

# MEET STEVE WILKINSON



Surgeon and Student Pilot Steve Wilkinson

Flying With the Aero Club since late 2005, Dr . Steve Wilkinson always wanted to be a Pilot and fly with Qantas, but things didn't work out that way, instead he continued onto University and studied medicine and became a Surgeon.

"One of the most interesting things is flying is a real challenge. In surgery I'm an expert in my field and I do a lot of teaching, with flying it's interesting to be put back into the role of a student, in an area I really don't know anything about. I too feel like a student again and it helps me translate feelings back to when I'm teaching surgery, and understanding what students are feeling like when they're faced with me." said Steve.

Steve's favorite bit of flying is just after

takeoff when you get it all settled and you are simply flying along. "The most challenging is the landing, the theory is also intellectually challenging. At this stage I won't own a plane, I'm doing this purely for the enjoyment." said Steve

Steve has been in medicine for 25 years, He works as a general surgeon with a broad range of operations from cancer right through to trauma surgery. He is a senior instructor for the College of Surgeons in trauma.

"I'm on the formula one medical team, so I get to go to all the formula ones and sit in the chase car behind the field, that's a lot of fun! My son is a racing car driver so I support him there." said Steve.

"My other area is obesity surgery with the lap band I've done well over a thousand bands, almost the most in Australia. A lot of those operations in Tasmania, in fact on the side of my son's racing car we have the website address and we attract quite a bit of interstate clientele." Steve said.

Looking around Steve's office it is filled with motorsport memorabilia, "My wife calls me a petrol head, I have two interesting cars one is a Hummer or a H1,



which is the big American four wheel drive I've had that for about six years now, it will just steamroll over any sort of territory, and is virtually un-stoppable."

"The other a 1974 Detomasa Pantera which is an American muscle car, there's not too many of them left about, it's a big challenge to drive that around, it has a top speed of 300 kms - it's an interesting vehicle! A Cessna 172 may seem a bit slower but a C172 is lot more of a challenge to Pilot". Steve added.

# PLANE SPOTTING

Spotted around Cambridge in January Suzie and Barry Smith's VH-LIW flown in from Sydney for the Searey is moving ahead in parachute season for Skydive Tasmania. the Bellerive cul-de-sac It is the 250 horsepower version but it's manufacturing plant! STOL capability is astounding,



1964 Helio Courier H250 VH-LIW

The motor is now almost fully installed and Barry and Suzie have swung back over to the fabric covering. Barry said "All the control surfaces apart from the rudder are done, and that will be finished within the next couple of days and then we are scheduled to cover the wings. The fabric covering is not a particularly difficult job but is very tedious, we are living a world of noxious fumes at the moment !"

Barry says he feels the completion date will be somewhere in late March.

