

FLY-IN DATES



Cessna 182 Association of Australia

2013 FLY-INS

2013 AUTUMN April 19-21 Kununurra WA YPKU

2013 SPRING September 9-11 Adels Grove QLD YALG



THE PRESIDENT'S CORNER

Welcome to the Spring/Summer edition of the C182 Newsletter. The weather is warming and the storm season is coming. A little while ago we had a wonderful fly-in at Mount Gambier. It was a very successful event with 49 attending, arriving in 19 aircraft and 4 road vehicles. The event ran seamlessly and that is a credit to the work of John and Elaine Stewart who organized the event on our behalf. We started the event with the informal dinner on the Friday evening at the Best Western SOUTHGATE MOTEL, which then set the tone for the rest of the weekend. Saturday morning saw us all gathering for a journey to Nelson and a boat trip on the Glenelg River, with morning tea, and on to the Princess Margaret Caves. What a fascinating part of the country. Following our lunch, we were bussed to the pumping station on Blue Lake in Mount Gambier and were given a guided tour through the operation. A very interesting place indeed.

Our thanks must go to the members of the Mount Gambier Aero Club. Under guidance from Club President Paul McFarlane, who incidentally is also Mt Gambier Airport Manager, upgrading of the Club premises was expedited so as to be ready for our Fly-in, and what a great result. Our ladies were able to set up the registration table, and provide welcoming refreshments for our members on their arrival on the Friday. Earlier in the week, Paul had allocated an aircraft parking area and mowed the grass ready for us to set out the parking spaces which all worked to plan.

The Clubhouse was the venue for our Saturday night, a great meal and a well stocked bar, nothing was too much trouble for them, and what a cracker of a night it turned out to be. The noise and hubbub and laughter was tremendous and I think that our Guest Speaker, Frank DiGiorgio was quite impressed at our ability to have fun. I know he was amazed at the fact that we ran out of wine stock so early in the evening which required him to organize some more.

A remarkable amount of money was raised for our charity, which was the Riding for the Disabled Mount Gambier branch. Thanks to a cunning and

conniving auctioneer, who bettered most of us, he was able to extract a large amount of money for the donated goods and in one instance six times the value of an item from some determined bidders. A brilliant effort. Coupled with our funny fines section, run by Peter Jones, and some wine sales we raised an amazing amount of \$4,516 for our charity. This was passed to the organization by John and Elaine later in the week. The Mount Gambier press were also quite interested in our activities and there really was quite good coverage from the local media.

Sunday lunchtime again saw us gathered at the Aero Club for another great meal after which some of our members departed, all agreeing it was a great Fly-in, those remaining enjoying the evening meal at the South Eastern Hotel Dining room.

We did hear that some enterprising members offloaded baggage so that they could load their aircraft up with some wonderful Coonawarra wines and we hope that they enjoy them immensely.

Once again, our sincere thanks to the Mount Gambier Aero Club for their support, Frank DiGiorgio for his guest speaker's role and supply of wine for the evening and of course, our members, John and Elaine for doing all of the hard work. Well done everyone.

The next few years will see a number of remote fly-ins. Kununurra and Adels Grove are featured for 2013 with Cervantes in the pipeline for 2014. Planning for Kununurra is in the final stages and Peter and Alison Jones have done a considerable amount of work on that and, at the time of writing, in excess of 60 people had booked into the accommodation already. This should be a very good and interesting and different fly-in. It's a bit like the "thrill of the chase"; half of the fun is getting there. If you have not already booked accommodation for Kununurra perhaps now would be a good time to do so as there is premium for accommodation in those areas at present and rooms will be released fairly shortly to the general public.

Previously we advised of a CASA review on

maintenance issues. Garth Bartlett has responded and we will arrange for his response to be printed elsewhere. This matter will affect all of us with the legacy Cessnas and it will be interesting to watch developments.

Please look at our website. Janine and Rob Terzi have been continually upgrading it but they do need your photographs and anecdotes. Please assist them to keep our website vibrant and updated. A lot of people do look at it particularly from outside of the Club. The more that you can supply to them the more will be fitted and keep the interest up in our activities.

Our next AGM is in Kununurra. All of the Committee positions will be thrown open and there will be vacancies as some of the longer serving members step down to have a well deserved break. Please consider joining your Committee. The Association always needs fresh ideas and people to keep it a vibrant and successful organization. It can only do this if members put their hands up. It would be nice if sufficient were interested that we do need a ballot at Kununurra.

In the meantime I, on behalf of the Committee, would like to wish you all a Merry Christmas and a safe and happy New Year. Remember to keep the blue side up and we will see you at Kununurra.



Lotty



FLY-IN to MOUNT GAMBIER, SEPTEMBER 14-16 2012



When Greg told me the Cessna 182 Association was having a fly-in to Mount Gambier, my immediate reaction was a little negative. I thought that it would be too far to travel for a week-end and there would be a fair chance we would be harvesting.

As the weeks passed by, we realised that the harvest would not be ready until after that date and my enthusiasm grew immediately. Seeing the Blue Lake has been on my 'to-do-list' since I learnt about it in Primary School. We had never been to that region, so decided to make a week of it. We had not long ago joined the 182 Association so it was a totally new experience.

After spending two nights in Broken Hill, we left for Mount Gambier on Friday after an early lunch. The country was amazing from the air and the contrast as we approached Renmark was incredible. All of a sudden the presence of water turned the canvas below us from saltbush country to lush crops of all shapes and sizes. The weather also changed about then and we descended to 2,000 ft to avoid the cloud and showers. My camera clicked away.

The sun poked through as we landed and we were marshalled over to our park. Friendly faces appeared and we knew immediately that the people involved with this fly-in were dedicated to making it the best week-end possible. Someone carried my bags to the aero club where we were greeted with a welcome drink and started meeting people from all over. As the afternoon was passing, we were taken to our motel to get settled in.

Once again friendly faces filled the room and we were meeting and speaking with more people as we gathered for pre-dinner drinks that evening. Greg and I were formally introduced to everyone attending the fly-in at the dinner.

The overcast skies on Saturday morning did not dampen our enthusiasm as we all boarded a bus heading for Nelson. Our friendly and informative bus driver pointed out the interesting

surroundings on the way. At Nelson we then took the boat on a leisurely trip up the Glenelg River. Our destination, Princess Margaret Rose Caves. This spectacle of nature was amazing.

After lunch, we headed back to Mt. Gambier and took a tour through the Blue Lake's water pump station. This was great and satiated my long ambition to learn more about the mysterious Blue Lake.

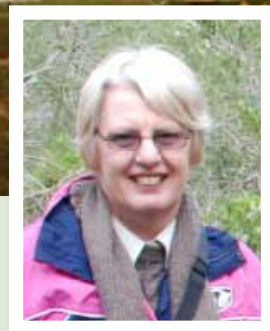
The annual 182 dinner was held at the Aero Club and Mr Frank DiGiorgio was the guest speaker. He was entertaining and informative and generally just a nice guy.

Sadly after a beautiful barbeque lunch on Sunday we had to head off.

It was a week-end to remember and I can't thank the organisers enough. It must have been a huge task to put it all together and their attention to detail was evident by the way it all ran so smoothly.

We are very pleased we have joined the Association and look forward to many more meetings with such a great bunch of people.

Thank you Mt. Gambier!!



Impressions of new member Gaye Saal





FRIDAY NIGHT CATCH UP: SOUTHGATE MOTEL



SATURDAY NIGHT: MT GAMBIER AERO CLUB





Cessna 182H , VH-DOP. (18256234).



VH-DOP (182562340 at Orange, NSW on February 5th , 1966.

Pic. via B.van Drunick



Storm victim , VH-DOP at Scone ,NSW on February 7th 2007.

Pic. Scone Aero Club

As one of the thirty five 182H's imported into Australia to date, 18256234 arrived in Australia as part of a record Cessna shipment in 1965 .

Along with 18256234 which had been factory-registered as VH-DOP, were another 15 aircraft all pre-registered in the VH-DO_ , VH-PK_ , and VH-PQ_ blocks.

Allocated the U.S. F.A.A. registry marks of N2334X which were ,of course, Not Taken Up, the aircraft was imported and assembled by Rex Aviation for Masling Aircraft Sales of Cootamundra, New South Wales.

It was registered to them on July 9th 1965 on Certificate of Registration number 5205.

Coincidentally registered on the same day, on C of R number 5207, was 18256246 , VH-DOR which would soon be winging it's way south to Victoria for Schutt

Aircraft P/L., and ultimately a registration change to VH-RVF/2 with the Royal Victorian Aero Club.

Sadly 'RVF is no longer flying and will be the subject of a future W.A.T.N.

Maslings used 'DOP for demonstrations and as a company 'hack' until January 1967 when the aircraft was sold to H. and D. Peter of 'Bil Bil' near Goodooga , New South Wales.

In mid 1970 the Peters disposed of the aircraft to 'The Gundibri Estate', owned by the Munro family , a long time agri-business based near Merriwa , New South Wales.

'DOP' served the Munro's faithfully for some thirty years until a freak storm struck Scone airfield on February 7th , 2007.

Sadly 'DOP happened to be resident at the field

when the storm passed through, resulting in Angus Munro's pride and joy being unceremoniously flipped onto it's back.

Though apparently suffering only minor damage it was none-the-less considered an insurance write-off and the 'wreck' was moved to Bankstown to the residence of Aviation Salvage. It was subsequently parted out in late 2007.

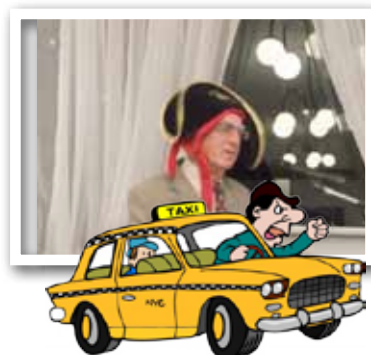
Compiled by Greg THOM

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



KELLETT'S CORNER



Kellett on Taxis...

A pompous English Colonel arrived in New York and hailed a taxi. "Where to ?" said O'Flaherty. "Take me to Christ's Church" he said. About 10 minutes later the cab stopped outside St. Patrick's Cathedral.

"That's not Christ's Church "protested the Colonel. "If He's in town, He'll be in that one" said O'Flaherty.

The cabbie's careless driving was a worry to the expectant mother. "Be careful" she said, "I'm expecting my sixth child".

"And you're telling me to be careful!" he replied.

In another taxi on the way to the maternity hospital, the 19 year old wife complained she was in pain and terrified. Her 20 year old husband put a comforting arm around her and asked "Are you sure you want to go through with this?"

Chap phoned the taxi company to complain that the cab he ordered had not arrived at the specified time.

"I told you when I made the booking that I had to be at the airport at that time" he complained. " Don't worry, it will be there soon " said the girl. " Anyway, your plane is bound to be a few minutes late"

" You're darn right it will be " said the man, I'm the Pilot !"



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.

THE LEGENDARY CATALINA



November 2012 saw the 6th CATALINA FESTIVAL located at the former RAAF Base at Rathmines on the Western shores of Lake Macquarie in NSW.

Catalina VH-PBZ "Felix" from the HARS collection based at Albion Park near Wollongong flew in and taxied onto the original launch ramp, much to the delight of the thousands attending.

The Festival raises funds for the eventual building of a museum on the site to house VH-CAT, a sister ship to VH-PBZ. VH-CAT is at present housed at Bankstown YSBK undergoing restoration.

My thanks to Julie Hadfield from the Rathmines Bowling Club for the top right photos. Rathmines B C is established in the former RAAF Officers Mess.

Construction of the RAAF base started in September 1939, and became operational when No. 9 Squadron RAAF transferred from Point Cook in Victoria. Catalina flying boats arrived at the base in February 1941, and by September 1943 there were 14 Catalinas, two Seagulls, a Dornier and a Dolphin on site. At its peak, almost 3000 personnel were on site during 1944-45, and in 1956 there were still in excess of 230 buildings and structures existing. The base finally closed in December 1960.

Catalinas played a significant defensive role in the Pacific, including reconnaissance, mine laying, supplying troops and rescue missions. During these operations, 32 Cats were lost along with 322 aircrew.

VH-CAT doing a splash and go at Rathmines in December 2008 on arrival from Portugal where it was purchased. It had been used as a fire fighting water bomber.



AGEING AIRCRAFT

Members will be aware of this important subject which has been aired regularly over the past couple of years.

Various discussion papers have been published, and CASA has held several seminars around the country. Obviously the subject is complicated, and affects all operating aircraft in one form or another. Input has been invited by CASA. Association member Garth Bartlett offered to represent the C182 Association along with the 200 Series Club, and the CPAA.

Your Committee, on behalf of our Association, accepted Garth's kind offer, and below is his submission of 07 November 2012.

However, before reading it, I strongly recommend that you read DOCUMENT DP 1205CS ON THE CASA Website so you can relate Garth's reply to the relevant points raised. Simply enter DP1205CS and the item appears at the top of the screen page.

DP RESPONSE FORM: AGEING AIRCRAFT MANAGEMENT PLAN [DOCUMENT DP 1205CS]



Name: Clinton Garth Bartlett
ARN: 066036
Association: Cessna Pilot's Association of Australia.
Address: PO Box 377, Helensburgh,
NSW, 2508, Australia
Phone: 0428 103 023
Email: garth@bilyaragroup.com.au
Responding: Association
Involvement: Member Representative
and Technical Support
Consultation: Satisfied
Consent: I consent to have my name published
as a respondent to this DP

Date: 7th November 2012

Specific Key Options/Issues:

Option 1 – Do nothing: No further research, oversight or management of the ageing aircraft fleet. This would produce minimal further opportunity to identify and address ageing related catastrophic events before they occur.

This is not an acceptable option

Option 2 – Matrix Tool: Further develop the prototype Matrix Tool into a production version, permanently available on the CASA website to enable Registered Operators to more accurately establish the likelihood that their aircraft may be suffering from the negative impacts of ageing.

This option is acceptable with consideration to the following:

1. This Matrix Tool is interesting to see the effects of various factors on the likelihood that an aircraft might be suffering from the negative impacts of aging. It

was particularly interesting to do after the e-learning training on aging aircraft – as consolidation.

2. The Matrix Tool has limitations beyond the above. To consider all relevant factors, it would need to be vastly more complex in structure – possibly making it unwieldy. More importantly it is limited by the lack of records/knowledge we have of aircraft over such a long period of time. There are no records kept in logbooks of how an aircraft has been stored, or even where it has been operated.

Option 3 – E-Learning: Further promote and encourage the use of the recently developed Ageing Aircraft Awareness E-Learning course to improve Registered Operator's knowledge. This would better equip Registered Operators to manage their aircraft in relation to ageing aircraft issues.

This option is acceptable with consideration to the following:

1. Yes this is a good option as part of a solution. E-learning is convenient. It appears to be pitched appropriately at private Registered Operators: not too complex, yet enough detail to feel you have learnt something useful and it was worthwhile doing.
2. The e-learning better equips the private Registered Operators to discuss the issue with their LAME and other pilots/groups – in effect to further promote the issue and generate open and free 'discussion'.
3. The main issue will be how this (and presumably other e-learning courses) will be promoted? How will the operators be 'encouraged'?

Option 4 – Type Clubs: Further encourage the participation or formation of Type Clubs where members are able to collectively share their knowledge and experience in the support of their ageing aircraft. This might include the ability to amortise any costs associated with the development of CAR 42 approved SoMs, or CASR 21M developed STCs, repairs or technical substitution lists etc. to best support their ageing aircraft type.

Agree with this option with consideration of the fact that type clubs vary considerably:

1. The aim of the clubs may be – social – technical – representative – educational – or various combinations.
2. The structure and leadership of the clubs varies in terms of willingness / ability / relevant knowledge / paid / voluntary.

3. Funds available may vary considerably. Not all clubs are equal. The issue would be how to handle such different clubs under one umbrella.

Option 5 – Professional Development: Further develop and deliver professional development training to LAMEs and APs to ensure enhanced SoM outcomes that genuinely address all aspects of the ageing process in the Australian Operating and maintenance environment.

Agree with this option with consideration of the following:

1. Despite professional accreditation/licensing, not all LAMEs are equal
2. Option 5 goes hand in hand with Option 3. It makes easier the conversation between the Operator and the LAME and thus potentially relieves the commercial pressures per above.

General

With regards to Cessna aircraft, Cessna has now issued SIDs programs covering the whole of its fleet.

These Special Inspection Documents specifically address the issues of aging and commence when the aircraft are 5 years old.

For all new aircraft, these inspections are an integral part of the respective Continued Airworthiness Programs.

Our membership who have had the SID program done report that they have found each of these SIDs to be relevant and appropriate to the respective function.

Most feel comfortable that Cessna has implemented a sensible but conscientious program for ageing aircraft.

There is always discussion within the membership with regards to the inconsistency of differing LAME's views and also the inconsistency of interpretation of the applicability of Schedule 5 vs the manufacturer's system of maintenance.

Garth further recommends reading the article by Andrew Andersen, President of AOPA, as presented at the recent Narramine Fly-in.

dl.dropbox.com/u/2670636/Andersen%20
Narramine%20SEP12%20v2.pdf

AROUND 1940... WHAT MIGHT HAVE BEEN

HITLER'S STEALTH BOMBER Keep in mind, this aircraft was built in the 1940's. It resembles our Stealth bombers of today. Had Hitler got these into production sooner, the world wouldn't be what it is today. Hitler's stealth bomber:



The Horten HO 2-229

With its smooth and elegant lines, this could be a prototype for some future successor to the stealth bomber. But this flying wing was actually designed by the Nazis 30 years before the Americans successfully developed radar-invisible technology. Now an engineering team has reconstructed the Horten Ho 2-29 from blueprints, with startling results.



This full-scale replica of the Ho 2-29 bomber was made with materials available in the 40s



Futuristic: The stealth plane design was years ahead of its time. It was faster and more efficient than any other plane of the period and its stealth powers did work against radar. Experts are now convinced that given a little bit more time, the mass deployment of this aircraft could have changed the course of the war.



A full scale replica of the Ho 229 bomber made with materials available in the 1940s, at preflight

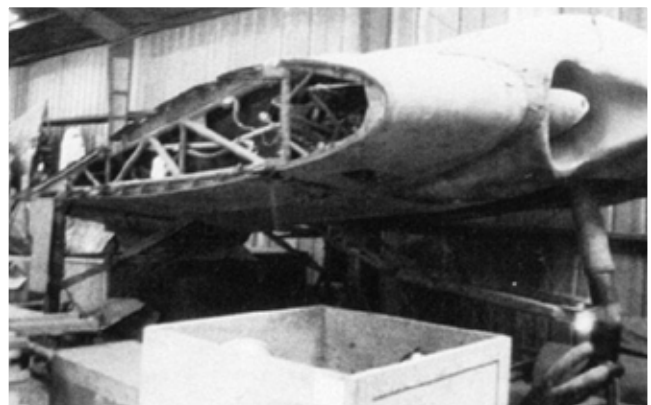
The plane could have helped Adolf Hitler win the war. First built and tested in the air in March 1944, it was designed with a greater range and speed than any plane previously built and was the first aircraft to use the stealth technology now deployed by the U.S. in its B-2 bombers.

Thankfully Hitler's engineers only made three prototypes, tested by being dragged behind a glider tow plane and were not able to build them on an industrial scale before the Allied forces invaded. From Panzer tanks through to the V-2 rocket, it has long been recognized that Germany's technological expertise during the war was decades ahead of the Allies.

But by 1943, Nazi high command feared that the war was beginning to turn against them and were desperate to develop new weapons to help turn the tide. Nazi bombers were suffering badly when faced with the speed and maneuverability of the Spitfire and other Allied fighters.

Hitler was also desperate to develop a bomber with the range and capacity to reach the United States.

In 1943 Luftwaffe chief Hermann Goering demanded that designers come up with a bomber that would meet his requirements, one that could carry 1,000kg over 1,000km flying at 1,000km/h.



A view of the right wing root and fuselage of the stealth bomber. The jet intakes were years ahead of their time.

Two pilot brothers in their thirties, Reimar and Walter Horten, suggested a flying wing design they had been working on for years. They were convinced that with its low drag and lack of wind resistance such a plane would meet Goering's requirements. Construction on a prototype was begun in Goettingen in Germany in 1944. The center

pod was made from a welded steel tube, and was designed to be powered by BMW 003 engines. The most important innovation was Reimar Horten's idea to coat it in a mix of charcoal dust and wood glue.



Inventors Reimar and Walter Horten

Inventors Reimar and Walter Horten were inspired to build the Ho 2-29 by the deaths of so many Luftwaffe pilots in the Battle of Britain.

The 142-foot wingspan bomber was submitted for approval in 1944, and it would have been able to fly from Berlin to NYC and back without refueling, thanks to the same blended wing design and six BMW 003A, or eight Junker Jumo 004B turbojets. He thought the electromagnetic waves of radar would be absorbed and in conjunction with the aircraft's sculpted surfaces the craft would be rendered almost invisible to radar detectors.

This was the same method eventually used by the U.S. in its first stealth aircraft in the early 1980s, the F-117A Nighthawk. The plane was covered in radar absorbent paint with a high graphite content, which has a similar chemical make-up as charcoal. After the war the Americans captured the prototype Ho 2-29s along with the blueprints and used some of their technological advances to aid their own designs.

But experts always doubted claims that the Horten could actually function as a stealth aircraft. Now using the blueprints and the only remaining prototype craft, Northrop-Grumman (the defense firm behind the B-2) built a full-size replica of a Horten Ho 2-29.

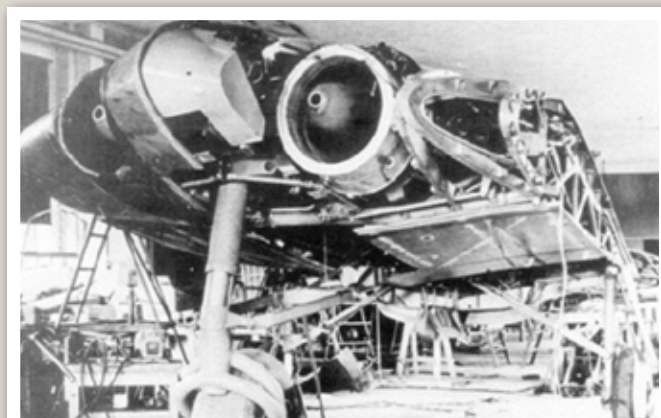
Luckily for Britain the Horten flying wing fighter-bomber never got much further than the blueprint stage.

Thanks to the use of wood and carbon, jet engines integrated into the fuselage and its blended surfaces, the plane could have been in London eight minutes after the radar system detected it.

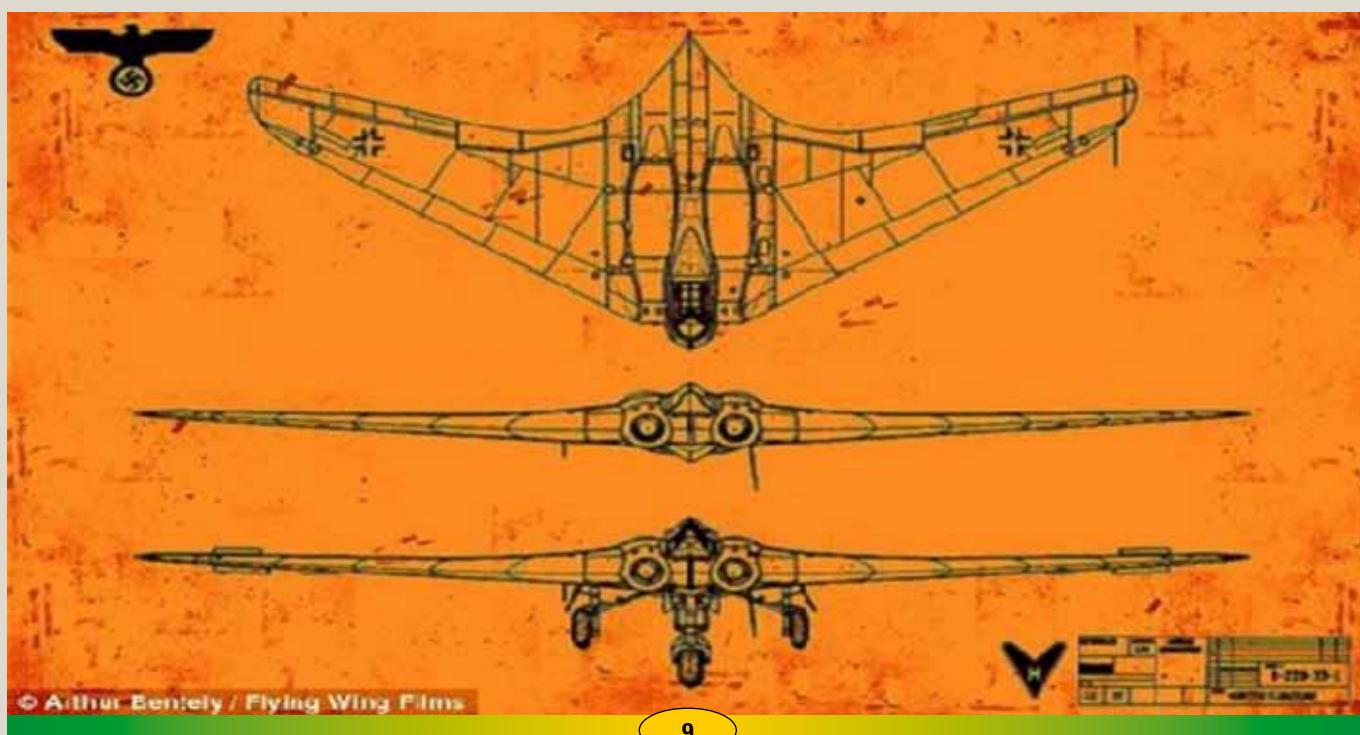
It took them 2,500 man-hours and \$250,000 to construct, and although their replica cannot fly, it was radar-tested by placing it on a 50ft articulating pole and exposing it to electromagnetic waves.

The team demonstrated that although the aircraft is not completely invisible to the type of radar used in the war, it would have been stealthy enough and fast enough to ensure that it could reach London before Spitfires could be scrambled to intercept it. If the Germans had had time to develop these aircraft, they could well have had an impact, says Peter Murton, aviation expert from the Imperial War Museum at Duxford, in Cambridgeshire.

In theory the flying wing was a very efficient aircraft design which minimized drag. It is one of the reasons that it could reach very high speeds in dive and glide and had such an incredibly long range. The research was filmed for a forthcoming documentary on the National Geographic Channel.



Front view of prototype, shows landing gear and two of the BMW engines in place.



THIS WOULD MAKE YOU THINK ABOUT EARLY RETIREMENT!



Atlantic Southeast Airlines/ Delta Connection after a lightning strike.

FROM YESTERYEAR

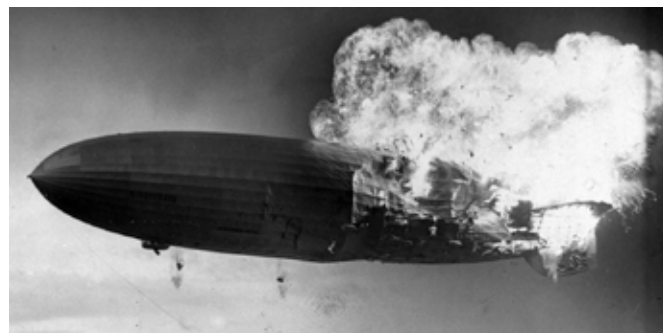
May last year marked the 75th Anniversary of the 1937 HINDENBURG Airship disaster. Of the 97 passengers on board, 62 survived, and one on the ground was killed.

The Airship caught fire whilst attempting to land near Lakehurst in New Jersey.

A couple of photos are shown below and these are taken from a report which can be viewed on the internet at...

www.theatlantic.com/infocus/2012/05/75-years-since-the-hindenburg-disaster/100292/

Please take the time to see the report, there are 34 old photographs and some interesting history on the HINDENBURG. Image 22 has a link to a 5 minute film which is worth watching.



MEANWHILE IN 1929...



*Arrival of the first Aerial Mail in BRISBANE April 23rd 1929.
Pilot P.H. Moody*

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 Kununurra.*



COMMITTEE REPORT

Your Committee will hold its next meeting in Echuca on the first weekend in February. Finalising of details and the preparation of the Registration Form for the coming Fly-in to Kununurra will be a priority, together with further discussions on future Fly-ins at Adel's Grove and Cervantes in W. A.

We will also take the opportunity to look at Echuca as a Fly-in destination, as no particular location has been selected for Autumn 2014.

The Committee maintains regular contact by Email and Telephone to ensure Association matters don't stagnate, and we all welcome input from our Members with suggestions and requests.

Don't forget that members are always welcome to attend our meetings, just let us know so that we can arrange accommodation.

**STOP!
PRESS**

**Our Fly-in
for Autumn
2014 will
be held in
Echuca.**

MEMBER NEWS

Congratulations to Member Sandra Southwell (284) who has recently purchased C182 VH-TSA. She has also been elected to the position of President, Australian Women Pilots' Association (AWPA) Tasmania Branch. Here's her story...

After visiting the AWPA (Australian Women Pilots' Association) stand at Natfly in 2011, which is held in Temora, I decided to become a member.

I found this organisation to be very interesting, of a high standard and with members at ALL levels of aviation. They also offer scholarships for various training which is a great help and incentive to young women wanting to make a career out of flying.

In April this year a girlfriend and I travelled across to Bunbury in UAC, our C172, to attend the Annual Conference, this was a wonderful adventure. Unbeknown to me I was being groomed by our Tasmanian President



to take over that position. As of 5th May guess who has the job? The comradeship amongst the women makes one proud to be a part of it all.

In May next year most of us will travel to Hervey Bay

for the 2013 Annual Conference and spend another 4 days socialising, learning and listening to speakers with a wealth of knowledge. But in the meantime Barry and I look forward to our Kununurra C182 fly-in.



CONGRATULATIONS!



...to Rob & Janine Terzi – first grandchild (Romeo)
– another prospective C182 member

FOR SALE!

Patrick Vinson (180) has his C182K, VH-ALK for sale. Comes with some spares and a new propellor (still in box). 3800 TT approx.

More information from Patrick on 0418 290 174.

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.

MOUNT GAMBIER FLY-IN ATTENDEES

John Bestwick, David Crumb, Warrick Wadick, Tracey Ferris [BWK]; Robert & Mary Collins [KDZ]; Dianne & Trevor Corlett [REO]; David Crawford & Annie Haynes by Car; Neil Davis & Louise [DOO]; Barry Dean & Muriel Atherton & Ray Thorning [IEG]; Laurie & John Donoghue [NHU]; Chris Hirst & Ruth Lindstrom & Joanne Neal; Anthony Human & Rod Evans by Car; Jane & Andrew Hogarth by Car; Jennifer & Keith Hilless [KJY]; Alison & Peter Jones [JSF]; Alan Kellett [ATT]; Leslie & Frank Lewis [RQP]; Cilla & John Lillyston [TFE]; Rosie & Andy Lott [DNL]; Gaye & Greg Saale [MWL]; Karen Briggs & Colin Stanfield [UCS]; Elaine & John Stuart [MPZ]; Ian Spicer [PGC]; Susan & Roger Toole [DGC]; Janine & Robert Terzi [SHJ]; Judy & Leedham Walker & Max Paine [WWB].

LIST OF COMMITTEE CONTACTS

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<i>Past President</i>	Dick English	07 4655 4938
<i>Past President</i>	Sylvia Kappi	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!

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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 Echuca VIC
Fly-in Spring 2014 Cervantes W A

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

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EACH YEAR ENJOY :

-  two fly-in weekends including AGM
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-  incredible friendship with like-minded people
-  something different for everyone all over Australia

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