



# TARMAC NEWS

The Australian Airforce aims to provide their cadets with a general knowledge of the military and aviation and encourage cadets to carry on with their interest in aviation into later life whether it be military or civil.

Keir O'Dale, corporal with the AAFC said "about 80% have a genuine interest in aviation, they get to build self confidence, motivation and they can learn a lot through the Australia Airforce Cadets, part of their training requires a visit to an airfield and we hope to make today's activity more regular."

Peter Fenton said "today is about getting a closer association with the cadets as happens elsewhere in Tasmania."



Flying with David Franklin L. Millie Geikie Danielle Crocombe Ben Cross



Rachel Clun presenting ACST Manager Peter Fenton with 503 Squadron Badge

"They were taken through an introduction to flight with a daily inspection, a flight with an instructor who took them through principles of aircraft handling, bringing together their theory with an inflight demonstration." Peter said.

The Cardinal C177 VH-EKR has just completed a rigorous maintenance schedule and is back in action.

As you step inside the large lounge room sized cabin you'll notice the new corporate interior. New seat upholstery, door panels and trim in black and contrasting grey. All goes well with the retro look "burnt orange" paintwork. Hang on a minute this is not retro. Orange was fashion the first time around when this aircraft was built in 1971.

**"An opportunity for the Cadets to get air familiarization, today we are putting the air back into Australian Airforce Cadets"**



Air Commodore Doug Chipman with Cadets

## Annual Service for the Veterans **ROB GARD**

Three of the wood and fabric aircraft had their annual service by Harvey McBaine and Mick Potter from the Nelson Aeroplane Company. Harvey and Mick earn their living from servicing, repairing and restoring Vintage aircraft. Harvey and his Dad own 8 vintage machines among them a DH Dragon, Leopard Moth and several Tiger Moths.

The Nelson team arrived at Cambridge via Albury after working on a 1937 Taylorcraft J2 Cub and collecting a re-built engine for AIK. Rod McNeil's Army Auster had suffered from a soft cylinder and two near burnt exhaust valves were replaced along with head gaskets. Rod has picked up between 8 - 10 kts.



VH-AIK "ROSIE" in the CBG sky

You will need a constant speed endorsement to fly EKR. This is not an expensive or lengthy exercise and well worth adding to your licence. Enquire at the ACST office 6248 5370.

Ricardo found his Citabria VH-SAW a bit down on power due to a faulty seating plug. Some minor Carby Heat box repairs and the aerobatic two seater test flown with power back. VH-AIK suffering from lack of use, had a sticking valve, a bolt replaced, brake adjustment, idle adjustment and into the Cambridge sky for a test flight and all O.K. Harvey & Mick's next call was at Tyabb on the way back home.



New corporate look interior for C177 VH-EKR and substantial maintenance

