

The President's Corner

Well! Wasn't the Broken Hill fly-in fabulous! Our thanks once again go to Fly-in Co-ordinator, Annie Haynes for this fly-in. At Broken Hill, we didn't have a member on the ground so Annie had to do all the 'recky' work on this one too.

For those of you who didn't get there – see Pauline and Kay's article on the weekend for a teaser of what you missed. For those of you who did get there – also take a look at the articles and the fabulous photos, mostly by Robyn Shorrock of the weekend to jog your memory. Those sunset shots are amazing and the desert pea pics, bloomin' lovely. We are always looking for members to submit photos and a bit of a write-up of our fly-ins. You don't have to write about the whole weekend: you may prefer to write about just one of the events. If you would like to, please let Suzy Tilley, the newsletter co-ordinator, know.

Soon after our fly-in to Broken Hill, we received notification from Dick Smith's PA, that Dick and Pip would be including the Cessna 200 Series Association in their industry donations post the sale of their Citation. (Their reasons for the donation to industry are outlined in a document emailed to members previously – but if you would like a copy please ask the secretary.) We have received a donation of \$5,000 to 'improve safety and participation levels in

aviation'. This is exciting and we invite suggestions as to how this could be best utilized.

Over the past few months, Neil Shorrock has conducted a review of the association rules. There are minor, mainly administrative changes, that have been corrected for the draft that has been emailed to all members for review prior the AGM at Echuca.

2018 is shaping up to be a great year too.... The Autumn fly-in is to Rockhampton, where Committee Member, Neil Richardson and Junior President, Liam Richardson are putting together a great fly-in. The Spring fly-in will be our 10th Anniversary and this will be held in the Hunter Valley, NSW. For those unfamiliar with the Hunter Valley, it is the home of a major wine producing region, and also home to the Tiger Moth association. Good wine and some historical aircraft, in amongst beautiful scenery seem like a good basis to build on for a super-duper 10th anniversary fly-in.

Echuca is the next fly-in and Annie, once again, has put together an interesting weekend. The itinerary and registration form is in this newsletter, so if you haven't already registered and booked your accommodation, please do so urgently. Aside from all the local activities of weekend, there will of course be our Annual General Meeting / General Meeting. This will be slightly longer than usual as we have

some exciting ideas to work through as a club:

- what we can do with Dick's donation to 'improve safety/participation in aviation'
- tidy up our association rules
- how best to celebrate our 10th Anniversary fly-in: Hunter Valley, Spring 2018.

So come along, get involved in the running of your association as we head towards 2018 and into our second decade, and enjoy a fabulous weekend on the Murray.

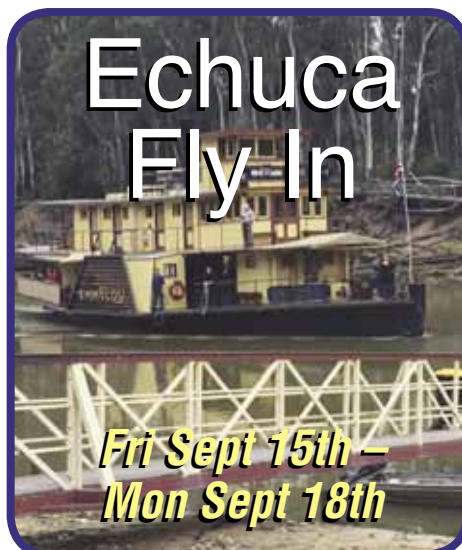
Ceri Bartlett
President



Inside Today:

- | | |
|----------------------------------|---|
| 2 ✈ YBHI report | 11 ✈ Fellow Aviating enthusiasts |
| 4 ✈ YBHI photos | 12 ✈ Flying Food/Chicks Chatter/ Cocks Corner |
| 5 ✈ Our aircraft and BMG | 13 ✈ Comedy corner/ FB ad/ Website Ad/ Welcome to new members |
| 6 ✈ Itinerary | 14 ✈ Books/Merchandise Committee |
| 7 ✈ Registration form | 15 ✈ Membership renewal information and Fuel discounts |
| 8 ✈ TechTalk | |
| 9 ✈ Members Contributions | |
| 10 ✈ Mind your Aviation Language | |

Echuca Fly In



**Fri Sept 15th –
Mon Sept 18th**

Well!! We survived another C200 Fly In YBHI



Don't know about you but it takes me another day to recover. Our bus driver Chris was so friendly and helpful and full of info that I began to worry we would get paper and pencil for our exam – and that was just to get off the bus!

Memories are made of this – viewing the Sculptures at Sunset with a terrific

was located on the ground floor .. quite a challenge when you need to go!! But it had its rewards with the trip meaning you met lots of other people in transit wanting to share their particular favourite bit of this unusual hotel, whether it happened to be the paintings on the walls or the huge glittering high heeled shoe in the foyer.

In the end we opted to stay downstairs out of the cold, closer to the loo and wait for the two-up game to proceed. We were impressed by how many young people were enjoying the surrounds, and obviously it is on the must see list for Broken Hill as

there were bus loads of people coming for dinner.

Saturday morning had some of the group heading out to the RFDS facility for the technical side of things and others chose to check out the township and a bit more chit chat before regrouping for lunch.



One of the magnificent Sculptures at sunset

mob of people, a glass in one hand and nibbles in the other while absorbing one of those western sunsets with the sky turning a fantastic red and silhouetting the sculptures. Photo fanatics were making the most of the moment, clambering for the perfect picture, not sure of which one to keep or delete.

Our first dinner was at The Palace Hotel, also the scene for the movie "Priscilla Queen of the Desert", and you can see why it was chosen with its impressive staircase and lovely high ceilings and being multi-level. Our meeting place was on the 2nd floor on the iconic wide verandah complete with festive lighting and overlooking the main street of Broken Hill. The chilly breeze, combined with cold drinks meant frequent trips to the loo – which



Murals at the Palace Hotel

Yes!! Please!! Vanilla milkshake and sandwiches – the venue Bells Cafe was spot on! Memorabilia from a bygone era complete with juke box and café setting had a lot of us remembering our youth and tempting us to stay on.



Ralph, Bob, Pam, Tricia Sue & Geoff on Palace balcony

On the bus and off to Silverton a small community which in the early days, as the name suggests, thought they had struck it



Sunset at Broken Hill



From Pauline Jones & Kay Pemberton



Bells Milk Bar

rich with silver – but alas, it only lasted a few years before exhausting the supply. The hamlet now survives on the edge of the desert purely as a tourist venue and has featured in numerous movies and advert's most notably being the Mad Max movies. We were left to wander and visit local paint and art galleries and absorb the atmosphere of the old church and masonic temple before returning for afternoon tea at the pub. Coincidentally one of the original "Brushmen of the Bush" is John Pickup who now lives in Mackay but sadly, is not in good health.

On our way back into The Hill, Chris, the bus driver, once again delivered great information, He showed us the huge solar



Silverton Hotel

panel farm and had us climbing through fences to visit the cemetery for a bit of local history and a look at some iconic graves, plus more info regarding the zinc mine before taking us for a run around the township describing different locations with history before dropping us off at the local Mint and Art Gallery. There was plenty to see, but our breath was taken

away by the huge, huge panoramic mural of the local countryside which took two years to complete and something like 2 tonnes of paint. Amazing

Our Saturday dinner was at the Royal Exchange, which is a great excuse to dress up, and was so worth it with an excellent meal and of course our guest speaker entertaining us in great form.. it really justified the price of Pauline's new shoes. Only one word can describe our guest speaker and that is simply awesome!! Valmai Hinkel commanded everyone's attention describing what she and her late husband, and later as a solo traveller, did what we call "living the dream". During her informative speech Valmai only had one problem and that was she had papers and notes in both hands plus the obligatory glass of red. Truly serious stuff, not enough hands, and where was the safest place to put the red? Answer – drink it!

As is customary the C200 Series association made two \$500 donations to local Broken Hill organisations. Recipients being the Paediatric Ward at the Broken Hill Base Hospital and the Aeroclub to go toward their Aviation Scholarship.

Sunday had us picked up to travel out to The Menindee Lakes for a boat trip. The lakes were a surprise to us being deeper and bigger than we expected but so many dead river gums was sad. Interesting morning. Lunch at the Maidens Hotel in Menindee township had us all chomping



Yummy burger at the Maidens Hotel



Broken Hill letter box



Some of the group out the back at the Silverton Hotel



Guest Speaker Valmai and Pam deep in discussion

into delicious burgers and chips which meant no one was hungry on the trip back to The Hill.

Being Sunday night, before everyone heads home in their different directions.. we decided to finish off the nibbles and drinks left over from our trip out to the Sculptures. So we had a whip around and purchased pizzas, and had an impromptu get together around the pool at the Red Earth Motel. Those staying at The Old Willyama made the trek across the street for our farewell gathering. We soon had the same problem as Valmai, food in one hand and glass in the other, so drink up in case you spill it or put it down and can't find it!!

Next C200 Series Fly In is to Echuca VIC..



Stunning Sturt Desert Peas found on the footpath



Great to see so many young chaps at the dinner



Bruce Church and John Tilley chewing the fat



Geoff and Brad looking out over the Mundi Mundi Plain



Happy trio Suzy, Di and Judy at Menindie Lakes



Geoff and Sue Morris chat with Bob McCabe



Art gallery at Silverton



The Coordinator's a bit puffed and it's only lunch time



Pro Hart's grave



Ceri & David presenting cheque for paediatric ward



The Palace Hotel



The milkshakes were a big hit at Bells Milk Bar



Pauline, Dave, Barry and Kay



Happy trio Di, Annie & Suzy on Palace balcony

Our Aircraft *by Pam McCabe*



Pam and Bob McCabe on the right with Patricia Kenney in front of their C208 ODU

Bob & Pam McCabe, have been commercially involved in Aviation for over 50 years. We started with Pawnees, moved to Air Tractors for agricultural & fire-bombing business.

Along the way we have acquired various small aircraft for both pleasure and operations. About 7 years ago the Country Fire Service (CFS) in South Australia, for whom we have the Fire Bombing contract, requested aircraft for moving personnel around the state as required. We suggested the Grand Caravan due to its reliability, safety, ability to take off & land on dirt strips and its use of Jet A1 fuel which we have at various bases around the state for operational aircraft. This aircraft is contracted to the CFS for the fire season but when out of season we use it for personal use. When in use by the CFS our main pilot is Cherie Marshall and is used for Surveillance and Supervision of Fire Bombing operations.

During the off fire season we have been on several trips around Australia and one was with Patricia Kenney & Ralph Aikin from Darwin across to the east & down through central NSW back to Adelaide. We have had several trips around the Lake Eyre area following floods. Others to Kangaroo Island & Eyre Peninsula area. On two occasions, accompanied by John & Suzie Tilley, we have flown to the C200 get together in the Caravan.

The Cessna Grand Caravan C208 VH-ODU is configured at present to seat 10 people in executive seating and is air conditioned. It can be converted to seat 14 people for commercial purposes. It has a PT6 turbine engine and excellent short field performance and is a pleasure to fly.

CESSNA 200 SERIES ASSOCIATION INSURANCE SCHEME



Since the inception of the Cessna 200 Series Association Insurance Scheme through Kenney Aikin Insurance Brokers (now BMG Aviation) back in 2008, members have enjoyed the benefits of lower premiums and improved policy conditions over standard insurance policies as the Insurance scheme continues to grow in strength each year. In the early days there were only a hand full of members who elected to place their Insurance under the scheme, now the scheme supports 29 members and continues to grow each year as members are recognising the benefits of supporting this scheme.

QBE are the insurer that came on board early when Kenney Aikin Insurance Brokers presented the concept of a C200 Insurance scheme to them and have supported the C200 members throughout the duration that the scheme has been running. Each year QBE express their desire to remain the insurer of choice for the C200 members

A little about myself... I have had an interest in aviation for as long as I can remember, I joined the Australian Air League when I was 10 and spent every school holiday at Canberra Airport hanging around, washing aircraft and hitching a ride when I could. It was this early introduction to aviation that had me hooked leading me to initially commence my PPL in

1992 while still at high school. At the end of school, I then took a career path away from aviation with the dream of flying in the background for many years but I was not the right time to pursue until 2011 when I found my way back to the aviation community and started my career as an aviation insurance broker at BMG Aviation. I quickly worked my way up to a broker role within the company, following on from Ralph Aikin who most of you would know. This opportunity has enabled me to pursue a long held passion for aviation and has given me an excuse to recommence my PPL. I now actively service BMG Aviation's private aircraft portfolio and have found my career path in aviation insurance.

I intend on submitting a regular column to the newsletter addressing insurance topics that members wish to discuss and to create a discussion point that is relevant to the C200 group. I welcome your input and invite members to drop me an email with topic points that you would like me to address in this column.

Geoff Bingham

BMG Aviation Pty Ltd
GBingham@bmgaviation.com.au



Specialist Aviation Insurance Brokers

Office: +61 7 5438 3838

Email: gbingham@bmgaviation.com.au

Website: www.bmgaviation.com.au

BMG AVIATION PTY LTD

PO Box 545

Buddina QLD 4575

Sunshine Coast, Australia

Itinerary YECH Fly-In

Fri 15th September – Mon 18th September 2017



Our accommodation Mercure Port of Echuca



The Entrance to the Port of Echuca

We're off to explore Echuca and cruise the mighty River Murray on the PS Emmylou.

Echuca is a very pretty river port with a lot of history for us to soak up. The keen and active local Aero Club will host our dinner on Friday night. During the weekend we'll also check out the Holden Museum and the Great Aussie Beer shed and partake of a bit of shooting at the Gun Club – clay targets only!

Friday 15th

Arrivals before 1500

1800 p/u Mercure transfer to YECH Aero Club for dinner.

2200 transfer to Mercure

Saturday 16th

0700 Breakfast.

0830 p/u Mercure for transfer to Port of Echuca for guided tour.

1100 Board PS Emmylou for river cruise and lunch on board

1300 Disembark PS Emmylou and walk to Holden Museum.

1400 Own time to discover the Port of Echuca and retail therapy if so inclined.

1600 p/u for transfer to Great Aussie Beer Shed museum and brewery.

1730 transfer to Mercure.

1830 Dinner at Mercure with guest speaker

Alf Jonas CASA – Pilot wellbeing.

Sunday 17th

0730 Breakfast

0830 General meeting followed by AGM.

1130 p/u and transfer to Echuca Gun Club for lunch and clay target shooting.

1600 transfer to Mercure

1800 Wander down to Antonios for great Italian food

Monday 18th

0730 Breakfast and transfers to Airport.

For further information contact: Annie 0418 853 635



River Red Gums at Echuca

Port of Echuca Facts:

- ◆ 96 m above sea-level
- ◆ Echuca was a substantial inland river port
- ◆ All The Rivers Run – was made into a TV mini series here
- ◆ Largely irrigated pastoral and agricultural district
- ◆ Tourism is the main industry now.

YECH Fly-In

Fri 15th September – Mon 18th September 2017

Registration Form

Name _____

Postal address _____

Phone _____ Mobile _____

Email address _____

Attendees

Pilot _____ Passenger 3 _____

Passenger 1 _____ Passenger 4 _____

Passenger 2 _____ Passenger 5 _____

Aircraft type _____ Aircraft registration _____

ETA Date: _____ Time: _____ Mercure Port of Echuca ☐ Other? _____

Registration numbers (Please indicate the number of people from your party attending each event)

Activity	Number of people	Price	Total
Registration		\$300.00 pp	
Friday dinner		Included in Registration	
Saturday tours and meals		Included in Registration	
Sunday tours and lunch		Included in Registration	
Sunday dinner		At own expense	
Payment by cheque (Cessna 200 Series Association) <input type="checkbox"/> or Payment by EFT (BSB 633 000 A/c No 135 455 806) <input type="checkbox"/> Please email copy of EFT receipt to coordinator@c200series.com.au or Surname and Call Sign on back of cheque			TOTAL

Special requests – dietary requirements etc

Indemnity

I, the undersigned, do hereby indemnify the Cessna 200 Series Association and the members, officers and agents thereof associated with arranging 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: _____

Name: _____

Refund Policy: Refunds cannot be guaranteed for late cancellations.

Please send completed forms to:

Mail Coordinator, Cessna 200 Series Association, PO BOX 297 Lucindale SA 5272.

Annie's Mobile: 0418 853 635

Email coordinator@c200series.com.au

RFDS – a pilot's perspective

At Broken Hill, we were lucky enough to be given a 'pilot's tour' of the Royal Flying Doctor Service. Two thirds of our group chose the option of the technical talk given by Senior Base Pilot, Shane Brook, and Pilot, Braden Blennerhassett.



Shane showing planning and weather in the ops room

Rather than the standard RFDS Visitor's Center Tour, Garth Bartlett, tech co-ordinator and secretary, had organised a tour that took us behind the scenes and gave us a tour aimed at our predominately private pilot group. I did note though that although this tour was truly aimed at pilots, the non-pilots amongst us also enjoyed the visit thoroughly.

First we went though to the Operations Room, where flights are tracked and weather checks and communications take place. Shane answered a range of our questions regarding tracking systems and the pressures of flying with critical passengers, as well as the satisfaction he gets when he meets patients years later who would simply not have survived if they hadn't got to hospital fast enough.

Then we went up to a training room, where Shane gave us an overview of the Beech B200 King Air aircraft, typically flown for the RFDS out of Broken Hill, including a time-lapse video of RFDS aircraft being manufactured at the Beechcraft factory. In particular, Shane discussed two different modifications that are applied to the King Airs to improve performance: The BLR winglets, or the Raisbeck modification that includes aft-fuse strakes and an inner wing leading edge modification. Shane explained how each of these modifications increased performance, particularly Rate of Climb (ROC) and Take Off and Landing (TOL) distances, both

of which are imperative when flying in and out of short, unlicensed strips, particularly in hot ambient conditions. It was clear that the pilots preferred one modification system, whilst the accountants preferred the other!

Unfortunately, time was limited and we

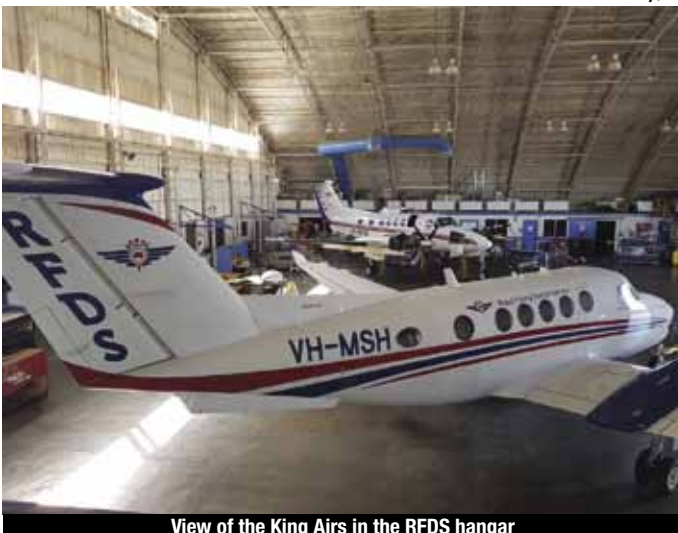
only had brief information about flying in and out of strips at night with only temporary flares to guide the way in and out of blackness. We then went down through the hangar and out onto the apron, where Shane had an aircraft on ground power ready for us to look through. We took it in turns to go inside the aircraft and see



Shane showing the instruments in the cockpit

the medical fit-out and have an overview of the cockpit from Shane. While not inside, Braden showed us the modifications on the outside and answered numerous questions from our inquisitive members. (As an aside, our Mackay members were delighted to see Braden, who had learnt to fly as a kid at their aeroclub!)

Both Shane and Braden had flown Cessna 210s significantly in their earlier careers and were delighted to receive our gift to them of 'The Legend of Cessna' book. Both joined us for dinner that night at The Exchange Hotel and I think they enjoyed themselves as much as we did.



View of the King Airs in the RFDS hangar



Barry Dean and Ian Thomason listen intently to Braden.

Member's Contributions

by *Sue and Geoff Morris
and Di Taggart*

The Introductory Flying Lesson

It was 1999 that I bought Geoff an introductory flying lesson. It was something that he had always thought about but I don't think he ever thought he would realise.

He was hooked from the start and was probably disappointed that I didn't share the same passion as I was happy staying home working in the garden which was my passion and still is. Somehow he talked me into agreeing to let him buy our first 210 before he had even got his PPL.

They say love is blind!!

I did however thoroughly enjoy our flying adventures away with family and friends especially seeing both our parents lived in Northern Victoria some 6 hours drive but only 80 minutes in DSV.

Geoff was constantly saying that I should do a partners course just in case something happened to him whilst we were flying so that I could put the plane down one way or another.

My replay was "NO" I am just not interested.

In 2010 again somehow he got me to agreeing to selling DSV and buying a later model 210. SRM was purchased in Santa Rosa USA and shipped back to Sydney where she was stripped and apparently had a couple of necessary minor additions added?????

We picked SRM up in August 2011 and Geoff had open heart surgery in October so she sat in the hanger for quiet some time.

It was at this stage I agreed to do the partners course in sufferance but did see that if Geoff got his medical back it would be wise that I knew how to land a 210.

I learnt to fly in a sports star which I admit was fun and I gained my restricted licence and I just had to do my theory and then Nav's to sit for the PPL.

I still don't know who was more nervous Geoff or myself when I took him for his flight with me in the left seat.

I then started leaning to fly SRM which at first I found to be a real challenge but determined to master it I eventually was up to flying her solo.

I still haven't done my theory nor navigation and haven't been back flying myself for around 2 years but I still have the passion to complete my PPL in the near future.

Sue.

The Yabby Expert

The day was beautiful, the sun was shining and a gentle breeze was blowing. Our bus ride from Broken Hill to the Menindee Lakes was just so-so, nothing spectacular but the colours of the outback were unmistakable with the greens and browns and the red earth mixing with the blueness of the sky which held the dancing wisps of thin cirrus clouds.

We stopped for some morning tea and our group split up to enable all of us to enjoy a pleasant boat ride on the lake and to hear and experience some of nature's wonders. However all the excitement on our boat was not confined to looking outside, as grand as that was. Inside the boat our intrepid girl guide had a surprise for us. From a bucket she produced some yabbies. Big and bold and a deep blue they were. Whilst everybody on the boat was enthralled with the goings on outside the boat, nobody wanted to miss the Yabby parade. In fact the chap who was sitting next to me, who incidentally was a "ring in" because he was not part of our group. BUT, it so happened, he was a Yabby EXPERT. I know this for a fact because he told me so. He also told us all about the secrets of keeping Yabbies calm and as a yabby whisperer he claimed that he could stroke a yabby to sleep.

Our intrepid Girl guide was impressed with this and so invited him to put the monster Yabby that she held in her hand and who was waving its claws all over the place just waiting to catch the nose or any other protruding bit of anyone who got too close to it, to sleep. This so she could put it back into the bucket from whence it had come carefully and without having to drop it to avoid a painful encounter with the claw. Our Yabby EXPERT was keen to take charge and so after our girl Guide had successfully displayed said yabby she handed the yabby to the Whisperer. And so the demonstration and the explanation began. First, he had to stroke its back, which he proceeded to do. This was going to put the yabby to sleep. Well no sooner had he put the Yabby on the book that was on his leg, than the yabby must have taken fright at the plight in which it found itself and in a single swipe it latched onto his first finger and was not about to let go. Our whisperer was trying to be brave as our yabby applied the crusher. The laughter from those around him was not soothing and as he turned a shade of red the yabby must have either taken pity or decided to get a better grip, because it opened its claw and our whisperer was able to shake the yabby into the bucket. Ego deflated!!

Some pictures are attached. The bloke is the one sitting next to me on the Right hand side at the back of the boat.

Di

Why did I join this club?

As a recently elected committee member I have been asked by Suzy Tilley to write a short editorial for our Newsletter on how I see our club now and into the future. As with most other people my first reaction was "oh no -why me" and not only that she very politely asked if I could have it to her within 3 days. So, here I am at 5am Saturday morning putting my thoughts directly onto my iPad and making lots of coffee to boot.

The same question had been asked of us all at the meeting in YBHI by President Ceri. So I asked myself "why did I join this club"?

- Logical choice as I had purchased a C210.
- Acquaintances and personal friends who owned C210 were members.
- Meet new people who owned or operated C210's.
- LEARN - About my plane; How to operate it correctly; Associate with Knowledgeable pilots to better my flying skills and knowledge; Learn from other members how they manage their engines; Tech talks.
- FUN - Have fun, this is the main attraction to the social side of any club.- Go on flying trips to different and exciting locations; Meet like-minded people, grow friendships and networking.

Not only am I a committee member, I am a club member who wants to enjoy the club. To attract new members we need to be an exciting, friendly and 'can do' club, plus we need to be able to adapt to the changing needs of the group.

So, the next question I asked myself was how can I be a good committee member who will benefit our association?

- Support the running of the club when and where required.
- Attend club activities.
- Ensure future planning of the club.
- Recruit new members to the club.
- Develop and innovate the club.
- Show an interest in all aspects of the club.
- To support the other committee in their roles.
- Be a friendly face for new members.

The personal benefits are numerous in achieving all of the above, but probably the best would be to see the club grow and forge ahead into the future for years to come.

*Safe Flying Everyone
Geoff*

The Dutch Roll

I was recently studying a bit more aerodynamics when I came across a “Dutch Roll”. I quickly learnt that it’s a type of aircraft motion, consisting of an out-of-phase combination of “tail-wagging” and rocking from side to side (yaw and roll). But why is it called a “Dutch Roll”, I asked myself? Then I asked Garth. He knew what a Dutch Roll was from an aviation point of view but not why it was called a Dutch Roll. The conversation ensued like this:

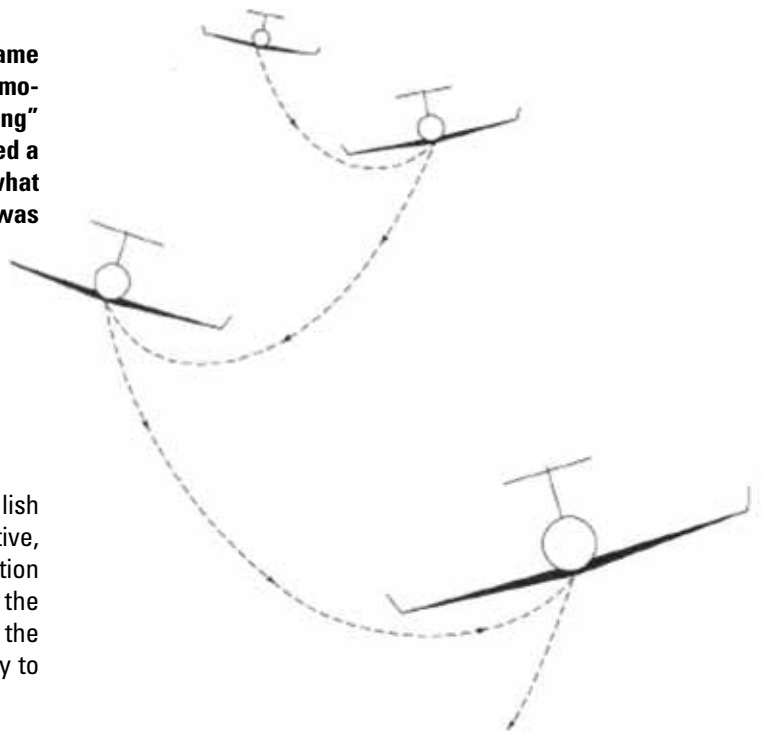
CB: Why is it called a Dutch Roll?

GB: No idea – it just is.

CB: Is it because the roll doesn’t go all the way over – it’s not a real roll?

GB: Well it certainly doesn’t go all the way over – but what makes you say that?

Then I told GB about the many other phrases we use in English with the term “Dutch” in them. Most of them are rather pejorative, and come from a time when the English were in fierce competition with the Dutch to control trading routes and colonies around the world during and post the 1600s when English speakers used the term for anything they regarded as inferior, irregular or contrary to ‘normal’ (their own practices). For example:



Double dutch	Talking in an incomprehensible manner
To go dutch	The man doesn't pay for the woman on a date – also called a dutch date
Dutch auction	Not an official auction, but where the seller plays one buyer against another OR An auction where the price starts high and is lowered until a bidder accepts the price.
Dutch oven	A thick walled cooking pot used over or in the coals, in lieu of a proper oven
Dutch wife	A long body pillow – put between your legs to prevent back pain or friction between the legs; OR A hot water bottle; OR A prostitute
Dutch courage	Only having courage when intoxicated
Dutch treat	When someone invites you – but you have to pay for yourself.
Dutch uncle	A person who issues frank, harsh, or severe comments and criticism to educate, encourage, or admonish someone. The reverse of what is normally thought of as uncle-like (indulgent and permissive).
Dutch metal	84% copper, 16% zinc – malleable metal sold in sheets often as imitation gold leaf.

But not all “Dutch” things are inferior – think of Dutch cheese, and Dutch pancakes, and Double Dutch (skipping with two jump ropes).

It also seems that the term “Dutch Roll” also has no negative connotations. While the origin of the term is uncertain, it is believed to have been borrowed from a similar-appearing motion of a classic Dutch skating technique ‘schoonrijden’ – skating repetitively to the right and the left on the outer edge of one’s skates.

So my original assumption that a Dutch Roll may have been called such because the roll was in some way inferior, or not a full roll, was clearly incorrect, but it did make for an interesting Aviation/English conversation.



Fellow aviation enthusiasts...

We are keen to welcome new (and renewing) members to the **C200** Series Association, so if you know of anyone who may be interested please share the benefits of our small club.

Our club is a mix of interesting people from all walks of life throughout Australia whose pride, joy and in many cases their toy is a Cessna 200 series aircraft. However, it is important to note that friends and associates of members is also available to any genuinely interested persons whether they own an aircraft or not.

Membership was re structured to a **3 yearly more cost effective basis** with a common start date of **31/10/2017** and a finish date of 31/10/2020 with fees as follows; **\$210.00 for individual membership and joint membership @ \$300.00 per couple or 2 people same family**. Members joining during the membership period do so on a pro rata basis. The above start date coincides with the annual 31/10 renewal date for our Group Insurance Scheme.

For your information, there are some significant benefits to being a member of the **C200** Series Association and we encourage you to let your aviation friends know about them.

Opportunities available include:

- The diversified Group Insurance Scheme (currently with BMG) is arguably the best value insurance you will get and your policy will not be compromised if others have claims.
- Fuel discount with Aero Refuellers offering their own Carnet Card with 25 outlets in VIC, NSW & ACT 7 cents per litre. See note 1 below.
- Fuel discount nationally with World Fuel Service WFS (Ex Mobil) ranging from 7 to 10 cents per litre for Avgas and Jet A1. Must have direct WFS carnet card and not 3rd party issued card. See Note 2 below.
- Friendships with people you may not otherwise meet resulting in networking opportunities and information and ideas exchange with like- minded people.
- The opportunity to receive and discuss technical issues with Aviation professionals to increase your skill levels and knowledge. Technical advice is also available from experienced LAME's within club.
- Two fly-in's each year to Australian places of interest in the autumn and spring.
- Interesting guest speakers at fly-in's.
- Possible tax benefits depending on your individual/personal circumstances (please seek profession advice).
- An informative Newsletter prior to each fly-in.
- The potential to promote your business via the website www.c200series.com.au (Subject to Committee approval).
- Merchandise including— chambray shirts, polo shirts and caps etc with the stylish C200 logo.

We look forward to hearing from you and your friends!

Should you require any more information please contact any Committee member or the following for a Membership Application or visit our website www.c200series.com.au

Ceri BARTLETT

President

E: president@c200series.com.au

Mob: 0448-448 316

Garth BARTLETT

Secretary

E: secretary@c200series.com.au

Mob: 0428-103 023

David CRAWFORD

Treasurer

E: treasurer@c200series.com.au

Mob: 0408-800 778

Note 1. Aero Refuellers (AR) <http://www.aerorefuellers.com.au> To access this facility please call Anne McNaught on 02-6041 1599, fax 02-6021 2909, email admin@aerorefuellers.com.au

Note 2. WFS contact is Christo Van Niekerk 03-9678 2229, mobile 0435-310 973 and email cvanniekerk@wfscorp.com
You must mention membership of Cessna 200 Series Association in both cases.

Chicks Chatter

- The awesome Guest Speaker Valmai Hankel
- Chris our bus driver/tour guide - best one yet!
- Sunset Cocktails out at the wonderful "Sculptures"
- Amazing balcony at the Palace big enough to hold hundreds.
- Stragglers from Friday night's dinner treated to an impromptu performance by locals at the Palace in the theme of "Priscilla Queen of the Desert"
- Trip down memory lane luncheon of milk shakes and sandwiches at Bells 1950's Milk Bar
- Final get together at Red Earth Motels' poolside. Chilly yes but we kept warm with yummy Pizza, red wine and laughter.



- Still more food coming out at 9.00pm Friday - we were 'finger fooded out' by then at The Palace – so generous.
- Guess who coming out in her "Do not Disturb" nightie. Had to see what everyone was doing in the early hours of Sunday - 8.30 a.m.!!!

- Bruce (Cessna 182)- our fabulous on ground host getting bitten by a yabby while trying to convince us he was a "Yabby whisperer". Ouch!

FLYING
FOOD!



Coffee with crunch

For delicious coffee snaps, preheat oven to 170°C (150°C fan-forced). Beat 125g soft butter, 1¼ cups brown sugar, 3 teaspoons roast coffee (we used Melitta Blue Mountain Style Medium Roast Coffee), 1 egg and ¾ cup each plain and self-raising flours with an electric mixer until smooth and creamy. Drop rounded teaspoons of mixture into balls and place on lined oven trays. Flatten slightly and top each with a coffee bean. Bake for about 15 minutes or until browned. Cool on trays.

Peanut Butter Choc Chip Cookies

(Makes 20 Prep 10 mins (+cooling time) Cooking 15 mins)

- 1 cup (280g) crunchy peanut butter
- 1 cup (220g) brown sugar
- 1 egg
- 1 tsp baking powder
- 100g dark choc bits.

Preheat oven to 180 degrees C. Line 2 baking trays with baking paper. Use an electric mixer to beat the peanut butter and sugar in a bowl until well combined. Add the egg and baking powder and beat until well combined. Add the choc bits and stir to combine. Roll tablespoonfuls of mixture into balls. Place on lined trays, allowing room for spreading. Flatten slightly. Bake, swapping trays halfway through cooking, for 10-12 mins or until light golden. Set aside on trays to cool.

THEN ENJOY!!!!.

COCKS CORNER

Trust is alive and well in aviation..



We arrive at BHI at about 12:30 Friday afternoon and taxi straight to the fuel bowser. Not knowing which card to use I pull all 8 out of my pocket including my credit card. After swiping every card in my possession none work – including my BP carney card!

I call the BP number – mind you the BP truck is behind the fence with its yellow light flashing but no sign of any driver - the phone is answered and the bloke on the other end tells me that all fuel arrangements have changed and only BP Carnet's are accepted. I told him that I have a card valid to 3/18 issued by Tysons Fuelling Service. No good he says, the card's been cancelled. What do I do says I? I'll come and fill from the truck with your credit card but it will cost 20cents a litre call out fee. I'll come out directly.

Whilst I'm doing all this, a bloke named Kevin Wedding from over Port Pirie way pulls up in his Jabiru. He goes to the bowser and uses his BP card and gets his fuel. (all 30 litres!!) He hears my conversation and says to me. Don't worry mate – put it on my card. I'm almost dumb struck – he doesn't know me from a bar of soap, but his offer stands. I call the BP bloke back and cancel his extortion.

So Kevin, who incidentally is a mechanical engineer, scrap metal merchant and a general mechanical genius, swipes the card machine and walks off with his son and has no idea how much fuel I've put in or the cost and just said "pay me when I send you the invoice". (209 litres - \$456)

Now THAT is country Australia for you. Total trust in a total stranger. Kevin got me out of a big hole for which I am very grateful.

I had a call from his wife, a few hours later and she provided all the bank account details – she may have even given Kevin a "bit of a roast". But not to worry- the bill is paid and we are all happy.

Tony Taggart

Welcome to New Members

- Garth England, Grenfell NSW C210
- Kyle Williams, Bogangar NSW about to take delivery of a sparkling new C206
- Lance Witton, Kalgoorlie WA C177RG

A warm welcome to you all and we look forward to seeing you at future Fly Ins.

Keep in touch with the Website



www.c200series.com.au

Keep an eye on our Facebook page



COMEDY CORNER

Shall I prepare Curry or Soup today?

Husband: First make it, we will name it later

A frustrated husband in front of his laptop:

Dear google, please do not behave like my wife..
Please allow me to complete my sentence before you start guessing & suggesting.

A married man's prayer :

Dear God, You gave me childhood, You took it away
You gave me youth, You took it away.
You gave me a wife ... Its been years now, just reminding You.

Employee: Sir, You are like a lion in the office! What about at home ???

Boss: I am a lion at home too, But there we have a lion tamer!!!

A couple was having dinner at a fancy restaurant As the food was served, the husband said, "the food looks delicious, let's eat."

Wife: honey... you say prayer before eating at home
Husband : that's at home sweetheart ... here the chef knows how to cook.

Passenger to airline ticket agent: I want my brown suitcase sent to London, my green suitcase sent to New York and my black suitcase sent to Paris.

Ticket agent: I'm sorry sir, this flight is going to Rome. We can't do that.
Passenger: Why not?? You did it last time

I changed my car horn to gunshot sounds. People get out of the way much faster now.

I didn't make it to the gym today. That makes five years in a row.

Old age is coming at a really bad time.

When I was a child I thought "Nap Time" was a punishment. Now, as a grownup, it feels like a small vacation.

The biggest lie I tell myself is...

"I don't need to write that down, I'll remember it."

At my age "Getting lucky" means walking into a room and remembering what I came in there for.

Cessna Books available for purchase

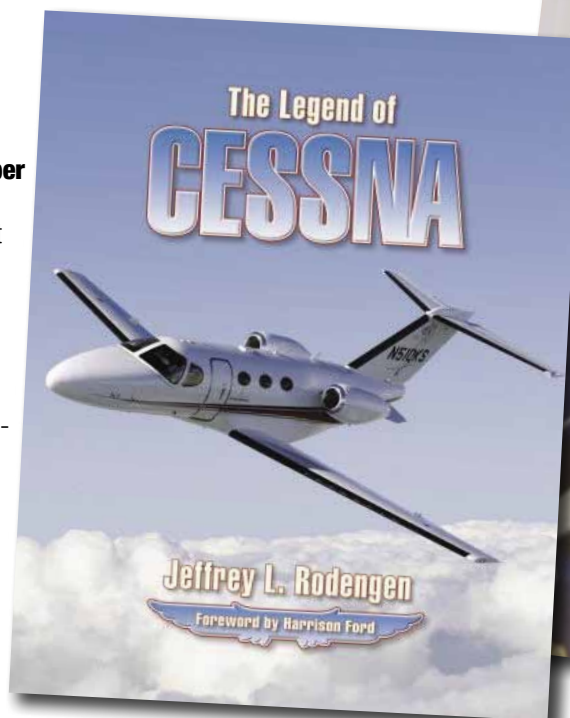
David Crawford has 2 different books available for members as per the photos.

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.



Our many thanks to John Weston of Westonprint, Kiama for the final layout of this Newsletter and its superb reproduction.

Cessna 200 Series Merchandise



CLEARANCE OF CURRENT MERCHANDISE AT COST!
Get in early as there's not a lot. Call Annie 0418 853 635.

There is still available a selection of Caps, Chambray Shirts and Polos for sale with the Club's insignia. These generally will be available at our fly-ins or to order; contact Annie - coordinator@c200series.com.au

2016-2017 Committee

President	Ceri Bartlett	0448 448 316	president@c200series.com.au	VH-FMX P210N
Vice President	John Lillyston	0428 597 461	john.cilla@bigpond.com	VH -TFE 210N
Secretary	Garth Bartlett	0428 103 023	secretary@c200series.com.au	VH - FMX P210N
Treasurer	David Crawford	0408 800 778	treasurer@c200series.com.au	VH - OAT 210N
Committee	Ralph Aikin	0438 416 068	aikin_kenney@bigpond.com	VH-TIU 210M
	Patricia Kenney	0407 012 014	kenneyaikin@bigpond.com	VH-TIU 210M
	Pam McCabe	0427 851 259	pammccabe@internode.on.net	VH-ODU 208
	Neil Richardson	0418 184 701	neil@njr.com.au	VH-CSD 210N
	Suzy Tilley	0419 837 330	suzytilley@gmail.com	
	Geoff Morris	0408 259 968	geoffm@gmws.com.au	VH-SRM T210N
	Neil Shorrocks	0428 752 055	shorair@bigpond.com	VH-DTG T210N
	Annie Haynes	0418 853 635	coordinator@c200series.com.au	
	Suzy Tilley	0419 837 330	suzytilley@gmail.com	
	John Weston	0414 421 400	johnw@westonprint.com.au	
Fly In Coordinator				
Newsletter - Editor				
- Printer				

Membership.

October 31st 2017 is the date to renew for the next 3 years..

You may well ask where the last 3 years went. Actually I'm sure you could all reflect and list dozens of things not the least of which were 6 fabulous Fly Ins with your C200 friends.

Regardless, 31st October, 2017 is the date to renew your membership for the C200 Series Association. Please use the form in this Newsletter or go to www.c200series.com.au to download the form and then email it to treasurer@c200series.com.au.

Subscriptions unchanged – Single \$210, Joint Membership \$300 - 2 people from any one family.

Your membership offers the benefit of information exchange and fun to be had at our biannual Fly Ins - Autumn and Spring - and our group insurance scheme for members flying 200series aircraft is extremely competitive. Your membership also entitles you to the 2 issues of aviation and club information via the C200 Newsletter each year and last but not least there are fuel discounts available depending on your location – see details below.

Next year -2018 - C200 Series Association celebrates 10 years and the planning is for a super fabulous Fly In to the Hunter Valley wine region which offers a diverse range of options and activities. Don't miss this one!

For new members wishing to join your membership will be effective immediately and renewable October 31st 2020. For those continuing their membership remember to do so on or before 31st October 2017. Your C200 Series Association looks forward to your continuing membership of this successful flying group.

AVIATION FUEL DISCOUNT UPDATE.

After some months of negotiating Neil Shorrock has secured and consolidated the following fuel discount arrangements for members;

1. **World Fuel Service (WFS).** Late last year International aviation fuel supplier WFS acquired ExxonMobil Aviation Australia and NZ. Therefore as the past Mobil discount was cancelled prior to this transaction, I approached WFS directly some months back and have now secured a **discount of 7 to 10 cents per litre** off regularly updated Posted Airport Prices (PAP) for **Avgas and Jet A1 from up to 16 locations nationally.**

WFS claim they intend aggressively extending their Outlet locations in the next 12 months with YBCG one of those hopefully. Therefore if there is scope for WFS at your location, let me know and I'll forward contact details.

To benefit from this new arrangement, please complete the 'Become a Client Form' (BCF) excluding 'Financial Information' for now as their team may ask for this as a later stage in the process.

Under 'Product required' tick **AVCARD** which is their Carnet Card. Then email forms to WFS contact **Christo Van Niekerk**, cvanniekerk@wfscorp.com mobile 0435-310 973, 03-9678 229 and mention you are a **C200 S A member.**

NOTE; If you already have a WFS card issued by a 3rd party like Aero Refuellers & Skyfuel etc, these cards are NOT issued direct from WFS therefore NO discount will apply on that card. You must have a direct account with WFS.

2. **Aero Refuellers (AR).** AR still offers **7 cents per litre at their 26 locations as per attached list updated 19/6/17.** They no longer have an association with BP with BP issuing their own cards direct now.

If you don't already have an AR carnet card, call them on 02-6041 1599, ask for Anne McNaught and mention C200 S A.

Finally, I encourage everyone to utilize these **BENEFITS** that are available to Members. Unless we **USE** them, we will **LOSE** them. **Savings could be in the region of \$380 to \$500 PA per 206/210 aircraft flying say 80 to 100 hours PA.**

Should our volumes increase from the current 42 locations with both suppliers, I believe further negotiations may succeed with even better deals.

May you experience clear skies, safe flying & lesser fuel costs!

Membership Application - 3 year period

OCT 31st **2017** - OCT 31st **2020** (pro rata if joining mid-term)

Name/s::	1. 2.
Address: (residential)	
Address: (postal)	
Home phone: no:	()
Mobile: no:	()
Email Address:	
Aircraft Registration:	VH-
Aircraft Type: (model, mods, etc)	
Pilot Ratings & Endorsements:	
Signature:	

Subscription: ☐ \$210.00 Single Membership - 3 years
☐ \$300.00 Joint Membership (2 people same family) – 3 years

NB: Group Insurance Policy due 31st October 2017.

Direct deposit: ☐ BSB 633 000 A/C 135 455 806
 (preferred) Surname as description/reference
☐ Cheque (Payable to C200 Series Association)

Send forms to:

Treasurer, C200 Association, PO Box 297, Lucindale S.A. 5272

or

Email: treasurer@c200series.com.au