



Loxton Aero Club's 6th Biennial Fly In : Saturday, 8th April, 2017

PRESENTATIONS: Venue – Hangar 1

Time	Speaker / Topic	Presenter Profile
	<p>Neil Schlein</p> <p><i>Facilitator</i></p> 	<p>Neil was an inaugural member of the Loxton Aero Club at its inception in 1991. He Served several times as President with his wife Sharyn as Secretary/Treasurer. He was awarded Life Membership in May 2007. Neil mucked around with model aeroplanes as a school kid. He did a stint in South Vietnam based alongside an American Airfield and did considerable "joy riding" In Chinooks during that time. He helped form the Riverland Model Aero Club but enjoyed time in the air with a lot of the LAC pilots. He topped his class for P.P.L. theory but never learnt to fly. He always claimed he never had time. Neil and Sharyn still own and operate a local quarrying business which they have owned for 47 years.</p>
<p>1230 - 1315</p>	<p>Howard Hendrick</p> <p><i>Anxious Moments as an Airforce & Commercial Pilot during the 1940's and 50's</i></p> 	<p>Howard Hendrick DFC, the French Legion of Honor Medal (awarded in February but not yet conferred). The Medal of Honour was awarded for Services to France around D Day in 1944 at Caen, Le Havre and Calais. Immediate Past Loxton Citizen of the Year.</p> <p>Howard grew up on a fruit-block in the Riverland, but was always fascinated with flying (read Biggles books, followed the exploits in the papers of Amy Johnson, and Kingsford Smith.) In 1942 on Anzac Day Howard enlisted and joined the Air Force. He was sent to Victor Harbour ('tent city') to begin training. He survived many dramatic flying moments, some erratic Instructors, and learning to make his own bombs for dive bombing practice, before gaining his 'wings' and being sent to England as an RAAF pilot. Although he had been trained as a fighter pilot, then the 'glamour pilots', he soon discovered that the need in a new phase of the war over Europe, was for Bomber pilots. He quickly transferred to Lancaster training, and subsequently flew 31 missions over Europe. It was his great good fortune to survive those with his crew (even if not all his planes did!) and he was then sent, in the final months of the war, as an Instructor to another base. Having worked with BOAC (forerunner to BA) as a Commercial Pilot for several years, the lure of the Riverland brought him back to set up a Soldier Settler block at Loxton. He and his wife and family enjoyed life there, and 57 years after he last flew, Howard went up in a Jabiru for a joy flight, and liked it so much, he took up flying again. He was fortunate to have some excellent Instructors to encourage him, and still flies once a month on a restricted licence. He enjoys very much being part of the Loxton Aero Club and chatting with its members and fly-in pilots.</p> <p>Howard is a much respected and loved member of the Loxton Aero Club and the Loxton Community. Apart from flying, Howard tends the gardens at the St. Alberts Catholic school and mentors students in reading and writing.</p>

Shelley Ross

Life in the Ultimate Classroom!

*Why cross-Country flying never fails to improve skills
The Ross/Fitzsimons tailor-made approach to Flying Instructing.*



1330
-
1415

Throwing her previous life a complete curve ball, Shelley started flying at 38. With her first nav out to the Birdsville Races as fodder for a rather adventurous story, she began writing for *Australian Flying Magazine* in 1999, was editor by 2000, and remained in the editor's chair for the next nine years.

Along the way, and with the enormous support of her husband Rossy, Shelley has juggled their three kids with her journalism and the endless challenge of regular flying. She battled her way through various ratings and then her commercial licence, float plane endorsement, instrument rating – frankly, she says, anything that got her out of tuckshop duty.

Since 2009 she has worked as a freelance aviation journalist and editor of her own website, *Flying the Outback*. A passionate advocate of outback air touring, she has organised and flown countless safaris across Australia, aiming to link urban and rural lives, and to promote the incredible properties and experiences on offer well away from our coastal fringe.

Catherine Fitzsimons

Catherine will be presenting with Shelley Ross



1330
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1415

Catherine Fitzsimons started flying in 2004 while living and working in the Philippines. She gained a PPL and an instrument rating flying C-152s and a C-172XP and toured many islands of the archipelago before being transferred to Indonesia with her work as Managing Director of a pharmaceutical company. Most of her flying in Indonesia was in a Jabiru and included memorable flights across the Sunda Strait to view Krakatoa letting off ash and smoke as well as trips to Bali and other islands. When her Indonesian licence couldn't be transferred into a JAA PPL in France, she redid her PPL (in French!), flying out of Toussus-le-Noble airport near Versailles, and subsequently Lelystad in The Netherlands. Returning to Australia in 2011, Catherine converted her PPL and collected a NVFR rating before heading off on a solo journey around Australia in a C-172 called *Maverick* (VH-MVK). In 2012 she completed a CPL and FIR at Curtis Aviation in Camden before heading to Melbourne for another corporate role and a board position at the Royal Victorian Aero Club. For more than a year now, Catherine has managed to remain successfully estranged from corporate life and has been working happily as a flight instructor and air safari tour leader at Curtis Aviation in Camden.

OzRunways

Bas Scheffers

Question & Answer session!

1430
-
1530

OzRunways is an Australian Electronic Flight Bag company. An Electronic Flight Bag, or EFB, is a tablet computer based program which provides pilots with aeronautical information such as maps, approach plates and other useful information such as weather and traffic.

The EFB is legal as a replacement for paper in Australia and OzRunways is proud to have been the first Australian company approved by CASA as a distributor of aviation data for legal use in aviation. EFB's can be used not only to view documents airborne, but also to do planning tasks before and during flight and to increase the situational awareness of the pilot by displaying traffic and weather as

well as supplemental information such as distance measuring, frequency displays and more. OzRunways began in 2010 and was founded by Rowan Willson, Bas Scheffers and Neil Weste. The company is still small, employing 8 people who are all devotees to aviation. OzRunways has two qualified flying instructors on staff and our in-house aviation experience covers ultralights, GA, multi-engine transport, rotary, and military aviation (including fast jet). The OzRunways EFB app is popular for its robust but easy to learn and use interface, and is used by 17,000 pilots of all different flavours from around Australia and our corporate clients include Rex, RAAF, RAN, Toll Helicopters, QFES, Little Ripper Life Saver Drones, Solomon Airlines, CHC, Paspaley, AeroPearl and many more.

Kathy Mexted

*Guest Speaker –
Hangar Dinner*



The CV started out well enough. ‘Secretary, nurse, Samurai warrior, Sink whizz, Cheese platter reject and crack babysitter.’

The interview was touch-and-go until the prospective employer asked, “Do you know how to use a computer?” and she replied “I don’t know that one specifically,” and there ensued a fearful silence until she blurted out, “...but I reckon if I can learn to fly a plane, I can figure out your computer!”

In the early transient life of a GA pilot’s wife, there is an overarching need to adapt and usually an equally compelling financial reason for being desperate to get a job as soon as possible in yet another new town.

From 1992 to 1995 was a steep learning curve and a busy few years. Kathy gained her pilot’s licence in the bush, moved to a tropical island, moved to Sydney and found a job, marriage, Regional and then Major Airline wife, baby, move again, move interstate, and on it went for 25 years. Before arriving on the tropical island, her mother-in-law, herself an aviation spouse, posed the question of whether Kathy knows what she’s getting into by courting a pilot. Kathy’s answer came soon enough because no sooner had she placed three suitcases and three small boxes at his feet than he shot off on an 8-day charter, leaving her to unpack and look longingly across the endless ocean horizon pondering her new career washing dishes. The \$110 per hour hobby was being repaid at \$10/hr.

This talk will feature some stories of historical pilot’s wives, some generic observations as collected around the bar and a rollicking tale about a goat that almost got away.

Kathy Mexted is a writer, photographer and occasional podcaster.

She has one husband, three children and four aeroplanes (some of them going!) under her wing.