



2025 FLY-INS

ARKARoola, SA 4-7 APRIL, 2025

TOOWOOMBA, QLD 16-19 OCTOBER, 2025

THE PRESIDENT'S LETTER

I trust everyone had a good break over the festive season and that good times were had with family and friends.

Elaine and John Stewart organised a wonderful fly-in to Wangaratta in October 2024. As always, Elaine and John did a wonderful job and members and friends enjoyed some amazing sight-seeing and social gatherings. The venue was excellent for our get-together. The country side in that part of the world is such a contrast to what we experience here in Central Queensland. Bright and Beechworth were great areas to explore and we even saw some snow on our trip up to Mt Hotham for lunch.

Andrew Lott has all the ducks lined up for us to fly into Arkaroola in April. This sounds like it will be a very laid-back fly-in in one of the most interesting parts of Australia. We are very much looking forward to it and thank you Andrew for organizing this for us.

Gaye and I and a few other members were able to attend Peter Jenkins' funeral in November last year. It was such a shock to lose Peter as we had only just seen him at the Wangaratta Fly-In. He loved his fly aways and we will miss him greatly. We pass on our sincere sympathy to his partner Genevieve and their families.

Jenny Seymour was one of the founding members of the Cessna 182 Association and she passed away in January 2025. Jenny and her husband Theo did a lot for the association and we are grateful for the input they made, especially in those founding years. Our heartfelt sympathy goes out to the family on her loss.

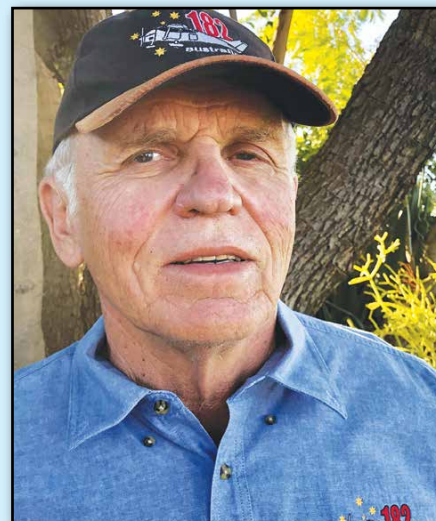
We have also just heard of the sad loss of another foundation member (no. 5) and committee member, Armin Sickinger. He lost his life when his Tecnam crashed at Boonah, early last year.

Our sympathy to Gunhild and the family. Gaye and I are currently organizing the

Fly-in to Toowoomba which will be from the 16th to the 19th October this year. Gaye has written a report included in this newsletter.

We hope you all have an enjoyable and safe flight to Arkaroola and an interesting journey on the way.

*Happy flying, Cheers
Greg.*



Greg Saal

WANGARATTA FLY-IN by Maggie Barnes

11 October 2024. In an attempt to miss the expected rain (arguably the last of the spring rains for at least 2 months down near Canberra!), two Cessnas took off from the “Terzi airport “at Hoskinstown, NSW.

The first to start the trip were Tony and Kerrie Fitzpatrick, who had flown in the day before, followed by Robert and Janine Terzi with Maggie and Rob Barnes as passengers. The sun shone, the winds were calm and the rain left us alone.

A really beautiful and very scenic flight over wide valleys of farmland, with a view of mountain ranges, National Park and the Murray River, took us to the lovely town of Corryong where we had decided to land for brunch. Corryong is a small town in Victoria, 120 kilometres east of Albury-Wodonga, near the upper reaches of the Murray River and close to the New South Wales border. Great little airport, but the taxi service was no longer operating so there was a bit of a walk into town. Corryong is famous as the final resting place of Jack Riley, considered to be the inspiration for the hero in Banjo Paterson’s poem The Man from Snowy River.

We landed at Wangaratta airport in the early afternoon to be welcomed by our fly-in hosts, John and Elaine Stuart, with very welcome refreshments.



Wangaratta airport

While some club members went off to book into the delightful Gateway Hotel, others stayed at the airport in order to take the tour of Precision Aerospace. While waiting for the tour to start, we were entertained by two pilots building up their air time in an L39 Albatross, and practising their touch and go’s.



L39 Albatross

There were not many girls on the tour of Precision Aerospace, but I am so pleased I decided to tag along – what an experience! We met the owner Doug Hamilton who reminded us that photos were not to be taken and were then ushered us into his huge hangar/workshop. What an amazing space and an amazing business!!

Precision Aerospace specialise in restoring World War 11 Aircraft for clients in Australia and around the world. They manufacture complex machined sheet metal fabrications and replacement parts for old and damaged planes, including welded and mechanical assemblies. As they receive orders from around the globe, Doug realised that it was so much easier and more efficient to build the required parts e.g. wings, in the factory with precision engineering, take them apart on completion and send the finished products to their clients in a flat pack type arrangement. Extraordinary and really interesting. I think we could have stayed there for hours checking out the workshop and an amazing collection of aircraft that Doug and his team were currently working on. It was obvious that Doug is passionate about his work, old aircraft, and flying.

Back on the bus and off to the Hotel where we had evening drinks and amazing finger food on the boardwalk by the swimming pool. It was a delightful evening and everyone was very merry. So much so that the lights were eventually turned off in that area – possibly in order to get the remaining revellers heading off to bed.

12 October 2004. At 9am we hopped on the bus to travel to Beechworth – a well-preserved historical town located in the north-east of Victoria, famous for; its major growth during the gold rush days of the mid-1850s; its historical connections; tourist interests; and Beechworth Honey.

Our First tour was of the Beechworth Courthouse built in 1858. It remained in continuous use until 1989.



Beechworth Courthouse

The courthouse played a significant role during the Kelly “uprising “of 1878-1880 as the location of more than 40 trials and hearings for the Kelly Gang and its sympathisers. Even Ned’s mother, Nelly, was here tried and sentenced to 3 years gaol for the attempted murder of Constable Alexander Fitzpatrick. Not a popular outcome for the Kelly family!!



Kelly armour

We were shown a “wrap around” multimedia experience while sitting in the courtroom and then wandered around the rest of the building and exhibits. Very interesting.



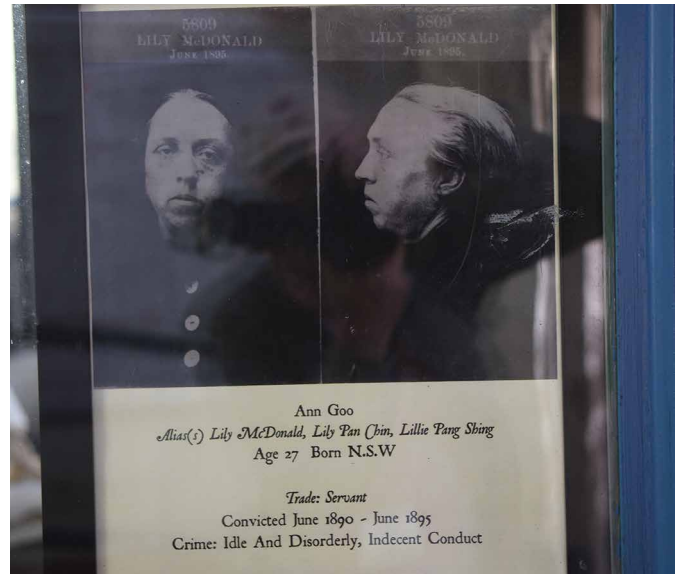
In the courthouse

Everyone then dispersed for lunch throughout the town. The most popular spots appeared to be the Beechworth Bakery, and the Beechworth Pie shop. It was also a good time to visit the Beechworth Honey shop and an excellent outfitter.



In the afternoon we all met at HM Prison Beechworth, now known as Beechworth Gaol. As with the court house, this was a very good guided tour with interesting details and stories about its workings and inmates.

Construction of the gaol began in 1857, and “opened for business” in 1860 despite being incomplete with only single cells for 36 prisoners. The capacity doubled when the building was completed in 1864. The prison initially housed male and female prisoners. Female prisoners were assigned washing and needlework for government departments.



Sentenced to hard labour



Eight executions were carried out at the prison. Ned Kelly served six months at the prison for assault. He was again held there during his committal trial for murder in 1880. Kelly’s mother, Ellen and two associates of the Kelly family also served sentences at the prison in the late 1870s. Twenty suspected sympathisers of Kelly were held in 1879 in an attempt to limit support to the Kelly gang. The prison’s iron gates were installed at this time due to fears there may be attempts to break the sympathisers out of the prison.

WANGARATTA FLY-IN ...continued



The Prisoners' Graveyard



The court photographer

Between 1918 and 1925 the prison closed due to a lack of prisoners. It reopened as a reformatory for male recidivists between 1925 and 1951. In 1951 it became a training prison, focusing on rehabilitation and education. The Prison closed permanently in 2004 and the site was purchased by private developers. As the law breakers of the Beechworth areas just did not suddenly disappear off the face of the earth, a replacement facility, the Beechworth Correctional Centre, was opened in January 2005.

Back to the hotel so the Committee could convene prior to the Gala Dinner which was held in the Ovens Room at the hotel. The dinner was most enjoyable - great service, great food and excellent company. It's always good to get dressed up for a formal "Do".

Our Guest speaker was the amazing Doug Hamilton of Precision Aerospace, who gave us a very interesting talk on how he grew up on a farm, fell in love with anything mechanical, and flying in particular. He used all his considerable skills to develop a highly successful engineering firm. His talents did not stop there as Doug is also a very successful Kiwi fruit producer. He shared interesting story after interesting story. What an inspiration!



Ruth Linstrom and Peter Jenkins



Our relaxed host, John.



Guest speaker Doug Hamilton

As always, we were all fined for various or apparent misdemeanours, but all for a very good cause. The raffles were very well received by those who won. (I hope Susie enjoyed hers on the way home). We raised \$2560.00 for The Wangaratta Centre Against Violence.



Thank you Doug.



Raffle tickets for sale



A "fine" pair.

13 October 2024. The majority of the group again hopped onto the bus for a trip to Bright and then on to Mount Hotham. After a morning tea stop in the lovely little town of Bright, we braved the 240 bends on the road up to Mt Hotham. (We stopped counting after 20.) Crummy wanted to call a rescue chopper to get him down again! The Australian Alps looked spectacular and even the weather was unexpectedly kind to us.



Hardly any snow was left to see though. We enjoyed lunch in the café and with only a few memory lapses over who had pre-ordered which kind of hamburger, soon sorted out. Then we all bravely and safely came back down the mountain again to Bright and on home to Wangaratta.

The remainder of the group, Terzi's, Barnes' and Fitzes' hired a car and went to Bright where we spent quite some time wandering around the shops for some retail therapy, and having lunch at the Bright Brewery on the Ovens River – gorgeous weather, lovely leafy venue and great food. This was followed by a drive to Mount Buffalo with its awesome scenery and interesting Chalet, and then a relaxing stop at Gapstead Winery on the way back to Wangaratta.

The club members then went to the Pinsent hotel for an excellent, noisy and thoroughly enjoyable dinner. Interestingly, the Pinsent Hotel began its life in 1850 where it was initially constructed as the first private hospital in the district. It was also the first brick building in the township. In 1851 the property was sold and converted to a hotel named 'The Royal', and then continued to today as a hotel under various names.

A walk back to the Hotel in the balmy evening really topped off the day.

14 October 2004. We were all bussed back to the airport to go our various ways, but with really good memories of an excellent fly-in. Many thanks to John and Elaine for their excellent organisation, choice of venue, very interesting tours and trips, and their superb hospitality.

We are looking forward to the next fly-in to the amazing Arkaroola.



GALA DINNER AT WANGARATTA



Maggie and Rob Barnes



Janine and Rob Terzi



The late Peter Jenkins & Ruth Linstrom



Anthony McCarthy and Lyn Comer



Suzie Toole and John Bestwick



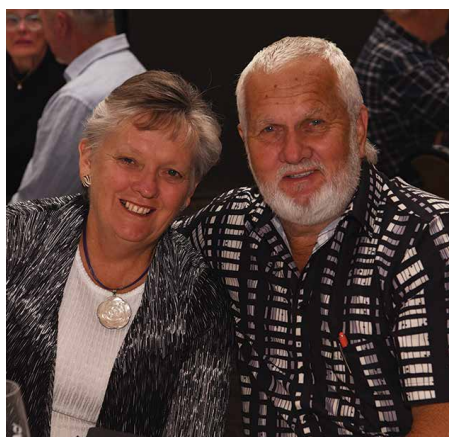
Maree and Chris Crocket



Kerrie and Tony Fitzpatrick



Annie Haynes, Dave Crawford and guest Barbara Vial



Nell Jenkins and Noel Handley



Doug Hamilton and wife



John and Elaine Stuart



Colin and Linley Crum



Warren Waddick and David Crum



Frank and Lesley Lewis



Colin Standfield and Karen Briggs



Ross and Jenny Bate



Caroline and Cliff Princehorn



Brian and Cathy Harvey



Dave Curtain and Laura Inder



Gaye and Greg Saal



Peter and Alison Jones



Chris Hirst and Ruth Linstrom



Ian and David Tait

FOLLOW-UPS TO OUR DONATIONS



Pro Patria Car Park

Association treasurer, Frank recently received a most welcome communication from the Pro Patria chairman, Gordon Saggars.

At our Wagga anniversary fly-in we had given this organisation a donation to help with their work with veterans and first responders.

Gordon supplied some photos, including this of their new workshop and their honour board which gives us recognition for our contribution.



Pro Patria Workshop

He stated. "We have had significant community support to get to our current position and with entirely volunteer help are proud of our achievement maximising donations.

Thank you for your help at the commencement. As donors to Pro Patria, we are providing you with an update sharing the defence shed project from the commencement to the finalisation."

It is certainly rewarding to receive follow ups like this from the recipients of our donations.

PRO PATRIA CENTRE DONORS		
Andrew Diggle	Matt Jenkins Homes	Philip & Liz Piper
Wagga Wagga Menshed Inc	CJ & CD Moloney	Rosina Gordon
John Ingold & Co	Anne Louise & Richard Fitzpatrick	CWA Regional
Xeros Piccolo Engineers	James Francis Bolton	Riverina Water
Simon & Marita McCrae	Morgan Prince	Sunrise Rotary Club
Bruce & Barbara Weise	Range Orthopaedics	Thomas Brown
Rotary Club of Junee	Walsh & Blair Lawyers	Cessna 182 Club
Sydenham Plumbers	Michael & Treva Kennedy	Riverina Ford Owners Club
Pat & Susan Gooden	Julie Fairbank	Raebyn Gilchrist
Neil & Kerrie Bushell	C & M Nash	Cookamon Quilters Club
Backsaddle P/Ltd	PL & EC Hanlon	RSM Australia P/L
Rotary Club of Griffith Avanti	Lou Rorato	Social Slimmers
Damasa Pty Ltd	P & J McFadyen	Bonetti Family (Griffith)
Shine Lawyers Sydney	Rorato Family Jenilderie	Iris & Terry McKenna
Mary Marsh	Wollundry Ladies Probus Club	David Sheen
Stuart Heine	Sharon Miller & Angelica Rostou	Richard Moffatt
Motorcycle Club	Rebecca Houghton	Kay Hall
Henty Community	Darren & Tania Blair	Lincoln Kennedy
Monique Cullen	Bradley Chesworth	Sheathers Painting & Decorating
Mary Crimmins	Ray & Margaret McDonald	John Wood
Kooroogong Pastoral Co U & P Fowler)	GK & LM Golder	Adam Drummond - Wagga TV
Wagga Wagga Country Club	Philip & Leonie Ward	Andrew Strano (Script Writer)
JL & JC Watson	Monarch Mental Health Group	Prof Kerin Fielding and Dr. Joe McGier
David Payne	Bruce Dickie	Danelle Lane
Sean O'Hara Hotels	David Cloros	
Wagga Wagga Social Slimmers Club	Richard Allsop	

Pro Patria Donors

Centre Against Violence Thank You.

19th November, 2024

John Stuart,

C/ The Aviation Club

Via email: john.stuart7269@gmail.com

Dear John,

On behalf of everyone at the Centre Against Violence, I would like to extend our heartfelt thanks to the Aviation Club for your generous donation.

Your support plays a critical role in helping us provide essential resources and services to victim-survivors of family and sexual violence. It also allows us to continue our vital prevention work within the community, striving toward a future free from violence.

We deeply appreciate your generosity and commitment to making a meaningful difference in the lives of those who need it most.

Thank you once again for your thoughtful contribution.

Yours faithfully,

Jaime Chubb

Chief Executive Officer

MERCHANDISE

Hi there.

Just a heads up about merchandise. Have a think about refreshing your old Cessna 182 shirts, caps and vests etc.

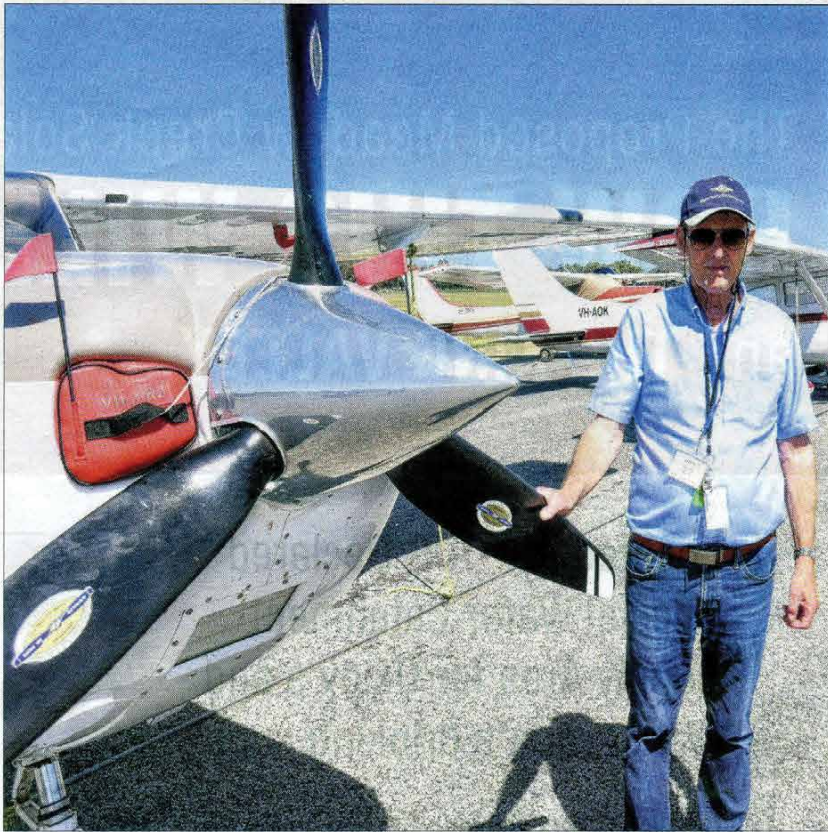


If you let me know what you would like before we head to Arkaroola, I can make sure that I have some of your type and size in the limited supply I will take with me.



Thank you. Looking forward to seeing you there.

Cheers Gaye Saal. Phone: 0428 835 139
Email: saalmaz@bigpond.com



FLYING HIGH: Cessna 182 Association member John Stuart travelled up from Warrnambool for the group's annual spring fly-in. PHOTO: Kurt Hickling

Exploring the North East from the skies

By JORDAN DUURMSA

THE annual spring fly-in for the national Cessna 182 Association members happened in Wangaratta over the weekend, with more than 48 members flying from across the country, piloting 17 Cessna planes and one chopper.

In autumn and spring each year, members have weekend fly-ins to far flung places of interest throughout Australia, this season Wangaratta was chosen for their weekend getaway.

Cessna 182 Association member John Stuart and his wife of 57 years, Elaine Stuart, travelled up from Warrnambool for the occasion, on a 98-minute flight.

John said the annual fly-ins are a great opportunity for old friends to catch up.

"It's a wonderful group of people and I think we're very lucky to do what we do and see Australia the way we do and it's lovely to be able to raise money from the members for a good cause," he said.

"Elaine and I have some wonderful friends through the association who we only see twice a year.

"Our group shares a common interest over the Cessna 182 aircraft and it's an opportunity for members to travel, socialise and create new friendships.

"We just had our 95th anniversary for the club, so it's

been going for a long time and I've been flying for 32 years."

During their stay, the group had a tour of Doug Hamilton's hangar, visited Beechworth courthouse and jail, hosted their annual AGM, enjoyed a gala dinner at the Gateway Hotel, and visited Bright, Mount Hotham and the Pinsent Hotel.

The group also raised funds for the Centre Against Violence during their time together.

"We set up a fine system, so if somebody did a bad landing it could cost them \$50 to go towards the centre and so it went on," John said.

For more information about the Cessna 182 Association, visit www.cessna182.org.au.

KELLETT'S CORNER

SHARING

The old man placed an order for one hamburger, French fries and a drink. He unwrapped the burger and carefully cut it in half, placing one half in front of his wife.

He then carefully counted out the fries, dividing them into two equal piles and neatly placed one pile in front of his wife. He took a sip of the drink and then set the glass down between them. As he began to eat his few bites of hamburger, the people around them were looking over and whispering.

They were obviously thinking, "that poor old couple – all they can afford is one meal between the two of them."

As the man began to eat his fries a young man came over to the table and politely offered to buy another meal for the couple. The old man said they were fine – they were used to sharing everything.

People closer to the table noticed the old lady hadn't eaten a bite. She sat there watching her husband eat as they occasionally took turns sipping the drink.

Again, the young man came over and begged them to let him buy them another meal. This time the old woman said, "no thank you. We are used to sharing everything."

Finally, as the old man finished and was wiping his face neatly with his napkin, the young man came over to the little old lady who had yet to eat a single bite of food and asked, "what is it you are you waiting for?"

She answered, "my turn with the teeth. We share everything."



COMING ARKAROO LA FLY-IN

FRIDAY 4 APRIL TO MONDAY 7 APRIL 2025



You are invited to join fellow members and guests at this unique destination in the Flinders Ranges, SA. Andrew Lott (aka Lotty) has been busy organising this get together for us and has sent the following information regarding the program.

Thursday 3rd Arrival Day for early birds and organisers.

Friday 4th General arrival for participants.

Transfers will be available from YARK (Arkaroola) a good 650m dirt/gravel strip with lots of parking and avgas availability and only 15 mins from the resort, or from YBLC (Balcanoona) sealed and longer, but which is about 30 mins drive from the resort. Please advise us in good time if you wish to use Balcanoona so transport can be arranged.

There will be a welcome barbecue that evening.

Saturday 5th There will be two groups for the four hours Ridgetop Tour which will include morning or afternoon tea. Group (1) leaves at 8.00 am and group (2) at 1.00 pm.

A light lunch is included between the tours.

A two-course dinner will be provided in the evening. The fund-raiser will be in aid of maintaining the all-weather Balcanoona Airstrip. (used by RFDS and other emergency services). The airstrip is entirely maintained by Arkaroola's owners, the Sprigg family at their own expense.

Please note. As there will be no guest speaker, Lotty is inviting us to provide our own entertainment. So be ready with your bush yarns, poetry renditions or song etc etc.

Sunday 6th. The AGM will be held in the morning and then possibly Terry Horsham from CASA will conduct a Safety Seminar afterwards.

Otherwise, the rest of the day is free for you to do as you wish. There are many walks and waterholes (wet or dry) in the area and there is a good swimming pool at the resort.

A light lunch will again be available at the restaurant.

In mid to late afternoon, we will go out to Stubbs Waterhole for canapes and sunset drinks. Then back for dinner at the resort. (At your own cost.)

Monday 7th. Transfer to the airstrips.

All accommodation is at the Resort, with three choices of rooms with continental breakfast included. Cooked breakfasts are available (at your own cost) in the dining room. An Observatory experience is also available (at your own cost) if you have a free evening. See Reception for booking.

Phone: 0886484848 to reserve your room.

Make sure you say you are with the CESSNA 182 ASSOCIATION.

Please return your registration form, which will follow soon, to Frank Lewis, Treasurer.



COMING TOOWOOMBA FLY-IN

THURSDAY 16TH TO SUNDAY 20TH OCTOBER 2025



We will be making some substantial progress on this fly-in in the next few weeks to lock it all into place.

Thursday 16th Arrival, and we will fly into Toowoomba Airport. Note: NOT WELLCAMP!

The Toowoomba Aero Club is willing to let us have a room to greet people and then we will take you to the accommodation. This will be centered in the heart of Toowoomba city.

Friday 17th We plan a trip out to Oakey, approximately 20mins from Toowoomba to visit the Oakey Army Aviation Museum. Then back to the outskirts of Toowoomba to the Highfields Pioneer Village Museum.

They are going to do a light BBQ lunch for us. Dinner TBA.

Saturday 18th A full day with a trip of the Down Steam Train out to Brookstead. We will either have lunch at the pub or the locals might be able to organize a camp oven lunch at the local hall. (The pub, the hall and the school are about the extent of Brookstead).

The train travels through the fertile countryside of the Darling Downs. I am pretty sure you can buy drinks and snacks on the train but I will confirm that as we go.

Gala dinner that night.

Sunday 19th. Breakfast committee meeting.

Then off to the Cobb and Co Museum and then up to Picnic Point for lunch. This is on the escarpment and is a lovely venue.

Then a tour of Toowoomba on our way back to the motel.

Monday 20th. You know the drill. Back to your planes and fly home.

By Gaye Saal

SAD NEWS



Dave Curtin & Peter Jenkins

PETER JENKINS Member 351 09/09/1944 - 03/11/2024

Peter was a well-known member of the Cessna 182 Association. Sadly, he took ill on his way back from the Wangaratta Fly-In last October and passed away shortly after.

Peter met his partner Genevieve in 2006 and their love for travel took them over to Chile to visit his daughter Lainie and her partner Victor. They then continued on a world trip to the US and Europe meeting up with Gen's Mum, Carmel and Malita in Malta. Lainie and Victor returned to live in Australia in 2009 and they have three children. Peter frequently visited them in Brisbane.

Peter was a member of the Mackay Aero Club and did many trips with Dave Curtin and Barry Dean to places far and wide across Australia. He also took an interest in the Tiger Moth Museum in Mackay.

He enjoyed camping, water skiing, classic cars and recently took up golf to name a few.

Peter loved to travel and attended many fly-ins in the company of Dave and Jenny Curtin. His camera was always by his side and he enjoyed everyone's company. He had a wonderful sense of humor, loved music and enjoyed a good laugh.

I remember vividly, we stayed at Forest on the way home from Western Australia last year. We walked over to the railway line and Peter put his ear on the line and said the next train will be here in 20 minutes. AND IT WAS!!!!

Peter will be sadly missed at our fly-ins.

From Gaye Saal

EDWARD COLLINS

John Bestwick has asked us to advise of the sad passing away of his friend Ed, last July. He attended several of our fly-ins with his wife Margaret. He was a passionate aviator, starting his flying career with Schofield Aero Club where he was heavily involved as Director of Logistics for the Bi Centennial Air Show at Richmond Air Force Base. He was president of the Bathurst Aero Club for several years.



Armin and Gunhild

ARMIN SICKINGER Member No. 5

Recently Rob Terzi received a message from Gunhild that Armin had died in an aircraft accident at Boonah, Qld, on 14 January last year.

Armin and Gunhild were active early members of our association and attended our fly-ins regularly until Port Lincoln in 2011. Eventually they sold their Cessna 182 and had purchased the Tecnam P92-TD in which both Armin and flying instructor, David Briffa were killed.

Armin was Secretary/Treasurer of our association in 2008 and 2009 having joined the committee in 2007.



Jenny Seymour and her son at Cervantes

JENNY SEYMOUR Member No. 11

Jenny and her late husband, Theo, were very early members of our association and supported our fly-ins for many years, even having to make that long trip from WA where they lived.

Even after Theo's death, Jenny continued to get to as many gatherings as she could, often accompanied by her friend, Dorothy. Jenny was a made a life member of our Association. She will be sadly missed.

VALES AND TRIBUTES

WHERE ARE THEY NOW? by Greg THOM

Cessna 182M, VH-EHV. (18259777).



'EHV in factory Valor Red and Imperial Burgundy, at Bankstown in the early '70's. Photo: J.Streeter.

Built by Cessna in 1968, 182M 'Echo Hotel Victor, serial number 18259777 was allocated the U.S registration N71849.

It was the 472nd production machine to come off the line at Wichita in 1969, and one of only nineteen 182M's imported into Australia, the majority of which arrived in 1969, with a notable exception being 18259528, VH-NML which was imported in 1989.

VH-EHV was apparently imported by REX for Perth's Simpson Aviation and registered to them on July 25th 1969. It is possible however that this was just a paperwork exercise, as the aircraft was never noted at Jandakot, and by the 21st of August the aircraft was registered to M.J. Marshall P/L. of West Ryde, New South Wales.

Marshall traded the aircraft to Rex Aviation, Bankstown on May 26th 1972. On the 10th of November of that year, while still apparently owned by Rex, the aircraft was badly damaged when it was ripped from its tie-downs by a storm and blown over at Brewarrina, New South Wales.

After repairs, and a colour scheme change to represent a 1972 182P. Rex on-sold the aircraft to Richard Foster. Richard used the aircraft in his Tasmanian based charter business Air Charter Services of Devonport. A long time Cessna operator Richard had previously operated the 182E, VH-RBU, and the 182G VH-DIW, amongst others.



'EHV arrives at Melbournes Point Cook air show on 8th December 1974 Photo:G.Bennett

In late March 1975 Richard traded the aircraft to ROSSAIR at Parafield. By May 1975 the aircraft was purchased by Peter McGrath of Moorabbin.

Early December 1977 again saw the aircraft traded, this time to Moorabbin based dealer Bruce Dwyer.

On January 2nd 1978, the aircraft was cruising 45 nautical miles south of Wangaratta, Victoria when the engine unexpectedly failed and during the ensuing forced landing the nose gear collapsed. It was later revealed that the number 5 piston had failed due to fatigue, and all other pistons exhibited similar fatigue cracking.



'EHV in factory Valor Red and Imperial Burgundy, at Bankstown in the early '70's. Photo: J.Streeter.

The aircraft was dismantled and trucked to Moorabbin for repairs and some twelve months later it was offered for sale by Civil Flying Services at Moorabbin. By late August the aircraft had been sold to local tractor dealer Hendrik Jan (John) Berends of Dandenong, Victoria.

On November 7th 1988, ownership passed to Don Cowling of the nearby suburb of The Basin. After a remarkably short time with Mr.Cowling, the aircraft was again on the move, this time to Benalla, Victoria with John Buckley.

Melbourne businessman Martin Robson purchased the aircraft in October 1991, and in March 1997 his company, Paraflyte P/L., disposed of the aircraft to the Victorian Parachute Centre.



Could this be the end of the line for a classic 182M? 'EHV lies derelict at Essendon on April 5th 2008. Photo: Author.

EHV's fate was sealed, and after a relatively short career as a parachute platform operating from Melbourne's Coldstream airfield, the aircraft was undergoing a routine inspection about six years later when severe corrosion was discovered in various parts of the airframe. Events subsequent to this are unclear, but anecdotal evidence suggests the aircraft became the subject of legal action following rectification work which had been completed but not paid for and this subsequently resulted in the aircraft being permanently grounded.

It languished at Melbourne's Essendon Airport for some months minus all major flight controls and engine, apparently beyond redemption. The aircraft was subsequently De-Registered by CASA action on July 5th, 2006.

A truly sad sight indeed.



Compiled by Greg THOM
g.thom@bigpond.com
Talk to me about YOUR Cessna!!



Maintenance Release Endorsements

Recently I wrote an article about the importance of complying with Maintenance Release Endorsements such as mandatory engine oil changes and other possible work that may have been called up such as instrument and transponder calibration and tests.

Failing to comply and correctly certify these endorsements is actually a federal offence and can have ramifications with applications for Alternate Means of Compliance and ferry permits etc. In addition to this we are all subject to the possibility of a CASA ramp inspection of our aircraft and maintenance release which could lead to a corrective action fine and a federal offence issued against us as a pilot personally. In some cases, it could even leave your aircraft grounded. To this end I feel like this is another good opportunity to remind people of how to correctly fill out the Maintenance Release. You, as a pilot, will need to pay particular attention to ensuring the endorsements in Section 1 are either cleared in Section 2 or an actual log book entry is raised to cover the work required. An example of this may be certification for an engine oil change. Please also note oil uplifts and landings must be recorded in Section 3. CASA recently sighted a Maintenance Release of one of our customers where the owner had carried out an engine oil

change but not properly certified for this action in Section 2, they hadn't been recording any landings and instead of actually recording what oil was added they had recorded how much oil was in the engine at each daily. To that end they contacted us with the suggestion we help educate our customers and also were good enough to provide two documents which will provide instructions to the requirements and correct way of making appropriate entries on Maintenance Releases. The document is namely Civil Aviation Advisory Publication CAAP 43-01 v2.1 and can be viewed by the following link: [CAAP 43-01 v2.0 - Maintenance release](#)

MAINTENANCE RELEASE - CAR 43 DIRECTIONS

1. The Maintenance Release, including the flight & technical log, consists of Parts 1, 2 and 3.

(a) A signature in Part 1, 2 or 3 of the flight and technical recording sections of the Maintenance Release document for the completion of maintenance related to an endorsement shall constitute a certification required by regulation 42ZE of the Civil Aviation Regulations (CARs).

(b) Unless otherwise approved by CASA, expired Maintenance Release documents shall be inserted into and retained as a permanent part of the aircraft log book.

2. Maintenance Release Issue

(a) The CAR 43 authorised person signing the Maintenance Release immediately after the completion of the nominated Maintenance Release inspection shall ensure that: -

(i) all data related to component changes which have been certified on the expired Maintenance Release have been transferred to the appropriate maintenance record pages in the aircraft log book; and

(ii) any Major Assembly History Cards and/or Component History Cards which relate to components that were changed during the period that the Maintenance Release document was in force have been transferred to the aircraft log book.

(b) The CAR 43 authorised person signing the Maintenance Release shall ensure the following entries and endorsements are made on Part 1 of the Maintenance Release document at the time of issue: -

(i) the aircraft type and registration;

(ii) the date and total time in service of the aircraft at which the Maintenance Release expires;

(iii) the name and certificate number of the authorised person issuing the Maintenance Release;

(iv) the total time in service of the aircraft at the time of issue;

(v) the time, date and place of issue;

(vi) the signature and licence/maintenance authority number of the person signing the Maintenance Release;

(vii) if the aircraft is equipped and is approved in the flight manual for IFR flight, tick 'IFR'; if 'IFR' is not ticked, tick 'VFR Night' or 'VFR Day' as appropriate;

(viii) the operational category of the aircraft (highest operational category);

(ix) if an aircraft is approved in the flight manual for IFR flight, and is not being used in RPT and has not been maintained to the required IFR standard at the time of the MR issue, then enter

the outstanding IFR maintenance inspections in Part 1 as a condition of the MR issue including a statement "Aircraft limited to VFR flight until IFR inspections certified";

(x) If the aircraft referred to in paragraph (ix) is subsequently restored to IFR standard this must be indicated by a signed cleaning endorsement in Part 1 after the maintenance inspection is entered and certified for in the aircraft log book;

(xi) All requirements and conditions under the CARs and CAOs that will require maintenance, other than daily/line inspections and Maintenance Release inspections, to be carried out on the aircraft during the period that the Maintenance Release is to remain in force, and include the total time in service of the aircraft and/or the date, as applicable, at which the maintenance/inspection is due for compliance; and

(xii) Permissible unserviceabilities (MEL Item) or conditions carried over from the previous Maintenance Release (refer CARs 43(9) & (10)).

3. Part 1

(a) Enter the following in the column entitled "Maintenance required".

(i) All scheduled maintenance required by the CARs, other than daily inspections and Maintenance Release inspections, to be carried out on the aircraft prior to the date and aircraft total time in service at which the Maintenance Release ceases to be in force;

(ii) Endorsements related to permissible unserviceabilities (refer CARs 43(10) and 49)

(iii) Endorsements related to conditions (includes maintenance flight tests) (refer CARs 43(9), 44 and 49)

(b) Enter clearing endorsements and certify, in the column entitled "Complied with...", for the completion of or compliance with; -

(i) scheduled maintenance entered in Part 1;

(ii) maintenance to clear a permissible unserviceability entered in Part 1;

(iii) maintenance to clear a condition entered in Part 1; and

(iv) Airworthiness Directives entered as maintenance required in Part 1.

4. Part 2

(a) Enter endorsements in the column entitled "Endorsements" for: -

(i) recording defects and major damage (refer CAR 50.)

(ii) recording unairworthy statement (refer CAR 47.)

(iii) recording the requirement for a maintenance flight test of the aircraft, aircraft component or item of equipment fitted to the aircraft which the serviceability can only be established by a flight test.

NOTE: -Paragraph (iii) refers only to circumstances where certification has been made for the completion of maintenance which may have adversely affected the flight or operating characteristics of the aircraft.

(b) Each endorsement is to be signed and dated by the person making the endorsement.

(c) Enter endorsements and certify in the columns entitled "Clearing endorsements" and "Clearing signature, licence/authority no. and date" to record and certify for: -

(i) the rectification of defects or damage other than defects or damage which must be rectified by a Certificate of Approved Holder (refer Schedule 7 of the CARs).

NOTE: -Maintenance Release inspections and all other maintenance that requires disassembly of the

aircraft must be entered and certified in the aircraft log book.

(ii) the completion of maintenance listed as pilot maintenance in Schedule 8 of the CARs; or

(iii) cancelling an endorsement by making reference to the aircraft log book or approved maintenance document;

(d) A signature in the column adjacent to

"Clearing endorsements" indicates that all of the aircraft maintenance records and certifications for the completion of maintenance have been completed.

5. Part 3

(a) A signature, by a person authorised by the CARs, in this part for completion of the daily, or equivalent, inspection on the date shown adjacent to the signature shall constitute a certification required by Regulation 42ZE of the Civil Aviation Regulations.

(b) Entries in Part 3 with respect to aircraft time-in-service shall be made at least at the end of each day the aircraft is flown.

(c) The three columns beside the progressive total of time-in-service shall be used to record aircraft or aircraft component cycles (pressurisation/landings etc.) or acrobatic hours, where applicable, and may be used for other purposes.

None of us want a federal offence listed against us that apparently can stop us from travelling overseas. I have heard of one such case where the owner failed to comply with an engine oil change requirement, this was pointed out to him on a CASA ramp check. The CASA airworthiness officer wrote out a bit of paper enforcing the oil change be carried out, the aircraft owner thought that was the end of it having carried out the engine oil change but unfortunately the CASA officer completed paperwork to give him a federal offence and the first he knew of this was when he was trying to depart the country and the lady in immigration advised him that he wouldn't be travelling anywhere today as he had a federal offence listed against him. To that end he missed out on his daughter's wedding in England.

To this end, I would suggest we all make an effort and do the job right to avoid any unwanted trouble with our regulator.

Tony Brand
Chief Engineer
Horsham Aviation Services

ATTENDEES AT WANGARATTA OCTOBER 2024 FLY-IN

ROB & MAGGIE BARNES, ROSS & JENNY BATE. JOHN BESTWICK, DAVE CRAWFORD & ANNIE HAYNES,
CHRIS & MAREE CROCKET, DAVID CRUM with WARREN WADDICK & COLIN & LYNLEY CRUM,
DAVE CURTAIN, TONY & KERRIE FITZPATRICK, NOEL HANDLEY & ELLEN JENKINS,
CHRIS HIRST & RUTH LINSTROM, LAURA INDER, PETER JENKINS, PETER & ALISON JONES,
LESLEY & FRANK LEWIS, TONY McCARTHY & LYN COMER, JIM MULLINS, CLIFF & CAROLINE PRINCEHORN,
GREG & GAYE SAAL, COLIN STANDFIELD & KAREN BRIGGS, JOHN & ELAINE STUART, IAN & DAVID TAIT,
ROB & JANINE TERZI, SUZIE TOOLE, BRIAN & CATHY HARVEY, BARBARA VIAL

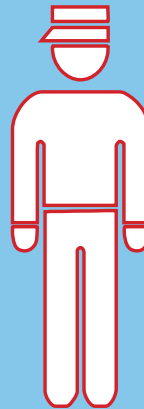


EDITORS NOTE

In order to keep Members informed of happenings within our Association I need input from you, the Members.

If you have been somewhere, or had a grandchild, or gone bald, or some modifications to your C182, anything about you and your family, these all help to make the Newsletter interesting.

I am constantly on the lookout for things to include, hence the occasional article on a subject outside aviation. Your help please.



MERCHANDISE

- White polo shirts and navy reversible vests are available for men and women.
- Anniversary Computer Bags.

Hats & caps are also on sale.

Please check our website for details or contact:
Gaye Saal, on 042 883 5139

THANKS!

Thank you once again to all our contributors.
As always we are totally indebted to John Weston and his team, including magazine designer Donald Keys, for the final layout of this Newsletter and its absolutely superb reproduction.
Thanks to our Webmaster, Janine Terzi, and photographers Peter Jones and Chris Hirst

Join the Cessna 182 Association of Australia

JOINING US - It's easy!

Just download the MEMBERSHIP APPLICATION at

www.cessna182.org.au

Cost is just \$150 for 3 years,
and if your partner would also like to join as a full member, just pay another \$30!

Contact Details:

Frank Lewis, 0416 160 347 — frankleslewis@gmail.com,
Jane Hogarth 0402322164 — secretary@cessna182.org.au

Also take a look at the Cessna Pilots Association of Australia to find out what is happening:
www.cessnapilotsassociationofaustralia.org.au

EACH YEAR ENJOY:

- A Fly-in in Autumn and Spring
- Two Newsletters with News, Events, History etc
- Incredible friendships with like minded people
- Something different for everyone all over Australia
- An Informative Website

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Janine Terzi 0407 864 201

A new committee is elected every year at the AGM. All members are warmly invited to stand for election. Nomination forms accompany the AGM advice from the Secretary.