

# OneEightyTwo

The Newsletter of the  
Cessna 182 Association of Australia  
Issue #49 August 2025



**WELCOME**

**CESSNA 182 ASSOCIATION  
of AUSTRALIA**

[WWW.CESSNA182.ORG.AU](http://WWW.CESSNA182.ORG.AU)

## 2025/26 FLY-INS

**TOOWOOMBA, QLD 16-19 OCTOBER, 2025**  
**DARWIN, NT 12 – 16 MAY, 2026**  
**RENMARK, SA SPRING, 2026**

## THE PRESIDENT'S LETTER

**G'DAY ALL,**

Well, how amazing! (The editor's interpretation of Fitzy's stronger words.) It's been a big year so far. Starting with the Arkaroola fly-in. A big thankyou to Lotty for a well-organised and smoothly run turn out.

Great attendance with 25 planes and about 50 members. Also, great photos by Lotty. Thanks Mate.

As you know, Greg and Gaye have put in a huge effort to organise our spring fly-in to Toowoomba. Should be a cracker, I reckon. Thank you, Gaye and Greg.

Things are well under way for the Darwin Fly-in next May. This one was originally Roger Toole's in the making but Corona with a wedge of lemon buggered that. Frank and Les, also Jonesy and Alison are heading up to Darwin to fine-tune this one. No doubt it will make a great fly away. Thanks to all the organisers.

I'd like to touch on the Old Station Fly-In and Air Show south of Rockhampton, Qld, held in May just gone. As usual,

the owners, the Creed family put on another unbelievable and hard-to-beat turn out, not to be matched. Well over 10,000 people, 460 volunteers and over 260 planes with also the massive C130 Transall, similar to the Hercules C130, but less two engines. Bloody "O" for Awesome watching this plane land on a dirt strip. Gotta see it to believe it! To top this show off, all profits go back into local organisations. It was great to have a big attendance from the Southport Flying Club and several 182 Association members. Good people, great company and we all enjoyed the relaxed family feeling together. Next show is in three years. Don't miss it! A huge thank you to Ron and Helen Creed. (From the editor---- Also a big thank you to Fitzy who was one of the volunteers and also set up a great camp for all of us!)

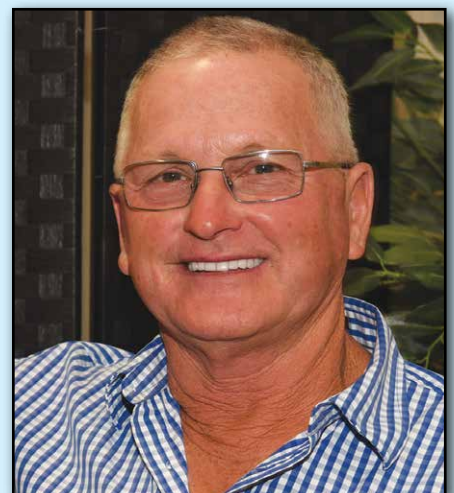
Earlier this year, Life member, Leedham Walker from Flinders Island passed away and recently we lost Bruce Church's wife, Margaret from Broken Hill. Our sincere thoughts go to Judy and Bruce and their families for their loss.

Les has organised a new club banner since we can't find the original. Thank you, Les.

Well, I hope our members are enjoying plenty of airtime while you still can. No better way to see the country. Remember you're dead for a long time so get out and enjoy the pleasure of flying and the friendships that come with it.

Safe flying. Tail wind! 

**Tony Fitzpatrick.**



Tony Fitzpatrick

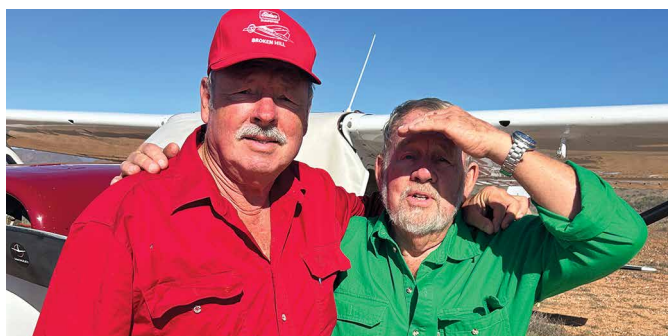
# ARKAROOA FLY-IN April 2025 - by Rosemary Lott

## How I saw it...

Andy and I flew into Ark on the Thursday and were greeted at the strip by the ever-helpful Andrew and Jane Hogarth. The pair of Andrews wanted to work out how the 25 aircraft arriving on the Friday could be comfortably and safely parked up for the weekend.



*Twenty-five aircraft*



*The Ground Crew*

The flight to Arkaroola itself is fascinating. Flying over Lake Frome is always a pleasure. You get such a strong sense of how old and isolated she is in her shades of grey with touches of brown. She looks different every time you pass overhead, depending on the nature of the cloud cover, the angle of the sun and the amount of water in the lake.



*Lake Frome*



Everyone knows that landing at Arkaroola requires a special skill set - it has challenges not found on most other airstrips. But when the planes began arriving on the Friday, the standard of skills exhibited was generally high. Maybe that had something to do with knowing there were a lot of pilots on the side watching you!

It's always wonderful to watch the arrival of each group of people – old friends hugging joyfully, new friends greeted warmly and folded gently into the mix.





The Friday night barbecue was a huge success. The chef, Rae, planned a feast to please all. There were six salads to accompany the superbly prepped meats and there was food in abundance. Alcohol flowed like a Queensland flood and the social aspect of the club was very evident to the other guests looking on.

The Ridge-Top tour was scheduled for the Saturday. This had to be done in two sessions, one in the morning and one in the afternoon. During the barbecue, members and their guests were told that the colour of the sticker on their name badge denoted whether they went in the morning or the afternoon. Yellow stickers got the morning! They were told to be at breakfast at 7am and ready to board the transport at 8 SHARP. This caused a great deal of consternation amongst

the more enthusiastic imbibers who were aghast that their planned recovery time was going to be severely truncated. They went from table to table looking for a swap, but those with green stickers didn't even try to hide their smugness. Every dog has his day, and this was theirs!



# ARKAROO LA FLY-IN ...continued



ten are needed to jam you in, they found they were sliding around a lot. Hysterical! One guy kept his head in his lap the whole way as he is scared of heights. His wife got out her mini family bible to share prayers with everyone. So, another lady quickly got out her phone and sent a farewell message to her family? (They received it after she got home as there was no connection up there on the rooftop.)



*Save me! Windblown!*



*A bit rough. Watch out!*

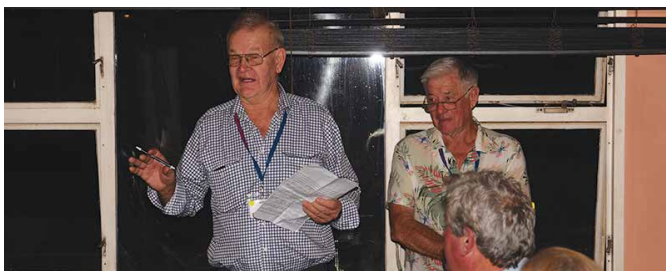
The Ridge-Top tour never disappoints with all drivers well versed in how to do it safely while supplying a continuous stream of information about the history of the place and the botany and geology. However, nine passengers in one of the vehicles reported on a very dramatic experience.....since

The food that night was superb. Every dish was a culinary masterpiece, perfection on a plate. The mushroom tart was a symphony of unique flavours and textures, the beef was thick, succulent and cooked to perfection, the duck was divine and the fish - tantalising. The delightful desserts were



*Sliding around. What is coming next?*

followed by the entertainment for the evening which was provided by the members themselves. They were challenged to perform in any genre of their choosing and everyone was fined appropriately. Our appreciation goes to all those who performed: Jenny Bate, Andrew Hogarth, Lee Godfrey, Mark Dromgool, Dave Crumb, Geoff Noble, Bruce Church, Laurie Gilham and to Andy Lott who gave a chilling account of his lucky escape when his motor failed to perform over the gnarly country between Renmark and Broken Hill. The proceeds from the fines were donated to the Spriggs family for the upkeep of the all-weather Balcanoona airstrip that the Sprigg family have maintained at their own expense for the use of the RFDS and other emergency services.



Sunday began with the AGM followed by a Safety Seminar delivered by Terry Horsam from CASA. The twenty-eight pilots and co-pilots in attendance fully appreciated his information and his friendly approachability.



After lunch our time was our own. The gathering around the bar and the pool proved that chances to catch up with each other are always appreciated.

That evening saw us back in the vehicles to be transported to the Oliphant Lookout, a spot ideal for appreciating the sunset and gorging on canapes and champagne. The scenery was beautiful, and we appreciated the superb food, the cheerful and helpful staff and the chance to spend more time chatting. Thus, we were nicely primed for our final dinner together that night.



*Drinks at sunset.*

We were blessed with beautiful weather, great organisation and generous hosts and staff. We give special thanks to Vicky and Doug, to our chef, Rae and to the ever vibrant and helpful Rowie. It was a memorable and joyous weekend. We thank you all.

From the editor. AND A HEARTFELT THANKS TO LOTTY FOR ORGANISING THIS GREAT EXPERIENCE!!!



# ARKARoola FLY-IN ...continued



*Drinks at sunset*



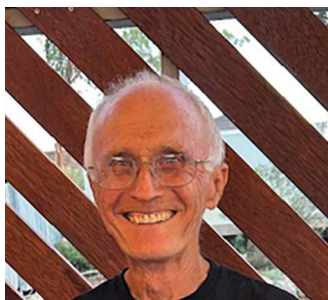
*SFC Crew*



*Thank you from the president*



*John*



*Doug Sprigg*



*John, Doug Sprigg, Kitchen crew take a bow*

## AT THE GALA DINNER, ARKARoola



*JAN & JOHN*



*GEOFF & LEE*



*TONY & LYN*



*MARK AND JULIE*



*RUTH & CHRIS*



*LAURIE & GAIL*



*MICHAEL & SUE*



*CHRIS & MEL*



**IAN & KAYE**



**JOHN & WARREN**



**FRANK & LESLEY**



**DAVE & FRIENDS**



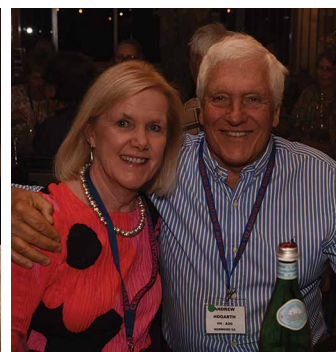
**STU & SUE**



**DAVID & TANYA**



**MARK & YASMIN**



**JANE & ANDREW**



**JENNY & ROSS**



**BRUCE**



**JENNIFER & BILL**



**KERRIE & TONY**



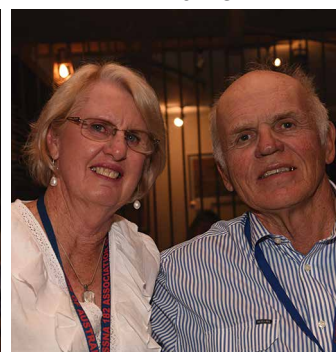
**DEAN & LOU**



**ROB & JANINE**



**JIM**



**GAYE & GREG**



**DAVID & ANNIE**



**ROSIE & ANDREW**



# A Trans-Tasman Flying Adventure Part #1

## The Outbound Escape



*Print No 1 shows Lord Howe Island inbound from the SW. The airfield is arrowed, is just above sea level and runs coast to coast between the terrain with a runway alignment of 10-28*

Ever since buying my Cessna 182S Skylane in late 2012 I have toured and flown extensively all across Australia to every state and territory, including three trips to The Kimberley, flights across the Nullarbor and to the SA, WA, NT and QLD Outback, lots of Bass Strait crossings to Tasmania and too many times to all parts of Queensland.

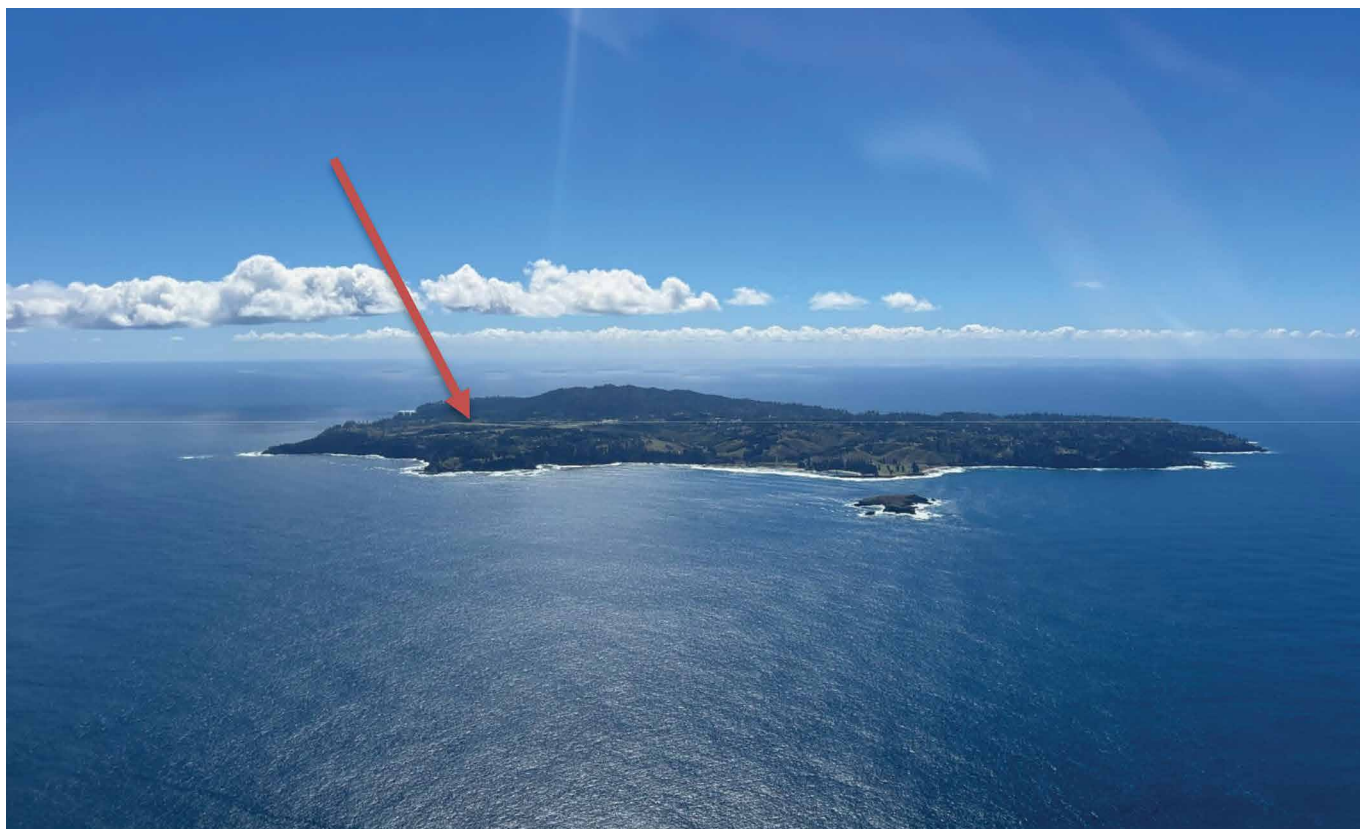
One flight I always wanted to do was across the Tasman to New Zealand and back. I decided early in 2024 that this was to be my mission, planned for late March until late April. This timing coincided with a wedding of a friend's son on Waiheke Island on Easter Saturday (sadly the same weekend as the Wanaka Warbirds Airshow, but the bride wasn't for re-scheduling); and my usual autumn Red and Fallow Deer and Himalayan Thar hunting experience in the beautiful Southern Alps mountains near Queenstown, Wanaka and Mount Cook.

Planning for the event was a monster task. A private aircraft flight leaving Australia and returning after visiting another country requires an almost endless list of clearances, declarations and permits for Border Force, (Customs) and Quarantine for both countries, plus entry, parking and departing approvals (and hefty fees) for all of the intermediate stopover points. This is compounded by the issue that Lord Howe Island is part of NSW so a flight to there is not an international flight, but it doesn't qualify as a First Port of Entry when returning. A

similar situation – with differences – applies to Norfolk Island. The latter is administered by Australia but it has its own Border Force and Quarantine staff and requirements. Different offices of Border Force have jurisdiction over seemingly similar actions – collectively a minefield to navigate and coordinate.

To list all the movement requests, permits, clearances and so on would bog down this narrative, but one interesting aspect is the requirement to have and use a de-insecticide spray routine prior to departure from Bankstown, Lord Howe Island, Norfolk Island and Kerikeri (in NZ) as well as at the top of decent point for same, both ways. These are aerosol cans holding about 250mL of Pre-Departure insecticide spray that needs to be dispensed into every wing and fuselage opening, into the wheel spat covers and under the engine cowlings before departure; and then a Top of Descent spray (different product) throughout the cabin just prior to decent. A separate written record, disclosure and signature for each event is required. Small cans, dear as poison, hard to get and very closely scrutinised at each checkpoint.

It goes without saying that ensuring Avgas is available at each over-water stop is fairly important. On both islands, often people simply don't answer their phones. I'll talk later about the prices. It also required obtaining an Avgas fuel card for use around NZ. Most of the NZ airports will not take normal credit cards or cash to prevent non-aviation use of Avgas, so you must have a credit account. Easy, you'd think! I'll extend my Air BP coverage, WorldFuel or Viva Energy (Shell). Nope.



*Print No 2 shows Norfolk Island approaching from the south. The runways are 04-22 and 11-29, positioned where arrowed above cliffs*

Unless you have a local NZ address, you can't have a charge card. After much searching and pleading I finally found an Avgas provider (GOFuel) that would provide me with a fuel card without being a resident, although they had to send it to a NZ postal address. Old friends are helpful!

I needed to have a life raft. My friendly DAME, who had flown his Twin Commanche to NZ before, consented that I could hire his raft, the agreed recompense was that I paid to have its biennial repack and check done. Last time he did it, the cost was around \$600. I could live with that. Except, it had now reached an age of over twelve years so the repack and check was the B service, i.e., re-pressure test the CO2 cylinder and a whole lot of other aspects. Estimated cost around \$1,800. Not tolerable. I managed to hire a small single man life raft from a Sydney supplier for around \$500.

Having a life raft was a comfort, but I took to thinking, what happens upon ditching with all my other important stuff? My solution was to clean out an empty 20 L bright red Shell aircraft oil pail, prepack my additional valuable items such as passport, EPIRB, laptop, phone, some flares, food rations, water bottle and so on into the pail and have the clip-on lid ready to slap on after dumping in the iPad, MR and other key items needed during the flight. I had a short rope already tied to the pail handle so I figured that after throwing out the life raft I would launch the closed pail which would float. Fortunately, this highly engineered provision was never required to be field-tested.

My flight plan was to fly initially from Kyneton to Bankstown which I did on Sunday 24 March. I had to pick up the life raft from the outer western suburbs first thing Monday morning, then sprint back to Milperra, drop the rental car and Uber back to YSBK. The flight to YLHI on Monday 25 March took me east over Mascot and along a line of IFR waypoints avoiding some military exercises and restricted areas north of Sydney, thence turning NE. Flying conditions were excellent, not a ripple on the ocean and not a cloud in the sky – “clear and a million” as U.S. fliers would say.

Even though Lord Howe Island is still part of NSW, this leg required a change to the programming of the aircraft transponder, whilst enroute. Rather than just the final three alpha characters we normally use, ATC want the full five digit VH- code, i.e., VH-CHK. That's fine, but when communicating along the later overwater legs, many ATCs then truncate the call sign to the first V and then the last two alpha characters, i.e., VHK.

The flight to cover the 450 Nm to YLHI at FL110 was uneventful and had a duration of 3:33 hrs for a fuel burn of 141 L. After about 150Nm from Sydney, comms with ATC faded so some helpful RPT aircraft flying overhead kindly forwarded position and Ops Normal reports. Without a SatNav phone nor HF, I was out of radar contact, so a change of flight rules to VFR was required until I came within range of YLHI.

My approach to YLHI coincided with the arrival of a QantasLink RPT aircraft, so I had to perform an orbit

# A Trans-Tasman Flying Adventure ...continued



*Print Nos 3 and No 4 show some examples of beautifully simple Norfolk Island number plates.*

offshore in order to give them a priority clearance. Landing at YLHI poses some unique challenges. The airfield lies close to sea level just NW of two adjacent volcanic mountains, Mount Gower and Mount Lidgbird, the former rising to 875 m (2,871 ft). The three windsocks all point in different directions, so it is common to experience a change from a headwind to a tailwind rapidly whilst landing. Overshoot or undershoot, and you're in the ocean. Quarantine and Border Force all swarmed to check paperwork, de-insecticide spray compliance and so on. Avgas was \$5.35 per litre. There is no mobile phone service on Lord Howe, so lodging flight plans and checking weather is problematic. WiFi can be obtained but it is patchy.

I overnighted on Lord Howe Island on the outbound flight, and the chosen accommodation provider kindly collected me. I had missed lunch and the local shop had limited anything. A bag of potato chips (crisps) was close to \$10. Most people on Lord Howe use bicycles as there are only a few roads and not many cars. The motel had a rack of bicycles, but when I asked if I could hire/use one to go to the restaurant/bar a mile or so away for dinner, I was told, "No, you can't use a bicycle at night". Explaining that I can fly an aircraft at night didn't sway their resolve ... so I walked.

The next flight leg on Tuesday 26 March was YLHI to YSNF also at FL110, a distance of 484 Nm tracking NE with not a single visible enroute waypoint. Repeat the pre-departure spray and recordmaking exercise; get the clearance paperwork signed. The weather was again perfect – no ships, no birds, no waves, no cloud. Flight time was 3:49 hrs, for a fuel use of 145 L. Comms was quite quickly lost from YLHI so some helpful RPT aircraft again did the enroute ATC relay tasks. Had to remember the Top of Descent spray routine once more and fill out the requisite forms. Landing at YSNF was a breeze compared to YLHI. Two big runways and very helpful Norfolk Island

Unicom folks. Customs and Quarantine was coordinated in one of the pre-arranged tasks weeks before, and they did their job promptly and courteously. Fuel is marginally cheaper at YSNF – \$4.95/L. Interestingly, even though delivered airside in a neat trailer tank, all their Avgas supplies must come to the island in 200 L drums.

Norfolk Island is a delightful place. Locals are friendly and welcoming, the accommodation is bright and tidy, the beer is cold and the food at the local Bowling Club is nothing short of sensational. Mobile phones on an AU plan do not work on Norfolk Island, so Wifi or buying a local Sim card are about the only options.

Part of Norfolk Island's charms are its simplicity. Take number plates, for example. We're all familiar with six or seven digits of alpha and numeric characters, with meaningless and mostly untrue state-based slogans: The Garden State, the Education State, Sunshine State, Premier State, etc. Here are a couple of examples of simplicity, functionality and conciseness.

The lack of cellular coverage meant getting a flight plan lodged online to IFIS (the NZ flight plan lodgment portal) for the onwards flight to NZ was not possible. Fortunately, the Norfolk Island Unicom guys at the airport did a great job of connecting me to the NZ Flight Ops in Christchurch by telephone and a very helpful lass manually entered my flight plan, along with all the other fields for aircraft and NAV, COM, safety gear capability that we normally just skip through with NAIPS on OzRunways. As it happened I chanced to talk to the same person on my return trip as well. She was super efficient and she said part of her job was training Flight Ops staff and she said she planned to use my on-phone lodgments as working examples for her future lecturing sessions.

Day 3 saw me depart YSNF for Kerikeri (NZKK). The weather for this leg of 482 Nm was, simply perfect, the track SE, for a wheels up to wheels down time of 3:42 hrs. This flight was in NZ's FIR, so some different procedures



and requirements for reporting, terminology and so on were needed. On the issue of flight identification, NZ Oceanic ATC in most FIRs initially wanted the full VH-CHK call sign, but then had a habit of dropping the second and third alpha digits making the call to VHK or using them interchangeably. It takes a while to get used to and respond correctly a totally different call sign.

Another change is that NZ doesn't observe the normal East-West hemispherical rule for flight levels. Its divide is North-South, thus odd thousands if the track is 270° magnetic north through 089°, and even thousands for 090° south through 269° magnetic (plus 500ft to each if VFR). Apparently only Italy, France, Portugal and NZ have a N-S hemispherical rule (although aircraft in these countries – not NZ – fly south on odd flight level numbers). Another difference is the transition between altitude and flight levels. NZ's transition altitude is 13,000 feet and the transition level is FL150, undoubtedly because the country's highest mountain, Mt Cook in the Southern Alps, rises to 12,349 ft.

NZ Customs and Quarantine (Ministry of Primary

Industries) were at NZKK soon after my arrival and checked my paperwork, spray records, passport and clearances, although the Customs guy couldn't locate my on-line lodged form and I had to handwrite out an old-style paper Customs Declaration Form to get passed. Then I did a quick 20 minute flight across to Whangarei (NZWR). This I had arranged because rental cars were more available, plus after I collected my GOFuel Avgas card that was in Auckland, I could later refuel before travelling further.

Total Hobbs meter flight time since leaving YKTN was exactly 15 hours to this point, with 11.6 hours over water. Total fuel burnt was 565 L, averaging less than 38 L/hr. The Cessna had performed beautifully.

It was Wednesday afternoon, and I was safely tied down in another country surrounded by GA aircraft

not one of which had a VH prefix to their tail number. Time now to sample some good, local, deeplychilled, fermented beverages!

**Next Month – Part 2.**

**Flying in, under and over the Long White Cloud.**

# En route to Arkaroola ...outback shopping at its best



**It was a bit wet in Queensland and going to get worse, so Frank & Lesley Lewis escaped from the Gold Coast on the Tuesday before the fly-in. They got as far as Bourke and were joined by Ross & Jenny Bate from near Emerald who were also making sure they made it to the show!**

Found beds at the Riverside Motel which seems to be all the old Bourke commercial buildings turned into a motel. Their rooms were very vintage, but so comfortable even with a baker's oven nook in the Bate's abode.

Since Lesley had only packed her overnight bag with enough for one night, she was beginning to feel a bit grubby in her pink jeans. And now, they had to stay a second night. How tacky!

But Bourke did not let her down. Went to the newsagents for the papers; not in yet! But wow. There was a long rack of very presentable jeans and tops. It is the first time she had ever bought clothes at the newsagents. But the day was saved. They also gave her a gift voucher which was enough to pay for the papers when they came in!

On to Tibooburra the next day where Gaye & Greg Saal and Laurie & Gail Gilham joined the tour. So off to the café for lunch. Someone was missing their nail clippers and low and behold: there they were on sale in the café. Then Lesley was finding her sneakers a bit much after three days so she wondered if the café sold shoes? Wonderful! There was the perfect pair of diamond studded five-dollar thongs just waiting for her.

It is wonderful shopping in the bush!





*Example of Static Wheel Balancing*

## Landing Gear Wheel Balance

For obvious reasons, aircraft are built light and generally only incorporate a safety factor of an extra 1/3rd above the max required design load; Unlike a truck that has a safety factor of approx. 10 times the maximum required design load. Operating an aircraft with a light load, off of smooth surfaces, utilising long runways and operating in flight conditions with little or no turbulence all plays a notable part in reducing airframe fatigue, wear & tear including the development of cracks in airframes components.

There are two other practices that can have a very significant impact on reducing aircraft and component fatigue as well as pilot/passenger comfort & fatigue, unfortunately these, from my observation, are more frequently not carried out than pursued.

### **The first one is landing gear wheel balance**

An out of balance nose wheel can induce nose wheel shimmy that can cause, at its worst, complete nose gear failure and accelerated wear and tear on the nose gear components, such as torque knee bolts & bushings, steering collars, airframe attach points & hardware. An out of balance main wheel can cause notable wear & cracking of components associated with the landing gear & their

airframe attach points and in the case of Cessna single engine retractable aircraft premature wear & fatigue of their MLG saddle pads & pivots.

In the early days of my career, I lowered the tail of a Cessna 206 proceeded to spin its nose wheel up to an approximate take off speed, using a very early dynamic wheel balancer electric motor with a flat surfaced aluminium wheel on it that was simply held against the nose wheel to run it up to speed. In this case the nose wheel was so far out of balance it was moving one nose wheel fork and the wheel an approximate distance of 3" fore and aft; I promptly pulled the electric motor assembly away from the wheel and cleared the scene. The forces involved to move the NLG fore and aft through this distance would have been huge and are unimaginable still to this day.

There are two-wheel balancing type methods that we use. The first and simplest one is a static balance method using a static balancer kit supplied by McFarlane Aviation through one of their Australian dealers. It's very simple, quick and quite accurate (from my experience providing an accuracy within 5 grams). The other method of wheel balancing we use and prefer is dynamic balancing using a SICE manufactured automotive wheel balancer. Using this method, we see very close to perfect results with accuracy down to less than 2-grams.

If you can feel your aircraft wheels are out of balance during and just after your take-off run, I would strongly suggest you do something about it. Cessna MLG saddle

pad shells are very expensive (3.5 to 5.5 K AUD each) and I am sure an out of balance wheel causes the soft pad material to break up and a subsequent delamination to prematurely occur.

### **Propeller dynamic balancing**

Propeller dynamic balancing pays huge dividends and is essential to maximising the life of virtually every component installed in an aircraft; Some of which are notably expensive. On many occasions, I have seen firsthand, where an out of balance propeller has caused cracking to the engine crankcase, engine baffles and the engine cowls. Electrical components failure extends to integral items like the alternators, magnetos & lamps and their connection terminals. Aircraft instruments also suffer damage from propeller vibration which can lead to permanent failure. Advanced wear can also take place on airframe control cables & control surface hinge points. The list could go on right down to the aircraft's occupants.

I have sat in and ran light aircraft that have caused my jaw to vibrate and also sat in others that show no direct signs that their propellers are notably out of balance with the size and age of the engine mount rubbers as well as the seat interior trim sometimes disguising propellers that are out of balance. To that end, actually carrying out a propeller balance is the only way to ensure propeller / spinner combination balance is brought back to being negligibly out of balance limits.

I can assure you that it's certainly a satisfying experience sitting behind a light aircraft engine with its propeller that has been dynamically balanced to very low levels of vibration and is undoubtedly one of the most beneficial & smartest investments an aircraft owner can make in their aircraft.

**Tony Brand**

Chief Engineer, Horsham Aviation Services



*Example of Dynamic Wheel Balancing*

# COMING TOOWOOMBA FLY-IN

16 - 20 OCTOBER 2025



*The fly-in to this interesting Queensland destination has been well-planned by Gaye Saal who must be thanked for her hard work and all the time she has spent fine-tuning arrangements.*

*Registration forms will be available soon, but you are encouraged to reserve your accommodation in advance at the Burke and Wills Hotel, 07 46322433, mentioning that you are with the Cessna 182 Association Group so you get our special rate.*

*Early arrivals at Toowoomba Airport on the Thursday can choose to make a visit that afternoon to The Swarm Farm Robotics factory owned by Andrew Bate, son of members Ross and Jenny.*

*During our visit we will see the Oakey Aviation Museum, the Pioneer Village Museum, the Cob and Co Museum and just for a change from flying, take the steam train to Brookstead. As usual we will enjoy lots of fine dining opportunities and be able to check on all the famous Toowoomba gardens after their annual flower festival.*

*Hope you can join us!*

# COMING DARWIN FLY-IN

**12 -16 MAY 2026**



*Planning for this fly-in is well underway and this month, Peter & Alison Jones and Frank & Lesley Lewis are heading up there to do some preliminary organising. We are hoping to include a visit to the Adelaide River Crocodiles, dinner on the Harbour, sunset at the Mindil Markets and lots of sightseeing, particularly catching up on Darwin's war history.*

*Arrangements have been made to land at Emkaytee airstrip which is a short bus trip from town. Fuel is available there.*

*Our group accommodation has been arranged at the Oaks Elan Hotel where many of us have already reserved our rooms. Please don't phone them but go to their website: [oakshotels.com.au](https://oakshotels.com.au).*

- *Next chose Oaks Elan Darwin as your destination.*
- *Enter code: Ourevent.*
- *Select your dates and room type. (Make sure to choose one with no pre-payment and cancellation allowed.)*
- *Go ahead and follow the prompts to book.*

*You may also choose to book for a longer stay at these special rates or you may prefer to wait and make a booking later, but missing out on this group booking arrangement.*

*We hope to see lots of members attending this one, especially as there is so much scope to explore Northern Australia before or after the event.*

*Please come by burner if that suits you best.*

# WHERE ARE THEY NOW? by Greg THOM

## No. 50 — 182Q — VH-FUZ.



At Melbourne's Essendon airport in late 1978, still registered N94811.  
Photo: Author.

One of 625 182Q Skylanes built at Cessna's Wichita facility in early 1978, 18266516 was registered to Decatur Aviation as N94811.

This registration was cancelled from the U.S Civil Register on July 9th, 1978 as "Exported to Australia" and after a ferry flight from the U.S west coast it arrived at Melbourne's Essendon airport in mid 1978 after it's final leg from Noumea.

The aircraft was apparently imported for the Victoria Police Aero Club, and carried the eponymous registration of VH-FUZ.



Identity crisis.? Not sure what was going on here.  
Pic courtesy Peter Kelly



And again...on the 30th of August 1978.  
Pic courtesy Peter Kelly

The aircraft was initially registered to Peter McGrath of Dingley, near Moorabbin, in September 1978.

In April 1987 the aircraft was registered to the Victoria Police Aero Club.

The Victoria Police Aero Club was formed in 1974 by a group of pilots who were also members of VICPOL with the intention of convincing the Victorian Government of the advantages of using aerial assets to enhance the potential of policing duties.

Initially several fixed wing light aircraft, including 'FUZ', were used in limited roles, and later rotary wing machines were trialled.

The V.P.A.C. operated the aircraft until August 1989 when ownership was passed to Schuttdown Pty. Ltd. of Coolangatta, Queensland. Schuttdown were aircraft brokers and a part of the Schutt dynasty.

They on-sold the aircraft in 1990 to Maljars P/L., which was a trust company for the McKlaren family agri-business in Queensland.



Inexplicably paint-stripped at Essendon in April 1994.  
Pic. Author.

The McKlarens disposed of the aircraft in July 1992 to fellow farmer, Bruce Longworth who ran the mixed farming business 'South Bunarba', near Mungindi in New South Wales. Sadly, a family upheaval meant that the aircraft was again on the move, briefly returning to Queensland in 2019, being operated by Aileron Enterprises P/L of Goondiwindi.



Inexplicably paint-stripped at Essendon in April 1994. Pic. Author.



At Archerfield in July 2003.

Pic. Bert van Drunick.

In 2020 the aircraft moved back to New South Wales with local identity, Mike Jackson of Black Mountain near Guyra, where it currently resides.

Compiled by Greg THOM  
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Talk to me about YOUR Cessna!!



# SAD NEWS



## MARGARET CHURCH Member No. 317a

On Friday 27 June eleven members attended the funeral service for Margaret in Broken Hill. Nearly 300 friends and relatives joined Bruce to say farewell to this most generous, friendly and lovely lady.

Margaret (Talbot) and Bruce both came from BH and married there in 1964 when she was 16. (Who said, "opposites don't attract"?). Bruce had spotted her outside the local milk bar as he and his mates cruised by. And, even though he had to take all her sisters along as well on their dates, that was it. They had two children, Greg and Pauline who were the light of Marg's life, as well, of course, as were granddaughter, Rebecca, Bruce and Tilly, the dog. She was renowned for her garden of roses and her Sunday Roast dinners which fed half of BH at times, it seems. For over 50 years Marg made the most wonderful fruit cakes to share with everyone. One of her recipes appears here. Please make one in her memory.

Marg attended many of our fly-ins with Bruce and we will miss her happy smile and friendliness from now on. Our deepest sympathies go to Bruce and the family in their loss.



## LEEDHAM WALKER Member No. 72

Leedham grew up on Flinders Island and finished his schooling in Devonport and then became a motor mechanic. This is where he met Judy and they married and had two children.

At this time, he was needed back in the family business on Flinders so back they went helping to run the grocery shop, garage, school buses and hire car and boat. Two more children were born there.

In the early 1970s the Tasmanian Aero Club started doing pilot training once a month on Flinders and he was hooked. After getting his restricted licence he bought his first plane, a 172 so that he could practise locally. Soon after this he joined the Wynyard Aero Club and that's where he met Max and they teamed up to do quite a few trips round Australia, including a couple of RFD air races. A highlight was jetting to the US and flying with Bernie Saroff from LA to Anchorage on a safari for a month with 17 aircraft and then attending Oshkosh Air Show.

The 172 was a bit slow so he upgraded to WWB and joined the Cessna 182 Club which was been the best decision he ever made. Their first introduction was at Port Augusta and there were very few fly-ins missed after that. They met so many wonderful people and visited places they would never have gone to on their own. We all enjoyed the great fly-in to Flinders Island that they organised. Leedham and Judy were made life members of the Cessna 182 Association for their enthusiastic support. It was wonderful to have them at our 25th anniversary fly-in at Wagga.

Leedham was annoyed when his licence was cancelled due to ill health but it looks like CASA knew best in the long run said Judy.



## Tailwinds and Hidden Gems: A Flying Adventure Across South Australia

By Kerrie Fitzpatrick

### *Corynnia Station*

In the lead-up to the much-anticipated C182 Fly-In at Arkaroola, we decided to make the most of the journey by exploring some lesser-known treasures across South Australia. What began as a simple plan to visit Flinders Island (SA, not the one in Bass Strait) turned into an unforgettable flying adventure—complete with outback towns, remote islands, rolling vineyards, and tailwinds that seemed to follow us wherever we went.



*Corynnia Station*

### **15 March – A Goanna Surprise in Eulo**

We departed Biloela under sunny skies and with a helpful tailwind, making Eulo our first stop for morning tea. However, things got interesting when Tony encountered a rather large goanna in the men's toilet—a surprise that warranted a calming cuppa at the local pub, The Eulo Queen. Unfortunately, the pub was closed, and although the publican was present, he wasn't feeling particularly hospitable. Undeterred, we explored a nearby kangaroo leather workshop where beautiful handcrafted goods were being made for export to the US.

That afternoon, we continued on to White Cliffs, arriving with enough daylight to explore this quirky opal-mining town on two wheels. We discovered ingenious metal sculptures, giving the town a creative flair. We stayed at the motel behind the pub, enjoyed a great meal, and shared stories with locals.

### **16 March – Off the Grid on Flinders Island**

With the wind still at our backs, we set off for Flinders Island (SA), where we rendezvoused with the Terzi's and Hogarth's. Before landing, we took a scenic flight around the island—9,000 acres of rugged coastline and rolling hills just off the coast of Elliston.

Now privately owned, the island is in transition after five decades of sheep and cattle grazing. Owners Peter and Nong Woolford have transformed the homestead into an eco-lodge, welcoming guests while preserving the island's natural beauty. Equipped with a trusty Trooper and our own supplies, we explored remote beaches, windswept cliffs, and coastal inlets. Each evening ended with a barbecue overlooking the bay, but one special night, Nong—formerly a Thai restaurateur—treated us to a beautiful Thai feast.



*Flinders Island*

### **19–21 March – Coastal Charm in Coffin Bay**

Next stop: Port Lincoln, where we picked up a hire car and drove to Coffin Bay. This sleepy coastal town won us over instantly—emus roamed the streets and oyster farms stretched into the calm, clear waters. We indulged in a guided oyster tour and, of course, plenty of tastings. The fresh seafood, friendly locals, and laid-back vibe made Coffin Bay a true highlight.

### **22–24 March – Wonders of Kangaroo Island**

A short flight took us to Kangaroo Island, where we stayed at Penneshaw and packed in a full itinerary. We wandered the local sculpture trail, sampled local wines, and visited a fascinating shipbuilding project—locals are constructing a full-scale replica of The Independence, a schooner originally built by American sealers in 1803. From there, we journeyed to Admirals Arch, home to

colonies of playful seals, and marvelled at the Remarkable Rocks, sculpted over centuries by wind and sea.

### **25–27 March – Art and Architecture in Aldinga**

From Kangaroo Island, we headed to Aldinga, staying at a nearby caravan park. A day trip into Adelaide took us to the city's stunning Botanic Gardens, where we caught the Chihuly glass exhibition—an explosion of colour and form that was absolutely worth the drive. Another standout was a visit to the d'Arenberg Cube in McLaren Vale. Equal



*Kerrie and Fitzzy*

parts winery, museum, and architectural marvel, the Cube rises dramatically from the surrounding vineyards.

### 28–30 March – Cycling Through Clare Valley

Next, we flew into Clare Valley, staying at Bungaree Station in the charming Stallion's Box cabin. We spent a day cycling through the station and surrounding countryside, learning about the rich pastoral history of the region. But the real treat was riding a stretch of the Riesling Rail Trail, a 35-kilometre cycling path through rolling vineyards and picturesque towns. A visit to Martindale Hall capped off our time in the valley with a dose of colonial grandeur.

### 31 March – Wide Horizons at Corynnia Station

Our final pre-Arkaroola stop was Corynnia Station, near Griffith. Reuniting with the Terzi's and Bill Mullins, we were welcomed by Bruce and Julie, the station's owners. This 17,000-acre working farm grows cotton and runs sheep—and generously offers accommodation to guests wanting to experience life on the land. We stayed in a cosy cottage and used the station vehicle to explore the vast property at our leisure.

### The Final Leg: Arkaroola Bound

This journey was more than just a warm-up for the C182 Fly-In at Arkaroola—it was a once-in-a-lifetime flying safari that showcased the diversity, hospitality, and beauty of Australia's southern heartland. And, remarkably, we were blessed with tailwinds the entire way.

It's rare for everything to fall into place on a trip like this, but when it does, the memories linger long after the wheels touch down.



*Flinders Island*



## HAPPY NEWS

Congratulations go to Chris Hirst and Ruth Linstrom who “tied the knot” last June in a quiet ceremony at home. We are thrilled that they have taken this step and wish them all the best for the future.

## KELLETT'S CORNER

### LITTLE JOHNNIE AND HIS BROTHER

A couple had two little boys aged eight and 10 who were excessively mischievous. They were always getting into trouble and their parents knew that, if any mischief occurred in their town, their boys were probably behind it.

The boys' mother heard that a clergyman in town had been successful in disciplining children so she asked if he would speak with her boys. The clergyman agreed, but asked to see them individually. So, the mother sent her eight-year-old first in the morning, with the older boy to see the clergyman in the afternoon.

The clergyman, a huge man with a booming voice, sat the younger boy down and asked him sternly, “where is God?”

The boy made no response, sitting there with his mouth hanging open, wide-eyed.

So, the clergyman repeated the question in an even sterner tone, “where is God?” Again, the boy made no attempt to answer.

So, the clergyman raised his voice even more and shook his finger in the boy's face and bellowed, “WHERE IS GOD?”

The boy screamed and bolted from the room, ran directly home and hid in his wardrobe. When his older brother found him, he asked, “what happened?”

The younger brother, gasping for breath, replied, “we are in BIG trouble this time, dude. God is missing and they think we did it!”



## MERCHANDISE

Hi There... just a heads up about merchandise. Have a think about refreshing your old Cessna 182 shirts, caps & vests etc. If you let me know what you would like before we head to Toowoomba, 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

# ATTENDEES AT ARKAROO LA - APRIL 2025 FLY-IN

LOU & DEAN ANDERSON, ROSS & JENNY BATE, JOHN BESTWICK, BRUCE CHURCH,  
DAVE CRAWFORD & ANNIE HAYNES, DAVID CRUM & TANYA FINDELL, DAVE CURTAIN, DAVID DEMPSEY,  
MARK DROMGOOL & YASMIN POWER, MICHAEL & SUE EGAN, TONY & KERRIE FITZPATRICK,  
LAURIE & GAIL GILHAM, CHRIS HIRST & RUTH LINSTROM, ANDREW & JANE HOGARTH,  
MARK & JULIE HOPKINS, JOHN & JAN HUGHES, CHRIS LEON & MELINDA HORTON, FRANK & LESLEY LEWIS,  
ANDREW & ROSEMARY LOTT, TONY MCCARTHY & LYN COMER, JIM MULLINS, GEOFF NOBLE,  
LEE GODFREY, BILL & JENNIFER O'BRIEN, GREG & GAYE SAAL, IAN & KAYE SWIFT, ROBERT & JANINE TERZI,  
STUART & SUE THOMSON AND WARREN WADDICK.

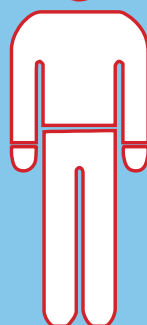


## EDITORS NOTE

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](http://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](mailto:frankleslewis@gmail.com),  
Jane Hogarth 0402322164 — [secretary@cessna182.org.au](mailto: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](http://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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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.