

FLY-IN DATES



Cessna 182 Association of Australia

2012 FLY-INS

2012 SPRING September 14-16 Mt Gambier, SA YMTG

2013 AUTUMN April 19-21 Kununurra WA YPKU



THE PRESIDENT'S CORNER

Welcome to our Autumn/Winter 182 Newsletter. At the moment we are in the grip of a cold spell as one would expect in winter and our wonderful Australian weather has confounded all of us again. Massive rains and flooding in the east and major storms in the west. No wonder there is an exodus of nomads heading north in their trusty C182's to take advantage of the warmer inland weather. If only we could!

To new members and Fly-in first timers, on behalf of the Association, a big Welcome. Its great to have you join us.

What a wonderful Autumn fly-in we had on Flinders Island. Judy and Leedham Walker put on a magnificent event. Over 90 members registered for the event which certainly put the squeeze on accommodation which from necessity was split between several venues. Unfortunately due weather and other maladies we finished up with 30 aircraft and 76 members and friends on the island. The Flinders Island Airport really looked after us and the assistance of the groundsman was much appreciated. Scattered in the various establishments, all were collected by the Flinders Island bus company [courtesy Leedham] with some of the drivers press ganged into service (yours truly, only stalled it once). Because of some logistics issues the formal night was held on the Friday at the Golf Club and the informal night was at the local hotel Saturday night. We were blessed with two great nights.

The Saturday program consisted of a leisurely drive through the northern part of the island and to Martin Walker's farm where a shearing demonstration took place and which was matched by Noella Spicer. A magnificent morning spread was laid on and it was something to behold. All ate their fill, then we moved on to Killicrankie for a walk along the beach followed then by a fantastic lunch before making our way back to Whitemark for the evenings' entertainment. The Sunday programme had several aircraft fly a circuit of the Island which

revealed the beauty of the place. Members who had to leave were farewelled. A truly magnificent fly-in and all credit to the Walkers who arranged the event. Thank you Judy and Leedham. Read Sandra Southwell's account of the Fly-in further in the Newsletter.

The AGM was held Sunday morning at the racecourse followed by lunch put on by the locals. Again a great meal.

The meeting saw some changes to the Committee and our thanks go to the retiring members, Maree Crockett, and Jenny Rogash and Roger Toole. Welcome to Ian Tait, Di Corlett and John Malin. A big thankyou to outgoing Secretary/Treasurer Peter Jones who has done a wonderful job over the last two years, he remains on the Committee. He deserves a bit of a break. A big welcome to the new Sec/Treas. Robert Terzi who has volunteered to take on the busiest job in the Assoc. Thank you for putting your hand up Robert.

The most important thing we did at the AGM was to adopt a new Constitution. This came about as we needed to change our method of business and reduce the Sec/Treas. workload. We found that the rules had changed and a new Constitution was required to keep us legal. Thanks to the efforts of Greg Cox and Peter Jones the Committee were able to draft a workable format that should last us many years. A lot of work went into it and it is a credit to those involved that the new Constitution and amendments were adopted with a minimum of fuss. For that I thank the Committee and members for supporting it. To get such a large item agreed and passed in the time it did was remarkable.

Since then it has seemed very quiet on the Association front. However there is always something in aviation which crops up and one is the forthcoming CASA idea to change the way we run our aircraft. This is going to be a little involved and if implemented, will require considerable additional expenditure by aircraft owners. The

type clubs in Australia are rallying. More on this elsewhere and in later communications from the Committee.

Elaine and John Stuart are well into planning for the Spring Fly-in at Mt Gambier and further information will be forwarded to all soon.

In the meantime, keep the blue side up.



Lotty

MT GAMBIER FLY-IN



Vice President John Stuart has been busy organising another great Fly-in at Mount Gambier. Accommodation, transport and venues are in place and we have been able to secure Frank DiGiorgio, former 182 owner, former lawyer, now running Giorgio's Family Wines, as our guest speaker for the Saturday evening. More details shortly by Email.

FLY-IN to FLINDERS ISLAND as reported by Sandra Southwell



Finally, Friday 16th March arrives for the Flinders Island Fly-in. It was a lovely day and the arrival of our planes made quite a spectacle at the airport

Members gathered at the cabin park to register and enjoy a drink while catching up with acquaintances and old friends. As new members Barry and I knew only a few people there but were made very welcome.

That evening we were bussed from our various accommodations to the Sports Club for our Gala Dinner, what a lovely start to the weekend. Between Alan Kellett keeping us amused with his jokes, Arty Withers relating a few stories and John Duigan's talk, especially the bit on the savannah, "construction to destruction", it was a most interesting and enjoyable night.

Saturday started with a trip to Martin and Rosemary Walker's property "Marapana" in the Memana district. We witnessed a shearing

demonstration and heard Martin speak about rural life on Flinders, which enlightened many of us. All of this occurred after a scrumptious morning tea.

While travelling we noticed a large number of Cape Barren geese and were surprised by the amount of airstrips on the island. Another point of interest was the cattle per hectare. What the outback graziers would give to have pasture like this.

We then headed for Killiecrankie and were able to spend an hour exploring this beautiful piece of coastline and attempting to walk off the morning tea in order to make room for lunch at the Deep Byte restaurant. The afternoon was spent at the well set up Furneaux Museum, Wybalenna Historic Site and Allport Beach.

To finish the day off we dined at Whitemarks Interstate Hotel and I can assure you that none went home hungry or dissatisfied with the quality of food.



And, it sounded as if everyone had a good time. It just happened to be St. Patrick's Day, so several Irish Folk Songs were aired very enthusiastically.

Sunday morning most of us gathered at the recreational grounds for our AGM. I personally thought the meeting was interesting and efficiently run.

The members then enjoyed a BBQ lunch put on by the Lions Club, after which most of us wandered back to our planes (reluctantly) and headed off to our various destinations.

7 planes which were staying on took part in the air-rally. From Whitemark they flew clockwise around the top half of the Island before turning and heading back across to the West coast and then South.

They overflew the Farsund, the only ship of it's type to be visible on the Australian coastline. I cannot be sure of how this all finished as I wasn't there and am only relating what was told to me (correctly I hope).

Credit must be given to the Flinders Island community for their hospitality and particularly to Judy and Leedham Walker for the hard work needed to run the weekend so smoothly.



THE FLINDERS FLY-IN STATISTICS....

*There were 29 aircraft, 76 members and guests attending.
Our Club functions raised a total of \$2165 for Flinders Island charities.*



Judy Walker presenting a cheque for \$1805 to Sue Ryden, for the Flinders Island Multi Purpose Centre. The money will be used to purchase Rehabilitation Equipment for the Hospital.



Peter Jones presenting a cheque for \$360 to Jana Harper from the Flinders Island School. Rosemary & Martin Walker provided a scrumptious morning tea at their farm, and generously donated the proceeds to the School "Kitchen Garden Project".

WHERE ARE THEY NOW?



No. 28

Cessna 182G , VH-DJO. (18255177)



A neat looking VH-DJO snapped at Moorabbin, V. on August 6th 1969.

Pic. via B.van Drunick

Part of the record mid-sixties import frenzy was the arrival of a batch of 1964 model year 182G's.

Offering a refined new fuselage design and other minor improvements , the first aircraft 18255068 , with the reserved registration VH-DIX , actually arrived in November 1963 and was in fact registered VH-MBE for Mavis Moxham of Girilambone in December.

Later, in June 1964 the subject of this month's W.A.T.N., 18255177, VH-DJO was assembled by and registered to Rex Aviation .

On the 14th of October the aircraft was subsequently

sold to Land and Wetzell of Cairo Station (also known as Ciaro station) via Tilpa , in the Cobar shire of New South Wales.

October 1967 saw the aircraft move to the Goulburn Valley in Victoria with G.V. Air Service P/L., of Kyabram.

In what turned out to be a remarkably short Australian career , the aircraft was attempting to land at a private strip at Congou , near Cootamundra, New South Wales on May 13th 1970, when a late touchdown on a wet grass surface resulted in ineffective braking and precipitated an overrun . The aircraft careered through



End of the line for VH-DJO at Congou, NSW. on May 13th, 1970.

Pic. DCA

a fence, struck several trees and came to rest against the trunk of a substantial gum tree, badly damaged.

On the 8th of October that year the aircraft was declared an insurance write-off struck off the Civil Register and was ,in all probability , reduced to spares.

Compiled by Greg THOM

gnuthom@connexus.net.au

Talk to me about YOUR Cessna..!!!!

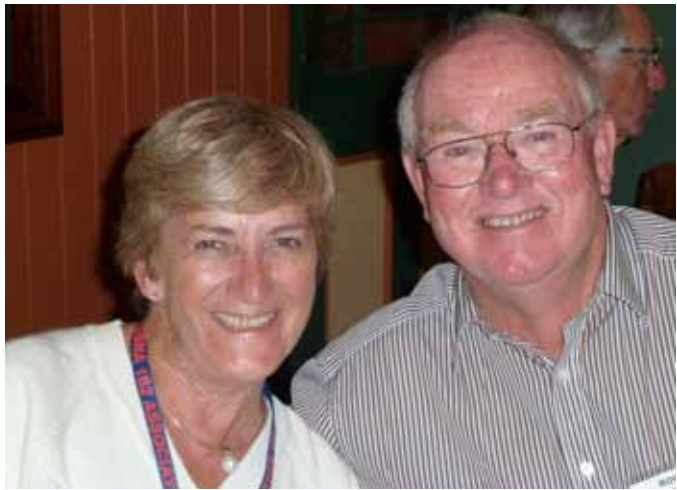


TASMANIA — MARCH 2012





TASMANIA — MARCH 2012



WHERE HAVE YOU BEEN LATELY?

TASMANIA — MARCH 2012 By Alison Jones



Prior to the Flinders Island Fly-in a few members grouped up to tour Tasmania. Our aim was to see this rugged island from the air and stopover in key destinations to enjoy the usual tourist activities.

We were a group of 5 planes; ATT(Alan Kellett with Trevor & Di Corlett), JNH (Noel & Jane Handley), JSF (Peter & Alison Jones), TSS (Ross & Jenny Bate). Suzie and Roger Toole chased us by road as Suzie started the trip on crutches and in a wheelchair! In Hobart Andy and Rosie Lott (DNL) joined us.

I am not going to talk about food and wine, all of which was fresh and abundant. The choice of eateries in Tasmania covers all tastes and price ranges and some of the more up market restaurants are world class. Oh so tempting but not so for the takeoff weight!!!!

DAY 1 plans to meet up in Ballarat and cross Bass Strait together **DAY 2** were thwarted by bad weather on the mainland but over a couple of days we met up in Wynyard to start the trip.

Peter and I were the first arrivals at Wynyard and were greeted in the pouring rain by Max Payne who happened to be in the aeroclub at the time. We did appreciate his assistance, the coffee and chat (the toilet!!) and transfer to our hire car to continue our journeys to Tall Timbers, a resort just outside Smithton. The rooms at Tall Timbers feature local timbers and the reception areas boast huge Blackwood posts and Celery Top beams giving a pioneering feeling. Suzie and Roger were already

checked in and we had a wonderful night catching up.

The now protected the timber industry in Smithtown has given way to the production of milk, wagyu beef and seafood supplies. After our guided tour of the 'sights' in Suzie's home town we caught up with her brother Wog and his wife. The next day Wog captained our tour on the M V George Robinson 14km upstream on the Arthur River to the junction of the Horton River - well into the pristine wilderness of the Tarkine world heritage area. We saw sea eagles, walked in the rainforest and enjoyed a barbeque lunch. The misty rain and sweet smelling air, claimed to be some of the cleanest on the planet, added to our experience.

Our fellow travellers were expecting to make it to Wynyard the next day **DAY 4** so we slowly toured the North West coast on the way to meet them. The country was rich and the green rolling hills were heavily stocked with cattle as we drove to Stanley. Famous for the Nut, (a flat topped monolith of volcanic origin), the fishing village of Stanley can be seen from 30Km away. The charming village of workers cottages, cafes and art galleries is a treat to browse and enjoy the old world atmosphere with sweeping views of the ocean and surrounding farmland. Fresh seafood is a must at one of the many cafes.

Just outside Stanley we visited Highfield Historic Site and toured the house, the home of the Van Diemen's Land Company. The land was granted to them by King George IV for the purpose of sheep farming, a venture not suited to the climate and land and doomed to fail.

Established in 1826 with the help of craftsmen and convicts from Hobart the house is a rare example of domestic architecture from the Regency period, and a treasure of documents are displayed illustrating life and hardships in the early colony.

Taking the scenic road heading east along the coast to Burnie we appreciated the beauty of the rugged coast line. By the evening of day 4 we had all arrived and could to continue our itinerary together.

DAY 5 Wynyard , overfly Cradle Mountain, Strahan.

Thick cloud cover thwarted the plan to overfly Cradle Mountain and most opted for the visual coastal route into Strahan. There by lunch time we checked into Aldermere Estate then walked into the village to look around. We had previously booked the Gordon River World Heritage Cruise for Day 6, and the ABT Railway return to Queenstown for Day 7 so were happy to amble about the waterfront gift shops and cafes in the soft sunshine.

DAY 6 Gordon River Heritage Cruise. Departing on a crisp cold morning we boarded the MV Eagle at 0900. This very comfortable vessel allowed us to roam at leisure to absorb the views as we travelled through Hells Gate, the small treacherous opening out to the Southern Ocean. The windswept rocks with little vegetation were coloured orange with lichen only found in the most unpolluted air in the world. We cruised back through Hell's Gate past the commercial salmon farms to our first stop, Sarah Island. Here our guides gave a humorous but informative narration as we walked through the ruins



of the settlement, entertaining us with stories of the convicts' lives, personalities and the harsh conditions they endured. From a desolate island the hardest of the hard convicts built up a thriving community. Our next landing was a magnificent rainforest walk, followed by a delicious buffet lunch onboard. Cruising after lunch took us back to port by 1445 we all agreed that it was a unique experience.

DAY 7 Our planned trip to Queenstown on the ABT Railway was cancelled due to a landslide causing a tree to fall on none other than – shock horror – the “cocktails carriage”. We were disappointed as the steam train crosses high bridges and climbs steep gorges in otherwise inaccessible country. Quite an engineering masterpiece built over a century ago, the locomotive employs a cog drive to negotiate the steep terrain. It was a beautiful clear day so we decided to fly back to view Cradle Mountain and follow the train tracks to Queenstown. Our viewing of Cradle Mountain was superb, but following the ABT was difficult due to the rugged terrain. We enjoyed a magic day of flying – what a great substitute.

DAY 8 Again low cloud disrupted our plan to fly over the tiger country to the South East Cape, the most southern tip of Australia. Most of our group followed the coast and enjoyed the view of rugged cliffs and deserted bays. Grouping at Hobart airport we were welcomed by friendly security, positioned for parking, assisted with transport to our hire cars and allowed access to the tarmac to load our luggage. The security staff could not have been more obliging! After booking into the Henry Jones Art Hotel – a luxury stay – in the historic warehouses and old IXL jam factory (dating back to the 1820's) on Constitution Bay we chatted over lunch and decided to go in separate directions. Most of the group walked around Constitution Dock and Salamanca Place soaking up the old architecture and 3 of us ventured out to the MONA, the Museum of Old and New Art – for me must do experience.

DAY 9 After several hours at the Port Arthur Historic Site we took a scenic route back to Hobart. First stop was at the blow hole near Eaglehawk Neck, Tasman Arch, then the Tessellated Pavement in Pirates Bay. These geological phenomena and the sheer sea cliffs in such pristine areas made us marvel at the power of the sea. We travelled inland up to Richmond, Australia's finest and oldest Georgian Village predating the Port Arthur penal Colony. The famous Richmond Bridge crosses over the Coal River into the town full of convict-hewn sandstone buildings. We were too late to tour the Richmond Gaol, but drove around the old buildings in the soft evening light then returned to Hobart in the shadows of twilight over the rolling hills.

DAY 10 We toured the Huon Valley, south west of Hobart through the fruit growing area down to the Hartz Mountains National Park.

Our first stop was the Shot Tower, at Taroona. The first in Australia it was completed in 1870 from locally quarried sandstone blocks. Lead shot was made by dropping molten lead through a sieve at the top of the tower and by the time it hit the water at the bottom it was cold and spherical in shape. We climbed the 118



steps to the top of the tower for a panoramic view of the Derwent Estuary. Taroona also boasts being the childhood hometown of our Crown Princess Mary of Denmark.

Our next stop was the Wooden Boat Centre at Franklin. An informative tour showed us the work shop and told us of the techniques and precision of wooden boat making – the men were fascinated. Students and commissions come from all over the world wanting to use the fine Tasmanian Timbers for their boats.

We turned inland at Geeveston and the rest of the day was spent in the magnificent Tahune Forest Reserve on the banks of the Huon River. The interpretative centre leads onto many walks but the awesome 30 minute Tahune Airwalk over the magnificent forest canopy is a must. The swinging bridges and suspended walkways added to the thrill of the adventure.

DAY 11 Leaving Hobart we flew over Port Arthur and Tasman Island around the magnificent south eastern coastline to Wine Glass Bay and the Freycinet Peninsular. Our accommodation at Edge of the Bay - Friendly Beaches – was superbly isolated on the pristine bay. The eco units were tastefully appointed, private, and had amazing views. Wild Tasmanian Paddy Melons (similar to a wallaby) roamed the saltbush scrub on the rocks leading to the beach adding to our experience. We loved the remote beauty of the area and wished we had planned an extra day here.

DAY 12 We took the coastal route up to Launceston via Bicheno and St Helens and arrived early afternoon and hired cars for our stay. Centrally located we shopped, and then explored the Cataract George Reserve, walking over the suspension bridge and riding on the scenic chair lift – the longest single span in the world. Peacocks abound in the manicured Victorian gardens.

DAY 13 We set off to visit Evandale, Perth, Longford, and the East West Tamar Valley. First stop, Evandale, is a National Trust classified Georgian Village established initially as a military post in 1811. The well preserved buildings and streetscape made us feel we had stepped back in time as we enjoyed the early morning sun. There is a famous leather shop on the main street, which is worth a look!! A visit and tour of Woolmer's House and rose garden was next on the agenda and we realised the grandeur and hardship experienced by the successful early settlers. Zipping around what was left of the old Longford race track we headed up the Tamar Valley. The countryside was beautifully green with plentiful opportunities to purchase local berries, wine, cheese and chocolates from the producers. We drove on to the famous Beaconsfield Mine and Heritage Centre where some of us toured the site and others enjoyed relaxing in the grounds. Running out of time we decide not to continue to Seahorse World at Beauty Point but cross the Tamar River over the Batman Bridge and drive back along the eastern Tamar to Launceston. It would be easy to spend more time this area!

DAY 14 Off to Flinders Island for our 182 Club Fly in – If you missed it make sure you come to Mt Gambier, we had a wonderful time catching up with friends and meeting new members!!

Alison Jones



KELLETT'S CORNER



True story from AK

A monastery fell on hard times and the Abbot decided that a business was needed to improve its financial position.

They bought a fish & chip shop !A customer came in one day and enquired from the robed figure behind the counter... "Are you the fish friar?" The robed figure replied, "No, I'm the chip monk"



A LAND OF EXTREMES

A couple of weeks after the Rockhampton Fly-in, fire swept through the Hedlow Airfield. Roger Toole was on hand to help, and sent these photos.



Jenny & Chris Cabot's house. Floods in March prevented them from attending the Flinders Island Fly-in, as will be obvious from the above photo. They were able to set up house in their Wagga Air Centre building whilst the house was gutted and repaired. It would be inappropriate to record here Chris's narrative on the event.



*February this year...
"SHETTLESTON INTERNATIONAL"
...Crockett's airfield adjacent
to their cottage.*

FROM YESTERYEAR



WW II Russian tank with German markings uncovered after 62 years!

WW II Buffs will find this interesting. Even after 62 years (and a little tinkering), they were able to fire up the diesel engine!

A Komatsu D375A-2 bulldozer pulled the abandoned tank from its tomb under the boggy bank of a lake near Johvi, Estonia. The Soviet-built T34/76A tank had been resting at the bottom of the lake for 56 years. According to its specifications, it's a 27-ton machine with a top speed of 53km/hr.

From February to September 1944, heavy battles were fought in the narrow, 50 km-wide, Narva front in the northeastern part of Estonia. Over 100,000 men were killed and 300,000 men were wounded there.

During battles in the summer of 1944, the tank was captured from the Soviet army and used by the German army. (This is the reason that there are German markings painted on the tank's exterior.)

On 19th September, 1944, German troops began an organized retreat along the Narva front. It is suspected that the tank was then purposefully driven into the lake to conceal it when its captors left the area.

At that time, a local boy walking by the lake, Kurtina Matasjarv, noticed tank tracks leading into the lake but not coming out anywhere. For two months he saw air bubbles emerging from the lake.

This gave him reason to believe that there must be an armored vehicle at the lake's bottom. A few years ago, he told the story to the leader of the local war history club 'Otsing'.

Together with other club members, Mr. Igor Shedunov initiated diving expeditions to the bottom of the lake about a year ago. At the depth of 7 metres they discovered the tank resting under a 3 metre layer of peat.

Enthusiasts from the club, under Mr Shedunov's leadership, decided to pull the tank out.

In September of 2000 they turned to Mr. Aleksander Borovkovthe, manager of the Narva open pit company AS Eesti Põlevkivi, to rent the company's Komatsu D375A-2 bulldozer. (Currently used at the pit, the Komatsu dozer was manufactured in 1995, and has recorded 19,000 operating hours without major repairs.)

The pulling operation began at 09:00 and was concluded at 15:00, with several technical breaks. The weight of the tank, combined with the travel incline, made for a pulling operation that

required significant muscle.

The D375A-2 handled the operation with power and style. The weight of the fully-armed tank was around 30 tons, so the active force required to retrieve it was similar.

A main requirement for the 68-ton dozer was to have enough weight to prevent slippage while moving up the hill.

After the tank surfaced, it turned out to be a "trophy tank" that had been captured by the German army in the course of the battle at Sinimaed (Blue Hills) about six weeks before it was sunk in the lake. Altogether, 116 shells were found on board.

Remarkably, the tank was in good condition, with NO RUST, and all systems (except the engine) in working condition. This is a very rare machine, especially considering that it fought both on the Russian and the German sides. Plans are underway to fully restore the tank.

It will be displayed at a war history museum in the Gorodenko village on the left bank of the River Narv.



*Preparing to pull it out.
People from the nearby village come to watch.*



Komatsu D375A-2 is ready to go. Incredibly, after a few minor repairs, they were able to start its diesel engine. Pretty amazing...eh.

MERCHANDISE

A reminder to view our range of shirts, vests, hats etc. on our Website at www.cessna182.org.au



Email Karen Briggs so that she can bring the required items to the next Fly-in at Mount Gambier.

COMMITTEE REPORT

Your Committee will meet at Deniliquin on the weekend of 20-22 July. Items on the agenda will include, Membership renewals following our move to a three year term, CASA proposals on Ageing Aircrafts, future Fly-in destinations of Mount Gambier, Kununurra, Adel's Grove and Cervantes in W.A. and more.

The Committee is in regular contact by Email between meetings to insure that we keep Association matters up to date.

Members are always welcome to attend meetings, just let us know so that accommodation can be arranged.

MEMBER PROFILES

NEW SECRETARY/TREASURER ROBERT TERZI



They say that behind every good man is an even greater woman. My lady, let's call her VH-SHJ, has been making me look good for about two years. Over this period she has supported me on a few long trips including the Kimberly, and most of the east coast all the way to Cairns. As you can tell, I'm in still in love and I want the whole world to know.

My wife Janine is great too. She designed and maintains our club's website cessna182.org.au. She's always looking to encourage members to contribute photos and flying stories. So if you have material to contribute please send her an email: jmtoscan@bigpond.net.au. Other than attending fly-ins, our website is a great way for members to keep in touch. We also have a blog page (see the link on the home page) which you can use to share "intelligence" on C182s with fellow members.

Janine and I live in Canberra which, apart from having a great climate, is an excellent

base from which to fly. The nearest coastal strip is only 25 minutes away at Moruya and yet the Australian alps and Kosciusko can make a fantastic scenic flight on fine winters day.

I've recently taken on the role of secretary-treasurer for our association. I do this with pleasure as I enjoy the friendships I've made in the relatively short period that I've been a member. Having said that I was a tad concerned when I heard how much champagne the former sec-tres had consumed in celebrating my appointment.

I can be contacted at secretary@cessna182.org. au. See you at Mt Gambier

COMMITTEE MEMBER IAN TAIT



I have had a fascination and a passion for aviation and everything connected with flying as far back as I can ever remember. As a child I use to annoy my parents relentlessly to take me out to Archerfield airport on a Sunday afternoon to watch the planes flying. When I finished school rather than go to university I looked for a job to earn money to pay for flying lessons and before my 18th birthday I had my restricted PPL as they were back then. I went on to get my PPL, night VFR, CPL, instrument rating and even finished the SCPL subjects although I never went on to obtain my

SCPL licence. During this time I was introduced by a friend to a company that was looking for a trainee aviation insurance broker and commenced working for a multinational company. I have been involved with aviation insurance broking for over 30 years and have been very fortunate to be able to work in an industry that allows me to mix business with my flying.

My first involvement with aircraft was back in 1979 when with two clients we bought a new Cessna 172N VH-PIS. I was transferred to London in 1981 to work for over a year and unfortunately I had to sell my share. After hiring aircraft for a while after my return from London I decided to buy another aircraft. However another client owned a 182RG VH-MII which was lovely to fly and had all the mod cons. I treated the aircraft like my own and stopped thinking of buying another aircraft until they sold it to an overseas buyer. The hunt was then on for a replacement and in 2003 I found a low time 182RG VH-WDX that the owner was selling for health reasons and we negotiated a price that we were both happy with. The aircraft has since had an avionics upgrade and the interior refurbished.

Apart from WDX I own a Cessna 310 and late last year imported a Cessna 172S from the States for my son to learn to fly in at Archerfield. A few years ago I owned seven aircraft but thankfully that madness soon passed and my marriage to Cathy saved.

When not working or flying I have the opportunity to engage in my other passions which are horse riding around the State Forests in Brisbane's west and as a drummer in a band we formed a few years ago to play gigs at private functions.

COMMITTEE MEMBER DIANNE CORLETT



I was born in Newcastle and reared on the North Coast near Macksville on a dairy farm. I did my tertiary education at Cooranbong and graduated as a Teacher. Later I qualified as a Psychiatric Nurse and nursed for 10 years at the local psychiatric hospital. I have 3

children from a previous marriage, so does Trevor, (we have put up with each other for over 30 years). Our 6 children have given us 11 lovely grandchildren and now 2 great grandchildren. Since 1995 flying has become Trevor's passion and I have joined wholeheartedly with him. I am honoured to serve on the committee and hope that I can usefully contribute to our great club.

PROSPECTIVE NEW MEMBER !



Congratulations Jenny & Alwyn on the birth of your 1st grandchild!

OUTSIDE OF FLYING



Maree & Chris Crockett's BMW after an accident in November last. The damage was sustained after a 4WD travelling in the opposite direction T boned a utility which attempted to drive across the highway without stopping. The utility became airborne and landed on top of the BMW. Crocketts both miraculously escaped shaken but with relatively minor injuries. There was one fatality.

ON A LIGHTER NOTE...



Side effects of sleeping on the job!



Nasty!



Oh dear... bugger me!!!

NOTES FROM THE COMMITTEE

Your committee works hard to give you interesting places to see and things to do, but if you have a great idea, please speak to one of the committee, contacts listed in this newsletter, because your idea may not have been thought of yet.

FLINDERS ISLAND FLY-IN ATTENDEES

Ross & Jenny Bate (TSS), John Bestwick Ed Collins & Kevin Wilkins (BWK), Mary & Robert Collins (KDZ), Dianne & Trevor Corlett with Alan Kellett (ATT), Greg Cox, John Rogers, Don Davis & Peter Dunn (SLQ), Maree & Chris Crockett (KEI), Jenny & Dave Curtin (WFA), Neil Davis & Louise (DOO), Barry Dean, Kay Pemberton, Pauline Jones, Muriel Atherton & Ray Thorning (IEG), Stella & Allan Edney & Jenny & Tony Edney (IEY), Lance & Deborah Grant, Margaret Jackson (TLC) Jayne & Noel Handley (JNH), Jenny & Keith Hilless (KJY), Chris Hirst & Ruth, Lois & Geoff Shambrook (AOK), Roslyn & Ian Hope (NIH), Alison & Peter Jones (JSF), Leslie & Frank Lewis (RQP), Rosie & Andy Lott (DNL), Jennifer & John Malin (CZA), Max Paine (DMY), Jenny Seymour (Sharps), Sandra Southwell & Barry Bransden (UAC), Noella & Ian Spicer (PGC), Colin Standfield & Karen Briggs (UCS), Elaine & John Stuart (MPZ), Denise & Ian Thomason (EUY), Susan & Roger Toole (Sharps), Judy & Leedham Walker (WWB), John Weston & Deborah Plowright (KTE), Gloria & Brian White, Ann White & John Bartle (CAA).

LIST OF COMMITTEE CONTACTS

<i>President</i>	Andrew Lott	0428 484 926
<i>Vice President</i>	John Stuart	0419 372 351
<i>Secretary/Treasurer/Membership</i>	Robert Terzi	0423 600 899 rterzi@bigpond.net.au
<i>Fly-in Secretary/Treasurer</i>	Ian Tait	0408 155 275
<i>Committee Member</i>	Greg Cox	0417 676 723 02 6778 4045
<i>Committee Member</i>	Trevor Corlett	0400 732 022 ditrevor@bigpond.com
<i>Committee Member</i>	Andrew Hogarth	0412 822 164
<i>Committee Member</i>	Dianne Corlett	0400 732 022 ditrevor@bigpond.com
<i>Committee Member</i>	Peter Jones	0423 454 422
<i>Committee Member</i>	John Malin	0408 503 097
<i>Committee Member</i>	John Bestwick	02 6337 5757
<i>Newsletter Editor</i>	Trevor Corlett	0400 732 022 ditrevor@bigpond.com
<i>Past President</i>	Trevor Corlett	0400 732 022
<i>Past President</i>	Ceri Bartlett	0448 448 316
<i>Past President</i>	Russell Hicks	0419 590 266
<i>Past President</i>	Dick English	07 4655 4938
<i>Past President</i>	Sylvia Kappel	0419 521 431
<i>Past President</i>	Tim Brooks	0429 990 954
<i>Past President/CPAA Rep</i>	Garth Bartlett	02 4294 9345
<i>Historian</i>	Greg Thom	03 9744 1941

INTERESTING WEBSITES

Don't forget to visit the C182 website:

www.cessna182.org.au

Another useful site with many interesting links is:

www.landings.com

Take a look at the Cessna Pilots Association of Australia to find out what is happening:

www.cessnapilotsassociationofaustralia.org.au



THANKS!

We are totally indebted to John Weston of Weston & Co Publishers Pty Ltd in Kiama for the final layout of this Newsletter and its absolutely superb reproduction.

Join the Cessna 182 Association of Australia

MEMBERSHIP

FUTURE FLY-IN DATES

Fly-in September 14 - 16, 2012, Mt Gambier, SA
Fly-in Autumn April 19-21 2013 Kununurra
Fly-in Spring 9-12 September 2013 Adels Grove
Fly-in Autumn 2014 To be advised
Fly-in Spring 2014 Cervantes W A

Membership: \$120.00 for 3 years
Download membership application from the website.

cheque :
cessna182 association
of australia

EACH YEAR ENJOY :

-  two fly-in weekends including AGM
-  two newsletters packed with news, events, history and useful information
-  incredible friendship with like-minded people
-  something different for everyone all over Australia

contact details :
Robert Terzi
53A La Perouse St,
Griffith ACT 2603

Email: secretary@cessna182.org.au