many passes to fire off all rockets. However, firing at an actual enemy target a salvo or ripple would be used, depending on the target.

Now, the above is what was taught but in my case was not actually how I aimed a rocket. I seemed to have a sixth sense, or maybe I could see a couple of seconds into the future because somehow I knew where the missile was going to land a fraction of a second before I fired it. This knowledge gave me an opportunity to manhandle the aircraft so that the missile would land on the target. Aircraft controls were there to change the flight of the aircraft and knowing the landing position of the rocket allowed me to adjust the aircraft's flight path so the rocket hit the target, even if it meant firing with yaw or "G".

To prove my point, in 1956 an inter-squadron shoot was held between all RAAF fighter/bomber squadrons. My squadron, No. 75 Squadron, won the competition and I managed to get the highest score. I guess that made me the top gun in the RAAF. The day of the rocketry the air was very turbulent which threw the aircraft around so much that I was the only pilot that managed to get all rockets close enough to the target to score. From memory, a rocket had to land with 150ft to score. My average for 6 rockets was 10ft.

Once, one of the weapons instructors, whose job was to teach pilots the art of rocketry, asked me how I managed to get so many rockets on target. Seeing that I did not use the gunsight to actually aim the missile I found it difficult to answer his question. However, I did say that it was necessary to know where the rocket would land relative to the aircraft's current position and jostle the aircraft in order to make the landing place coincide with the target.

The army once requested a weapons demonstration at Singleton Army weapons range to show the effectiveness of air support to visiting senior officers. On this occasion our Sabre aircraft were loaded with 16 high explosive rockets. The Sabre was capable of firing the rockets in ripple, each rocket leaving the aircraft at a tenth of a second interval. The army had put an old tank in a triangle as the target and had placed another tank just outside the target area as a backup in case the main target was completely destroyed. Like a kid in a lolly shop, I could not resist the temptation. I aimed at the main target tank and let the site drift over the backup tank. My rocket salvo took out both tanks and I thought the army would be pleased because it demonstrated what air-to-ground rockets can do. Instead they were most

annoyed because now they didn't have a target.

DIVE BOMBING

The Sabre could carry 25lb practice bombs or 500 or 1000lb high explosive bombs.

Bombing was not as precise as rockets because they had to be released at a much higher altitude. However, bombs, because of their destructive power were very effective against certain targets.

To drop bombs, the Sabre would enter a 60° dive from 8000ft and release the bomb at 6000ft. The aircraft had to remain above 4000ft otherwise it could be destroyed by the blast of its own bomb.

In 1958 I was asked by an employee of the Aeronautical Research Laboratory if it was possible to accurately site a bombing run from 40,000ft. To test this requirement I climbed to 40,000ft rolled over and attempted to put the pipper in one of the corners of the parade ground at Laverton Airbase. The answer was no, because the pipper covered the whole of the parade ground. The boffin was most disappointed because he had worked out a way to make the bomb land where it was aimed. Much later, the USA perfected this technique using television, which of course, in 1958 television cameras were much too large.

AIR-TO-AIR MISSILES

The Sabre was retro fitted with two sidewinder heat seeking missiles. These had to be fired from behind an enemy aircraft so that they could home in on the heat generated from the jet engine of the enemy.

A special tactic was devised to launch these missiles and I will cover that subject in the next issue of this saga.

IN SUMMARY

Like most fighter pilots, although it was hard work I enjoyed weaponry, no matter what sort was scheduled, gunnery, rockets or bombing. One aspect that was not enjoyed was the working conditions. For safety reasons the aircraft were parked in a bay at the end of the runway and ordinance was loaded and armed at that point. The squadron would operate all day from this area and the noise from aircraft taking off was very loud, probably over 120db. In those days neither the ground crew or aircrew had any ear protection and hence, we all ended up partially deaf.

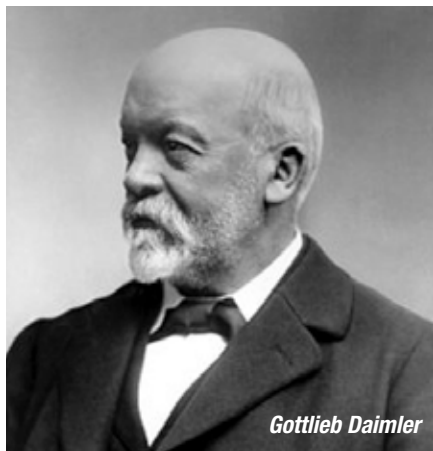
The KATHERINE Fly-In



DAIMLER - THE PIONEER

Precisely who invented the petrol driven motor vehicle is a question which will probably be debated for ever, as the correct answer relies entirely on the interpretation given to the word "inventor". A number of courageous and ingenious engineers experimented long before the first successful motor car saw the light of day, but little came of these experiments.

Of the two men who arguably finally solved the problem, one was the son of an engine driver, and grandson of a blacksmith Karl Benz; the other, the son of a master baker in Germany Gottlieb Daimler who was born March 17th 1834. Daimler served his apprenticeship with a gun maker in his



Gottlieb Daimler

native town of Schorndorf. His skills soon became apparent, and later he was to hold a number of positions in the engineering world, including one at Sir Joseph Whitworth's works in Coventry and Birmingham. On returning to Germany, he was appointed technical director of Otto and Langen, gas-engine manufacturers of Deutz. After playing an important role in the development of the gas engine, he spent some time in the oil industry in Russia, and returning again to Germany, he bought a large house in Cannstatt, built an extensive workshop, equipped it with the necessary tools and began experimental work on internal combustion engines and road vehicles.

It was clear to him from the outset that the then common flame ignition would be quite useless for a high speed engine, so he developed a system of tube ignition which did away with the slide valve needed with flame ignition. The ascending piston forced the mixture into a hollow tube of platinum, the end of which was kept at white heat by a Bunsen type burner, and so detonated the charge. It was simplicity itself and was very common on cars until the turn of the century. Its chief weakness was the possibility of the burner becoming extinguished by either the wind or vibration from the road.

Club Chat London to Brighton Run 2016

An 1895 Peugeot quadricycle from the Louwman Museum in the Netherlands had the honour of the No. 001 starter designation of the oldest vehicle in this year's London-Brighton Run on November 4. Once more the pioneering veteran cars – none built later than 1904 – gathered in Hyde Park in the crisp and chilly dark amid a host of spectators and amid a big collection of non-qualifying collector cars. Steam cars were sprouting billows of mist, petrol cars igniting to a classic rumble, and electric cars whirling like a well-oiled sewing machine as the golden age of motoring came to life.

At dawn Robert Brooks at the tiller of the Louwman 3.85hp two-cylinder Peugeot two-seater led the way from the park, heading past Buckingham Palace and along the Mall for the 100-km run to the coast. Fourteen Peugeots – all chain driven – took part this year, but another French marque outnumbered them with 64 De Dion Boutons in the run.

French marques, some almost forgotten and some even eventually absorbed by surviving automakers, dominated the run, a reminder of the era when the country led the world in its volume of auto production.

The Louwman Museum also fielded the most famous veteran car of them all, the 1904 Darracq Genevieve, the star of the 1953 film about feuding couples on the Brighton run that propelled the postwar car restoration movement. It had an Australian association when New Zealander George Gilltrap exhibited it in his museum on the Gold Coast. Rodney Laredo has just documented the history of the car in a £30 book from Veloce Publishing, A Darracq called Genevieve.

In total 351 cars made it to Brighton before the 4.30pm deadline to claim the coveted finishers' medal.

The first car to finish was a 1903 racing Mercedes with a mighty 60hp 9.2-litre engine. Chis Scott from Jersey reached the sunny seaside resort shortly after 10am. Organisers declared a German car celebration as it is 130 years since German engineer Karl Benz revealed his Patent Motorwagen, a petrol-powered three-wheeler regarded as the world's first automobile.

Daimler Benz entered a number of early Benz and Mercedes cars from its museum. Six Benz and seven Daimlers took part.

Two entries – a 1897 Daimler 4HP twin-cylinder Rougemont Wagonette and a 1904 Aster 16/20hp, four-seat rear-entrance tonneau – were purchased at the pre-run auction. This is the Aster that was driven from Brisbane to Sydney in 2005.



Courtesy of Peter Wilson
Peugeot Car Club of NSW Inc

LONDON TO BRIGHTON
VETERAN CAR RUN 2016



PEUGEOT
CAR CLUB OF NSW INC

NOVEMBER 2016

Website: www.councilofmotorclubs.org.au

Mailing Address: GPO BOX 3954 SYDNEY NSW



Motorcycle by Daimler—1885. This was the world's first motorcycle

FIRST MOTORCYCLE

Daimler's first attempt to build a self propelled road vehicle was, curiously enough, a motor bicycle see photo. Daimler's eldest son, Paul, on November 10th 1885, drove it from Cannstatt to Unterturkheim and back, a distance of some three kilometres. Two small side wheels were fitted as it was thought that the weight of the machine and rider would cause balancing to be difficult.

THE FIRST CAR

When Daimler came to design his first car, he was faced with a different set of difficulties. At first, it was his idea that when the internal combustion engine became popular, every horse drawn vehicle would be converted to one which was motor driven. He had made a rough sketch of how he would fit an engine and transmission into a carriage, but before he could obtain a patent, he had to make one and prove that it would run under its own power. The strategy was somewhat ingenious.

His wife Emma - daughter of a chemist in Maulbronn, would be 43 on April 29th, 1886, and this gave him a hint. He purchased, ostensibly as a birthday present for her, a horse drawn carriage from a coachbuilder in Cannstatt, for which he paid 75 Marks. He specified a number of alterations, chiefly to strengthen it and this caused a long delay in delivery. He was very anxious for no one to know the real object of the purchase, and it was not delivered until the 28th of August, being pushed around to his house by the son of the coachbuilder and two blacksmiths after dark.

The shafts of the carriage were removed and steering gear of his own design fitted, the whole of the front axle being made to swivel around on a central pivot, instead of using stub axles of today. A 1½ HP engine was fitted amidships, and a differential gear was improvised consisting of some leather discs which slipped when the rear wheels revolved at different speeds when cornering, and a system of belt transmission adopted. This then, reputedly was the first four wheeled motor car with a petrol engine, the world had ever seen.

It was in Autumn of 1886 that the vehicle was first tried out in the grounds of the Esslinger Engineering Company. Later it was driven between Esslinger and Unterturkheim by Wilhelm Maybach [Daimler's life long business partner and friend] and his son Paul. This very car can be seen in the Deutsches Museum in Munich.



A second car followed in 1889, and it was a very different type of vehicle, being purpose designed and not a converted horse drawn carriage. It had a water cooled engine with the cooling water circulating through the tubular steel frame instead of a radiator, and was fitted with a sliding gear change.

Unfortunately Gottlieb Daimler did not live long enough to see much of the fruits of his work. However with his friend a Mr. F. R. Simms, he took part in the original London to Brighton during November 1896, in a Cannstatt – Daimler car.

From Cairns...



Photographed at CAIRNS Airport recently, this Cessna 402C with a stowaway load of ASIAN BEES. This strain of bee, thought to have come from Papua New Guinea, has been found in both Cairns and Townsville. They carry the varroa mite which is a serious pest and a threat to the local honey bee industry and plant industries that rely on bees for pollination. An eradication program is under way.

Photo courtesy:
Graham Thornton, Cairns.

ONLY LOTTY - Oh for a tall wheel

VH DNL . A faithful old girl of the renowned 1965 vintage. She has taken me to the most awful airstrips you could imagine in some very remote places.

Airstrips that will take an RFDS King Air, or that have last been used by an Auster when grandpa was flying, ones that were graded just before the last drought, others where the gibbers have been exposed by the loss of 4 inches of the topsoil, airstrips that have bogged graders, airstrips with the largest gum trees in the world at each threshold, landing grounds that have crab holes that will swallow a Cessna, curved airstrips, bowed airstrips, steeply sloped airstrips, soft airstrips, wet airstrips, powdery airstrips, wire infested airstrips, airstrips shared with cattle, sheep and natives, airstrips that have developed gutters, and NOT ONE PUNCTURE in 27 years.

21st September 2016 we are off the Adelaide for a family get together, a day trip with brunch and no champagne for Lotty. No cloud detected at Renmark and forecast for Adelaide included scattered St 3500...

...IFR plan then departed with three changes to the Adelaide ATIS enroute and advice that VFR not available. An RNAV runway 30 was offered after RNAV 05 was declined (13 nm out to sea with no life jackets) and became visual on a cold wet Adelaide at 850 feet. Wonderful how all that works!

Had a lovely time with granddaughter, kids, cousins, brothers nieces etc then time to go home. Remember that this was to be a quick visit then home again.

Back out to YPAD and clearances obtained, taxi along taxiway Alpha to the Bravo 2 holding point. (Look it up) Adelaide tower clear me to "Turn left heading 080, Runway 23, line up and wait." I did that and as I straightened up, something felt funny with the nose steering. Then got clearance to takeoff and as I started to roll, I got the distinct impression that there was definitely something wrong the the nosewheel. Had to stop, advised TWR and then poked head out of door to see a nosewheel tyre very flat on the bottom. Advised TWR of issue and that I would turn around and try to go back out of the Bravo 2 taxiway (which is at the threshold of Runway 23). Turned partway around when the tyre jammed and no further movement possible. Stuck on Runway 23 with three incoming jets approaching Adelaide who wanted to use the same runway that I was on. TWR got Adelaide Airport groundstaff to come to me to confirm that I had a flat tyre. (I already knew that).

A hurried conference decided that the three burly men present and one not burly wife would pull DNL clear of the runway onto the Bravo 2 run up bay. There was a clear protest from the old girl who did not want to be pulled forward, so we tried backwards with me pushing down on the tail to lift the nosewheel off and guide it while the others pushed. Can you see now why I wanted a tail wheel.? We got her to the run up bay, about 100 meters away, clear of the taxiway holding point and then regained our breath. Jets started to move again.

What to do now? Adelaide Airport has NO equipment to assist in this type of matter. It was also Saturday so none of the maintenance organisations were open. The Airlines could handle the big wheels but not my little one .

Rang Pulse Aero's PETE Watkinson and he sent his apprentice in but that took him about 40 minutes to drive in and get the tug and come out to

where we were. In the meantime I took the nose fairing off to get access to the tyre. It was really flat, even on the top. In the meantime two jets were able to depart after a delay and three including the Qatari inaugural 787 service were able to land.

The young apprentice, Sam, got a nitrogen bottle and we pumped the tyre up to abt 50psi. Lo and behold it stayed up for 120 seconds before resuming it relaxed state. This meant that we had a safe air endurance of 90 seconds between refills.

A cunning plan was then hatched with the connivance of Adelaide Ground whereby we would taxi back along Alpha 2 to Pulse Aero on the northern GA side, a distance of abt 2 km. We had to taxi past the domestic and international terminal.

A convoy was formed with the Airport safety car leading and followed by the tug towing some dolly wheels, attached to DNL. The nitrogen bottle trolley was towed by the captain of the aircraft using Mark 1 legs.

On the prearranged clearance, the tyre was given its full 50 psi of gas, then away we went, cleared to Kilo, with the convoy moving at a pace that required a little jog for the gas captain. Fortunately after 90 seconds everyone stopped so that more nitrogen could be pumped and then we set off again. Once we got to Kilo we had to wait for 10 minutes for traffic, then resumed our slow march...I was rested by then.

The little pantomime continued in 90 second intervals until Lima, when we discovered that we had run out of gas. We were rapidly cleared into Bay 29 and almost got there before the tyre was very flat again.

Off went Sam who returned with TWO gas bottles. It was dark by this time (we started this about 4.30pm), and the gas captain's legs were revolting so the bottle trolley was strapped to the dolly and the gas captain was allowed to ride in the tug.

After further adventures which included staff changes for our escorting officers, many refills of the the tyre due to the 90 second rule, an episode when DNL jumped out of the dolly lugs and tried to run away causing terminal damage to the rim and tyre valve, we arrived at Pulse Aero at abt 7.00pm

To be continued - APL

IMPORTANT PLANNING AHEAD FOR AVIATORS

A well dressed man wearing a C182 cap and a C182 dress shirt was returning to the motel at a recent Fly-in when he was accosted by particularly dirty and shabby looking homeless man who asked him for a couple of dollars to buy some food.

The C182 member took out his wallet, extracted a fifty dollar note and asked "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago" the old man replied.

"Will you spend this on flying model airplanes instead of food?"

"Of course not! I haven't flown anything in over twenty years" the shabby man replied.

"Well then" said the man, "I'm not going to give you any money. Instead, I'm going to take you home for a

shower and a terrific meal cooked by my wife."

The vagrant was astounded. "Won't your wife be furious with you for doing that?"

"Not at all, it'll be fine. It's important for her to see what happens to a man after giving up drinking and flying!"

Cessna 182C , VH-DBX. (52482).



DBX captured at Jandakot on July 10th 1966 during it's brief aerial agriculture career.
Pic. Alistair Coutts

Imported by Rex Aviation in early 1962 for Max Hazelton's Cudal New South Wales based Hazelton Air Services, 182C serial number 52482 was the 124th production aircraft off the line at Wichita in late 1959, and had been in the USA for some two years as N8582T before its arrival in Australia.

Both Jim and Max Hazelton had close business relationships with Rex Aviation and both ordered large numbers of Cessnas to establish their aviation empires, Jim's at Orange, and Max's at Cudal. Max Hazelton used DBX in the general charter role until mid 1966 when it was sold to Western Australian agricultural operator Air Culture.

Air Culture was started in 1957 by local Bill Boulden , with his major shareholder being the iconic agri-business, Elders. The company was initially based at Maylands near Perth and operated until the late 1960s. In what must be seen as a very rare modification for a Cessna 182 , Boulden had fitted the aircraft with an imported American kit comprising wing mounted spray booms which were fed by a herbicide tank held in a belly panner . This configuration differed from the more common Whittaker system installed by Rex on Cessna 180's which utilised two aerodynamic fibreglass tanks mounted outboard of the wing struts ,each with ram air fans driving diffusers. It is believed the 182 was used to spray grape crops in the Margaret River area.

After only four months with Air Culture, the aircraft was traded to Western Australian Cessna agents Simpson Aviation, at Jandakot.

Fourteen months later in mid December 1967 the aircraft was purchased by grazier and member of the peerage ,Egerton Charles Drake-Brockman of Mungari Station near Kalgoorlie.

On March 15th 1970, the aircraft was departing from a strip at Windidda , north of Laverton when it struck a tree. It remained airborne and after flying for some 20 miles the pilot ,concerned, decided to land and inspect the damage. He noticed a dent in one of the horizontal stabiliser leading edges but decided ,as the aircraft was controllable, he would continue his

flight to Laverton.

On June 7th 1977 the Department of Civil Aviation's Registration Branch recorded the aircraft 's status as 'Withdrawn From Service'.

Nothing is known of the circumstances behind the cancellation though this action is usually taken by the owner.

The aircraft was subsequently returned to service on May 9th 1978 but was registered to Geoff Towner of the Perth suburb of Mossman Park.

Mr. Towner relinquished the aircraft to Northam resident Vivian Chappell in May 1981. It has been reported that the aircraft was used as a glider tug at Northam airfield.

In October 1986 the aircraft moved to Queensland with Heather Lanham Holdings of Tugun.

Heather is part of the Lanham dynasty whose name is synonymous with aviation on the Queensland Gold Coast . Lanhams operated coastal joy flights out of Coolangatta in the 1960s and 70s and had a fleet of Cessna 205s and early model 206s, some of which are still flying today.

In August 1994 Heather sold the aircraft to Victorian operator J.H. Cumming who trades as Boppy Mountain Pty. Ltd. at Moriac, south-west of Geelong.

Movements of the aircraft become somewhat confused at this stage as this author photographed the undamaged but disassembled aircraft in a compound owned by Aero Imports at Moorabbin Airport in the mid 90s. A visit to Moorabbin some time later revealed that the aircraft had been re-assembled and appeared to be flyable.

Ownership passed to aviation insurers Australian



DBX in a dismembered state in Lester Wise's compound at Moorabbin.
Pic: Author.



Aircraft Underwriting Pool in August 1996. One can only speculate why.

On June 30th 1997 the aircraft was registered to John Ferrara of Cremorne, New South Wales but was based at Goulburn. DBX joined his stable of parachute 'jump-ships' , the 182L VH-EFM and latterly the elderly 182F VH-LQI (formerly VH-BQI).

The aircraft operated until March 14th 1998 when on descent through 8000 feet on parachuting operations the engine began rough-running, and despite emergency checks by the pilot it became unresponsive. The pilot contacted Melbourne Flight Service and declared that he would be landing short of the field at Goulburn.



DBX reborn at Moorabbin in 1996.
Pic: Author.

On short final at about 20 feet the aircraft collided with a power line rolled to the left and impacted the ground in an inverted attitude. None on board were injured. The aircraft was struck off the Civil register by CASA action on 27 June 2006.

Curiously in October 2008 the aircraft was noted at Goulburn substantially complete and in the same colour scheme as when I had previously photographed it at Moorabbin , albeit with patchy repair-work and minus it's power plant , looking as though there may have been a failed attempt at restoration.

The reason why the rebuild was never completed remains a mystery, and as of April 2014 the aircraft had been pushed to a disused part of the field , being slowly subsumed by grass.



DBX discarded at Goulburn in May 2014.
Pic. Graeme Thom

DBX in a curious state at Goulburn on 30th of October 2008.
Pic. Graeme Thom

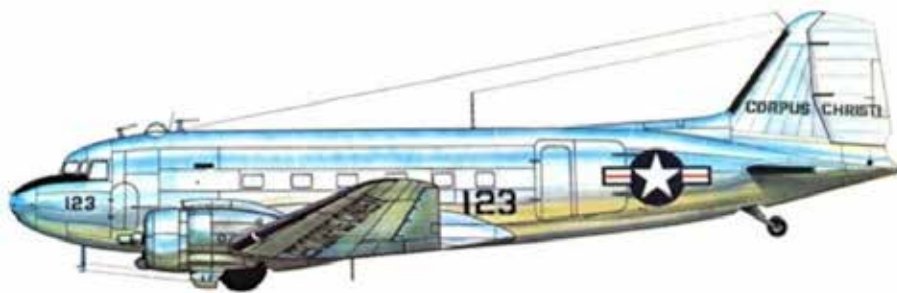
Compiled by Greg THOM

g.thom@bigpond.com

Talk to me about YOUR Cessna.!!!!



THE GOONEY BIRD - what a loss!



We members of the over-the-hill lot can still well remember when the gooney-bird was considered to be high tech.....

Now the DC3 has been grounded by EU health and safety rules.

'It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death. Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew.'

This is the memorable description by Captain Len Morgan, a former pilot with Braniff Airways, of the unique challenge of flying a Douglas DC-3.

It's carried more passengers than any plane in history, but - Now the DC-3 has been grounded by EU health and safety rules.

The DC-3 served in World War II, Korea and Vietnam, and was a favourite among pilots!

For more than 70 years, the aircraft known through a variety of nicknames --- the Doug, the Dizzy, Old Methuselah, the Gooney Bird, the Grand Old Lady --- but which to most of us is simply the Dakota --- has been the workhorse of the skies.

With its distinctive nose-up profile when on the ground and extraordinary capabilities in the air, it transformed passenger travel, and served in just about every military conflict from World War II onwards.

Now the Douglas DC-3 --- the most successful plane ever made, which first took to the skies just over 30 years after the Wright Brothers' historic first flight --- is to carry passengers in Britain for the last time.

Romeo Alpha and Papa Yankee, the last two passenger-carrying Dakotas in the UK, are being forced into retirement because of --- yes, you've guessed it --- health & safety rules.

Their owner, Coventry-based Air Atlantique, has reluctantly decided it would be too expensive to fit the required emergency- escape slides and weather-radar systems required by new European rules for their 65-year-old planes, which served with the RAF during the war.

Mike Collett, the company's chairman, says: "We're very saddened." The end of the passenger-carrying British Dakotas is a sad chapter in the story of the most remarkable aircraft ever built, surpassing all others in length of service, dependability and achievement.

It has been a luxury airliner, transport plane, bomber, fighter and flying hospital, and introduced millions of people to the concept of air travel.

It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time and performed more 'impossible' feats than any other plane in history, even in these days of super-jumbos that can circle the world non-stop.

Indeed, at one point, 90 percent of the world's air traffic was operated by DC-3s. More than 10,500 DC-3s have been built since the prototype was rolled out to astonished onlookers at Douglas's Santa Monica factory in 1935.

With its eagle beak, large square windows and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day, where passengers had to huddle under blankets against the cold.

Even in the 1930s, the early Dakotas had many of the comforts we take for granted today, like on-board

as a 'collection of parts flying in loose formation', and most reckon they can land it pretty well on a postage stamp.

Captain Len Morgan says: 'The Dakota could lift virtually any load strapped to its back and carry it anywhere and in any weather safely.'

It is the very human scale of the plane that has so endeared it to successive generations. With no pressurization in the cabin, it flies low and slow. And unlike modern jets, it's still possible to see the world go by from the cabin of a Dakota. (The name, incidentally, is an acronym for Douglas Aircraft Company Transport Aircraft.)

As a former Pan Am stewardess puts it: "From the windows, you seldom look upon a flat, hazy, distant surface to the world. "Instead, you see the features of the earth --- curves of mountains, colours of lakes, cars moving on roads, ocean waves crashing on shores, and cloud formations as a sea of popcorn and powder puffs.'

But it is for heroic feats in military service that the legendary plane is most distinguished. It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift, and the Korean & Vietnam wars, performing astonishing feats along the way.

When General Eisenhower was asked what he believed were the foundation stones for America's success in World War II, he named the bulldozer, the



loos and a galley that could prepare hot food. Early menus included wild-rice pancakes with blueberry syrup, served on bone china with silver service.

For the first time, passengers were able to stand-up and walk- around while the plane was airborne.

But the design had one vital feature, ordered by pioneering aviator Charles Lindbergh, who was a director of TWA, which placed the first order for the plane. The DC-3 should always, Lindbergh directed, be able to fly on one- engine.

Pilots have always loved it, not just because of its rugged reliability but because, with no computers on board, it is the epitome of 'flying by the seat- of- the- pants'. One aviator memorably described the Dakota

jeep, the half-ton truck, and the Dakota.

When the Burma Road was captured by the Japanese, and the only way to send supplies into China was over the mountains at 19,000 ft, the Chinese leader Chiang Kai-shek said: 'Give me 50 DC-3s, and the Japs can have the Burma Road ..'

In 1945, a Dakota broke the world record for a flight with an engine out of action, travelling for 1,100 miles from Pearl Harbor to San Diego, with just one propeller working.

Another in RNZAF service lost a wing after colliding mid-air with a Lockheed bomber. Defying all the rules of aerodynamics, and with only a stub remaining, the plane landed, literally, on a wing and a

prayer at Whenuapai Airbase.

Once, a Dakota pilot carrying paratroops across the Channel to France heard an enormous bang. He went aft to find that half the plane had been blown away, including part of the rudder. With engines still turning, he managed to skim the wave-tops before finally making it to safety.

Another wartime Dakota was rammed by a Japanese fighter that fell to earth, while the American crew returned home in their severely damaged --- but still airborne ---plane, and were given the distinction of 'downing an enemy aircraft'.

Another DC-3 was peppered with 3,000 bullets in the wings and fuselage by Japanese fighters. It made it back to base, was repaired with canvas patches and glue, and then sent back into the air.

During the evacuation of Saigon in 1975, a Dakota crew managed to cram aboard 98 Vietnamese orphans, although the plane was supposed to carry no more than 30 passengers.

In addition to its rugged military service, it was the DC-3 which transformed commercial -passenger flying in the post-war years.

Easily converted to a passenger plane, it introduced the idea of affordable air travel to a world which had previously seen it as exclusively for the rich.

Flights across America could be completed in about 15 hours (with three stops for refuelling), compared with the previous reliance on short hops in commuter aircraft during the day and train- travel overnight.

It made the world a smaller place, gave people the opportunity for the first time to see previously inaccessible destinations, and became a romantic symbol of travel.

The DC-3's record has not always been perfect. After the war, military-surplus Dakotas were cheap, often poorly maintained, and pushed to the limit by their owners. Accidents were frequent. One of the most tragic happened in 1962, when Zulu Bravo, a Channel Airways flight from Jersey, slammed into a hillside on the Isle of Wight in thick fog. All three crew and nine of the 14 passengers died, but the accident changed the course of aviation history.

The local radar, incredibly, had been switched off because it was a Sunday. The national air safety rules were changed to ensure it never happened again. 'The DC-3 was, and is, unique,' wrote the novelist and aviation writer Ernest Gann, 'since no other flying machine has cruised every sky known to mankind, been so admired, cherished, glamorized, known the touch of so many pilots and sparked so many tributes. "It was without question the most successful aircraft ever built, and even in this jet-age, it seems likely that the surviving DC-3s may fly about their business forever.."' This may be no exaggeration. Next month, Romeo Alpha and Papa Yankee begin a farewell tour of Britain's airports before carrying their final passengers at the International Air Tattoo at RAF Fairford on July 16.

But after their retirement, there will still be Dakotas flying in the farthest corners of the world, kept going with love, dedication and sheer ingenuity. Nearly three-quarters of a century after they first entered service, it's still possible to get a Dakota ride somewhere in the world.

I recently took a DC-3 into the heart of the Venezuelan jungle --- to the "Lost World" made



famous in the novel by Sir Arthur Conan Doyle. It is one of the most remote regions on the planet --- where the venerable old planes have long been used because they can be manoeuvred like birds in the wild terrain.

It's a scary experience being strapped into a torn canvas chair, raked back at an alarming angle (walking along the aisle of a stationary Dakota is like climbing a steep hill) as you wait for take-off.

The engines spew smoke and oil as they shudder into life with what DC-3 fans describe as 'music', but to me sounded like the hammering of a thousand pneumatic-drills. But soon you are skimming the legendary flat-topped mountains protruding from the jungle below, purring over wild rivers and the Angel Falls, the world's highest rapids. Suddenly the ancient plane drops like a stone to a tiny landing strip just visible in the trees.

The pilot dodges bits of dismantled DC-3 engines scattered on the ground and avoids a stray dog as he touches down with scarcely a bump. How did he do it without air traffic control and the minimum of navigational aids? "C'est facile --- it's easy," he shrugged.

Today, many DC-3s live-on throughout the world as crop-sprayers, surveillance patrols, air freighters in forgotten African states, and even luxury executive transports. One, owned by a Houston lumber company, had mink-covered door- knobs, while another belonging to a Texas rancher had sofas and reclining chairs upholstered with the skins of unborn calves..

In Jaipur, India, a Dakota is licensed for flying wedding ceremonies. Even when they have ended their aerial lives, old Dakotas have become mobile homes, hamburger stands and hen houses. One even serves as a football team changing room.

Clark Gable's private DC-3, which once ferried

chums such as John and Bobby Kennedy, Marilyn Monroe, Frank Sinatra and Ronald Reagan, is in a theme park in San Marino. But don't assume it won't run again. Some of the oldest hulks have been put back in the skies.

The ancient piston-engines are replaced by modern turboprops, and many a pilot of a modern jet has been astonished to find a Dakota alongside him on

the climb away from the runway.

So what is the enduring secret of the DC-3? David Egerton, professor of the history of science and technology at Imperial College, London, says we should rid our minds of the idea that the most recent inventions are always the best.

'The very fact that the DC-3 is still around and performing a useful role in the world is a powerful reminder that the latest and most expensive technology is not always the one that changes history,' he says.

It's long been an aviation axiom that 'the only replacement for the DC-3 is another DC-3'. So it's fortunate that at least one seems likely to be around for a very long time to come.

In 1946, a DC-3 on a flight from Vienna to Pisa crashed into the top of the Rosenlaui Glacier in the Swiss Alps. The aircraft was not damaged and all the passengers were rescued, but it quickly began to disappear as a blinding snowstorm raged.

Swiss engineers have calculated that it will take 600 years for it to slide- down inside the glacier and emerge at the bottom. The most asinine ruling ever dreamed up by a nightmare bureaucracy!

I especially appreciate the part requiring "escape slides". On it's belly, you can step down from the aircraft floor to the ground.

ONE OF THE SAFEST PLANES EVER BUILD, FOR OUR USE, WITHOUT ALL THE NEW GADGETS, IS BEING GROUNDED. IT SURE BROUGHT US WHERE EVER AND WHENEVER WE WANTED AND TOOK US BACK SAFELY.

Thanks a million 'Old Bird', DC3, C47 or 'DAKOTA'. You'll be missed a lot, for carrying us to safety, when we needed you to.

From THE SCONE AIRSHOW, November 2016



1 ATE 2: IN FLIGHT MENU

Banoffee Pie

Crust :

9 oz graham crackers;
8 tablespoons butter, melted.

Toffee Sauce :

½ cup dark brown sugar ;
1 - 14oz can sweetened cond. Milk
8 tablespoons butter.

Filling :

1 ¼ cups heavy cream;
5 small ripe bananas

To make the crust :

- 1 | Line the bottom of a 9" springform pan with parchment paper
- 2 | Chop the graham crackers in a food processor until they are finely ground. Pour the melted butter over the crumbs and process to blend well. The crumbs should stick together when pressed. Press the crumb mixture over the bottom and 1 ½" up the sides of the springform pan. Refrigerate.

To make the toffee sauce:

- 3 | Combine the brown sugar and the three tablespoons of water in a medium size heavy saucepan. Stir over medium heat until the sugar dissolves. Raise the heat and boil without stirring, occasionally swirling the pan and brushing down the sides with a pastry brush dipped into water, until the syrup is a deep amber colour, about 5 minutes.
- 4 | Stir the condensed milk and butter. Continue stirring for 5 minutes or until the sauce thickens slightly.
- 5 | Remove the toffee sauce from the heat, and spread 1 cup of the sauce over the prepared crust. Refrigerate for about 1 hour or until the toffee is semi-firm. Keep the remaining sauce at room temperature.

To fill the pie:

- 6 | Using an electric mixer, beat the cream in a large bowl until thick and very soft billowy peaks form.
- 7 | Slice 3 of the bananas into very thin discs. Fold the sliced bananas into the softly whipped cream, and spoon the filling into the

prepared pie crust. Slice the remaining 2 bananas, and arrange the slices decoratively over the pie.

- 8 | Rewarm the remaining toffee sauce over low heat. Drizzle some of the sauce decoratively over the pie. (If the sauce has thickened too much to drizzle, stir a few tablespoons of milk into it.)

To serve :

- 9 | Cut the pie into wedges, and transfer them onto plates. Drizzle each pie wedge with more sauce and serve.



KELLETT'S CORNER

A painter by the name of Shamus Murphy, whilst not a brilliant scholar, was a gifted portrait artist.

Over a short number of years, his fame grew and soon people from all over Ireland were coming to the town of Miltown Malbay in County Clare, to get him to paint their likenesses.

One fine day, a beautiful English woman in a stretch limo arrived at his home, and asked Shamus if he would paint her in the nude. This being the first time anyone had made such a request, he was a bit perturbed, particularly when the woman told him that money was no object, in fact she was willing to pay up to 10,000 pounds. Not wanting to get into any marital strife, he asked her to wait while he went into the house to confer with Kathleen, his wife. They talked much about the rights and wrongs of the proposal, it was a hard decision to make, but finally Kathleen agreed on one condition.

Shamus returned to the lady saying " T'would be me pleasure to paint yer portrait, missus, the wife says it's OK. I'll paint you in the nude all right, I will, but I have to keep me socks on so I have a place to wipe me brushes."

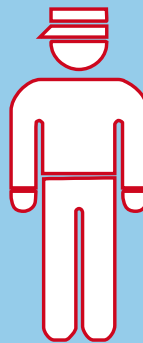


EDITORS NOTE

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

At a recent Committee Meeting, it was decided to offer all existing Merchandise at a " *once in a lifetime SALE PRICE* " before we order further new stock. Currently we are holding a range of Shirts, Vests, Hats and Caps in various sizes and colours.

For details of these items, please contact Lesley Lewis on 0411 263 422 or Jenny Bate on 0427 844 097.

KATHERINE FLY-IN ATTENDEES

We had a total of 43 members and guests in attendance at Katherine for our Spring 2016 Fly-in.

David Crum & Warren Wadick & John Bestwick ; David Curtain & Peter Jenkins & Col Ruddick ; Neil Davis & Ryoko Davis ; Barry Dean & Muriel Atherton & Narelle Nicholson & Ray Thornington ; Lawrie Donoghue & Margaret Hughes ; Tony Fitzpatrick & Kerrie Fitzpatrick ; Chris Hirst & Ruth Lindstrom ; Andrew Hogarth & Jane Hogarth ; Anthony Human & Gabriel Orford ; Peter Jones & Alison Jones ; Frank Lewis & Leslie Lewis ; John Lillyston & Cilla Neighbour ; Andy Lott & Rosemary Lott ; Vince Rehbein & Barbara Rehbein ; Greg Saal & Gaye Saal & Mal Wall & Carol Wall ; Sandra Southwell & Barry Bransden & Laura Inder ; Ian Tait & Kathy Tait ; Roger Toole & Susan Toole.

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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

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Robert Terzi -
Secretary/Treasurer

A Fish Tale

Mother-in-law arrives home from shopping to find her Son-in-law hopping mad, seething with anger and hurriedly packing his clothes and belongings into a suit case.

"Peter, what's happened, what are you doing?"

"What's happened? I'll tell you what's happened! I sent an email to your daughter, my Jean, telling her I would be home from my fishing trip today. I get home and guess what I found? Your daughter, my wife, with a naked guy in our marital bed! Unforgivable! This is the

end of our marriage, I'm finished ! I'm out of here for ever!"

"Calm down Peter, calm down, there's something very odd going on here, my daughter would never do a thing like that, no way. There must be a simple explanation, I'll speak to her immediately and find out what's going on."

A couple of moments later, Mother-in-law comes back with a big smile "Stop worrying Peter, I told you there would be a simple explanation she didn't get your email!"

THANKS!

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

