

Australian Cessna 180/185 Club.

Greetings.

Dear members,
I apologise for the long time between correspondence. Life has become quite busy for our family. We now have 2 boys under 2 years, and a newer 185 (which demands to be paid off). I shall have to consider standing down as president in the next year, so that I can concentrate on a few more immediate things. I hope the year has been kind to all of you, although I know that it has not been a good year for some.

Condolences.

Condolences to the Lee family,

Kym Rex Smith VH-IRS (180J) of Buckalow near Broken Hill also passed away unexpectedly. He was not a member but was thinking about it.

ASIC and Security.

Do not bother with AVID type cards, if you do a bit of travelling. Get an ASIC instead. If you go to any airport that has an RPT service, you will need an ASIC. If you are travelling, most airports with fuel facilities will also have RPT, which means they will be security restricted areas, which requires the wearing of an ASIC. Either CASA or Aviation ID at Merimbula can generate these cards for you. Do not procrastinate on this!

Part 47 Registration.

The majority of 180/185's have not swapped across to the new registration regime. There has been an extension issued. Do not put this off, otherwise your aircraft will be de-registered.

180/185 attrition to NZ.

I have sold my 185 to Ken Macdonald (Pres of NZ club) in the south island of NZ.

They inspected it on a Monday in August and by Friday it was in

Christchurch. It went via Port McQuarie -Lord Howe-Auckland. Distances were about 380nm to Lord Howe, and about 900nm Lord Howe-Auckland.

Fuel was 240 in the mains plus 300 in a ferry tank.

CMW C185 is also there as well as KGT and GKE.

There is a bit of movement if you are prepared to meet the market (except tyre kicking ag-pilots who want the bargain of the century and think they're doing you a favour).

ZK-SIA.

Change of owners.

185's

PSS from Tomlinsons to George Creed at "The Old Station", Raglan.

FLU from Garry Gardener to Duncan Bray.

KPW from Dr Thomas to Paul Smith allegedly.

SLC from Henry Gorman to Nev Partridge for rebuild.

YME from PNG to Shane McNaul.

180's

DGR to Stu Stirling (New to type).

SKA from Ivan's estate to Rob Maslen.

Differences between older and newer 185's.

The new 185F CWH is not as subtle to fly as SIA 185A. I think that it is in the newer style "camberlift" wing.

The newer machine is certainly a bit heavier which doesn't help. The wing just seems to give up flying without as much warning. I had a bit of trouble with it for a while, having done 2500 hours in the older 185, without flying anything else. After 300 hours in the new 185, I am finally getting the hang of it.

I don't think the 3 blade prop is as good as the 2 blade. The 3 blade is certainly smoother. I will be replacing

Australian Cessna 180/185 Club.

the C403 80" prop with the beefier C401 at 86" diameter, when the current prop goes to time. There is supposed to be a fairly major increase in thrust.

It is nice to have doors that close properly though.

I got an engineering order to fit a split back C172 seat (readily available) in CWH. This seat nearly bolts straight in using existing holes and nut plates. The Seaplane under floor beef up kit is probably necessary in the rear seat leg support area.

This seat is much more comfortable than the Cessna jump seats. Contact me if you want any details of what we had to do.

And finally, the long range fuel is very useful @ 320L usable.

American members would like to fly OZ

I had some correspondence with Dalton Kuder from the States. He is looking for someone to fly him around Oz early next year. He was to be booked with Goanna Air Tours, but they have folded under the ridiculous security arrangements. Dalton's email address is rmoore7218@earthlink.net Contact him if you can help him out. He is a member of the US club and owns a 185.

US web site

I urge you to take advantage of the knowledge base that is available on the Official International 180/185 Club Website www.skywagons.org

There is an excellent forum and a backlog of technical material available. You can also mail out to other members. I also urge you to keep your email details etc up to date with me or on the US website. There is also a pretty good photo gallery that you post you pics on, as well as see how the other half live.

NZ Club.

It is rumoured that some of the NZ club may be mounting a raid on OZ sometime next year. I'll keep you posted on this. It would be beneficial for us to extend some hospitality to them, as I am sure that they would be more than happy to do the same if you found yourself in NZ.

They seem to be far more active than us over here. They do have some spectacular scenery to take in (plus weather).

<http://www.180185club.co.nz>

For sale: spare 12v starter and generator. Suit Conty 470/520. 0746547166

Well that is about it for now.

I hope everyone has a good Christmas, and gets a bit of rain.

Next flyin date TBA.

Send me your preferred dates in March/April 2006.

Fly safely.

Regards,

Cracker, Lesley and the kids.