



www.skywagon.info

Australian Wing. Newsletter.

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27/04/2002

Dear members, owners and others.

The club is alive and well.

My name is Alan MacDonald, and I have accepted the position as President for the next year. My goal is to make the club more active and interactive, particularly, pooling operational and technical experience that some of you have gained during the course your love affair with the Cessna 180/185. I am endeavouring to shift the newsletter towards the **electronic medium**, as it is much easier and cheaper to keep in contact on a more regular basis. I have built a website which can be found at www.skywagon.info. This site has info on membership, for sale/wanted, photos of member's aircraft and a discussion forum. If you would like to see some changes to the site please contact me. I would prefer to do as much of the communicating as I can, via email or fax. It makes it easier for me to use this, rather than printing, folding and mailing newsletters.

Vote of thanks

I would like to thank Immediate Past President David Griffiths for work over the past year. It can be a thankless job on occasions. David arrived in the position by default and probably against his better judgement. You know the sort of club this is! One is highly likely to be voted into office if one is not present to defend oneself. Also, a vote of thanks to Russ Dann, the president before that. Thanks for keeping it ticking over until I could convince my bank manager that owning a C185 would be a good idea. On behalf of the members, thank you Russ and David.

Attention Non member owners , join now!

I have sent you a copy of this newsletter in the hope that I can convince you to become an active member of the International Cessna 180/185 club. Membership is \$25 per year. The club can be as good as you want it to be. It has camaraderie and a diverse membership and is focused on one thing, Cessna 180/185's. I urge you to contribute to the club in the hope that we can build a good technical knowledge base, contacts and friends all over Australia, USA, NZ, Canada and other parts of the world. As the **mishitibus** ad says, "prease consider". Send me your email address or fax number if you have one. If you are going to join, make sure you include your details. Cheques payable to the Cessna 180/185 club, please. We have around 45 paid up members out of a potential 130.

Presidents bio. I live in Charleville, Qld, and am a partner in a charter/air work/refuelling company. I've owned VH-SIA, a C185A, for a year now. I am 40 this year, recently married to Lesley and have flown around 3300 hours in C182A/C210M with 250 hours in my C185.



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Eulalia Flyin 2002.

Lloyd and Marj Parsons hosted a flyin at their Property "Eulalia", on the 12-14 April 2002. **They deserve our thanks for putting up with us.**



We had 22 members and their partners and/or children arrive for the event. A total of 20 aircraft and 1 dog, were on the ground for the weekend. It was great to meet and put faces to names.

Ian Barrclough picked up the mug pilot award for his weekend arrival. Amazing how wide MIE's gear can splay, Ian! Aggy Chris Bansgrove, in the Jones' C180 WSD, nearly had the award in the bag for floating 2/3 of the 800m strip. Reckons the engine wouldn't idle back (1200rpm) or something. Actually, I have had this happen to me in my old C182a. Does anyone have an explanation for this?

Richard Gordon's WCV would have to be the most gorgeous and original C180 in Australia.



There were 3 ufo's there over the weekend. The Decathlon (which was being ferried to Moree), Max's C182 soon to be C180, and John and Linda's friends in an Auster Autocar. They were passing through headed for points north. Naturally these ufo's were relegated to the opposite side of the strip to the 180/185's.



It was good to see Len Wright from WA there, as well as John Proctor and Larry Rose from the USA. John and Larry have relieved Ross and Peggy of UPH, and plan to do a bit traveling around OZ, and other parts of the southern world. If you get the chance to read John's book about his travels and travails through the USSR in the early 1990's, please do so. If the idea of following an AN-2 (piloted by a madman) 20m in trailing formation, without maps, in poor weather, less than 200' agl, appeals to you, you will enjoy this book. Contact me for details. I hope this finds you all well. Please send me your email address or fax numbers if you haven't already done so.

Regards, Alan MacDonald. President.