

The President's Corner

2015 has turned out to be an interesting year for most in many different ways, like security, safety, travel, politics, weather and last but not least, ongoing changes at CASA that hopefully will deliver a more customer focused attitude and service towards us aviators whether private or commercial operators.

The Port Lincoln (YPLC) fly in during April was another very successful action packed event which had a lot of variety and personally I found it educational. Please see the article write up herein for more details and again big thanks goes out to the organisers Annie Haynes & David Crawford.

YPLC being a bit further away with its own challenges in getting there, kept the pilots amongst us on our toes. The weather on either side of the fly in was so so but for the event itself, perfect.

However for some of us travelling long legs home, it became a race against the clock to get home before bad weather closed in. I believe some had icing problems and refer to article penned by Robyn Shorrock herein for a post fly in diversionary trip home accompanied by Ralph Aikin & Patricia Kenney in their 210.

For a moment I'd like to focus on the Fly in Co-ordinator/s and assistant/s that put these important 'holding a club together' events

together. An enormous amount of work, research, developing contacts, negotiating costs and co-ordinating dozens of people goes into pulling it all together so as to run smoothly. Then there is the voluntary non subsidised substantial cost for the Co-ordinator/s and or assistant/s recy run.

We always try and select a fly in location where we have a local on the ground person with contacts and whom can be of general assistance as these fly ins are always the best.

Costing each event is a delicate and challenging job to cut even based on averages and not lose money.

Then there is the job of 'selling' the event to get that magic cut even point number as a handful of people short or too many could create problems.

So now you can appreciate the voluntary effort put in and why the Co-ordinator/s & Committee like to see fly in numbers committed to and registered early as possible and not just one week beforehand.

Talking about fly ins, the Canberra (YSCB) event 18-20 September looks like being another great success based on numbers to hand at time of writing (11/7) so folks, get your accommodation booked and registration forms in NOW and take some of the pressure off the Co-ordinators.

And yes we can now give forward planning advise that we have locked in the Charleville (YBCV) fly in for 29, 30th April and 1st May 2016 so put this in your next year's planner now as we have a great 'Outback Adventure' planned for you.

At Canberra the AGM will be dovetailed into proceedings so if you want to see our/your Association prosper and grow, please consider standing for any of the available positions coming up as we have a number of long term Committee/Executive members stepping down. September will also see my 2 year commitment term expire and it really is time for some new people to step up to the challenge as none of the appointments are very tedious.

Enjoy many great things & safe flying.

Neil SHORROCK JP Qual.
President



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Cheers,
NEIL RICHARDSON – Editor
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CANBERRA FLY-IN
17- 21 SEPTEMBER
2015

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PORT LINCOLN FLY-IN 10-12 APRIL, 2015

by Bronwyn Searle

Sunday April 12th, Alan and I had a leisurely breakfast at Sarin's coffee shop in the Port Lincoln Hotel. We had been invited, by long-time friends Ken and Glenda Parker, to our third C200 club weekend, but, not being members we neglected to go to that morning's general meeting. Bad move! As people emerged I was gleefully informed I had been nominated to write a report on the weekend for the newsletter. So here goes!

Friday morning about 10-ish, we loaded ourselves into Ken's beautiful C210 VH-LUP and headed out from Warrnambool, initially for Horsham, where a 'gremlin' was attended to by Tony Brand, while we borrowed the courtesy car for a spot of lunch in town. Next we reorganised ourselves into the usual formation, Glenda and I in the back with assorted reading matter, and Ken and Alan taking turns in the flying. Alan's leg was north of Adelaide, over the tip of St Vincent's Gulf, across the skinny bit of Spencer's, and left turn at Cowell for Port Lincoln.

We arrived there about 3pm to find an aero club lady waiting to convey us to town. However her Mini minor could not fit all 4 of us and our luggage, so Neil Shorrock came to the rescue in a double cab ute. All checked in at the Port Lincoln Hotel, at 4.15 we met Dave, our bus driver, and 'Fish', our tour guide for the weekend, and headed out for a town tour. Port Lincoln is a neat and tidy town, and has some busy industries, largely connected to fishing or agriculture. I was interested to learn that the grain loader at the port is the largest money earner for the area bringing in around \$75million dollars per annum. The tuna industry, while it has produced the greatest number of millionaires per population of any



town in Australia, brings in about \$30million to the state's economy. As the bus wound around the hills near the town Fish explained the pristine nature of the water in Boston Bay and said that earlier in the day they had seen 3 whales and a hammerfor in the bay. "What's a hammerfor" someone asked, "A hammer is for banging in nails"! General falling-about laughter as we ALL realised we had been 'had', and the tone was set for the week-end.

As we returned to the hotel a ship was docking at the grain loader. Each time we returned to town over the weekend we noticed it getting lower in the water, and when we checked out of the hotel on Monday morning it was gone.

That evening was a mingling dinner in the Sarin Alfresco room, with copious finger food, mostly of the seafood kind. We were well acquainted with the wonderful local produce by the end of the weekend.

On Saturday Annie had us all on the bus by 8.15am for a full day of activities. First stop Coffin Bay for a look at the oyster farming. We pulled into the shed of

Pure Coffin Bay Oysters – Chris and Linda Hank. Chris gave us a run down on growing oysters, showed us the sorting machine in operation, a short film, and a shucking demonstration. The business of oyster farming is more labour intensive than one would expect, bringing the oysters out of the water and back to the shed for re-sorting into bigger baskets about 6 times as they grow. Finally there were samples to taste! First, the familiar Pacific oysters, then the native Angasi oysters. Once prevalent throughout southern Australia but eaten out, the Angasi oysters are being farmed again, are slower growing and have quite a different flavour. Straight out of the sea I found the oysters

very salty, and was wishing for a dob of pink sauce or a spot of lemon to go with them. A lovely morning tea, nevertheless.

We drove out past the oyster beds into the Coffin Bay National Park to the southern coast, overlooking Almonta Beach and Golden Island, where pristine white sands encouraged many of the group to walk down for a wander and a paddle. Then we headed back to Coffin Bay to Restaurant 1802 for a splendid lunch outside under the umbrellas. The restaurant's name honours the year Matthew Flinders in the 'Investigator' sailed into the area, naming Coffin Bay, Port Lincoln, Boston Bay and many of the nearby islands.

We had been promised a 'surprise' for the afternoon, which was delivered when the bus turned into the property of Mick and Di Hart for a look at their Skypark.

This was an eye-opener! Mick and Di are enthusiastic collectors and there was something for every interest. From shelves of old flying books and trophies, a well polished and fitted out 1960's caravan and the red Chevy with foxtail on the aerial to pull it, to 'Di's Diner' in the corner of the hangar, straight out of 'Happy Days'. The barn next door, created out of recycled materials, was equally full of interesting memorabilia. However most eyes were on the aeroplanes parked out front and in the hangars around the back. All were in great condition, from the old to the new, a Cessna 170 to an RV6. However the home built 'ornithopter' and the motorised 'lounge' were a big hit. Several people went for a ride in the 'lounge', which I thought was doing burnout wheelies in the middle of the strip until the 'pilot' stopped and got out to kick the tailwheel straight again. Not wheelies, just out of control!! Mick took **CONTINUED OVER >**



PORT LINCOLN FLY-IN 10-12 APRIL, 2015

to the air and gave us an aerobatic display in his 'mini Stearman', while we partook of the marvellous afternoon tea provided by the Pt Lincoln Leukaemia Foundation; cakes, scones and sausage rolls. Mick and Di are passionate supporters of this organisation and prior to our departure, President Neil Shorrock happily presented Mick and Di with a donation of \$250 from the C200 Series Association.

Back at the hotel for a washup and change and we were taken to the Boston Bay Winery for our evening dinner. Owner Tony Ford gave us a brief history of the family run business and activities at the venue. Each table selected a 'cook' to barbecue the tuna for the table under Tony's watchful eye. Jim did a great job for our table, seared on the outside and rare in the middle – Perfect!

Sunday morning, members attended the general meeting, and afterwards were conveyed to the Axel Stenross Maritime Museum. This proved to be a very comprehensive museum of shipping and the nautical history of Port Lincoln, plus an active workshop with volunteer's repairing

and restoring old boats. Housed in the home and workshops of Axel Stenross and his business partner Frank Laakso, the two were Finnish seamen who arrived in Port Lincoln in 1927 on the SV Olivebank, took a liking to the place, resigned from their ship, and set up a boat building business which they operated for the next 60 years. At the end of our visit Neil Shorrock presented the club's second \$250 donation to the museum director, especially to help with their restoration work.

Lunch at the Marina Hotel on the waterfront by the purpose built marina, home to the fishing and tuna fleets, was followed by a cruise out to a 'fish pond'.

Most folk then donned wet suits, flippers and snorkels to go for a swim with the tuna and other fish in the enclosure. While the rest, who thought the water a little chill, were able to feed the fish and watch from the deck or the underwater observatory.

Later we all strolled, in twos and fours, the 2 or so blocks from our hotel to Del Giornos Italian restaurant for our final supper. This took us past the statue on the water's edge

of Port Lincoln's favourite and most famous mare, Makybe Diva.

The statue is, somewhat surprisingly, modelled in plasticine over a metal frame and then bronzed. City fathers are rather pleased that the 'painters' have left her alone, but the CCTV cameras have revealed many would-be Glen Boss's getting a selfie on board the great mare. And in the middle of the night this can be in all states of sobriety, and dress – or undress!

Monday morning those with a long way to go home made an early start. Our flight got underway at about 10.30, with the decision to Go Direct. Straight across Spencer Gulf, and along the Coorong, the country looking very dry and brown at the end of summer. Literally the green, green grass only appeared when we got near Warrnambool.

Once again we enjoyed a great weekend with a great bunch of people. Of course our thanks go to Annie for the wonderful job of organising that she does, the weekend was hitchless as far as I could see. And last but not least, to Ken and Glenda for inviting us along. ✕



SOUTH AMERICAN TRIP *By members Suzy & John Tilley*

Friday 15th August 2014, 6 excited intrepid travellers set off on an adventure of their lifetime. South America here we come!!!

Sth America is proclaimed to be one of the last frontiers on the "Bucket List" of many travellers, and lived up to all our expectations. Far too many stories to share in a brief "run through" but will try and pick out a few interesting scraps of adventures to share with you all.

First stop Lima the beautiful Capital of Peru. Full of amazing historic and traditional buildings. Our touring included a special guided visit to the fabulous privately owned Larco Herrera Museum with its fabulous exquisite collection of gold and silver treasures, all from Ancient Peru. Some great pieces which could still look fabulous on us girls. Of course no visit to Sth America is complete without out the visits to the Historical Ruins. Awe inspiring Pachacamac 25 miles from Lima boasts one of the most ancient sites of pre-Inca buildings dating back to AD100. When the Inca Empire began Pachacamac became their Administration Centre.

Celebrated the eve of my birthday in Lima and shared the night with my 4 friends and Tils in one of the exclusive restaurants in Lima. Remember this was the first few nights of our trip. Our restaurants expectations grew less as the tour continued. Sth America is very very expensive!!

One of the highlights of our tour started on 18th August when we boarded the Aria for a 5 Day cruise down the Amazon. The 16 Cabin luxury river boat was just amazing. The food was out of this world, true Peruvian specialty dishes each meal. Awakening each morning peering out large picture windows and watching the lush green jungle and the birdlife drift by. Each day was another exciting experience, we boarded our excursion skiffs, travelling in to tributaries, to catch Piranhas, Anacondas, baby crocodiles, sightseeing in the riverside jungles, sighting native monkeys and even seeing a real life Jaguar.

Next stop Cusco, high in the Andes, starting our "altitude tablets" and gulping down "Coca tea". Careful careful one can get high on this has a cocaine base!! Couldn't get enough of it. We stayed in a wonderful former Monastery now the luxury Monasterio hotel dating back from 1592 full of charm. Here is where the Inca Empire began. A city full of history and amazing artefacts.

Onwards now for the Sacred Valley which leads us to the world heritage site of Machu Picchu covering 32,592 hectares 2,400 metres above sea level. The history surrounding this destination is amazing abandoned in the 16th Century it was re discovered in 1911. It is hard to believe that this amazing civilisation was only involved in the South American history for 187 years. But during their reign they changed so much and left their mark on South America forever.

Our next journey was on the Andean Explorer which takes us through the Andes to Puno on the shores of Lake Titicaca. Stopping half way we stopped at La Raya 14000metres above sea level, and "bloody" cold. Lake Titicaca is very unique, and the Uros Indians live on islands of floating reeds and how they don't die of pneumonia is beyond me. These floating islands are cold and mushy underfoot, and the islanders live, eat sleep daily only going to dry land once in a blue moon. The young ladies are all huge (made me feel positively skinny)

and I reckon the fat must keep them and their mates warm. We drove on to La Paz. More interesting sites to see but of course best of all was "Moon Valley" where I think outer space films would be made!!!!

AND THEN... we headed to Atacama Desert (Chile). Here is where it gets interesting... It was a 3 day desert crossing. In two outdated 4 Wheel drives we embarked on a journey across stunning mars-like landscapes between Salar de Uyuni (Bolivia) to the town of Sand Pedro de Atacama on the edge of the desert in Chile. Driving at full speed across salt flats with gung ho young drivers is a fantastic experience. Piercing blue skies and blinding white salt on the flat lake bed. The landscape is Snow capped Mountains, Active Volcanoes and geysers like nowhere else on earth.

As we venture into the Desert and get higher and higher, our breathing becomes more and more laboured. Although it is a desert we are in one the highest regions of the world. We are gobbling down our "altitude tablets" and are advised to stay off the "booze". Of course the Tilley's were OK but one of our dear friends loves his beers, and boy was he suffering!! Looking back it was hugely funny, but at the time when we had our overnight stops in what could only be described as "remote starkly beautiful places on earth" we all were sucking on the oxygen tanks. Even ever healthy and fit Tilley. The days were full of amazing sites, coloured lakes, flamingoes, Llamas hot during the day and -10 degrees at night how wildlife manages to survive is a mystery.

The last 2 nights of desert adventure was spent in the luxurious Tierra Atacama Boutique Hotel. Divine is the only word to describe the luxury after our first 2 nights out in the desert.

Our next major city was Buenos Aires, colourful, and full of rich heritage. Sadly our stay was too short, it is definitely on our bucket list to return for at least a week in this exciting city. A night at the famous Rojo Tango show is a must for any travellers heading to Buenos Aires.

Of course no trip to Sth America is complete without a visit to the Iguazu Falls. These amazing falls are on the border of both Brazil and Argentina and you pass between passport checkpoints to take in the beauty of these massive falls. As our holiday starts to wind down we head for Rio de Janeiro, and our hotel situated on the famous Copacabana Beach. We of course took in the usual Sites of the Christ Statue (listed as one of the 7 wonders of the World) sitting 2,300 ft above sea level with wonderful views over the amazing city of Rio, plus of course a visit to Sugar Loaf Mountain (Pao de Acucar).

The city comes alive at night with bars, Samba shows, and Brazilian International cuisine restaurants. During the day the main entertainment for our boys was sitting on deck chairs behind sunglasses taking in the sites of Copacabana Beach. Our last day in Rio was quite an adventure because we took off to visit the slums situated at... to be rushed back into the main area of Rio when rebels started firing at police only streets away from where we were visiting. Such excitement!!!! Loved it. What away to finish the holiday with a "bang".

As they say in the Travel Ads, if you want more information do not hesitate calling me!!! Make Sth America a must on your bucket list. We loved it!!!! Arrived home Thursday 18th September thinking we were flying out to Dubbo the next day. "Murphy's Law" too over!!

NEW TECHNOLOGY

This month, I have chosen an article for your enjoyment that asks the question: Do we really need to choose between old and new technology in our cockpits? Over the last few years, a large part of our business has been the installation of the latest technology avionics and other equipment. The owners had very different reasons to do the upgrade ranging from 'latest technology - must have', 'better reliability', 'easier to use' and even 'it'll make me a better pilot'. Whatever the reason, the article will give a lot of insight into the decisions people will make regarding new technology.

Enjoy....
Garth Bartlett
LAME, pilot and Cessna owner

The false choice between technology and flying skills

JUNE 25, 2015 4:24 PM
JOHN ZIMMERMAN+
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Freedom or security. Ketchup or mustard. Life is filled with supposedly difficult decisions that aren't really decisions at all. Most thoughtful citizens realize that leaders can balance freedom and security; baseball fans know hot dogs can accommodate both ketchup and mustard.

Better electronics, worse stick and rudder skills?

Pilots face the same false choice when it comes to technology. Self-appointed protectors of aviation scoff at every new advance in avionics, sure that more fancy electronics always come at the expense of stick and rudder skills. Spend five minutes on an aviation website and you're sure to read something to the effect of, "That autopilot will make you a bad pilot," or "I'd rather have needle, ball and airspeed than all that glass cockpit stuff." It's a silly ritual, but it always gets approving comments from the peanut gallery. The faster technology moves, the louder the Luddites shout.

Even the NTSB, who should know better, has fanned the flames. A widely-cited 2010 study showed that glass cockpit airplanes had a lower total accident rate but a higher fatal accident rate than similar airplanes with analogue instruments. This finding was instantly seized upon as proof that we had all been duped, that new technology had actually made flying more dangerous.

But read beyond the headline and the NTSB admits that, "Accidents involving glass cockpit aircraft were more likely to be associated with personal/business flights,



longer flights, instrument flight plans, and single-pilot operations." That seems like a fairly important difference: if the average steam gauge Cessna 172 is flying in the traffic pattern with a CFI on board and the average G1000-equipped 172 is flying cross-country IFR, it's not surprising that the fatal accident rate might be different – the exposure is vastly higher in the latter case. Avionics are only a small part of the issue. (In any case, the recent drop in the fatal accident rate of Cirrus SR22s would seem to suggest that the NTSB's study needs an update.)

A revealing study or a flawed methodology?

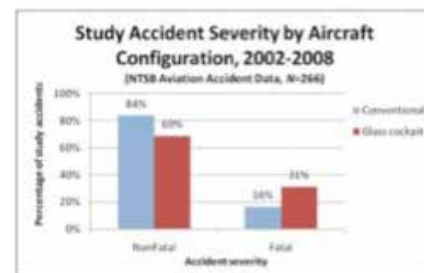
Skepticism about new technology is nothing new, and is more a natural human reaction to change than a well thought out critique. Many of these complaints have a "I used to walk uphill both ways" quality to them: the so-called right way to fly depends on how (and when) you learned to fly. If you learned in a Cessna 152 with steam gauges and a single NAV/COM radio, that must be the best way to do it. Anything else is cheating.

It brings to mind a quote by 19th century

French politician François Arago, who offered this jewel when trains were first being used by the military: "transport by railroad car would result in the emasculation of our troops and would deprive them of the option of the great marches which have played such an important role in the triumph of our armies." In other words, trains are for sissies – just like glass cockpits.

Beyond the knee jerk reaction against change, critics of new technology make two fundamental mistakes: they view life as a zero sum game, and they put equal value on all skills.

The first mistake rests on an alluring, but



ultimately erroneous, line of thinking: more technology means less hand flying skills. If one goes up, the other must go down. But there's no reason pilots can't enjoy both the latest advances in technology and sharp flying skills. Certainly it may demand a new approach to training or updated checklist procedures, but a good autopilot should not automatically make us all video game players – just like a TV in the living room should not automatically make us all gain weight. We simply have to adapt our habits as technology changes.



Glass cockpits can fail, but gyros aren't exactly bulletproof either.

Even if more technology does dull the skills of pilots to some extent, it still may be a tradeoff worth making. Take a common criticism of glass cockpits: what if the panel goes dark? Well for a start, that's a pretty rare event. Yes, it can happen, but you're a lot less likely to lose your solid state AHRS with a G1000 than the spinning gyro that drives the vaunted steam gauge panel. The same can be said of autopilots – while not perfect, they have saved far more lives than they have taken.

Look at the airlines for a striking example. The headlines scream about a few recent crashes that have been caused by less than stellar airmanship (Air France, Asiana, etc.). But these naysayers neglect to mention the dozens of crashes that have been prevented by advanced autopilots, terrain warning

systems, flight management computers and all the other marvels of modern avionics. Controlled flight into terrain (CFIT) accidents in the airline world have basically vanished thanks to technology. It's much like concerns about automotive airbags – while the few fatalities caused by airbags are tragic, they are dwarfed by the lives that have been saved.

Nobody seems to be panicked about our degraded telegraph skills.

The second mistake is to suggest that all skills have the same value. This is obviously false; in reality, it's just fine if some skills atrophy. For example, the invention of the telephone quickly killed most people's telegraph skills, but our society seems to be getting along just fine with that change. The same could be said of NDB approaches and hand-propping engines – both are fun parlor tricks, but they serve no practical value for student pilots in 2015. (Yes, I know GPSs can quit, but how many of you keep a telegraph around "just in case" your computer and phone quit?)

There are other skills, those that pilots depend on regardless of new technology, that are much more important. These are the skills we should focus on maintaining: crosswind landings, basic attitude flying and precise airspeed control. But it's hard to stay sharp if we're trying to remember how to use

slide rules and obsolete avionics at the same time.

That's part of the problem: the obsession with learning every arcane detail of aviation can be fun, but it has a serious cost. Too many pilots focus on memorizing useless information simply because, "you need to know it all." But when such trivia prevents us from learning how to use new technology to the fullest, or from maintaining critical stick and rudder proficiency, we're less safe.

So quit carping about new avionics, and quit lamenting the end of dead reckoning. Technology is changing, whether we want it to or not. Our efforts are better spent adapting to this new world than laying down on the tracks to stop it. Done the right way, aviation will continue to get safer and safer.

I, for one, will take every electronic aid I can get. But that doesn't mean I won't click the red button and hand fly an ILS once in awhile. ✈



We also now have a Facebook Page under "Cessna 200 Series Association"



Cessna 200 Series Website



www.c200series.com.au

We have a new page on the website for members photos. Send some photos to coordinator@c200series.com.au or post a blog!

STOP PRESS

Canberra Fly-in
18-21 September 2015

There is a necessity to book your accommodation early due to Floriade being on during our stay. Please contact Rydges Capital Hill on 02 6295 3144 and use this code

ROBYNPORT

A selection of rooms has been held for us, Queen @ \$169 BB per night & King Spa Suite @ \$198 BB per night.

CANBERRA FLY-IN 17-21 SEPTEMBER, 2015



Thursday 17th

Arrivals:

- 1645 p/u Rydges and transfer to Parliament House
- 1700 Tour of Parliament house
- 1830 for 1900 Dinner in Members Dining room.

Friday 18th

Other arrivals

- 1000 Committee meeting
- 1830 p/u Rydges and transfer to Old Canberra Inn for Dinner
- 2130 p/u Old Canberra Inn for transfer to Rydges.

Saturday 19th

- 0945 p/u Rydges transfer War Memorial
- 1200 p/u War Memorial transfer to picnic spot for lunch
- 1330 p/u picnic spot for transfer Questacon, National Gallery etc.
- 1630 p/u at designated spot for transfer Rydges
- 1745 p/u Rydges transfer to Blackfire Restaurant
- 2145 p/u Blackfire transfer to Rydges

Sunday 20th

- 0830 AGM all encouraged to attend to determine future Fly Ins etc. Please consider a position on the committee.
- 1000 p/u Rydges transfer to Floriade - lunch and wander at whim.
- 1500 p/u from Floriade and transfer to Rydges
- 1800 p/u Rydges transfer to Public for dinner
- 2100 p/u Public transfer to Rydges

Monday 21st

- 0700 p/u Rydges transfer to Airport.



Canberra Facts !

- With a population of 381,488, it is Australia's largest inland city and the eighth-largest city overall.
- The site of Canberra was selected for the location of the nation's capital in 1908 as a compromise between rivals Sydney and Melbourne
- Average maximum temp for September is 19.4 deg C and Average Minimum is 6.1 deg C
- Lake Burley Griffin was deliberately designed so that the orientation of the components was related to various topographical landmarks in Canberra

CANBERRA FLY-IN 17-21 SEPTEMBER, 2015

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:	Rydges Capital Hill <input type="checkbox"/> Other? <input type="checkbox"/>
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Registration numbers (Please indicate the number of people from your party attending each event)			
Activity	Number of people	Price	Total
Registration		\$250.00 pp	
Thursday Polies Dinner		At own expense	
Friday Dinner		Included in Registration	
Saturday Lunch		Included in Registration	
Saturday Dinner		Included in Registration	
Sunday Lunch & 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	
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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	



On the Monday after the YPLC fly in Ralph Aikin and Patricia Kenney offered us the opportunity to accompany them on their diversionary route while heading to their home on the Sunshine Coast, Queensland being via Clare Valley, if we could get accommodation. A couple of phone calls later and all was arranged.

We flew IFR from Port Lincoln to Cowell SA then direct to Clare Valley mostly in rain showers and cloud till about 30nm out from Clare Valley where it was difficult to spot the airfield until on decent, and as you popped over the hill there it was... perfect. As it turned out our tour director Patricia had obviously done her home work as Bungaree Station (www.bungareestation.com.au) established 1841 was exceptional accommodation. Ralph and Tricia were stabled in the Stallion Box (he he) with Neil and I in the Grooms Quarters which are one of the many out building located not far from the main house. Our breakfast was in the fridge, local eggs, bacon and some awesome SA orange juice.

Just for those with desperate urges there is NO mobile reception in the accommodation, you have to troop up the slope and hang over the farm gate and your phone will beep & tingle it's self to satisfy your needs and you can then get the weather etc!!!!.

Clare Valley Airport and Terminal was only opened November 2014 with huge contributions from the local community and is a great all weather strip with a massive terminal that has all the mod cons and certainly been built for the future.

Patricia had found out that that as yet there were no hire car companies in Clare, however I am sure they will come. Ralph however had a contact and we were able to

have the use of a 1½ cab ute to get around and see this awesome part of the world and taste some wines.

We checked in quickly as the owners were off on a school holiday break and we found that we pretty much had it all to ourselves except for a few workman coming and going as Bungaree is still a working farm. We also made sure we asked for a couple of the best places to eat before they left. However if you wanted to stay in and cook for yourselves they have 2 local fabulous butchers and a great fruit and vegi shop in town.

Off to town for lunch... looking for a special bakery that Patricia had seen somewhere in her internet reconnaissance of the area. Afterwards we called in into a couple of wineries Knappstein Wines and Brewery and Jim Barry before we head back to our accommodation.

Diner on Monday night was the Severnhill Hotel which was excellent plus it was where Neil and Patricia got the opportunity to go down into the Cellar to choose some beautiful wine.

Tuesday after our great own cooked breakfast we headed off for a look at the country side, with map in hand we walked around all the farm buildings and part of the boundary, through the very old shearing shed, sheep yards with sheep and around the



beautiful old home. Then we were off to see some more of the local area.

Lunch was at Reilly's Wines & Restaurant in Mintaro. More wonderful local produce and then onto Martindale Hall (www.martindalehall-mintaro.com.au) built in 1879/80 and you are able to visit Wed to Sun and well worth it too. On the way home called into Paulett's winery where the views were exceptional but they were doing renovations and way too noisy so no coffee/tea.

A quick call into Severnhill once again to look at St Aloysius Church built by the Jesuit s around 1866, and the history. We will just have to come back!

That night we dined at the middle pub and for some reason was difficult to find with 4 sets of eyes missing it twice as we did the main street. Here we met with Mike and family to thank him as the generous supplier of the infamous vehicle.

Whilst all this was going on Neil and Ralph had been watching the developing closing in weather. Neil and I had already decided to leave early on Wednesday and Ralph after much consultation decided to join us. On our way out of Bungaree Station is their lovely church St Michaels, built in 1864 with a very interesting graveyard. Since our walking tour we were lucky to have found a map with the door code so we were also able to see inside. So off we go 10 minutes down the road to load planes the drive into Clare for Coffee/tea at the bakery we were meant to find on Monday! Autumn is certainly a very pretty time to visit this interesting area.

Plans were to fly direct to White Cliffs but



when Neil rang the local hotelier he said "the cloud is down to 500 ft and the Royal Flying Doctor can't even get in". We then decide to fly via Broken Hill refuel then re check the weather and as all was by then Ok we headed off to White Cliffs for the night and to watch the sunset from the roof of the Underground Motel.

That evening we were treated to an interesting light show with thunderstorms to the south and the head lights and dust of a never arriving vehicle form the west. They had a total of 8 drops of rain on that day.

Up early, still watching the weather, Bourke was the planned fuel and cuppa stop. We left with plans for a stopover in Warwick to check how the grass had grown around our hangar there while Ralph and Patricia headed off to their planes home in Gympie.

However at 15,000 ft in clear air on Oxy with auto pilot on directly above Lightning Ridge, bang the AH toppled tossing the plane violently in every direction but with Neil's quick thinking he disconnected the

auto pilot regaining control of the plane. This then required a precautionary landing so with the usual calls we did several descending circuits above Lightning Ridge (not to waste an opportunity I was checking out where we may be in August as we are off out there for an Australian Geographic opal dig.)

Landed, lunched and phoned all the appropriate people etc. it was then that the pilot decided to fly onto Warwick Qld at a lower level. The AH decided to work perfectly on this leg but malfunctioned again on the Warwick to Gold Coast leg the next day which made for some interesting flying above cloud in heavy traffic with ATC requiring we go into a delaying holding pattern on approach to YBCG. But with some skilful negotiating we obtained an immediate clearance and guided descent clear of cloud and traffic. Who said it doesn't pay to tell it as it is and ask for assistance from ATC.

Thank you, Ralph and Patricia for the opportunity to enjoy your company, our amazing country and its produce. ✂

FLYING FOOD!



CUPCAKE QUICHE

EASY TO MAKE AND YUMMY TO EAT.

Ingredients:

- 1 medium onion chopped finely
- 150gm lean bacon diced
- 3 eggs
- ½ cup of milk
- ½ cup SR Flour
- 1 medium carrot grated
- 1 medium zucchini grated
- 400gm can corn kernels drained
- 130gms tasty grated cheese

Method:

- Heat oven to 180.
- Heat non stick frypan and add the onion and bacon. Cook for 5 minutes or until lightly browned. Set aside to cool.
- Whisk the eggs and milk in a large bowl and add the flour, carrot, zucchini, corn and cheese.
- Grease a 12 muffin pan and spoon generous quantities into each.
- Bake for 25-30 minutes or until golden and set.
- Seriously delicious fresh from the pans but yummalicious cold for inflight service!!

FLOURLESS ORANGE CAKE

GREAT FOR COELIACS OR THOSE CHOOSING NOT TO EAT GLUTEN.

Ingredients:

- 250 gms cooked oranges
- 6 eggs
- 250 gms Caster Sugar
- 250gm Almond Meal
- 1 tsp Baking Powder.

Method:

- Place 2 whole oranges in saucepan of water and cover and simmer gently for a couple of hours. (I usually do multiples and freeze for future cakes)
- Cut oranges and remove any seeds. Puree whole cooked oranges and measure 250gms of puree. (No less no more or your yummy cake will be mushy)
- Beat eggs and sugar until pale and thick.
- Fold in the almond meal, baking powder and orange pulp.
- Pour into a greased 20cm spring form pan and bake for 35-40 minutes at 180.
- Cool in tin.
- A lovely moist cake delicious cold but unbelievable slightly warmed with a dob of double cream.



According to Paddy...

An Irish fella goes into the confessional box after being away from the Church for years..He pulls aside the curtain, enters and sits himself down.

There's a fully equipped bar with crystal glasses, the best vestry wine, Guinness on tap, cigars and liqueur chocolates nearby and on the wall a fine photographic display of buxom ladies who appear to have mislaid their garments.

Finally, he hears a priest come in: "Father, forgive me for it's been a very long time since I've been to confession and I must admit that the confessional box is much more inviting than it used to be".

The priest replies, "Get out, you idiot. You're on my side."

.....

Bloke at a horse race whispers to Paddy next to him,

"Do you want the winner of the next race?"

Paddy replies "No tanks, oi've only got a small yard."

.....

Mick walks into Paddy's barn and catches him dancing naked in front of a tractor.

Mick says, "Oi Paddy, what ya doing?"

Paddy says, "Well me and Mary haven't been getting on in the bedroom lately & the therapist recommended I do something sexy to a tractor."

Paddy and Mick found 3 hand grenades and decided to take them to the police station.

Mick "What if one explodes before we get there?"

Paddy: "We'll lie and say we only found two!"

.....

A coach load of paddies on a mystery tour decided to run a sweepstake to guess where they were going.....

the driver won £52!

.....

Paddy finds a sandwich with two wires stickin out of it.

He phones the police and says "Bejasus I've just found a sandwich dat looks like a bomb."

The operator asks, "is it tickin?"

Paddy says "No, oi tink it's beef"

.....

Joe says to Paddy: "Close your curtains the next time you're making love to your wife.

The whole street was watching and laughing at you yesterday."

Paddy says: "Well the joke's on them because I wasn't even at home yesterday."

.....

The Irish have solved their own fuel problems.

They imported 50 million tonnes of sand from the Arabs and they're going to drill for their own oil...

COMEDY CORNER

PEARLY GATES

A man appeared before St Peter at the Pearly Gates. "Have you ever done anything of particular merit?" St Peter asked.

"Well, I can think of one thing," the man offered

"Once, on a trip to Sydney, I came upon a gang of biker, who were threatening a young woman.

I directed them to leave her alone, but they wouldn't listen. So, I approached the largest and most heavily-tattooed biker, and smaked him in his face, kicked his bike over, ripped out his earring, and threw it on the ground. I yelled, "Now, back off! Or I'll kick the s..t out of all of you!"

St Peter was impressed, "When did this happen?"

"Just a couple of minutes ago"

HOW IS NORMA?

This is hilarious!!

A sweet grandmother telephoned St. Joseph's Hospital. She timidly asked, "Is it possible to speak to someone who can tell me how a patient is doing?"

The operator said, "I'll be glad to help, dear. What's the name and room number of the patient?"

The grandmother in her weak, tremulous voice said, Norma Findlay, Room 302."

The operator replied, "Let me put you on hold while I check with the nurse's station for that room."

After a few minutes, the operator returned to the phone and said, "I have good news. Her nurse just told me that Norma is doing well. Her blood pressure is fine; her blood work just came back normal and her Physician, Dr. Cohen, has scheduled her to be discharged tomorrow."

The grandmother said, "Thank you. That's wonderful. I was so worried. God bless you for the good News."

The operator replied, "You're more than welcome. Is Norma your daughter?"

The grandmother said, "No, I'm Norma Findlay in Room 302. No one tells me shit."

TRUE STORY

Husband buys his son an iPad, daughter an iPod, himself an iPhone and his wife an iRON.

She wasn't impressed even after he explained it can be integrated with the iWASH, iCOOK and iCLEAN network.

This triggered the iNAG service, which totally wiped out the iSHAG function

Welcome to Returning Members

- Mark & Beth Langford, Port Lincoln SA, who has a C210, VH-TFN, with a Walter turbine engine
- Julian & Penny Lobb from Adelaide
- Our sole NZ members, Brian & Ann Hore who have a G1000 equipped T206H, ZK-NOK
- Graeme Burke, Bathurst NSW, has a C210, VH-JOQ.

A quiet weekend as Mrs Chat a lot was not there (alias Suzy Tilley)



Annie being PIC to Launceston for the AWPA Conference in April and then winning the Navigation trial.



The Tilleys having "valid" reasons for not attending:

Suzy chose the AFL semi Hawthorn v Power over a great 200 Series weekend

John Tilley thinking he was coming without Mrs. Chat a lot but discovered the Cessna was still missing parts.

CASA Part61

Cessna Books available for purchase

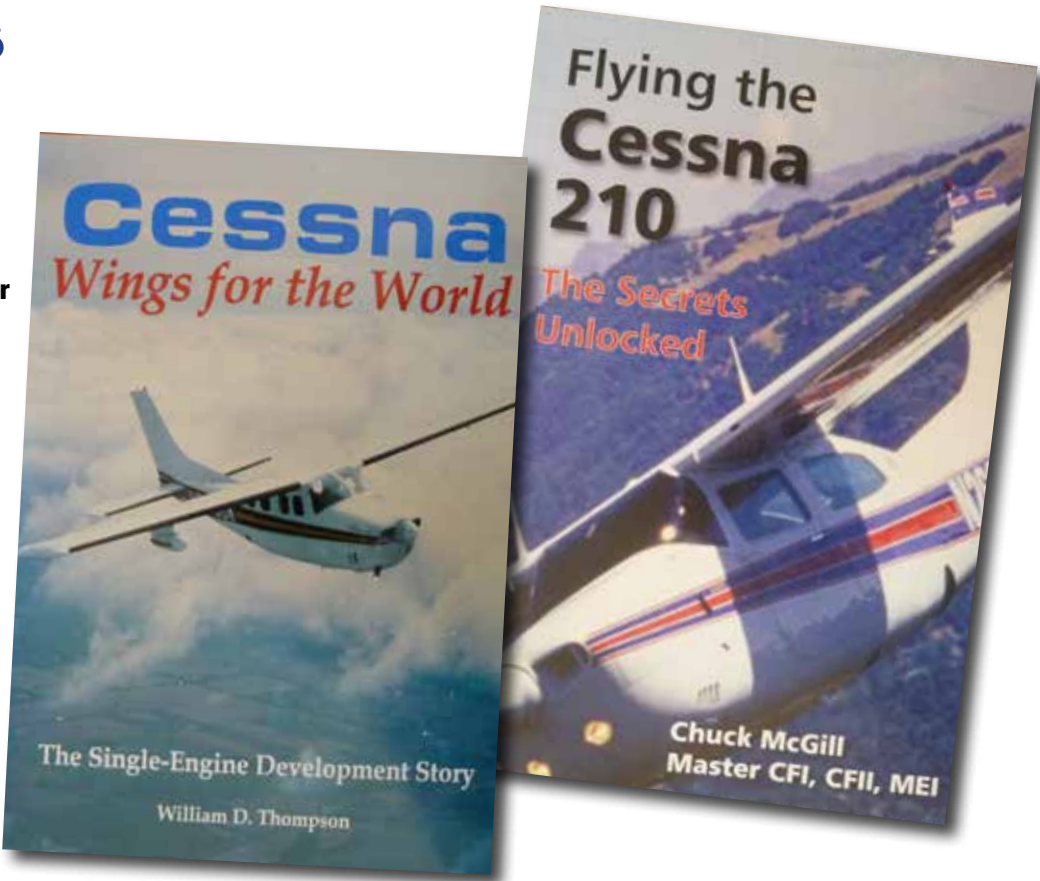
David Crawford has 2 different books available for members as per the photos.

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 are only 2 copies left of Cessna Wings for the World and these are priced at \$40.00 for members and \$45.00 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



There is still available a selection of Caps, Chambray Shirts and Polos for sale with the Clubs insignia. These generally will be available at our fly-ins or to order contact Neil or Robyn Shorrock shorair@bigpond.com

2014-2015 Committee

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Fellow aviating 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.

Recently, the Membership was re structured to a 3 yearly more cost effective basis with a common start date of 31/10/2014 and a finish date of 30/10/2017 with fees as follows; \$210.00 for individual membership and joint membership @ \$300.00 per couple or 2 people same family. The above start date coincides with the yearly 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.
- Aviation fuel (Avgas & Jet A1) discount with one simple accounting system via Aero Refuellers own Carnet card with 25+ outlets offering 7 cent per litre discount.
- 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

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Note 1. Aero Refuellers (AR) http://www.aerorefuellers.com.au , an Albury based Company, is a 'One Stop Shop' which gives customers the ease of operating just one fuel account with an easy direct debit service which is debited from customer's account on 21st day of the following month of the transaction, giving the customer up to 50 days credit. To access this facility please call Narelle MURRAY on 02-6041 1599, fax 02-6021 2909, email admin@aerorefuellers.com.au and quote name .

Membership Application due 31st October 2014. (See Note Below)

Name/s:	1. 2.
Address: (residential)	
Address: (postal)	
Home ph no:	()
Bus. Ph no:	()
Mobile no:	
Fax no:	()
Email address:	
Aircraft registration:	VH-
Aircraft type: (model, mods, etc)	
Signature/s:	

Subscription: ☐ \$210.00 for 3 years **Single** Membership OR
☐ \$300.00 for 3 years **Joint Membership** (per couple or 2 people same family).
 Pro rata fees apply for those joining during 3 year term

Note: Membership is for 3 year period 31st October 2014 to 30th October 2017 to fall in line with Association Group Insurance Policy due 31st October annually.

Direct deposit ☐ **BSB 633 000 A/C 135455806 (preferred)**
 Name OR call sign as description
☐ Cheque (Payable to C200 Series Association)
☐ Cash

Completed forms should be mailed to: **P.O. Box 297 Lucindale, SA 5272**

Emailed to: treasurer@c200series.com.au

Admin only:

Date received:		Receipt no:		Member no:	
Chq drawer		Updated Membership list		Updated contacts	