

The President's Corner

Hello all, and welcome to our 36th edition! It is still rather wet up here in the NQ tropics, even though we are now in the middle of our dry season. I also find it hard to believe we are half way through the year.

Since the last edition, 18 of our members joined the C182 Association on their fly-in to Darwin. From all reports it was a great success and a lot of fun. Please see the report within this newsletter.

The next event on our calendar is our fly-in to Cairns in September, being organised by Geoff and Sue Morris. This will also include our AGM, so again, I encourage as many as possible to give serious consideration to joining us. For those southerners who may be sick of the cold, I can assure you Cairns in September should put on some delightful weather.

The registration form is inside this edition.

Back in May, Cam and I were joined by Ralph Aikin and Trish Kenney for a quick fly-in to Birdsville and over Lake Eyre, to catch an aerial view of this magnificent part of the interior full of water for the second year in a row. Cam had decided it would possibly be the last time we saw it full of water and it did not disappoint. According to official reports the lake was 70% full. Having flown over it on several occasions during his flying career, Cam believes it is the largest volume of water he's ever seen in it. We did fly over last September, when it received most of its water from western QLD, particularly from the Diamantina and Cooper Ck catchments. What made the difference this year was that the land around the lake received local rain, resulting in record water levels. The run in this year came from Eyre Creek and

the Georgina River, making the surrounding desert towns green oases.

Birdsville's iconic music festival, The Big Red Bash is cancelled this year. The large area at the base of "Big Red" which is the site of the stage and camping area is a large lake at the moment. The famous sunset from Big Red was stunning against a backdrop of red sand, water and a green backdrop of low lying hills. We could not help but feel sorry for the locals. Just when their countryside looks as picturesque as you'd ever hope to see it, roads to Birdsville were still closed, and the town was almost like a ghost town. The local bakery had not found it worthwhile to open for business all year, and the Birdsville pub was all but empty. Apart from us only one other bus load was booked in. Such a shame when the area had so much to offer the sightseeing tourist this year.

The photo credit goes to Trisha. Thankyou Trish for some beautiful shots.

Enjoy this latest edition everyone, and hope to see you in September.

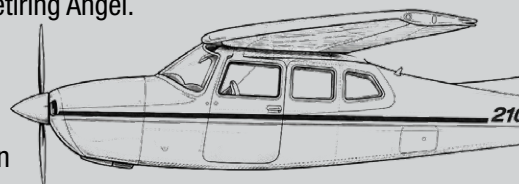
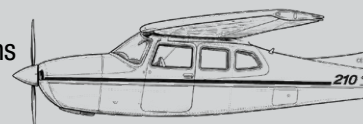
Regards, Fiona Russell



Fiona Russell, President

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Lake Eyre & Birdsville



Approaching Birdsville - as green as we've seen it.



Views of the water in Lake Eyre North.



Views of the water in Lake Eyre North.



Views of the water in Lake Eyre North.

thru Tricia Kenney's Lens



Ralph and Cam at Marree airport with Cams C210 VH CRL



Cam and Fiona Russell with Tricia Kenney and Ralph Aikin at the foot of Big Red



Cheese and biccies atop Big Red enjoying the sunset.



Stunning sky after another Birdsville sunset.

Autumn Fly-In to Darwin 12–16 May 2026, by Annie & Crawford

Firstly, I would like to thank the C182 Series Association for generously allowing the C200 Series Association to tag along on their Autumn Fly-In to Darwin.

As many of you know, the C200s have been talking about a Darwin Fly-In for years. Over the years our membership, has been bolstered by a number of C182 members joining us, just as a few C200 members are also members of the C182 Association. Given the number of crossover members, together with the distance and logistics involved in a destination such as Darwin, it made perfect sense to combine forces. So thanks again, we certainly had a fabulous time.

Here's how it unfolded for Crawford and me.

After a couple of weeks wandering around Far North Queensland, followed by a conference at Airlie Beach with a wonderful group of women pilots getting in and out of various forms of mischief, it was time to head inland to Cloncurry. We planned to regroup there before heading for Darwin.

As luck would have it, my son Simon works nearby and, with it being Mother's Day, he was able to pop into town and have lunch with his Mum. Unfortunately, by the time we arrived in "Clonkers" from Airlie Beach, lunch service had finished, so a toasted sandwich from the servo had to suffice. Fortunately, it was a mighty good toastie. I haven't spent Mother's Day with either of my boys for many years—one lives in Perth and the other in Townsville—so it was a rare and treasured treat.

Laundered and refreshed, Crawford and I continued to Tennant Creek to refuel before turning north for the final leg to Darwin, or more precisely, Emkaytee (YMKT), a wonderful private airstrip south of Darwin. The strip is 1,200 metres long and bitumen sealed, and is home to a recreational flight school and maintenance facility. On this occasion it also hosted 17 visiting aircraft participating in the Fly-In.

We received a warm welcome from fellow C200 and C182 members in the air-conditioned clubhouse, complete with delicious sandwiches and cool drinks, before boarding maxi taxis for the trip into Darwin and our accommodation at the Oaks Elan Hotel in the heart of the city.

After checking in and freshening up, we headed downstairs for welcome drinks and nibbles. It's always a highlight to reconnect with old friends and meet new ones who will share the adventures ahead.

The next morning we were up bright and early—maybe not... but we did make it in time to join the group for our first day of touring. Our first stop was the Charles Darwin National Park lookout, which offers magnificent views across the harbour towards the city. The site was also an important military location during World War II, and we were able to explore one of the bunkers and gain an appreciation of Darwin's wartime history through the excellent displays and interpretive signage.

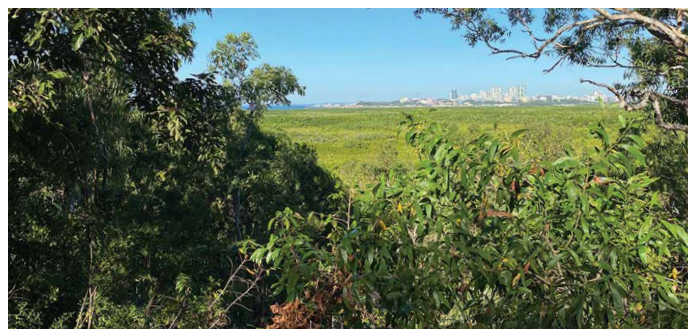
From there we travelled to the Fogg Dam Conservation Reserve, a remarkable year round wetland system teeming with wildlife. More than 230 bird species have been recorded there, including brolgas, magpie geese, egrets and jabirus, many of which were out in abundance during our visit.

The reserve is also home to numerous freshwater crocodiles, although they proved somewhat more elusive than the birdlife. Saltwater crocodiles occasionally find their way into the wetlands, and traps are maintained to safely capture and relocate these unwanted visitors.

An interesting fact about Fogg Dam is that it boasts one of the highest predator-to-prey biomass ratios in the world. The predators are water pythons, while the prey consists largely of dusky rats. Add to that the extensive ponds of flowering water lilies make for a truly amazing place to visit.



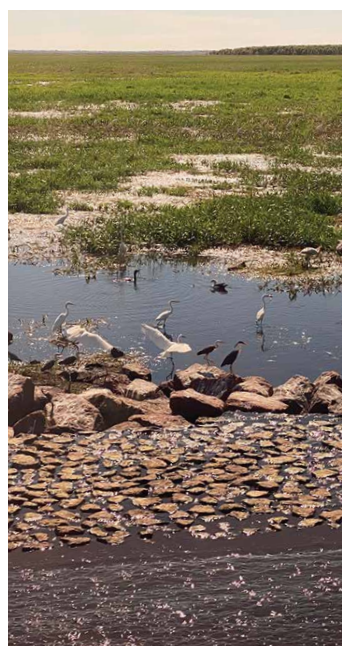
Sunset over Darwin Harbour from our room.



Looking back to Darwin from Charles Darwin Lookout.



Fogg Dam Conservation Reserve



Prolific bird life at Fogg Dam



*Impressive torso...
Sir. Adelaide River Cruises*



A juicy morsel for a snappy chappy

Our next adventure took us to the Adelaide River for a crocodile cruise. Seeing large saltwater crocodiles up very close in their natural environment is an extraordinary experience. They don't win beauty contests, other than as handbags or shoes...maybe not sustainable.... but they certainly command respect. Needless to say, nobody required reminding to keep all hands, feet and other body parts safely inside the boat.

Having watched several sizeable "salties" launch themselves from the water for a rather unimpressive piece of chicken, we headed to the Humpty Doo Hotel for lunch. Just the name is a draw card, and the pub certainly delivered. Many of us enjoyed excellent local barramundi along with many other tempting options.

Back at the hotel, it was time for the AGM. Attendance was good, all committee positions were filled, and business was concluded efficiently. A short general meeting discussed future Fly In destinations with David Crum left in charge of Mudgee investigations. Woohoo, there's still time for a nap, or a drink...before the Gala Dinner.

The dinner was another wonderful affair. Mr Jones and his willing accomplices, Treasurer Frank Lewis and young helpers, conducted the traditional fines session, extracting 'donations' from attendees for many and various alleged offences. No one escaped scrutiny, and over \$2000 was raised for the chosen charity. Congratulations to everyone for their generosity.

The following day focused on Darwin's military and defence history. Sadly our planned harbour cruise to wartime sites and wrecks was cancelled...these things happen... but there was still plenty to see and explore.

After pouring over exhibits at the military museums, we ventured to Stokes Hill Wharf for lunch where the food options seemed endless. Having satisfied the inner man we headed back to the hotel and with the afternoon at leisure many of us then took the opportunity to browse Darwin's retail precinct and for me it included a visit to Paspaley Pearls, even if only for window-shopping! Lucky Crawl!



Excellent source for matching handbags and shoes.



A fabulous Westland Wessex Helicopter at the Darwin Aviation Museum



The enormous B52 asserts its presence taking pride of place.



A spectacular Spitfire.

Darwin Fly-In continued:

That evening we headed to the famous Mindil Beach Markets. Sampling food from various stalls while watching the sun set over the Timor Sea. A perfect way to end a great day. Darwin certainly knows how to put on a sunset.

Our final touring day included interesting visits to the Aviation Museum, the RFDS Tourist Facility with its Bombing of Darwin experience, and the Museum and Art Gallery of the Northern Territory. All worthy of visits, and having been before, I suggest many visits.

The Aviation Museum is well worth a visit. The pride of their displays is a Boeing B52 that entered service in 1955. Its wingspan is 56 metres and its length is 52 metres, and it has 8 engines. Others on display are 19 civil and military aircraft including a B-25 Mitchell Bomber, a replica Spitfire, a Mirage, an Avon Sabre, an RAN Wessex helicopter, a F11C and many others.

The Cyclone Tracy exhibition remains one of the most powerful displays I have experienced. Through restored 1970s artefacts, survivor stories and immersive sound effects, visitors gain a genuine sense of the devastation and fear experienced on Christmas Eve 1974.

Other displays include Sweetheart, the famous five-metre crocodile who became notorious for attacking boats during the 1970s. Megafauna fossils, Indigenous art and artefacts, Maritime history and countless other exhibits, makes it easy to spend a long time browsing.

Our final evening—a sunset harbour cruise with buffet dinner. What fun. We all gathered at the wharf for boarding with much chitchat and camaraderie. Once on board we set sail... or should I say motor... Darwin delivered yet another spectacular sunset while we enjoyed a delicious meal, great company and a perfectly balmy evening.

All too soon it was time for farewells and for us, the return journey south.

Crawf and I initially planned to travel home via Birdsville and William Creek and Lake Eyre, but the weather had other ideas. A windy, wet night in Birdsville culminated in our room's fire alarm sounding at 6:00 am—and refusing to stop. We later discovered the entire town had lost power. With roads closed and cloud sitting firmly on the deck, there was no option but to stay put for another day.

The unexpected delay proved enjoyable. I had the opportunity to catch up with Millie Mexted, a talented young pilot and fellow AWP member, doing a second season with Birdsville Aviation. Later that afternoon an aircraft arrived from Mount Isa carrying the electrician tasked with restoring the town's power. The pilot was none other than fellow AWP member Jess Phillips. As delays go, this one was good fun.

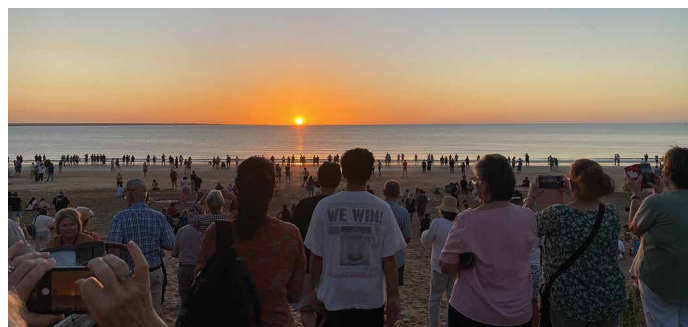
The following morning conditions improved sufficiently for departure, although not for sightseeing. This year, William Creek and Lake Eyre will be a separate trip.



Entrance of the Aviation Museum - depicts the Great Air Race - The Vickers Vimy and the Kingsford Smith crew.



A huge crowd enjoying the Thursday night Mindil Markets with a vast array of food choices and interesting stalls.

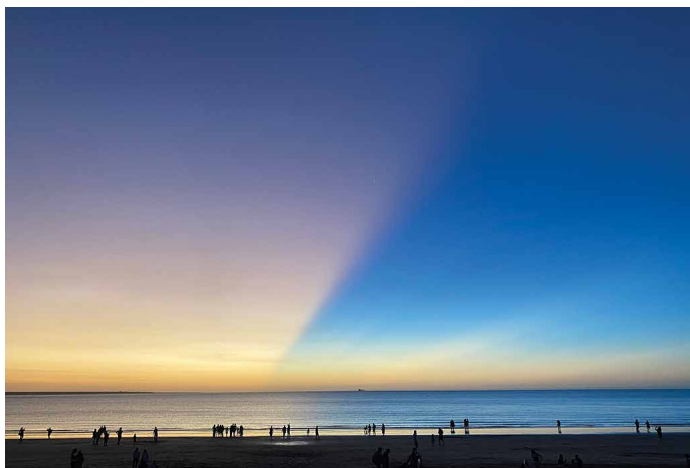


Crowds gather for another stunning Darwin sunset.

Instead, we visited our grandson Ned, who is Overseer at Quinyambie Station, north of Broken Hill and part of the Mutooroo Pastoral Company. Covering around a million acres, it's a cattle property of size. Ned was delighted to show Fairy and Papa where the floodwaters had reached at their peak rendering the station isolated, as well as his own flooded house, which is currently awaiting repairs so he can move back in.



Annie and fellow AWP member Shiv catching up at the markets. The gorgeous Shiv is a RAAFy ATC who trains other RAAFs to be ATCs.



Extraordinary night sky just after sunset.

Darwin Fly-In continued:

Sadly, it was only a brief visit as we still had to make it home to Holmwood (YMWD) before dark. We don't have lights at YMWD and while Naracoorte is always available if needed, there is something special about just getting home. Thankfully, we made it—just.

In all, a wonderful trip, a fabulous Fly-In, excellent company everywhere we went plus great memories and another reminder of why we fly. Aviation friendships are very special.

Crawf and I are now looking forward to Cairns in September 10-14. Fiona, Cam, Geoff and Sue have a fabulous itinerary organised. Check it out www.c200series.com.au Go to Fly Ins.

Hope you can join us. It will be worth your while!



The fabulous and fun Ross and Jenny Bate



Peter and Christine Banks enjoying the night sail.



All aboard our Sunset Dinner Cruise on Darwin Harbour.



Must be money in pearls - a Paspaley boat.

The C200 members having fun at the Darwin Fly In: Peter and Christine Banks, Ross and Jenny Bate, David Crawford and Annie Haynes, David Crum and Tanya Flindell, Dave Curtin, Andy and Jane Hogarth, Frank and Lesley Lewis, Neil and Toni Richardson, Greg and Gaye Saal and Ray Thorning. What a turn out!



C200 members enjoying the Gala Dinner at the Darwin Fly In with C182 President Tony Fitzpatrick in the centre.



All good things come to an end. Holmwood bound. VH- OAT.



Outback palettes don't ever disappoint.



Always love a good GS, especially on the way home.

Stop Press:

VH-DTG Sold

- ☞ Robyn Shorrock has advised that VH-DTG found a new home soon after our last Newsletter went into circulation. Hopefully the new owner may even be interested in joining our wonderful Association. Standby!
- ☞ The Richos, Neil and Toni, are currently lapping our vast wide land on the ground. I trust they're staying well north because it's damn chilly down south! Check out their travels on Instagram @coolsandytaupe76.



Welcome New Members

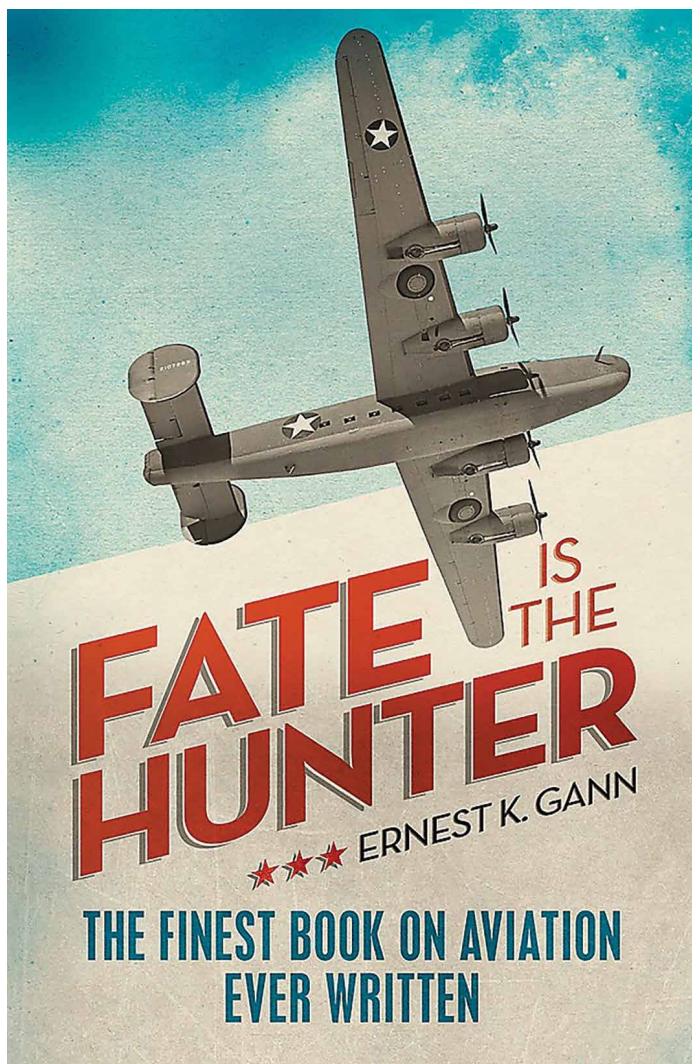
- **Ryan and Donna Matheson**

Ryan and Donna are from Morree NSW. We hope to see you in your C210L VH-ELB soon. Cairns would be a fabulous place to meet the group.

Join the conversation:

What is the best piece of advice you have had to do with flying? Share your answers on the Cessna 200 Series Association Facebook page.

Recommended Reading



Your C200 Association – Looking to the Future

As we approach our AGM at the Cairns Fly-In, it's a timely opportunity to reflect on where we've come from and, more importantly, where we go from here.

The Cessna 200 Series Association was formed in September 2008 at Maroochydore. In the 18 years since, we have enjoyed 32 Fly-Ins across Australia—11 in New South Wales, 8 in Queensland, 5 in South Australia, 3 in Victoria, 2 in Western Australia, and one each in Tasmania, the ACT and the Northern Territory.

At our largest gatherings we've welcomed 19 aircraft and 47 members and friends, with averages of around 10 aircraft and 30 attendees. Along the way we've produced two newsletters each year, sharing Fly-In reports, members' adventures, future events and the ever-popular Tech Talk articles.

These are achievements we can all be proud of.

Like many aviation organisations, however, we're experiencing the effects of an ageing membership. Some members have sold their aircraft, others have reluctantly stopped flying after losing their medical, and we've sadly farewelled several long-time friends. While we're pleased to welcome new members, our overall membership is gradually declining.

Another challenge is finding members willing to become involved in the running of the Association. At this year's AGM we will be seeking nominations for all positions.. Without volunteers, it becomes increasingly difficult for the Association to continue operating in the way we've all enjoyed.

Your committee has also begun discussing the possibility of a closer relationship—or perhaps even a merger—with the Cessna 182 Association. With many members belonging to both organisations, there could be opportunities to strengthen the future of both groups while preserving what makes each special. At this stage these are simply discussions, and no decisions have been made.

This is where your voice matters.

Whether you support the idea, oppose it, or have an alternative suggestion, we'd genuinely like to hear from you. The future of our Association should be shaped by its members, and your committee values your thoughts and opinions before any decisions are considered.

Whatever path we choose, our goal remains the same—to preserve the friendships, shared knowledge, memorable Fly-Ins and valuable benefits, including our Group Insurance Scheme, and generous fuel discounts, that have made the Cessna 200 Series Association such a rewarding organisation to belong to.

If you've ever thought about becoming more involved, now is the perfect time. Fresh ideas, new volunteers and enthusiastic members are what will help ensure the Association continues to thrive for many years to come.

We look forward to hearing your thoughts and, we hope, seeing many of you in Cairns at the Spring Fly In 10-14 September 26.'

Retiring Angel

As many of you will know Nick is one of our valued C200 members.

After two decades of changing lives from the skies, it's time to say thank you to an extraordinary volunteer.

Congratulations and heartfelt thanks to Nick McGlone as he finishes up his volunteering with Angel Flight after an incredible 20 years of service.

Since joining Angel Flight in 2005, Nick has combined his love of flying with a passion for helping others, completing an outstanding 602 flights for people in rural and regional Australia needing access to vital medical care. That's 602 flights filled with compassion, generosity and hope.

Over the years, Nick has donated countless hours, shared his skills, and welcomed passengers aboard with a reassuring smile.

Nick's story is a wonderful reminder that flying can be about so much more than aviation. It can provide purpose, connection and the chance to make a genuine difference in someone's life.



Nick McGlone (Photo from Angel Flight on Facebook)

Every mission flown represents a patient who received the care they needed, a family who felt supported, and a community strengthened through kindness.

Nick, thank you for your unwavering dedication over the past 20 years, and for the lasting impact you've had on so many lives. Your generosity embodies the very spirit of Angel Flight, and your legacy will continue to inspire future volunteer pilots.

From everyone at Angel Flight, congratulations on an incredible volunteering journey, and thank you for everything you've done.

Landing Gear 100hr Inspection

Cessna 172RG, 182RG & tubular MLG C210 series aircraft Annual / 100 hourly inspection landing gear emphasis items that I suggest should be on your checklist if you own / operate one of these aircraft.

1 An inspection (at least a visual / insitu inspection of the L&R/H MLG actuator housings for cracks (in their prone areas reference SEB 01-02 & Cessna 210N SID op # 14 & SI 32-10-01) and confirmation of their restraint bolt security. Insitu Eddy current inspection of the actuator housing is also suggested at 200 hour requiring internals as a AMOC to the full removal & inspection at 500 hour intervals. The MLG actuator housing restraint bolts should ideally be lockwired with torque paint applied to their bolt heads to prevent / identify any back off and loss in their restraint tension. Any actuator housing restraint bolt back off especially in all the Cessna model aircraft mentioned, with some exception to the C210 model aircraft with MLG uplock hooks will cause all the retracted weight / loads of the MLG wheel & leg assembly to be transferred back through two or even one of the remaining 3 bolts that are positioned on an approximate 2 inch radius about the actuator pivot / housing restraint point (I estimate an assembled leg with brake & wheel assembly would weigh approximately 40 kg static plus turbulence factors). When one or two of the MLG actuator restraint bolts back off (as they often do) the MLG actuator housings that have proven to be not built strong enough to continuously handle the applied torque load through only two and possibly one of their three restraint bolts, will fail around the last tight restraint bolt holes. In addition to this type of failure they also have some design weak spots. Refer to Cessna SEB01-2 & also the C210N SIDs operation # 14, SI 32-10-01. To this end the restraint bolts & actuator housing weak spots require their regular inspection to try & catch a crack before

a housing failure. A good coloured boroscope can be used to view the MLG actuator housings and their restraint bolts through the holes located in the L&R/H MLG leg wells located in the gear support cast bulkheads (I have seen numerous photos of housing failures at their restraint bolt holes due to a loose bolt or two).

- 2 Conformation of the MLG down lock hook, over centre adjustment set screw, locking check nut security is also important. A long slender plain screw driver can be used to verify the security of the check nut by applying a load to the outer edge of the nut in the undoing direction.
- 3 On the Cessna 210 tubular MLG gear series aircraft. The MLG saddle assembly (L&R/H side) 4 x restraint bolts can back off enabling a wing levelling packing shim that slides in under the saddle assembly to start migrating out. If caught early enough (less than 1/8" shim movement from fully in the saddle restraint bolts can be retensioned and the small amount of shim movement tolerated & further monitored. However, any shim movement beyond 1/8" should be rectified by undoing all the saddle restraint bolts to enable the repositioning of the shim (ideally each saddle restraint bolt should be removed & a new lock washer fitted under the bolt head. The MLG saddle assemblies may also have to be moved forward or aft if a new replacement saddle pad (shell) of a different soft material thickness of the original is used (some replacement ones are almost twice as thick). The change in thickness will cause the tubular MLG leg to make contact on only one inner side of the new saddle pad, instead of evenly over the complete pad / shell surface and will initially prevent the down lock hook from engaging. The saddle assembly has to be moved to recentre the leg to contact uniformly across the saddle pad assembly & the MLG downlock hook rigging readjusted, back into limits as verified by using the Cessna PN SE 960 Go NO Gauge downlock hook rigging tools.
- 4 The bonded MLG, saddle pad (shell) soft material should be checked for areas of debonding. If isolated areas of

debonding are found. I have had some success in regluing them. I have also seen 3/32" diameter counter sunk rivets used to resecure the edges of the saddle pad (shell) soft material. If the shell / pad soft material edges are not kept secure they can double over holding the MLG out of the saddle enough to prevent the downlock hook from engaging resulting in no gear down (green) light. The saddle pad / shell restraint screws are also prone to coming loose, so they should be check tightened at each inspection.

- 5 All the landing gear position (down & up) light switches should be felt to confirm their security & their condition inspected (the larger black, hard plastic housing switches are prone to breaking their housings).
- 6 The nose gear actuator head, downlock hook pins should also be inspected to confirm they are not broken and are secure in place using a small set (approx. 4" long) of multi grips. The earlier style of downlock hook engagement pin is prone to breaking at their machined restraint pin groove. A broken pin can migrate inwards and foul on the edge of the NLG actuator shaft end fitting, restraint barrel nut preventing full extension and the locking down of the nose gear. Thus no green light and a definite nose gear collapse on landing. reference CASA AWB 32-026 covering this subject.
- 7 The NLG hook, down lock spring guide should be initially inspected to confirm its later design steel pin type guide PN 9882024-1. Refer to Cessna SEB SE84-3. The original design had no steel pin moulded into it. (a Prodger can be used on the ends of the guide pin that's exposed on the outer side of the hooks it engages into. The original all nylon guides distort & break at their hook engagement areas should have all been replaced by now. Even the new design are not totally a fit & forget part as they will distort in the spring engagement area. If any notable distortion of this all nylon area of the guide is found. It should be replaced.
- 8 The NLG trunnion, main attach bolts should be check tightened. If they are left loose their airframe attach point bolt holes will elongate.

Tech Talk

- 9** C172 & 182RG & 210 N & R series aircraft should all have two forward nose gear door actuator return springs. Quite often one spring will break and go missing. The springs should be fitted with an aluminium AN960-D10 washer at its lower end to prevent the spring chaffing into its aluminium bulkhead attach point area. If the second spring broke the nose gear door may close in flight causing a problem if the wheel were selected up.
- 10** On the Cessna 210N & R series aircraft the forward nose gear door actuator rollers are prone to cracking & losing their soft covering material. When this happens the soft material or roller assembly should be replaced. On the C172 & 182RG aircraft confirm the NLG door actuator fork pumper pad / soft material is attached to the forward side of the fork. If not secure a new one in position.
- 11** On the models initially mentioned check the outer edges of the forward NLG doors for glitching with the adjacent fuselage lower nose skins. A hard force simulating air loads should be applied to the doors during a test for glitching (opening & closing by hand. With their push pull rod disconnected to facilitate). Note if a door outer edge glitches the hydraulic actuator due to the stowed nose gear & actuator geometry does



- not have the power to pull the nose gear out. So a landing without a nose wheel or an elected belly landing is imminent (this happened on Moorabbin airport to a brand new 1981 model C182RG. It landed with its wheels up directly in front of the tower). Cessna gave the owner another brand new aircraft and repaired the damaged aircraft and sold it with its damage history. An AD was then issued on C182RG aircraft to check the outer edges of the nose gear doors for glitching. Most of them had to be trimmed and reshaped to correct areas of glitching.
- 12** All the aircraft models initially mentioned have a filling point and internal oil filter, both are easily accessed and it's a good idea to periodically clean them. It also a good idea to renew the power pack hydraulic fluid (MIL-H-5606) as over time it will go acidic (I undo a nose gear actuator hose & use the hand pump to drain the old power pack oil & replenish its reservoir with fresh oil).

- 13** Carry out a check of the shimmy damper fluid level. At a minimum remove its shaft attach bolt & check for signs of air in the damper assembly by moving the detached shaft. On C172 & 182RG aircraft apply some torque paint to the damper housing, oleo attach band so the pilot can identify & band / mount slippage due to a broken locating pin. If the band rotates the shimmy damper mounting geometry change will cause it to interfere / notably rip the nose gear wheel well upper skin.
- 14** On C172 & 182RG aircraft check tighten the NLG steering yoke(located on top of the oleo) restraint bolts one bolt on each side that do up onto a bush. They are prone to loosening and even going missing. Be careful to not over tighten them as their oleo housing threads can be easily striped., use a dwarf ring spanner.

Tony Brand
Chief Engineer / Director
Horsham Aviation Services

SWAMP by Gary Clark



Rules of the air... Great advice for all aviators.

- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
- You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before the luck runs out.
- When in doubt, hold on to your altitude. No one has ever collided with the sky.

C 200 ASSOCIATION CAIRNS FLY IN SEPTEMBER 10 – 14 2026

Thursday September 10:

- Arrive Mareeba Airport for transfer to Hilton Cairns
- Listed below is the link to book accommodation at the Hilton Cairns which will provide your room at the special price (\$311 per room per night) quoted to the Group. Please use this link to book. The link will be open up to 30 days prior. If you wish to upgrade your room, after using the link to book, contact the reservations team direct :
- Brylee Taylor @Cairns GroupReservations. Phone: 07 4052 6749
- 6pm Arrival drinks at poolside at the hotel (light finger food included)

Friday September 11:

- Half Day Big Cat Green Island Tour
- 9am departure – check in 8.15am for a boat cruise to Green Island. 2 ½ hours on the Island to explore, have a coffee or lunch. Included is the choice of the glass bottom boat tour OR the use of snorkelling gear.
- 1pm return time to Cairns.
- Afternoon at leisure
- Welcome Dinner Cruise on the Spirit of Cairns in the calm waters of Trinity Inlet.
- Enjoy a 2 ½ hour evening cruise with a delicious buffet dinner.
- Departure at 6pm, check in 5.45pm. Welcome drink included.

Saturday September 12:

- 9.30 departure, Kuranda Scenic Railway. Make your own way to the Cairns Rail Station - only a short walk from the Hilton.
- 12 noon we take the Skyrail on the Barron Falls Loop, which takes approx. 1 hour. This will give time to wander Kuranda at leisure.
- 3.30pm we board the train back to Cairns (unfortunately the Skyrail to Cairns is unavailable due to maintenance)
- Arrive back in Cairns and make your way back to the Hilton
- 6.30pm Dinner at the award winning Ochre Restaurant overlooking the water on Marlin Parade, a short walk from the Hilton

Sunday September 13:

- 9am C200 AGM in the Gin Bar, Hilton Hotel
- 10.30am Down Under Tours, coach travel to Lake Barrine Teahouse where the rain forest meets the lake. Explore the gardens, take a stroll through the National Park or just enjoy a leisurely lunch in the Teahouse. (lunch is at your own expense)
- 3pm departure for return to Hotel
- 6.30pm dinner on the waterfront at Ollie's Italian for our farewell. Dinner is at your own expense with a menu of delicious pizza and pasta to choose.

**NB: ALL BEVERAGES ARE AT YOUR OWN EXPENSE
AND NOT INCLUDED IN THE REGISTRATION**

Itinerary subject to change



CAIRNS Fly In

Thursday 10th September to Monday 14th September 2026

Registration Form

Name: -----

Email: ----- Mobile:-----

Attendees:

Pilot----- Pax 3-----

Pax 1----- Pax 4-----

Pax 2----- Pax 5-----

Aircraft Type: -----Aircraft Registration-----

ETA There will be 1 designated time for transfers due to the distance from Cairns TBA

Hilton Cairns I Booked ☐ (refer to accommodation link on itinerary to book)

Registration numbers – please advise the no. people in your party attending each event

Activity	# Attendees	Cost	Total
Registration		\$500/pp	
Thursday welcome drinks		Finger food Included in registration	
Friday /Tour/Dinner Cruise		Included in registration	
Saturday/ Tours/ Dinner		Included in registration	
Sunday/ Tours		Included in registration	
TOTAL			\$

Payment by EFT: **BSB 633 000** **A/C 135 455 806**

Email EFT payment to treasurer@c200series.com.au

Dietary requirements: (every effort will be made for dietary requirement but cannot be guaranteed)

Indemnity:

I, the undersigned do hereby indemnify the Cessna 200 Series Associations and the members, officers and agents thereof associated with arranging the functions and associated activities from all liability of any kind arising out of any function or activity arranged by or on behalf of any such person or body, or travel to and from same, and as agents for the persons or body named above, whose express permission I declare that I have obtained to do so. I do hereby indemnify each person or body arranging or associated with such functions, activity, or travel from all liability.

Signature:

Date

Refunds Policy: Refunds cannot be guaranteed for late cancellations:

Send completed forms to: Email: suem@gmwsa.com.au

☎ Sue Morris 0407 218 840

Cessna Books available for purchase

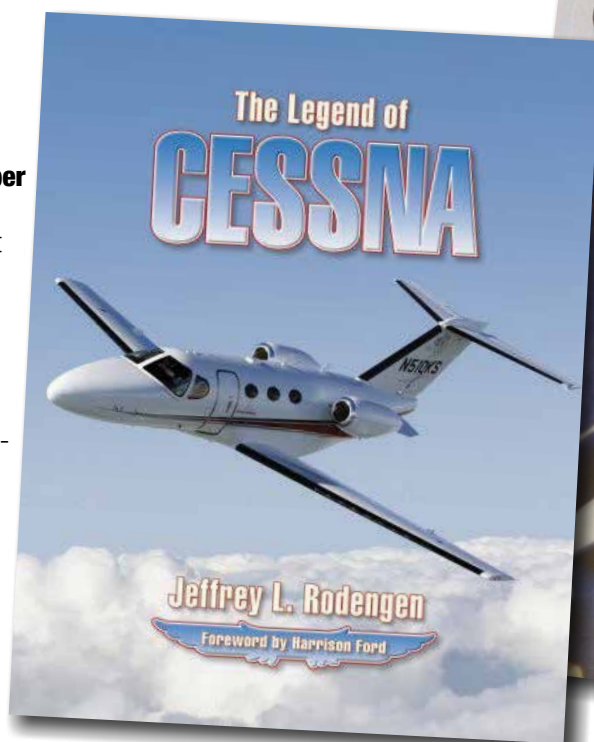
David Crawford has 2 different books available for members as per the photos.

The Legend of Cessna is an excellent book for enthusiasts and covers from beginning to end 2006. Limited copies available to members for \$55.

There are several copies of Chuck McGill's book and they are priced at \$45.00 for members and \$50.00 for non-members.

There is a \$5.00 cost for postage, but they are available at fly-ins where postage is not an issue.

Please contact David Crawford treasurer@c200series.com.au if interested.



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 superb reproduction.

2025-2026 Committee

Office Bearers 2025-2026

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Fly In coordinators:

Various

Newsletter:

Editor:

Annie Haynes

Newshound:

All Members

Printer:

John Weston and his team including Donald Keys for the final layout of our Newsletter and it's professional presentation.

Website Coordinator:

Steve Davis - Talked about Marketing

Public Officer:

Annie Haynes

Membership Benefits



What Membership to the C200 Series Association offers you:

- 2 Fly Ins each year – Autumn and Spring.
- 2 Newsletters each year – prior to both Fly Ins.
- Competitive Insurance through Gallaghers to owners of C200 series aircraft
- Fuel discounts

Subscriptions are for a 3 year period: Currently 31/10/24 - 31/10/27

- Single \$230
- Joint \$330 – 2 members of one family
- Social \$60 – non aircraft owners.
- Pro Rata rates will apply from 30/04/2025

Fuel Partners

- World Fuel Services WFL – 12c/ltr
- IOR – 10c/ltr
- Aero Refuellers – 7c/ltr



See website for full details

- www.c200series.com.au



Cessna 200 Series Merch

- New caps, hats and visors in various colours.
- Get yours before they run out.



Membership Application 3-year period

Oct 31st 2024 - Oct 31st 2027

Names:	1. 2.
Address - Postal	1. 2.
Mobiles:	1. 2.
Email Address/es	1. 2.
Aircraft Type Aircraft Modifications	
Aircraft Registration	VH -
Pilot Ratings / Endorsements	
Signatures:	1. 2.

Membership Fees: \$230 Single Membership – 3 years

\$330 Joint Membership – 3 years – (2 people same family group)

Note 1: Pro rata fee structure will apply for newmembers after 31/5/2025

NB: Group Insurance Policy due 31st October Annually

Direct Deposit: BSB 633 000 A/C 135 455 806
Reference: Surname

Send forms to: treasurer@c200series.com.au

OR

Post to: Treasurer, C200 Series Association, PO Box 297 Lucindale SA 5272

Mobile: 0408 800 778 – David Crawford, Treasurer.