

GEORGE and OL' HARRY

George Newell obtained his Pilot's licence in 1992, having originally started to learn to fly when he was eighteen. The first attempt didn't work out after his instructor struck him across the head for supposedly not looking before turning. Those sorts of actions would just not happen today and decades ago weren't too welcome either, as George said to his instructor "the best thing you can do old fella, is to take this aeroplane back to the aerodrome, and what you can't stick in a hangar you can stick up your a***!!"



George Newell and his immaculate Cessna C172M refurbished and leather trimmed

George jokes, "I never ever went back to flying until I was over fifty years of age, thank god, I saved a hell of a lot of money!" The second time around, George learnt to fly with Kerry Bird. "Good instructor, my age group, knew what I was about and I knew what he was about. That was in the time of the Par Avion Professional Flight Training Centre days." said George.

"I always wanted to fly, I used to hope that one day I'd grow feathers ! When I was at Primary school, I used to tell the other kids one day I'm gonna fly, I was the biggest dill at school but as it turns out I'm the only one who can fly." smiled George.



George has been very successful in business and like most people of his generation started pretty young, he recalls "When I was just a little boy we lived two doors up from the Cambridge Hall, and my Mum ran dances for the war effort, so I used to go down on a Saturday and Sunday morning and collect up all the empty beer bottles.

When I got 150/160 dozen the Bottle'O would come down and I'd sell them. If I got any full ones I used to sell them to Mr. Hobden for threepence! I also used my Billy cart to take vegetables around Cambridge delivering the mail and making an income at the same time!"

My dad had a woodyard and we worked hard in the bush, I had a Shell Depot selling fuel for the Shell company and to get a little bit further ahead, of a weekend I'd go up the bush and cut seven or eight ton of wood which I could pretty much do on my own."

"I bought a farm on the North-

"What you can't stick back in the hangar, you can stick up you're a***."

west coast, worse thing I ever did, best job I had, but no money. The only thing that got me out of that was in Mr. Whitlam's era, when inflation was through the roof, I sold at that time. I came back down South and started a trucking business, sold that out and then went into labour hire, which was very very successful, hiring working gangs to large companies, had at one stage 160 people working for me." said George.



VH-TUA approaching Cambridge

ger, and a few others. "The Cessna C172 are a nice friendly little plane to fly." added George.

"I found my C172 up at Smithton, with only 2800 hours total time on a 1974 model. It didn't have a ding or a dent in it and I knew it would clean up really well." The seats were torn, the radios bugged, I refurbished it adding a new motor leather trim, spent a good few bob on it, but it is a beautiful little plane to fly." said George.

George bought TUA off a chap called Harry Wells, "When I went to pick it up Mr. Wells shook my hand in his massive dairy farmer hand and said, I've checked up on you, and to all accounts you will look after it. We said we're going to have to go now, and with that he threw his right hand up over the cowling, and his left hand on the propeller and started to cry... hence the name Ol' Harry." smiled George.



George learnt to fly in the C172's RWV and PIX and the yellow Gazelle that Par Avion had. He is endorsed on the Tigermoth, the Cherokee taildrag-

"To be successful in business, you've got to be successful with people. Don't treat people as if they are above you or a bit below you, ya gotta treat 'em all level."