

## PRESIDENT'S REPORT

by Bryan Baker

There seems to be so much development happening at the time of writing that what ever I commit to print, is likely to be out of date by the time you receive it.

Our annual Easter Fly In is obviously the next event of importance. Those members who do not have fax machines that are compatible with computer generated transmissions should be aware that Ed Penny (Vice President Customer Service) of Mooney Aircraft Corp. Kerrville, Texas will be attending our Fly In at Easter.

I apologise to all who find this as fresh news because this exciting possibility has only been mooted and confirmed very recently.

It is my understanding that Ed will have time to update us on the developments at Mooney and the plan to promote Mooney aircraft in Australia. He will also be available to answer specific questions RE: Mooney aircraft in general.

Closer ties with Mooney has been a desire of AMPA from the conception of our Association and this exciting progress will only be of benefit to both our organisations in the future.

Not so good news is that our Editor, Robyn Kelly is finding the time and effort required to produce our newsletter beyond her means and has requested a replacement to take on the job as from Easter. So please could you consider the possibility of your availability to fill this essential role.

At the meeting held in September, a decision to investigate Kings Canyon as a possible site for our Annual Meeting for 1995, was passed and I accepted the responsibility of investigating its suitability. I report that generally speaking it is a great site, however its popularity has meant that definite bookings are so far advanced as to exclude the possibility of our confirming our numbers early enough for their requirements. So it's back to the drawing board for our Annual Meeting site. Ideas for this event will be most welcome.

It will be touch and go regarding the completion of incorporation of our Association time wise, however our solicitor is confident this will occur.

Development of a Pilot Proficiency Program in the hands of Don Rowling, is progressing well and a full report is expected a Easter. So watch for progress along this line in the months to come.

Recently a question was asked of me regarding a technical matter with a certain Mooney model, and I was aware that this subject was addressed in a newsletter of ours some time ago. As I searched through the old newsletters, I was surprised by the amount of good advice found therein, and was able to photo copy a good

quantity of information of help to a newer member. This indicates to me a valid reason to continue to nurture the technical aspects of our organisation. Which reminds me that we have an interesting VHS tape available for loan to members. Contact Treasurer Peter Mochrie if you are interested in obtaining it.

Looking forward to meeting as many as possible at Easter -

Bryan Baker.

## NOTICE OF GENERAL MEETING

Friday April 14th 1995  
8:30pm

The Oasis Resort  
Caloundra QLD

### AGENDA

Open at 8:30pm  
Welcome  
Appologies  
Minutes of previous meeting held at Canberra  
Business arising  
Correspondence  
Treasurers' Report  
Reports  
Incorporation  
Site for Annual meeting in September/October  
General Business  
Close

*Meet Ed Penny !*

## SPOUSE MEMBERSHIP -

### Food for thought from our Solicitor.

We would advise against amendment of the Memorandum of Association of the company to include a separate class of Associate Membership for spouses as this would seem to involve the company in unnecessary additional paperwork in that each spouse would need to make application for membership and the company would need to consider whether such membership should cease in the event of the death or divorce of the member whose spouse has been accepted as an Associate. Consideration would also need to be given to the definition of spouse and whether a permanent defacto relationship would also be sufficient grounds for Associate Membership. Further, in the event of the company desiring to obtain a limited club liquor licence at any time in Victoria the existence of a large associate membership without voting rights contravenes the Liquor Control Act which requires that at least 60% of the members must have voting rights to elect the committee.

It would seem to use that the intention of admitting spouses to social functions and activities could equally well be achieved by the Committee simply passing a resolution that spouses and/or defacto partners be allowed to attend such functions or meetings at a reduced entrance fee or free of charge if accompanied by a member. In this way should you desire to change the rights of spouses/defactos from time to time it is only a matter of a resolution of the Committee rather than having to formally change the Memorandum of Association of the company which involves a formal meeting of members and lodging of documents at the Australian Securities Commission.



## MOONEY MEDICINE

### Sunglasses.

Sunglasses are necessary to preserve and protect pilot vision. In bright light, the peripheral vision rods become exhausted quickly, and do not recover for twenty-four to forty-eight hours.

Peripheral vision is critical for night vision, orientation, dark adaption in shadow and overcast conditions and collision avoidance.

It is the peripheral vision that holds the horizon, detects movement and enables us to see in low intensity light.

The correct sunglasses for pilots are neutral density fifteen to twenty five percent (ND15-25). Sunglasses that alter their transmission (Photochromic spectacles) are undesirable because:-

Firstly - their transmission times are much too slow.

Secondly - at night or times of low illumination, transmission of detail can be compromised.

Polaroid glasses are not acceptable. This is because the polarisation of the lens can "react" with the perspex in the wind screen, obscuring much fine detail.

I hope you find this informative.

Dr Gary Murdoch

[Polaroid glasses can also render LCD cockpit displays useless. Ed.]

## CALOUNDRA

APRIL 1995

### ITINERARY Fri 14th - Mon 17th April

#### Friday 14th -

Arrival	1400- 1630
Pre dinner drinks	1830 - 1930
BBQ	1930 - 2130
General Meeting	2130 - 2330

Ed Penny's Address will be during the meeting.

#### Saturday 15th -

Breakfast	0730 - 0830
Coach to Caloundra	0845 - 1045
1115 - 1215	
Skyfox factory tour	
QLD Air Museum	
Blackall Ranges	
Mary Cairn Cross Park	
1300 - 1700	
Maleney	
Baroon Pocket Dam	
Montville - lunch	

#### Sunday 16th -

Up Early....!!!

Breakfast	0645 - 0715
Fly out - scenic coastal route	0800 - 0830

Fraser Island tour & lunch

	0920 - 1630
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#### Fly to Caloundra -

inland route with questions	1645 - 1745
Pre dinner drinks	1800 - 1830
Dinner	1830 - 2130
Meeting	2130 - 2230

#### Monday 17th -

Breakfast as required

Fly home own time

**See you there !!**

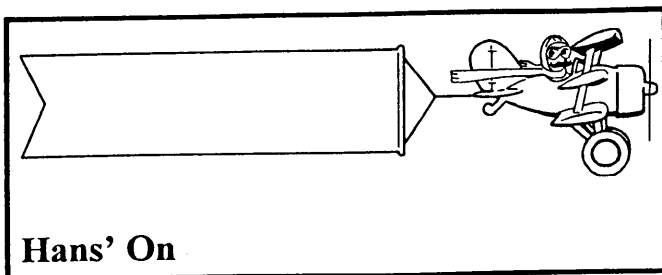
**Don't miss out**

**ED PENNY**

**from**

**Mooney**

**will be there...!**



Hans' On

## CREATING THE QUICKER MOONEY

continuing on from November 1994 issue.

When Jim Johanson of Newbury Park, California, decided his 1964 Mooney mark 21 needed updating, he turned to the performance modification list offered by several shops, including that of Paul E Loewen at Clear Lake, California. Like many of us, Johanson wondered if a handful of mods really could give his airplane that 'added boost' in performance.

What Johanson found out was that when you start adding up the mph gains listed on the brochures, they far outdistance what you can practically expect. However, he launched into the project with the help of Loewen's LASAR mods.

Starting from the nose, the Mooney owner exchanged the rounded standard propeller spinner for a long, pointed 201-style spinner. Behind that, he added a LASAR 201-style cowl. Beneath, the baffle system had to be redone completely, the oil cooler relocated to the left front cooling intake opening and a new opening made for the carburettor air intake. The landing light also got a cover. Fortunately, Loewen's Lake Aero Styling and Repair has kits for all those operations in stock.

Then Johanson had a choice of installing a one piece, sloped 201 windshield to replace the standard two piece

unit. The longer 201 'shield comes forward over the two removable panels, eliminating access to the instruments and avionics from outside the airplane. Because this is a handy feature when performing maintenance, Johanson elected to use a one piece, short, LASAR windshield and a skirt that covers the still removable cowlings.

At the wing-fuselage juncture, Johanson added the root fairings developed by Mooney for the 231. Under the wing, he added flap-gap seals, flap hinge covers and extra landing gear doors to more fully seal the openings when the gear is retracted. The aft fuselage got attention too. Because Paul Loewen has always liked the Aerostar-style tail fairings, he's made add-on kits of them available for other Mooney fanciers. Johanson has the bullet "stinger" neatly tapering off the fuselage, but not the forward-facing rudder-top projection that other Aerostar Mooneys had. There also are tail root fairings covering the Mooney's big gaps between moving horizontal stabilizers and fuselage, and rudder and elevator hinge opening fairings. An extra, rounded dorsal fairing completes the aft clean up.

A new, custom-designed, red-white-and-blue Imron paint job nicely blended all the new pieces into an eye catching Mooney "original".

Johanson did not limit his attention to the outside, however. He added an aftermarket instrument panel which rearranges the instruments into the standard T layout, which allows space for two VOR heads on the left side of the central radio stack. Panel space, both vertically and horizontally, on early Mooneys is extremely limited, so tightly packing the instruments can be necessary if the owner wants a full stack of modern avionics.

Did the modifications give Johanson what he wanted in performance? "I went from 165 to 181 mph cruise," he says. "And, I love the airplane even more than I did before. It's a great little ship, and now it's even better!"

From Dennis Shattuck's article in "The Private Pilot Magazine" from USA.

Just for your interest:-

### MOONEY MODELS BY ENGINE POWER

ENGINE HORSEPOWER	SHORT FUSELAGE						LONG FUSELAGE				LONGER FUSELAGE		
	M20	A	B	C	D	E	F	G	J	K	L	M	M22
Lycoming 150	■												
Lycoming 180		■	■	■	■	■		■					
Lycoming 200						■	■		■				
Continental 210										■			
Porsche 217											■		
Lycoming 270												■	
Lycoming 310													■

## CABOOLTURE ALA

I thought that AMPA members may be interested in learning a little about my home base, Caboolture Airfield. The airfield is placed ideally between the large populated areas of Brisbane and the Sunshine Coast. The pleasant rural atmosphere with grass runways lies only nineteen nautical miles north of Brisbane and is incorporated in the Caloundra-Redcliffe CTAF. As it holds ALA status only it is not listed in the CTAF title.

In 1987 the Queensland Government Lands Commission granted a 39 year lease to the Caboolture Aero Club Inc, on condition that a set timetable for development and subsequent maintenance would be achieved. The Caboolture Shire Council was made trustee of the lease (a situation that gave rise to considerable debate), however we are now making progress. In addition to the lease a development grant was made available for the formation of the runways. In 1987 Caboolture was a much smaller community than it is today. The development over the last seven years has been most dramatic as Caboolture lies in the centre of the fastest growing area in the country. However in 1987 a pioneering spirit prevailed in Caboolture and an enormous amount of volunteer labour was available to the aero club. The airfield development would not have taken place without this spirit and the donations of material and equipment from the community. The inaugural committee members possessed tremendous drive and this penetrated the community. Today that drive has been handed on to the present committee and they take full responsibility for all development and maintenance on the airfield.

Prior to the Government lease being granted there was an ultra-light field close to the town being used by a group of enthusiasts. About the time the new airfield was operational those ultra-light pilots migrated there. It was not long before the residents in near proximity to the airfield protested to their councillors about the incessant noise at weekends. They also expressed their concern at the very low and dangerous circuits being flown. This resulted in the council imposing a limit of one take off and landing per ultra-light per day. At the same time departures from runway 30 were prohibited by the Council, emergencies excepted. This was in response to an objection lodged by a battery hen farmer, claiming that the noise in the sky was disturbing and reduced his hen's production.

The Aero Club Committee recognised at an early stage that in the Queensland climate aircraft owners need to shelter their beloved investment from sun and hail storm. It was decided to build twenty private hangars, and finance was derived from sales made from the plan. Today 47 private hangars exist at Caboolture. There are five commercial hangars housing flying training operations, war bird restoration and general aircraft maintenance. Another commercial hangar is under construction and twelve private hangars will be completed by the year's end. Rental paid on these leases is the fund source to maintain and improve the airfield.

There are all types of aviation activities carried out at Caboolture. In the pre-dawn hours, balloonists both

commercial and club category, are active. At weekends the Caboolture Gliding Club operates two training Blanicks and launches some privately owned gliders. Bert Persson, a highly qualified aerobatic glider pilot, has helped entertain the visitors to the airfield on our open days and at our air shows.

Sandora is an active war bird restorer based on our airfield. They have a Wingeel in airworthy condition, and have a Wirraway ready for flight testing this month. There is a Mustang resting in a crate waiting assembly and testing. Next door to Sandora, Jack McDonald is working on a Kittyhawk and following that there is a Polish Mig 15 waiting to have CAA determine its fate. The war bird owners plan to set up a museum on the airfield when further restoration has been achieved.

Vintage aircraft are extremely popular at Caboolture. There are many Tiger Moths, an Auster, a Cessna 170, two J3 Cubs, a Ryan STM, and an Aeronca Chief. I share ownership of one J3 Cub and the Aeronca Chief with my partner.

An active group of home builders own some of the hangars and we often see these unusual aircraft in the circuit. Along with these home built are the very light and ultra light aircraft who have now had some of the restrictions previously placed on them lifted.

Parachute training and tandem jumping is carried out at Caboolture airfield. At the moment the committee has an application from a new group for permanent accommodation on the field.

I am sure you will all be aware that Lang Kidby and Peter McMillan flew a replica of the Smith Brothers Vickers Vimy to Australia last November. This grand aeroplane landed at Caboolture airfield prior to its appearance at an air show at Archerfield. We are fortunate to have Lang as a member of our club as he has considerable experience in organising air shows. On August 27 this year an Air Spectacular will be held at Caboolture airfield. It will be our contribution to the "Australia Remembers" programme that is to be held nationally during the latter half of 1995 and is to be both a commemorative and celebratory series of events ending 50 years since the cessation of World War II in Europe and the Pacific. A major public awareness programme will be funded nationwide by the Commonwealth Government.

Those interested in visiting Caboolture airfield will find a warm welcome with no landing charges and fuel is available. There is a club house, however it is not often open before 1700 on weekdays.

You will find Caboolture Airfield at:

Latitude	27 05'
Longitude	152 59'
Elevation	40 ft
Circuit height	1,000 ft
CTAF	118.8 MHz

Sensitive areas north and west to be avoided at all times.  
No departures permitted on 30.

by Peter Mochrie.

## HOT CURRIE CORNER

### Change over to Twin Magnetos for M20J

The first engine equipped with 2 slick magnetos is being fitted in Australia at Albury. It appears to be a good installation with improved access to all rear mounted accessories.

Weight change is plus 3 pounds.

### CAO 106 /AD/LYC 78 Amndt 4 (March 95)

This almost completely rules out ALL EXISTING oil cooler bypass valves. Within 25 hours in service (only s/n 53788 and above will be OK). Lycoming engines only.

A hint to assist "Ask for the Superior Parts Equivalent" to be fitted. This unit has a roll pin locking the end ???

## WING TIPS

### Recently heard from the USA....

The flight engineer turned to the captain - who was a bit down in the dumps - and said: "Cheer up."

The captain thought he had said "Gear up", so he raised the undercarriage and the captain sank further into the dumps as the aircraft made a belly landing.

There is a rumour going around that someone has come into a Bonanza.

In case anyone wants to fly something faster - the RAAF are having trouble recruiting, and look like advertising overseas. Fancy a "spin" in a PC9 or maybe an F/A18? I wonder if they would take 40+ Mooney pilots with low hours?

## JOB OPPORTUNITY

AMPA is seeking a willing volunteer to take over the Newsletter.

Please consider it, and let Bryan Baker or myself know if you would like to give it a go.

Unfortunately my work commitments are leaving me less time, and I would rather not produce the Newsletter in a half hearted way.

This Newsletter is for the interaction of Mooney owners & pilots, for mutual benefit.

Annual membership fee is only \$30, you may well find useful technical information, or even have your problems solved by Hans On, for free!

**LOOK FORWARD TO SEEING YOUR NAME  
ON THE PERMANENT LIST.**

Send you membership fee to the Treasurer,  
Peter Mochrie 6 Illawong Street, Buderim QLD 4556  
Phone & Fax (074) 458 018

## NEW MEMBERS

We would like to welcome  
the following people

David Ward

of

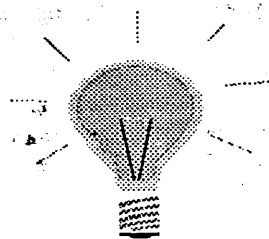
Beaumaris VIC

John & Liz Collins

of

Kununurra WA

as a new member of AMPA



## IDEAS PLEASE

*Where would you like to fly to  
in October?*

Think about it,  
& have some ideas ready for Easter.

or

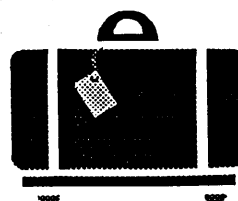
if you can't make it at Easter,  
send your ideas to the Newsletter.

**As we are now unable to go to Kings Canyon,  
as per the President's Message,  
we need to find another destination.**

**Please give some serious thought to where  
we should fly to. Remember, it will be our  
Annual General Meeting venue.**

**It's also a chance for the FO to have a  
holiday somewhere they have always wanted  
to go, but haven't managed to get there yet.**

***So all you FO's, start planning!***



## IN A SPIN

When an aircraft is flown at or near the stall, and a roll is induced, the descending wing will have a higher angle of attack, especially near the tip, greater than the stalling angle.

The angle of attack of the up-going wing will be reduced, but, being in a less-stalled state, will provide more lift than the down-going wing. The difference in lift between the two wings leads to a rolling moment in the direction of the original roll, compounding the situation.

Once the aircraft is stalled, the nose will drop. Because of the difference in drag between the two wings, the aircraft will yaw towards the down going-wing. An aircraft will also yaw in a sideslip, and it is doing just that as well. We are now rolling, yawing and pitching - and this we call a spin.

Spin characteristics vary between types of aircraft, some presenting a fairly flat attitude and slow rate of rotation, whilst others are quite steep and fast. The position of the C of G will also vary the spin characteristics; a forward C of G results in a steep, fast spin, whilst an aft C of G creates a slow and flat spin. Throughout a spin the airspeed is at or near the stalling speed, rate of descent is high and the G forces slightly positive; the aircraft describes a spiral descent whilst simultaneously yawing, rolling, pitching and sideslipping. These are the characteristics of a spin.

Inertial forces will tend to flatten or steepen the Spin, depending upon the position of the C of G. A steep spin is easier to recover from than a flat spin. If the C of G is too far aft, it may not be possible to recover at all.

Whilst in a spin, the horizon will be slightly above you.

Instrument indications will be as follows:

- ASI - at or just above basic stalling speed
- Attitude Indicator - caged or toppled & useless
- Altimeter - height decreasing rapidly
- Turn Coordinator - indicating turn in direction of spin
- Balance Indicator - in the opposite segment
- Direction Indicator - caged or toppled & useless
- Vertical speed Indicator - very high rate of descent

Recovery from a spin:

- Apply full opposite rudder and hold.
- Move the stick steadily forward until rotation stops and hold.
- Centralise the rudder.
- Level the wings by aileron control.
- Recover gently from the ensuing dive and apply power as the nose comes up through the horizon.
- If you feel disorientated, remember that the turn coordinator always shows the direction of the spin, so apply full opposite rudder to the turn, and stick forward.

In the process of unstalling the wings when we recover from a spin the nose attitude becomes steeper, causing the mass of the fuselage to move closer to the spin axis, reducing the anti-spin inertial forces. Assisted by the

aerodynamic effect from having applied full opposite rudder, the result will usually be a momentary increase in both the rate of spin and roll rate, until the pro-spin inertial forces are reduced as the wings become unstalled and we recover from the spin.

An important point to remember in the recovery from a spin is that the rudder is applied first - to stop the yaw - but the aircraft will not stop spinning until the wings are unstalled; so apply rudder, and PAUSE; then ease the stick forward. On some aircraft, if both controls are moved together, one may shield the other and blanket out the effect. That is why the rudder is applied first.

Excerpts from "Flying Aerobatics" by Robert T Bowring, published by Aviation Theory Centre, Aust.



## MOONEY ADVENTURE TO INDONESIA

Part 2 of Klaus & Ursula's epic journey.

Due to a RAAF exercise, we got radar vectors around a restricted zone for the first 60 miles.

As soon as we were over water, my wife Ursula, (my aircrew) thought she could smell something burning, I was much too busy with what to me seemed excessive vibration, to notice the smell.

Having a burning smell and unusual vibration, got us more than worried - should we turn back to land at Bathurst Island? Only the thought of having to go through Customs again made us persevere.

After a while, and having opened all the air vents, the air seemed to get better, the vibration? - I still can only put it down to imaginary "Automatic Rough over water". The burning smell must have been oil spillage during the last service.

Darwin handed us over to Adelaide, where an ex Darwin briefing officer recognised us, it was nice to have someone we knew looking after us.

After Adelaide, we talked to Perth on 11396 HF and on entering Indonesian airspace, on the same frequency, to Jakarta, which stayed with us until Kupang Tower (El Tari) took over on VHF.

On touch down at Kupang we got marshalled into our parking spot, and within half an hour, we had cleared Customs, refuelled, made out a new flight plan and bargained about our handling charge. We eventually reduced it from US\$75 to US\$50, and were on our way to Maumere on the Island of Flores

We could not receive Maumere (Wai Oti Tower) which is an AFIS on VHF, until we were practically on top of it. Maumere is actually a one way strip, due to the runway slope.

Here we learned a lesson in Indonesian culture which we came across quite frequently; when the locals say Yes, it often means maybe. People seemed not to want to offend us with a no! We had been told at Kupang that we could get AVGAS here, none was available, only turbine fuel!

It didn't matter yet, but instead of a scenic flight over Kelimutu; a volcano with 3 crater lakes - each a different colour; we did the trip by car.

Local legend claims the red lake contains the souls of sinners, while the green lake holds the souls of virgins and infants.

We stayed at the "Flores Sao Wisata dive Resort" Here we had some terrific dives, the fish life is incredible. We dived off some of the dropoffs & could see the light disappear hundreds of meters below us.

We departed Maumere for Bima (Salahuddin tower) on the Island of Sumbawa. Here we had a lovely flight over the mountains at 8,500' above about 5/8 cloud looking at some of the peaks sticking through the tops of the clouds. Through the gaps we saw Rutang, a mountain village with a sealed runway and an NDB.

Further on we flew over Komodo Island, home of the Komodo Dragons.

VHF contact with Maumere was lost within ten minutes of departure, and a Merpati flight offered to relay our 30 minute position reports to Bima.

Bima was lovely, we really enjoyed our time there, the town appears to be more prosperous and cleaner than a lot of places we had seen in this country.

Every town has something special to jog ones memory. In Bima it was hundreds of small horses with bells and coloured pom poms on their heads, and pulling small carriages with up to six people in them.

The airport manager organised a large fishing boat to take us to Komodo Island. He and his wife accompanied us on the five hour journey to the National park to see the dragons.

Early in the morning we went with a group of tourists, mainly Europeans, on the 3km walk to the dragon's feeding ground. At the rear of our group, Rangers were pulling a goat along. the poor thing bleated as if it knew its time had come. We both were sorry for the little thing, and felt like turning back and giving the whole circus a miss.

After being all assembled in a dragon proof enclosure, above a pit full of huge lizards (some were over 3 metres long), the ranger explained the price for the goat is 60,000 rupiahs, divided by the twenty tourists who were present. So each person had to pay 3,000 Rupiahs. We paid our share which was approximately \$2.20 Aust each and waited.

After a while the ranger stated that he was 3,000 Rupiahs short and he cannot begin till every one had paid up. We all impatiently looked around trying to find out who the non paying rat was. Finally a young European backpacker sneaked forward and paid his dues.

The goat had its throat slit at the back of the rangers' quarters, and the body thrown to the waiting carnivores. The scene could have been out of Ben-Hur and the gladiators time in a Roman colosseum.

We stayed the night in very basic accommodation in Komodo village. My bed shared a thin wall with the only toilet in the cottage. This consisted of a hole on the floor with a bucket beside it. I shared in all the smells and sounds. I am sure every tourist had at least two trips to the loo. Needless to say I did not get much sleep that night

We left early for the seven hour boat trip back to Bima, taking a different route for the return trip. This journey was great The sea was calm and we could see the various coral on the reef through the clear waters, and Gunung Api, a 7,000ft volcano was the backdrop.

Our friend the airport manager organised some AVGAS for us from a depot 40 miles away, however we were alarmed at the condition of the unmarked 200 litre drums. I poured some into a bottle and found the colour to be yellowish and though he assured me that a group of small aircraft from the Newcastle Aeroclub coming through a few days before used the same fuel, I declined.

We still had enough fuel in the tanks to reach Bali. We have one of those marvels of electronics, a miniflow fuel management instrument on the board which shows miles per litre, fuel left at destination, and fuel needed to destination etc. On this flight we were able to achieve 25nm to 5 litre of fuel.

Getting closer to Bali, we had an incredible view of a huge 12,200' volcano on the side of Lombok.

We were concerned about the many enormous kites flying in the vicinity of Denpasar Airport, some appeared to be 2,000' high.

After our touch down from over the sea, on rwy 05, we requested taxi guidance. Back came the answer "Bay 21". We could not find "Bay 21" on our terminal chart and asked twice more, but were completely ignored. In the far distance we could make out a parked Cessna 150, so we taxied past the main terminal and all the international 747 jets etc. Picking the spot beside the Cessna must have been the right decision, as within minutes a dozen uniformed people arrived with a tug and bus introducing themselves as handling agents. The whole set up looked very expensive, and I asked for the cost of the operation first.

The spokesman said that as we are only a small aircraft he is going to give us a very special price of \$200 US, plus landing, navigation, parking etc. He eventually accepted \$20 handling plus the Government charges which were fixed and were to be paid on departure.

Our agents organised the refueler via the two way radio and within a short time we were on our way to our hotel at Nusa Dua.

We must have looked authentic in our pilots uniform, which consisted of black pants, white shirt with epaulettes and AOPA wings. My wife had a white shirt and AOPA wings.

We were ushered to a section in the lobby reserved for special guests like film stars and airline pilots. "Sir we give 50% discount to airline pilots (I was wearing my Darwin Airport ID). Can I please get a photocopy of your ID, what kind of room would you like, would a room with a large double bed and garden view do?.. or would you prefer a suite?" How she knew that "This Captain" was married to his aircrew I do not know.

We spent five relaxing days in Bali. Every day dawned bright and clear, as most do in this part of the world. We lounged around the pool, watched traditional dancing, ignored health food and cholesterol levels.

On our day of departure for Ujung Padang (formerly known as Makassar) on the island of Sulawesi, we were unable to find our handling agents to help us with the weather report and flight plan. We also still owed them the bus transfer to our hotel, but eventually with the help of a security guard, made our own way to the Briefing and "Met" Office, which are outside and opposite the airport buildings.

We departed on rwy 27 with a right turn and again had a terrific view of an enormous 10,300' high volcano. We cruised on airway Whiskey 41 at 9,000' above a fairly



solid cloud cover and could not see any land until close to our descent point.

Ujung Padang control handed us over to Hassanuddin Tower. When we were already at "Base", tower asked us "Report downwind". We reported "Base for rw 31", back came the answer "Report downwind". I answered "We are already at base and turning final", again the request "call downwind". I assumed that they were not used to small aircraft and were looking for something much larger. On turning final I switched on our landing lights. That seemed to have done the trick as we then received the terminal weather and clearance to land all in one.

Ujung Padang is a joint military field. The way the two marshallers waved us in to our parking spot, was more fitting a large jet, instead of our small Mooney.

Again a six man reception committee welcomed us and introduced themselves as handling agents. We handed over our security clearance and flight approvals and after refuelling, were driven in a large bus to the terminal. All six were from flight service, and a very friendly lot, all handshakes and smiles. They badly tried to supplement their meagre salary by being our tourist guides for the next few days.

A flight service officer at Hassanuddin Airport earns 100,000 Rupees per month (about \$70AUD).

We accepted their offer of a city tour and found Ujung Pandang a busy port with a population of 800,000.

To me, Ujung is reminiscent of India with its cripples and lepers begging outside department stores, open sewer holes in the footpath and the like.

The impressive Fort Rotterdam, built in 1545, still stands as reminder of the Dutch occupation. We also visited Sultan Husanuddins last resting place. Hasanuddin is a revered figure among the locals because of his struggle against the Dutch colonialists; today the university and airport are named after him.

The next morning our flight service tourist guides organised a small bus and we left Ujung Pandang for a nine hour drive through magnificent rugged mountain ranges to famous Torajaland. It is known for its remarkable dwellings (the rooves are in the shape of a ship) its unusual funeral ceremonies, cave and cliff graves. Here a man's worth and prestige is determined by how many buffalo are slaughtered at his burial. During the funeral ceremony, the family of the dead will kill as many buffalo as financially possible. The more buffalo killed, the more powerful are the deceased. The dead person's sons and daughters have an equal chance to inherit their parents' property, but their share depends on the number of buffalo and pigs they slaughter at the funeral feast. We saw funeral houses with more than 100 buffalo horns fitted to the front of the building.

The Toraja believe you can take it with you and the dead generally go well equipped to their graves. This led to grave plundering and the Toraja started hiding their dead in caves. Some of the numerous graves were guarded by balconies of up to 60 wooden puppets. The carved faces are supposed to be copies of the dead and after the corpse is laid into a large wooden coffin it is carried to a cave.

There some coffins are hung up on the ceiling others just laying on the ground. Many coffins have rotted away and the bones and skulls are scattered all over the area. The sight is unbelievable.

We suspect a lot is arranged for tourists by the young boys, which light up the interior of the caves (with kerosene lanterns) for a small fee. We saw dozens of skulls nicely lined up in a row, and the individual bones all in a large wooden box stacked in a corner.

Another place we visited had childrens coffins hanging in a large tree. We were told if a child dies before teething, its coffin is hung in a tree or placed in a hollow tree.

On the second day in Rantepao we visited the local market. This market is well known for its colour and varied animal life. We saw hundreds of buffalo, including rare pink ones, which are up to 30 times as valuable as grey ones. One stall had 50 litre drums full of watersnakes, also were all sizes of pigs tied on to stems of bamboo.

We stayed at the hotel Macmillan which consisted of authentic traditional houses. The Indonesian owner used to study at Latrobe University in Melbourne. The following night, at a different hotel, we got very little sleep, as the walls of our room may well as have been non existent. Somewhere in the hotel someone snored, it was unbelievably loud!. In the morning at breakfast, everyone tried to find out who the culprit was.

We checked out the new airport at Makalae just in case we would have to use it as an alternative on the way north to Palu.

The weather here in the highland was mainly overcast, with the tops of the mountains in cloud.

We left Torajaland, still with our Flightservice Tourist Guides, and travelled via a very scenic route down the east coast. We arrived back in Ujung Pandang after two days of travelling.

On departure for Palu we bargained again for the handling and landing charges. The asking price was US\$100 for the handling. As we just paid for 4 day car and 2 tourist guides, which was not cheap, I lost my usual cool, and offered US\$20 handling and US\$20 for parking etc. Both amounts were willingly accepted with a handshake and a smile. To anyone flying to Ujung Pandang we can only recommend Flight Service Office, Sukanto and Eddy Prasetyo as handling agents and tourist guides.

The standard route for Palu is via airway Whiskey 51 along the coast, we wanted to take videos of those magnificent houses in the area so we asked for a direct track over the mountains. But due to cloud cover we were forced up to FL120 to be VFR above the clouds. It was a strange feeling to know that below us in the clouds, the mountain tops were up to 9,700ft.

The approach into Palu was a lovely scenic flight as we followed the Palu River through a valley with coconut plantations on each side. We called the tower at Palu which was called Mutiara without receiving a reply till we actually landed. We cancelled our flight on the ground on HF with Ujung Pandang, the airport seemed completely deserted, we walked to the tower and found the tower operator busy playing a one-man band complete with drums and electronic organ.

Catch the next, and final episode of the Graesslin's Adventures in the next issue!