



FLY-IN DATES



9-11 SEPTEMBER, 2011

Cessna 182 Association of Australia

SPRING FLY-IN



Capricorn Coast, QLD. - SEE DETAILS PAGE 2-3

THE PRESIDENT'S CORNER

Well, another successful fly-in was held in Port Lincoln in April and it was enjoyed by all who were able to make it. Unfortunately the weather again intervened with some of those in Queensland becoming grounded. Boy have they had a tough time lately. We hope that we will see them soon on the Capricorn Coast for the Spring Fly-in.

On a business note, the AGM was held at the Port Lincoln Aero Club on the Sunday morning followed by a delicious lunch that has really set the benchmark. There were some changes in the Committee make-up and a full compliment of committee members was achieved. A big thank you to the retiring members Ian Thomason, Russell Skerritt, Chris Crockett and editor Andrew Mladen, who have put in several years at Committee level. A big welcome to Jenny Rogash, Maree Crockett, Andrew Hogarth and John Stuart.

The current state of the Association is pleasing with a vibrant membership, a full office

and a succession plan in place which should keep the Association running well into the future. I thank Past President Trevor Corlett and wife Dianne for their efforts over the last two years. Their efforts along with our hard working Secretary Peter Jones are much appreciated.

The association website has been changed and new members Janine and Robert Terzi have redesigned and posted the new website. The new format looks pleasing.

At present planning is under way for the Spring Fly-in 2011 at the Capricorn Coast with Roger Toole our voice there. The Dubbo Committee meeting on 18th June ratified the arrangements.

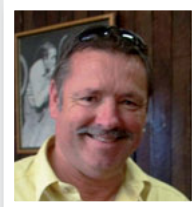
Autumn 2012 will be on Flinders Island under the watchful eyes of Leedham and Judy Walker. Should be fun.

A note on the Capricorn Fly-in. This will be held at the Capricorn Resort Yeppoon. Members wanted some variation in our Fly-Ins and Roger Toole has certainly organised what will be a

wonderful event. However because of the type of location, we have been asked to commit fairly early in the piece and so you will see in the Registration Forms a request that they be returned very early.

This is so numbers can be sorted out and we can meet our commitments to the resort in the required timelines. Your assistance will be appreciated.

See you on the Capricorn Coast.



Andy Lott

FROM THE EDITOR

Thank you to each and every person who has generously contributed articles and photographs to this Newsletter. If you would like any particular topic included in future Newsletters, please let me know.

NOTES FROM THE COMMITTEE

NEW WEBSITE!

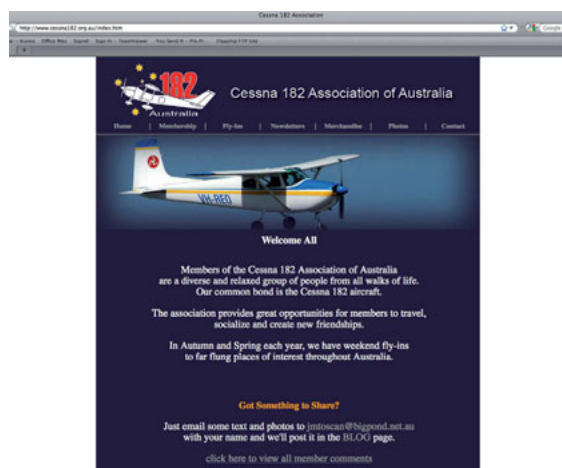
Since our last AGM at Port Lincoln we have been hard at work rebuilding our website. Janine & Robert Terzi have spent countless hours developing the site contents and Thomas Stevens from TJS Technology has rebuilt the system.

The address is the same www.cessna182.org.au

The site is terrific, and I would encourage you to explore all the tabs. Janine points out that at the bottom of the Home page there is the facility for you to contribute to the site and a blog page for comments.

We now have a Merchandise page so that we can pre-order items via Karen (oaksreach@bigpond.com.au) prior to a Fly-In. The Photos page will bring back memories for those who attended past Fly-Ins and Janine points out that these can be accessed from the drop down menu under the Photo Galleries heading to the left of the main photo.

I'm sure you will appreciate the effort that has gone into the site development, bearing in mind that this is a tactile site and will be updated by Robert & Janine on a regular basis.



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

CAPRICORN COAST FLY-IN 9-10-11 SEPTEMBER 2011

The Cessna 182 Association of Australia Spring 2011 Fly-In will be held at the Capricorn Coast Resort which is located just north of Yeppoon on the Central Queensland coast.

This event will take place over the weekend of 9, 10 and 11 September and the destination airfield is on a members private property airstrip located on the Capricorn coast at Tungamull.

The details of the Tungamull Airfield are listed below and the photograph of the facility was taken from the 09 end of the main 900 metre long x 45 metre wide grass runway.

Avgas (100 LL) is also available from a fully operational 24/7 card swipe bowser located on site (Visa and Mastercard)

Fly-In registrations and welcome drinks etc will be available at the Tungamull airstrip on arrival and all Cessna 182 members and friends have permission to use this private facility.

There is ample parking for up to 65 aircraft and all airfield areas and facilities are fenced from cattle operations.

The Capricorn Resort staff will transport

all Cessna 182 members and guests from the airfield to the resort via resort bus (approx 25 mins) and we will advise approx bus departure times shortly after receipt of the bulk of member registrations. There will be at least three departure times on Friday and one early on Saturday morning if we have any late arrivals.

All members and friends who arrive at Tungamull will also be checked into the Capricorn Resort and given keys to their rooms by Resort staff who will be on site for the arrivals on Friday, this will alleviate queuing up at the resort reception.

Any Members and friends attending this September Fly-In who are arriving via RPT Jet at the Rockhampton Airport are asked to let Roger Toole know your arriving Flight details as arrangements have been made with the resort staff for you to be picked up from the Rockhampton airport and transported to the Capricorn Resort

The Capricorn Resort is located on 22,000 acres of sprawling tropical landscape with kilometres of pristine beach within walking distance of your resort accommodation.

The accommodation facilities are great with a variety of choices and we have been able to obtain some great member rates for the Fly-In which will be detailed on the registration form

The Resort offers a magnificent array of activities and a wide choice of restaurants and bars.

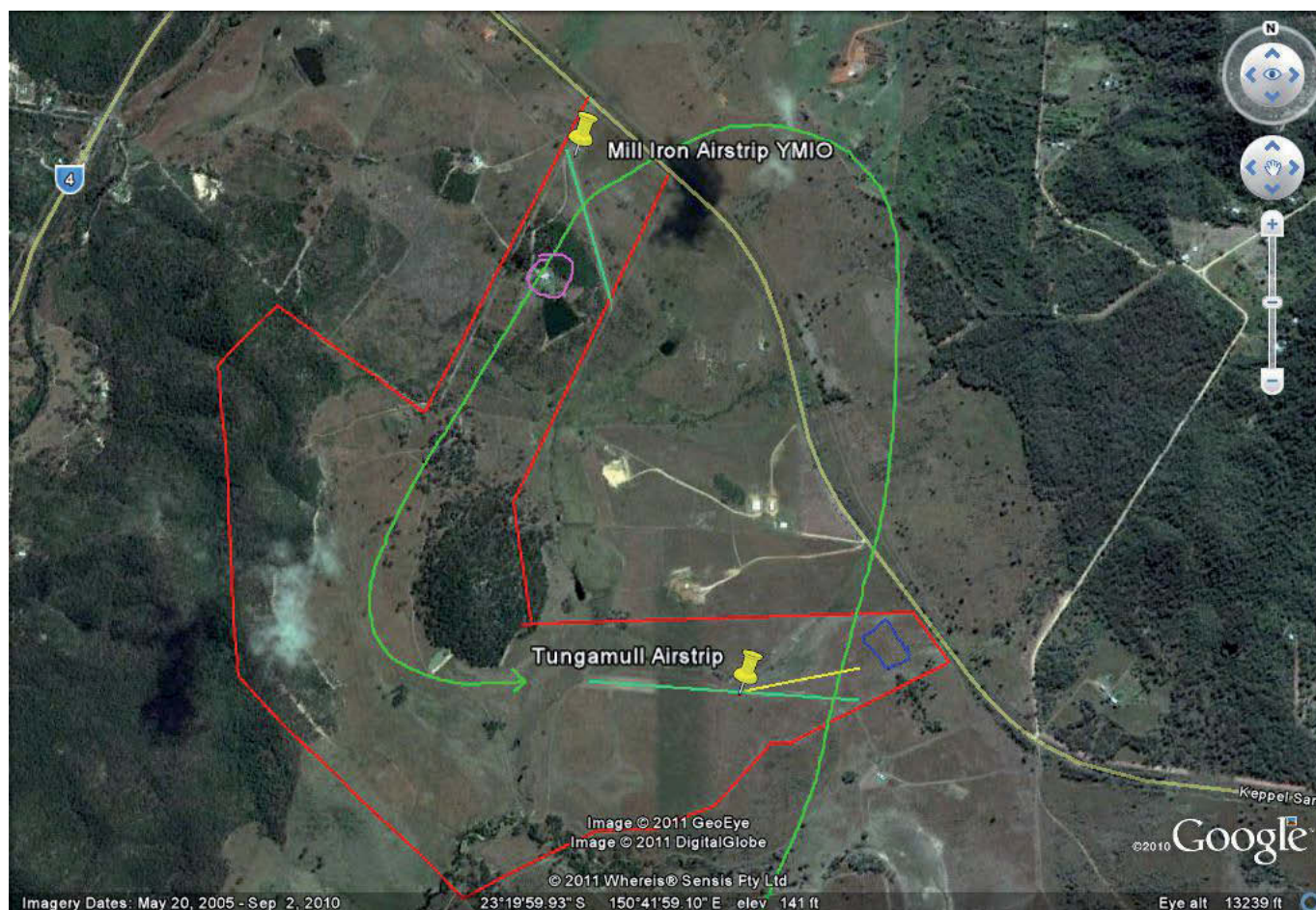
For further info about the Capricorn Resort in Yeppoon go to www.rydges.com/capricorn

The traditional Friday night informal dinner will be held on site at one of the restaurants

Saturday morning, after a leisurely breakfast we will be transported by resort bus (approx 9.00am) to the Rosslyn Bay Harbour where we will board a large Freedom Flyer Catamaran that we have chartered for the day and we will explore the Keppel Islands and surrounding beaches and coral reefs.

The Freedom Flyer will depart Rosslyn Bay Harbour at approx 9.45 am and during the day you will be provided with morning tea and a sumptuous lunch, a fully licensed bar also operates on board and coffee and tea will also be available all day

There will beach stopovers, swimming and





as the registration forms are circulated so as we can organise the bulk of ground transport for the arrivals and have an estimate of member numbers who will be attending for catering purposes.

Any member who would like more info about the Tungamull airstrip are asked to contact Roger Toole on 0407 582 829.

Any Member requiring a hire car for personal use, may be able to pick up/return from the Tungamull airstrip. Please contact Roger Toole who is currently investigating this option with Thrifty.



snorkelling for any who are interested.

We are sure you will enjoy the day even if it is just catching up with other members on board or walking along a pristine tropical beach.

We will return to Rosslyn Bay harbour at approximately 3.30 pm and travel back to the resort via bus.

No rush, plenty of time to get ready for the Saturday evening dinner event. We are going to have a great raffle with some very good prizes and our Guest speaker is Peter Byrne, the weatherman from Win Television.

Peter Byrne is a qualified meteorologist with a lifetime experience in weather forecasting and a real character who we are sure will entertain all in attendance.

The fun will continue well into the night.

Sunday morning, offers two options, firstly the keen golfers may wish to have a round of golf on one of the two international class golf courses at the resort and then travel via resort bus back to the Tungamull airfield where there will be a great Bar-B-Que lunch with all the trimmings in the shade of a delightful rural setting.

The second choice is a leisurely breakfast at the resort and then travel to Tungamull Airfield for a local air rally, spot the item, answer the question, etc. type fly around the Capricorn Coast and back to Tungamull strip for the Lunch function.

After lunch or earlier if required depart for home or other destinations or return to the resort for further relaxation.

One request from the committee is that all members attending this Fly-In register as soon

Airstrip Name:	Tungamull
Operator:	R C TOOLE Pty Ltd 142 Keppel Sands Road Tungamull Qld Contact Roger Toole Ph. Mb. 0407 582 829 (24/7) Email: milliron@bigpond.com
Airstrip status:	Private - Prior Permission Required
Location:	360 Keppel Sands Road Tungamull Qld 4702
Latitude & Longitude:	S 23 degrees 20.4 minutes, E 150 degrees 42.4 minutes.
Elevation:	140 ft AMSL
Runways Strips:	09/27 900 metres long, Grass, 45 metres wide 07/25 600 metres long Grass, 30 metres wide (07/25 will be closed during fly-In and used for Aircraft Parking) Cone Markers delineate actual Runways
WindSocks:	One on right hand side of 09 strip 100 metres in from 09 threshold. One between mid 07/25 and 27 threshold
Fly-In Procedure:	<ul style="list-style-type: none"> • All landing aircraft are to exit the 09 runway at the far end of the runway where there is a wide taxiway across to the 07/25 taxiway parking area, ground staff will direct as required. • Pilots requiring directions on ground please use frequency 123.45. • If you wish to refuel when you land please proceed to the eastern end of the 07/25 taxiway via the wide taxiway from the far end of 09 and follow the signage. • All arriving aircraft will be parked against the fence on the 07/25 taxiway on the northern side of the marker cones which will still allow the 07/25 taxiway to be used by all.
Tungamull Airstrip Procedures:	<ul style="list-style-type: none"> • All Circuits are left hand with the exception of 09 Landings which can either be left or right circuits. • Pilots are asked to avoid flying directly over nearby farm houses on take-off. • The first 200 metres of runway 09 is uphill with a left slope, landing long is an option pilots can consider but it is pilots discretion as always. • VHF frequency in circuit area and Cap Coast area is 126.70 ATS Brisbane Centre 119.55 • Radio is not compulsory, however we strongly recommend CTAF (R) procedures.



Cessna 182E, VH-DMT (18253856)

It is certainly not overstating the case to say that Australia is a breath-takingly vast continent. Until the advent of the aeroplane, negotiating distances between far flung locations was a laborious task fraught with uncertainty.

In the 1960's as the prosperity of the country burgeoned and the mass produced American light aircraft became more available and affordable, the man-on-the-land was among the first of Australia's inhabitants to take advantage of the nascent boom in General Aviation.

Rex Aviation, Queensland was formed in no small part, to service the flying needs of the numerous cattle properties scattered throughout the state's rugged interior.

The year 1962 was a bumper year for aircraft sales, with Rex well on the way to selling its 500th Cessna in Australia, a goal which it would achieve in October the following year.

The subject of this month's W.A.T.N., 18253856, VH-DMT arrived in Australia in early 1962 in company with another 182E, 18253872 VH-RIM/2.

Both aircraft were destined for Queensland cattle stations with 'DMT going to A. and D. Terry of Marathon Station, near Hughenden, and 'RIM/2 to Morungle Grazing of Richmond, replacing their traded Cessna 175, VH-RIM (55711), which eventually became VH-RHD.

VH-DMT was traded to Hawker de Havilland, Bankstown in March 1966, and was subsequently on-sold to Laurence Bain of Woodlands Pastoral Company at Woodlands Station near Meekatharra, Western Australia.

It remained with Laurence at Woodlands until



VH-DMT (18253856), bright and shiny, bakes in the Summer sun at Jandakot, in February 1968. Pic. M.W.Prime.

March 1998 when ownership of the aircraft passed to Laurence's son, Miles, to whom it is registered to this day.

In early 2010, Western Australian aviation enthusiast Richard Siudak visited Northam airfield near Perth, and among the aircraft he noted was a derelict Cessna 182E, VH-DMT.

Though still registered and with no officially reported accidents befalling the aircraft during its career, something has certainly prevented its normal operation, and one could certainly assume major corrosion of the ageing airframe or the need for a new power plant to be potential factors.

Whatever the cause, Delta Mike Tango appears to have joined the growing army of flying machines in the war of attrition which is slowly consuming Australia's legacy Cessna fleet.



Sad end. 'DMT still in original colours, languishes at Northam in early 2010. Pic. Dick Siudak.

Compiled by Greg THOM.

gnuthom@connexus.net.au

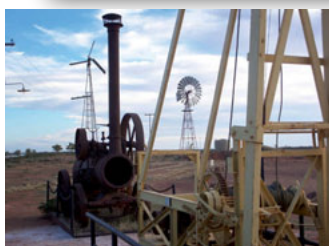
Talk to me about YOUR Cessna.!!!!



DESTINATIONS



THARGOMINDA QUEENSLAND OUTBACK



Thargomindah was first settled as a pastoral property in the 1860s. A small town was established on the banks of the Bulloo River to service the surrounding stations. "Thargo", as it is known locally, is some 1100 kms from Brisbane and is great stopover for a flight to or from Lake Eyre or Birdsville. The airport is very user friendly with someone from the Shire Council always rostered for fuel supply. It's only a short walk to town, but if you need a lift, the council fellow (or lady) will be pleased to drive you. There is a pub and a motel in town, but we found that the caravan park has some very top-class units available at a very good price. The units are fully self-contained with

everything you need for your stay, except food, which is available at either the supermarket or the roadhouse if you arrive too late.

Thargominda was the third town in the world (after Paris and London) to have hydro-electricity supply for the town. The generator was powered by the hot artesian bore which still flows at almost the same pressure as it did in 1890. There is a small museum alongside the airport where demonstrations of the old equipment and a talk on the history of the hydro is available most days.

There is a nice walk along the bank of the Bulloo where many types of birdlife congregate. There are

interpretive signs along the way telling of the history and wildlife of the river. A special place to visit is the Cob and Co crossing where the coaches crossed the river before any bridge was thought of.

There is a good museum at one end of town with the usual machinery and photos, and at the other end of town, housed in the old hospital building, the Australian Inland Mission has a fine historical display showing a lot of the early air transport used, the precursor of the Flying Doctor Service.

Thargo, a great little stop-over for a day or two.

By Andrew Mladen



PORT LINCOLN FLY-IN APRIL 1-4, 2011

By Alison Jones

A wonderful welcoming feeling dominated our Fly In at Port Lincoln. Right from our initial organizing trip, the local flying club officials Sue and Bob, warmly welcomed us and offered invaluable assistance with the use of their club facilities and hospitality. This, together with information and promotional material supplied by Paula at the Eyre Peninsular Tourism, we found all the local people very happy to meet all our needs.

Most members arrived on Friday April 1st met up for a casual dinner at Del Giorno's just 10 minutes walk from the accommodation. We occupied the whole restaurant and enjoyed wonderful food, much wine and many laughs and great companionship.

Saturday's activities started with a trip to the Tuna Farm. We divided into 2 groups on different charters and learnt about the industry and how important stress free farming and harvest of the fish is to the quality demanded by our overseas markets. It was a bright, sunny but chilly day, and except for a handful of brave adventurers who 'swam with the tuna', the rest of us were happy to watch them feed, and stay dry. Busses then transported us to the Boston Bay Winery where, after a morning in the fresh air, we made the most of a substantial buffet lunch in the sunny dining room overlooking the bay. We were pleased to be joined by some late arrivals that were delayed by weather but were determined to join us. After lunch some opted to relax at the hotel and look around town while others went up to

the Lincoln Marine Science Centre. Bob from the

Flying Club gave us an exclusive talk on the work and projects undertaken by the center and a tour of the amazing facilities they enjoy. Not much time then for a 'make over' as it was almost drinks time!

Our Gala Dinner was held at the Grand Tasman Hotel, again walking distance from the accommodation. We had a private room with no music (we make quite enough of our own) and the guest speaker Peter Davis gave a detailed history of Matthew Flinders and his impact on the area. Drinks and chatter flowed freely and even raw roast beef and cold mashed potato couldn't dampen our spirits as Allen Kellett amused us with his ditties, and our pockets were emptied to raise \$1,060 for Angel Flight. Later at the Port Lincoln some of the young at heart danced well into the night!

Sunday morning saw everyone feeling bright eyed and bushy tailed. We headed out to the aeroclub for the AGM and a sensational lunch of local produce (cheeses, amazing seafood and meat) provided for us by the members. This lunch was voted the 'best ever' and will be fondly remembered by all who enjoyed it. We all mixed and chatted and waved friends goodbye - until next time.

Thanks to everyone - The warmth and friendship shared made this a very special Fly-In, and we are really looking forward to seeing everyone at Rockhampton.



PORT LINCOLN ATTENDEES

Ross and Jenny Bate (TSS), Chris and Jenny Cabot (OWW), Trevor and Dianne Corlett (REO), Chris and Maree Crockett (KEI), David Crooke (SHN), Neil Davis (DOO), Chris Gillham (ADX), Peter & Allison Jones (JSF), Chris Hirst (AOK), Russel Hicks and Sylvia Kappl (JIK), Keith and Jenny Hilless (KJY), Andrew and Jane Hogarth (YDW), Anthony Human (NSL), Allan Kellett (ATT), Frank and Lesley Lewis (RQP), Andrew & Rosemary Lott (DNL), Robert and Roslyn Palmer (KVD), Max Paine (DMY), Alwyn and Jenny Rogash (JTY), John and Jennifer Rogers with Greg and Robyn Cox (SLQ), Jenny Seymour (CAA), Gunhild and Armin Sickinger (RGX), Colin Stanfield and Karen Briggs (WLN), John and Elaine Stuart (MPZ), Robert and Jannine Terzi (SHJ), Ian and Denise Thomason (EUY), Roger and Susan Toole (DGC), Leedham and Judy Walker (WWB), Col and Val Wiffen (MXL), Brian White (CAA), John Wilson (CAA), John Weston and Debra Plowright (KTE). **APOLOGIES:** John Bestwick, John and Gladys Chapman, Ed and Margaret Collins, Robert and Mary Collins, Dave and Jenny Curtin, Barry Dean, Narelle Nicholson, Pauline Jones, Muriel Atherton, Ray Thorning, Noel and Jayne Handley, Ian and Roslyn Hope, Lisle Lawson, John Lillyston, John and Jennifer Malin, Nancy Robertson, Nigel Wettenhall, Dick and Sue English, Andrew & Joan Mladen.

VALE

Julie Borschmann

It is with sadness we inform you of the passing of JULIE BORSCHMANN after a long battle with cancer.

As you will recall Julie was a long time member of our Association, Committee Member from 2003 to 2008, and Editor of our 182 Newsletter for four years.

A competent pilot and instructor, Julie was instrumental in introducing Aviation as a subject at Lauriston Girls School, such was her love of flying. Many of her students went on to PPL standards and higher.

Julie was also an active member of the Australian Women Pilots Association.

She will be greatly missed.



REGIONAL FLY-IN

Our long distance travellers at Port Lincoln , Brian White, Jenny Seymour & John Wilson from Cervantes (North of Perth WA) are organising a Fly-In at Cervantes on the last weekend of October.

Brian extends a warm welcome to any of our members who will be in the area.

It will be a fun weekend with much happening in the area including Arts/Photography exhibition.



Brian's details are:

PO Box 164, Cervantes WA 6511

Phone: 08 9652 7153 and 0427 084 313

Email: whitebf@bigpond.com

WINDOW ON THE WORLD



Elizabeth Foster's lens captured Western Australia from the back seat of a classic aeroplane. These never-before-seen photographs are a chronicle of the times and a loving snapshot of WA's grand landscapes. **Geoffrey Thomas** sifts through the collection.

A year or more ago, a former work colleague of mine who now resides in the Perth area, and knowing my interest in aviation, sent me a copy of the article appearing below, which I found very interesting, as I had spent many hours travelling in DC3's, DC4's and Fokker F27's as part of my employment, and could relate to much of the content, which I am sure

many of our members can. I thought it worth sharing with you.

I make the following acknowledgement to the Copyright Owners of the item. The following article, WINDOW ON THE WORLD, was published in the WEST WEEKEND MAGAZINE, a feature of WEST AUSTRALIAN NEWSPAPERS in April 2009. It is reprinted here with kind

permission and Courtesy of THE WEST AUSTRALIAN. Our Association is indebted to THE WEST AUSTRALIAN for their kind offer to waive the usual Copyright fee.

Trevor Corlett

Elizabeth Foster is a reluctant photographic subject. Which is somewhat of a contradiction for a woman brimming with confidence and with a passion for photography and people's lives.

"it's not about me," she protests. But this tale is all about Foster and her props — a camera, an airline and an aircraft. it's about an air hostess (as they were called in their day) who captured and chronicled our state from the air nearly 50 years ago. All in magnificent colour. these pictures have never before been published and are a remarkable record not only of WA from the air, but of the people who pioneered the state's then nascent commercial aviation sector. A ramshackle broome with no tourists or camels on the beach, only pearl luggers; a deserted Carnarvon in flood; the sleepy town of Perth with not a tall building in sight; Port Hedland harbouring one lazy coastal ship; the meandering Ord River before the dam; and strange crimson-hued mountains that sent a DC-3's compass haywire.

Foster didn't have the latest Nikon kit — her photographic "kit" was a classic East German Werra camera loaded with Kodachrome 1 film, state of the art in those days but requiring operator skills far more expert than today's digital photographic whiz kids could imagine. and she didn't have a helicopter at her beck and call to hover lingeringly for the perfect light conditions; her platform was the last row window seat of a MacRobertson Miller airlines (MMA) DC-3 she occupied between serving meals and coffee to

passengers. Foster points out that on MMA's DC-3, the last window was opportunely untinted. "i made sure that seat was free for me," she recounts.

Foster's thousands of slides and whimsical comments capture a state still innocent, before the resources boom. Karratha, Newman and Paraburdoo were not on MMA's network map — or any map for that matter. the network timetable in 1961 did, however, list Mt Magnet, Cue, Yalgoo, Wittenoom and onslow and a flight from Perth to Port hedland in a DC-3 took seven hours and made four stops along the way.

"i loved the patterns of the rivers, the flood plains, the colours were stunning."

Elizabeth Foster

But for Foster, they were "seven wonderful hours" as she photographed the many moods of the state from 3000m. "it's not the destination but the journey," she muses, a comment made more poignant when you realise just what a fearless traveller she was at a time when most people hadn't been outside their hometown let alone overseas.

Foster initially trained as a dental nurse but the travel bug bit hard, taking her overseas for a number of

years. on her return in December 1960, she donned a flight attendant's uniform and began a journey which had her captivated by the beauty of WA and its people. and it was a remarkable journey — one that moved beyond her WA-based escapades on MMA aircraft to driving through East Germany with three girlfriends in a Mini Minor when the wall was being built, arriving in Washington DC at the time of president J.F. Kennedy's assassination and wallowing precariously in a boat off Japan in a wild typhoon. But her heart stayed in the wild north of WA.

"i found the North-West far more beautiful than the places overseas ... the vibrant colours, the varied landscapes and the fascinating people," she says.

Air travel in WA in 1961 was an extraordinarily colourful experience for both passengers and crew. stopping in Yalgoo in spring, travellers picked everlastings from the edge of the dirt runway with the pilots. in Derby, passengers set out deck chairs on the tarmac beside their aircraft for a companionable cuppa. technicolour outbursts were common as travellers untidily lost their lunch when the plane bounced down through summer heat updrafts into Wittenoom Gorge.

Some of the experiences "were delightful," Foster

Below A pearl lugger in Broome in 1962





"When I started showing my photos of the surreal and ancient beauty of the landscapes, my friends were amazed."

Elizabeth Foster

recalls. "one of the many highlights was getting to know the women of the North-West. They were strong-willed, they had to be. "at tablelands station, the owner's wife would set up afternoon tea for the crew and passengers when we flew in once a month with supplies. there was a tablecloth and china and there were always hot scones, butter and jam despite the fact it was often over 100 degrees (37.6C). The powers that be in Perth (Flight operations) tried to stop the practice because it was messing up the schedule. but to no avail, they didn't reckon on the tenacity of the wives, craving some social interaction. they were formidable."

Tablelands was served every fourth Wednesday by Flight 882 which left Derby at 7am and called at Fitzroy Crossing, Cherrabun, Christmas Creek, Bohemia Downs, Billiluna, Balgo Hills and Halls Creek before

arriving at 1.15pm in the heat of the day. Glenroy and Mount House followed before the "scheduled" arrival back at Derby by 3.25pm.

"We were always late," Foster laughs in reminiscing. But some of the experiences were "terrifying". "We really never knew about cyclones until we blundered into them. There were so few ships to notify us of their approach but the Aborigines knew," she recollects.

And flying at 3000m, there was no getting over them in a DC-3 which had no weather radar in those days. Foster just loved the DC-3. "It seemed to be at one with the atmosphere. It rode the weather like a bird rather than trying to fly through it. I felt safe in the DC-3, it was so rugged," she remembers. "It had a heart, it had a soul."

Foster's favourite DC-3, VH-MMA Ashburton, first

Top left Elizabeth Foster's East German-made Werra camera.
Picture: Lee Griffith.

Below left Elizabeth Foster in uniform in 1961.

Below Right Salt pans near Carnarvon in 1961.





came to life at Long Beach, California, on May 22, 1943, one of more than 10,000 built by the Douglas Aircraft Company. During World War II, Douglas employed more women by percentage — 85 per cent — than any other defence company and the company's peak workforce was 160,000.

The women — nicknamed “rosies” after one of the first women to work in a defence factory — turned out DC-3s, or Dakotas as they were better known in Australia, at the staggering rate of one every 30 minutes. Individually, they took three-and-a-half days to build.

Dakota was an acronym adapted from the letters DACoTA which stood for Douglas Aircraft Company Transport Aircraft. VH-MMA was initially delivered to the United States Army Air Force and saw military service in the Pacific, based at Amberley in Queensland.

After the war, it faced an inglorious end, being sold to MMA as a “source of spare parts” with just 4121 flight hours according to one DC-3 enthusiast.

However, the engineers at MMA, who became famous for their ingenuity, recognised that Ashburton had more to give and convinced management to convert it to passenger use.

Ashburton gave the company remarkable service. In a fitting tribute, it flew the airline's last DC-3 service on January 17, 1969 from Perth to Newman, which was by then well and truly on the map. It had given WA 50,498 hours of flawless flying. But like so many DC-3 it had yet more to give and has flown on with nine more owners. Today it lives in quiet semi-retirement

in Darwin with 68,389 hours on its ageing log book.

Greg Hardy of Hardy Aviation in Darwin now cares for the aircraft and told West Weekend Magazine that it was brought out for special occasions such as the Anzac Day flypast.

DC-3s fire the passion of so many enthusiasts in the aviation world that you can track the location of every known DC-3 — all 250 of them — on Google Earth.

Foster is the first to concede she wasn't your typical flight attendant. Sure she had glamour by the bucketful — and still does — a quality only enhanced by her mischievous smile, but it was her love of adventure that set her apart. In 1961 while international flight attendants were known to kick up their heels around cocktail hour on Paris overnights at the Hilton, back in WA, Foster and her fellow crew bunked down at a dreary hostel or dilapidated hotel and spent their day off on another intrepid outback adventure.

“We slept at hotels and hostels that would never get half a star and our accommodation was often an open veranda,” Foster recalls. “the summer heat had us dripping perspiration before the first passenger boarded and our mascara just melted. our hair would often end up as rat tails by mid morning ... and the flies!”

Despite these challenges, Foster and her colleagues still had to meet the strict criteria for hostesses of the day. those criteria were universal and non-negotiable. MMA's manual was quite clear on the specifications: single, between 21 and 27 years of age, no taller than 5ft 7 inches, no shorter than 5ft and no more than 124 pounds. Foster just snuck in at 5ft, but her diminutive stance belies her impressive stature.

Top right Aboriginal children crowd on to the runway when the plane taxis to a halt for the fortnightly delivery to Port Keats Catholic mission, in the Northern Territory, December, 1961.

Top left Broome from the air in May, 1962.

Above Passengers taking tea at Derby Airport while waiting for the next leg of their flight, July, 1962.



Above High tide leaves saltwater marks at Wyndham marshes.

Below Pilots and passenger return to the DC-3 after picking everlastings at Yalgoo, August, 1962.



And Foster's passengers were not typical either. Unlike the Peter Stuyvesant cigarette advertisements depicting the jetset in the 60s, there was rarely a dinner suit, cocktail dress or string of pearls in sight. Foster recalls that clothes did not count for much in the North-West, and it was almost impossible to distinguish between the ringer, the founder of the airline, the cattle station owner, the Wyndham wharfie or the missionary. "They all dressed much the same; shorts, shirt and thongs," smiles Foster. "And they all lived the same — incredibly strong characters, full of great stories, enduring the challenges in the harsh, hot, hazardous North. You wanted to listen to every amazing story, no matter how many times it was told."

Foster credits her childhood as the daughter of the owner of the Bayswater hotel for honing her listening skills. "I was always talking to Dad's patrons, no matter how drunk," she reminisces.

On the DC-3, most passengers were men and they seemed to appreciate the narrow aisle of the aircraft because it necessitated the flight attendants to develop, in Foster's words, "a certain sort of hip swaying waddle in order to avoid hitting the seats". But during severe

turbulence — and there was plenty of it in summer — it was the DC-3 that waddled.

Foster recalls one flight where passengers had to pass food to each other through the cabin as no one was allowed to stand. "Passengers were buttering their own bread and putting in the fillings. My comment on landing was: 'Work your way with MMA!'."

"Passengers had many "affectionate" names for MMA — Much Mucking About, Mickey Mouse Airlines and Might Make it Airlines." MMA was initially based at Albert Park, south Australia, and commenced operations in late 1927 but moved to Perth in 1934 after winning a contract for north-west air services, previously operated by west Australian Airways.

By 1949 the airline operated a network of 32,000km from Esperance to Darwin and in 1962 served 45 "major" destinations and a further 50 outback stations and missions.

However, if you lived at Gogo station, yarlarweelor, Nookawarra or 23 other almost unpronounceable places that were not on the regular timetable, you didn't have to worry as MMA listed these as optional stops "by arrangement". In 1961 the airline carried 60,000 passengers, 164,000kg of mail and more than 3.18 million kg of freight. A flight from Perth to Bamboo springs would set you back £24.6 (\$49) and to Rottneest island was just £1.16.0. the average weekly wage was about £21. In 1962, when Foster was photographically chronicling the WA outback, MMA's fleet consisted of one brand-new 36-seat Fokker F-27 Friendship turbo prop, six 28-seat DC-3s, one 11-passenger De Havilland Dove and one five-seat Avro Anson. According to industry journal Flight international's Airline survey of 1962, MMA was contemplating another F-27, which was immensely popular with the passengers as it cruised at more than twice the speed of a DC-3 and above most of the bumps at 6000m. But they cost \$1 million in 1959 and tiny MMA could not raise the capital to add to its fleet so the airline started the sell-off to Ansett-ANA. By 1969, MMA had become a subsidiary of Ansett.

Foster was "not fussed" with the F-27. "it flew too high for good pictures," she says with a hint of contempt. in 1961, Foster's pictures turned heads everywhere, even at internationally renowned national Geographic magazine, which published one of her photos as a centrespread in the September 1963 edition to support a feature about Australia. The magazine paid £101 — a small fortune in those days. "It was wonderful when that cheque came through. I was then living in London surviving on a pittance of £4 a week," she says.

The outback of wA was virtually unknown when Foster took to the air. "Only pilots, cattlemen and missionaries knew of its beauty," Foster recalls. "when I started showing my photos of the surreal and ancient beauty of the landscapes, my friends were amazed."

Foster explains she is actually an artist at heart. "i loved the patterns of the rivers, the flood plains, the colours were stunning. I had never seen reds like it, nor blues or oranges. the shapes fascinated me also."

MMA's pilots knew of Foster's love of landscape and would often make diversions to get closer to an interesting geographical feature or call her up to the cockpit to alert her to an approaching "good shot". Foster also captured the shape of things that were reshaping



Above Mud Maidens:
Foster, left, and a
colleague
cool off after
collecting
stunned mullet in
a muddy creek.

*"Frequently
crews would see
a magnificent
landscape or inviting
waterhole from the
air and the next day,
beg or borrow a car
to seek it out."*

Elizabeth Foster

WA. One photograph shows the desolate site of the first oil strike at Rough Range near Exmouth in 1953. it was so remote that when reported in the Sydney Morning Herald, one wag wrote in asking where WA was.

But WA was on the move. when Foster and crew were stuck at Wittenoom Gorge for a week because of a cyclone, she recalls that they heard on BBC radio that one of their "frequent flyers", Lang Hancock, had announced his discovery of iron ore in the North-west. Hancock actually discovered the ore body in 1952 but kept it quiet until 1961 when a ban on pegging claims was lifted.

Tourism in the North-West was still in its infancy. "I remember when Trans Australian Airlines' first tourist charter, a DC-3 with 21 passengers, stopped at Halls Creek for the night in the middle of winter. There was no heating and with open verandas at the hotel, it was freezing and the tourists were up in the middle of night with blankets wrapped around them walking around to keep warm," she remembers.

In Roebourne, MMA itself was the tourist attraction on one occasion when a DC-3 required an engine change. "We had landed at Roebourne, discharged our passengers and were on our way to Port Hedland. But on takeoff, the engine failed and I could see flames spewing from the left engine," Foster recalls.

"The pilots feathered the prop and snuffed out the fire ... all over in minutes. My first thought was not emergency procedures for landing but why Roebourne? Why not Geraldton or Carnarvon where we have previously landed."

"There were only two passengers. One was an intoxicated male, as many of the airline's passengers were in those days, and he thought we had landed in Port Hedland when the DC-3 came to a stop back at Roebourne. The other was a female sitting across the aisle from me.

I remember asking her, 'How would you like to spend

a few days in Roebourne?' We both grimaced. "It took three days to perform the engine change and all the town's residents came out each day with their chairs, beer and kids and sat and watched. It was hilarious, nothing much ever happened in Roebourne. I think this was the highlight for the year."

Foster recounts that the lady passenger, a Mrs Brown, wore a magnificent string of what turned out to be natural pearls. "If the plane had crashed and her husband had claimed on the insurance, the pearls were worth twice as much as the DC-3!"

Off duty there was plenty of time to soak in the beauty at ground level and to take pictures — more than 1500 in fact. Foster's collection not only chronicles landscapes from the air but life on the ground. A favourite pastime was to catch barramundi. Nothing has changed there ... but perhaps the method has. Bait was required and that entailed using a rifle to stun mullet in the creek at low tide and using the dazed fish as "live" bait when the tide turned. The fun was that the stunned mullet were submerged in muddy creeks and the girls had to retrieve them becoming "mud maidens" in the process and giving them a welcome excuse to cool off.

Frequently crews would see a magnificent landscape or inviting waterhole from the air and the next day, borrow a car to seek it out. These vehicles were often not that suitable for their remote outback missions and Foster's photos are sprinkled with marooned cars bogged to the hilt in various locations and the travails of retrieving them.

"You had to like getting dirty, be able to push bogged cars, use a gun and not worry about getting lost," she says. On one expedition to Windjana Gorge, Foster recalls that after a dip, her fellow explorers noticed to their horror eight freshwater crocodiles basking in the gorge. Getting lost was not only confined to the ground; it happened in the air as well. Navigation in 1961 was rudimentary at best, particularly in the remote North-West and Northern Territory.

Foster recalls one flight with deeper reflection. "We took off from Darwin to do a mission run to Arnhem Land on VH-MMA with Capt. Kay Patterson in command. Unusual for August, thunderstorms were building, then the clouds opened up and it bucketed down. We were forced down to just 500ft and I was called to the cockpit, strange as it was so bumpy." The reason was soon clear to Foster. The crew were lost and low on fuel.

"They couldn't find the strip at Yirrkala and needed me to look out my window at the back for landmarks that might help. We needed to find the road to the mission," Foster recounts with tension as she relives the moment.

"After about five minutes we all found it at the same time. And just in time as the fuel gauges were on empty."

Foster had great faith in the pilots who flew for MMA. "Most were World War II and Korean War veterans and at the end of the day would regale us with their wartime escapades. If we didn't have passengers, the pilots would sometimes fly low down the Victoria River or chase but also showing off their flying skills."

While flying "MMA style" is a thing of the past as are flight attendants such as Foster, her photos of that wonderful era are truly a State treasure.

The West Australian is preparing a display from the best of Elizabeth Foster's collection.

FOR SALE

Aeroflash 12volt power supply for wing-tip strobe light. New in box, with all required documents. As fitted to pre 1978 Cessna 172, 177, 182. \$99.00.

Ring Andrew 0408 878 942. (I ticked the wrong box when I placed an order for a 24volt unit)

NEW COMMITTEE MEMBER Maree Crockett

I am married to Chris, & we have a daughter Priscilla & son Tom & 4 grandchildren. We live on a grain, cotton & cattle property at Wee Waa. I have been involved with the Cessna 182 Club since 1999.

Hope that's enough, I'm not that exciting!



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INTERESTING WEBSITES

Don't forget to visit the C182 website:

www.cessna182.org.au

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

www.cessnapilotsassociationofaustralia.org.au








THANKS!

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Join the Cessna 182 Association of Australia

EACH YEAR ENJOY :

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FUTURE DATES

Fly-in September 9 - 11, 2011, Capricorn Coast, QLD.

membership application :
\$40.00 p.a.

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