



CESSNA 200 SERIES ASSOCIATION

The Newsletter of the Cessna 200 Series Association
Issue Number 15, March 2016

The President's Corner

Welcome to the first Newsletters for 2016 wherein I hope everyone had a great Christmas / New Year period and safe flying weather as we did on the Gold Coast and around Brisbane.

Attendance at the Canberra Fly was disappointing considering earlier expectations. Overall it was another great/busy 3 to 4 days with the weather kind to us. Once again, thank you to Annie Haynes and Robyn Shorrock for their organisational skills in making these events so much fun and in the case of Canberra, educational.

Normalities like Committee, AGM and the General Meeting were all well attended (thanks to everyone) with myself (reluctantly) re elected as President for a third year. Please refer elsewhere herein for full appointment details.

New members attending YSCB were Greg and Gaye SAAL from Clermont central Queensland with the latter penning the included article on the fly in - thank you Gaye.

Our next cracker of an 'Outback adventure' Fly in is Charleville with Registrations sent out much earlier than normal so if not already returned, please do so NOW and book your accommodation immediately as per details earlier dispatched or, give Annie or myself a call.

Early booking indications are that this YBCV event is going to be well attended..... so see you there folks.

The second fly in for the year is at Wollongong/Illawarra with Garth and Ceri Barlett the local on the ground members assisting in putting a great weekend together, so put these dates in your diary now being 14th to 16th October 2016.

Fly in event aircraft owners should also remember that we usually achieve a substantial landing/parking fee discount or waiver from fly in location Airport Owners so this is all the more reason you should attend our fly ins.

On the CASA front, things seem to be improving and moving forward as they recognize we aviators from every sector are their customers and clients deserving of a more commercially based level of attitude, consultation, respect and service.

On a sad note and as earlier advised, member and past Secretary Lauris Bryant passed away 3/3/16 after a long hard fought battle with illness. Lauris will be noticeably missed and our sincere condolences go out to her family and partner Allan Dalrymple.

NEWSLETTER

Firstly, we thank John Weston for his contribution in providing us with free production and printing of our Newsletters since inception of the Association. However we can not expect this situation to continue in the current economic climate so this current

issue has been funded by your Association.

With this new and potential ongoing cost to be budgeted and considered from hereon in, we all need to come up with some ideas and solutions for the future of which will be tabled for discussion at the Charleville General Meeting.

In the meantime enjoy many good things and safe flying.

Neil SHORROCK JP Qual.
President



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CANBERRA FLY-IN 17-21 SEPTEMBER, 2015

The turbulence over Canberra had only just abated when the C200 series Association arrived for its September 2015 fly-in.

But whilst the halls of Parliament House were thrumming with the excitement of a new Prime Minister, we were relaxed and enjoying our adventure as new members of the Association. A couple of faces were familiar as we had spent the previous weekend in Southport with the 182 Association.

After our fly-in at Southport, we spent a couple of days at Bathurst and explored some of that region. On Thursday the 17th September we departed Bathurst and flew to Canberra via Yass. Some friendly faces greeted us at our hotel where we settled in for the week-end.

Mark, the marvellous bus driver from Murrays', took us to Parliament House on Thursday evening all the while, pointing out the different land marks of this beautiful city. We marvelled at the architecture and design of our national Capital's most outstanding building. A tour and dinner with "The Pollies" satiated our appetite of both our surrounds and food. It was a delight to wander through Parliament house and we had a peek at the Great Hall as the Governor General was leaving for the night.

Friday was a free day and a few more members, who couldn't make it into town the day before, arrived. Greg and I utilised the day to visit some other attractions in Canberra





that weren't already included in our extensive itinerary such as the coin mint. The "Old Canberra Inn" was the venue for our evening meal.

We boarded the bus on Saturday morning and Mark took us up to Mt Ainslie for a fabulous view of the city. Mark indulged us with his local knowledge as we travelled around this 'geometrical' designed city.

2015 being the centennial year of Gallipoli is a major milestone for Australia, so a visit to the Australian War Memorial was very apt. This amazing monument to all of our armed forces is a place of enormous information in an extremely well presented format. Our visit here allowed us to roam the halls at will and drink in the history of our service men and women.

Perfect weather and the serenity of Lake Burley Griffin enabled us to enjoy a gourmet picnic lunch before we headed off to Questacon where we could find out 'how things work'. We were free to explore other venues in the immediate area as well such as the National Gallery of Australia, National Library of Australia and the National Portrait Gallery.

Our Saturday evening meal was held at the Blackfire Restaurant or 'Fuego Nero' in downtown Canberra. Here we were served up some beautiful Mediterranean Cuisine. The food, wine and company made it an exceptional night out.

Mark had his bus ready for us to board again Sunday morning after yet another lovely Buffet breakfast at Rydges where we were accommodated. Our destination this morning was Floriade on the shores of Lake Burley Griffin. This world renowned display has been on my bucket list for a long time and I was thrilled to eventually be there to take in the wonderful display of over a million flowering blooms. A ride of the Ferris-Wheel allowed you to see the display and its theme,



much more clearly. The official theme was "Reflection" to commemorate the Anzac Centenary. Some of the displays included; Rising Sun, Two-up, Slouch hat, Aeroplane Field and Poppy to name a few.

After lunch we boarded the bus again and headed to the Arboretum. This is 250 hectares of landscaped forest containing a collection of 94 rare trees from Australia and around the world. At the village centre, you have panoramic views of the surrounding area and the village includes a café, restaurant, shop, and multimedia displays. I found the Bonsai collection very interesting. There is a lot to see and do here and I hope to get the chance to revisit in a few years' time to see

how much the trees have grown.

Some of the crew departed today, so the remaining members walked a short distance and enjoyed a meal at the Manuka hotel for dinner.

Greg and I had a great time meeting the members of the C200 association and we are very grateful for the warm welcome that everyone showed us. It was wonderful to meet new people and join in with their camaraderie. Neil kindly took us to the airport on Monday morning where we made our departure for home.

We thank you all for your kind hospitality you showed us both and we look forward to meeting you all again soon. ✈



CHARLEVILLE UPDATE 29 APRIL-2 MAY, 2016

The town is pretty busy for the weekend of our Fly-In and we understand The Rocks Motel is full. There is another motel – Warrego Motel over the road (07) 4654 1299 and also the Caravan Park Units.

Registrations are trickling in however accommodation bookings for our Fly-In suggest there are a lot more to come so please get your registration forms to Annie A.S.A.P.. coordinator@c200series.com.au

The Fly-In is set to be great with a full and interesting program. See the Itinerary for full details.



ITINERARY FOR YBCV FRIDAY APRIL 29 – MONDAY MAY 2 2016

This weekend is packed full of interesting activities and there isn't space to include all details on this page

Please don't hesitate to contact me if you would like any further information.

Friday 29th April

- 1730 Meet and greet drinks and finger food at The Rocks Motel
- 1930 p/u The Rocks and transfer to Cosmos Observatory
- 2030 Transfer to accommodation.

Saturday 30th April

- 0700 Breakfast
- 0800 p/u The Rocks for transfer to RFDS for Tour of facility and Technical talk
- 1030 p/u The Rocks for anyone not already at RFDS.
- 1045 Transfer all to Cosmos Centre to view the Sun and hold a shooting star.
- 1230 Lunch at Cosmos Centre.
- 1330 p/u for tour of Airport precinct and the secret USA Air Base 1942-47

- 1600 Transfer to accommodation for free time.
- 1800 p/u The Rocks transfer to Evening Star Tourist Park for camp oven dinner. Learn about the Mulga country and the Aboriginals of the area.
- 2130 Transfer to accommodation.

Sunday 1st May

- 0700 Breakfast
- 0830 p/u The Rocks transfer to Woolabra Station – farming in the Outback.
- 1230 Transfer to Graham Andrews Park for picnic lunch.
- 1330 Transfer to accommodation and airport for those wishing to leave early.
- 1520 p/u The Rocks transfer to see the Bilbies up close and personal.
- 1630 Transfer to accommodation

Monday 2nd May

- 0700 Breakfast and transfers to Airport.
- For further information contact: Annie 0418 853 635**



YBCV FLY-IN 29 APRIL- 2 MAY, 2016 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:	The Rocks <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		\$320.00 pp if paid after 16/4 - \$350.00 pp	
Friday dinner and Cosmos tour		Included in Registration	
Saturday tours and meals		Included in Registration	
Sunday tours and picnic 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	
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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: _____

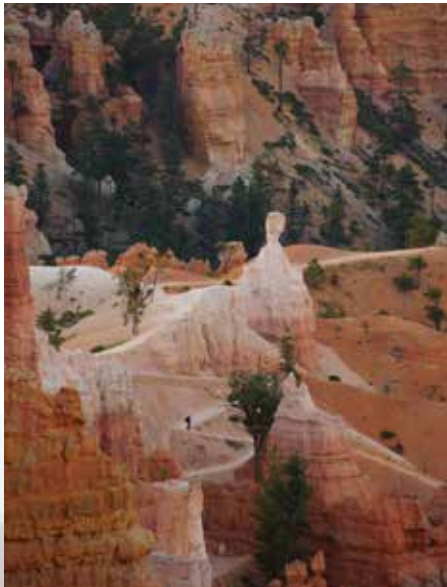
Refund Policy: Refunds cannot be guaranteed for late cancellations.

Please send completed forms to:

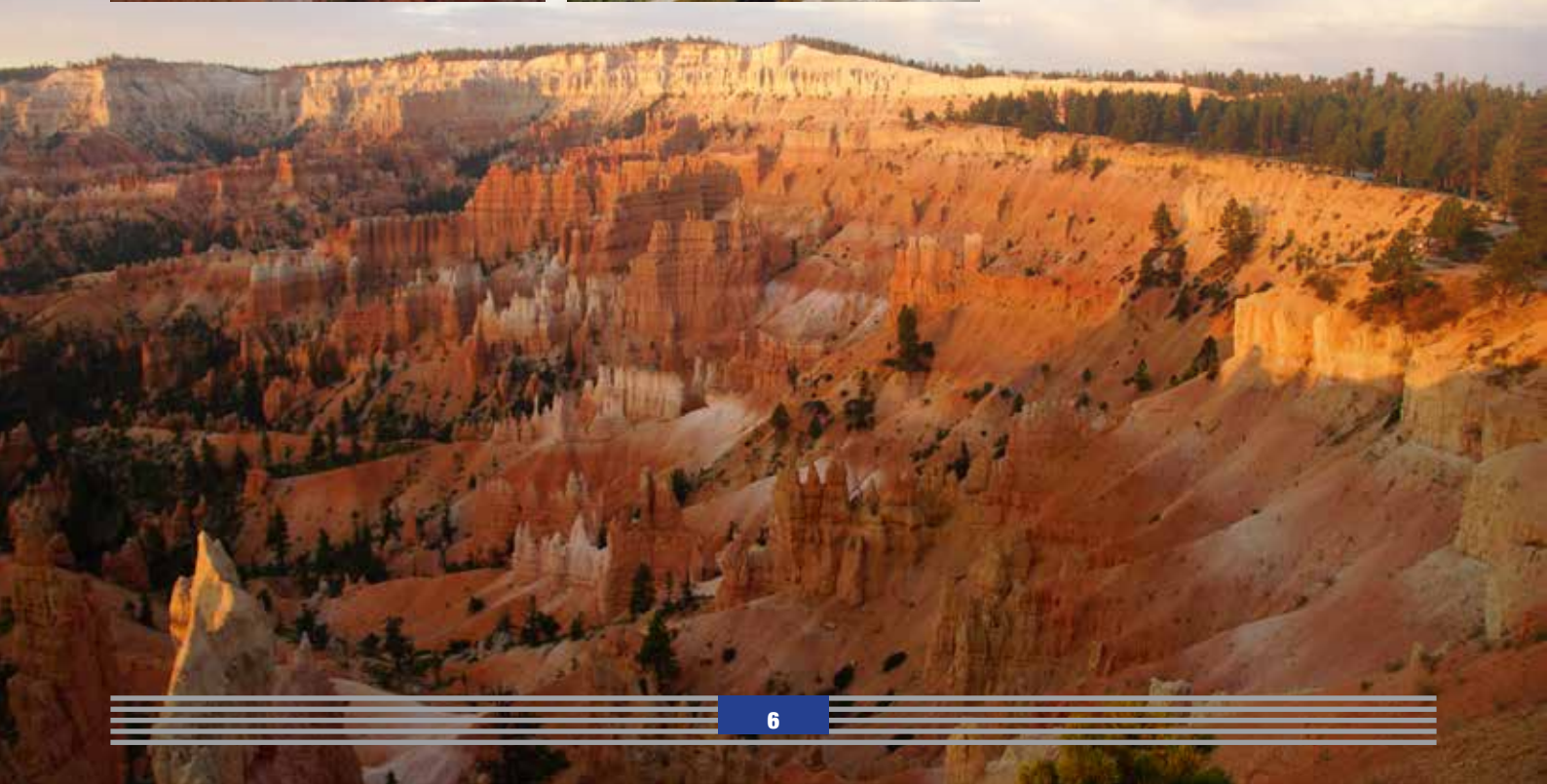
Mail Coordinator, Cessna 200 Series Association, PO BOX 297 Lucindale SA 5272. Annie's Mobile: 0418 853 635
 Email coordinator@c200series.com.au

PART 2: Oshkosh adventure July 14

Our landscape changed to pine forests as we headed south to Tucson to meet up with the QRAA squad. Driving Route 17 towards Phoenix 'Dorothy' vectored us through the city on the truckie bypass. Looking at the map there are 5 airports and the Luke Air Force Base all of which would make the skies busy around Phoenix.



There had been huge dust storms that had been reported on the news and as we reached the outskirts of the city we could see another approaching on our right. Luckily it passed behind us. Stopping at an immaculately clean rest area that had drink, water/coffee, food and sweets machine and the rather large sign warning us of rattle snakes..... We passed dry land cotton farming and had our first glimpse of the tall cactus. As 16 people were too many for the bus we kept our SUV and headed off to the Aviation Museum and met the others in the 106°F consistent heat. The outside static display had many aircraft including an ex Air Force One. There are also a number of other buildings housing a HUGE amount of aviation history of which was all very interesting. Next day we were to visit the Bone Yard.... We had always thought that it was out of the city as it was depicted that way and were surprised to find that it is almost in the middle of town. Passing through (for whatever reason) tough security including passport identification, we were loaded onto the bus, where we were told to sit until we were told to stand! We saw many of the 4000 planes that are latex wrapped and with minimal attention and notice can be made active again. A large number are being used as converted drones at the present time and in real dogfights against real piloted combat aircraft are shot down into the sea off Mexico. Over a Billion dollars of plane sales took place in 2013 year.



Robyn & Neil Shorrocks

After 2 days it was time to leave for the main reason of the trip, Oshkosh. Flying from Tucson via Atlanta's huge terminal where our gate was changed at the last minute and it was a very fast scamper on a near vertical escalator and a driverless shuttle train. Here we were to learn more about internal American Commercial Aviation as in Tucson we had been checked right through to Appleton and were issued with only a seat allocation ticket (something you definitely don't want to lose.) that is NO boarding pass and had to wait till seats were allocated and boarding pass issued just before boarding. Heart stopping stuff!

Arriving at Appleton Airport, we were bused to our accommodation through a green country side something that we had not seen as California was in an awful drought and the other states were just desert. We were to stay in the new University building 'Horizon' bunking down with (C200 member) Allan Dalrymple and his son Mark, all very smart until the fire alarm goes off and you have to evacuate. Meals for \$14 at the huge cafeteria were adequate and appetising. The \$1.50 bus ride out to the Oshkosh air show where they packed 70 odd into a school bus was to be the order for the next 3 days. Being lucky with the weather, pleasant not too hot days and only 1 thunderstorm on our last day we ventured forth with banded wrists to watch, look, listen and enjoy the show. We both put a very special rivet in a Zenith CH 750 Cruiser that was being built in the 7 days of the show and were lucky enough to see the all American 'Thunderbirds' on their first visit to Oshkosh perform who were loud, fast, impressive and spectacular (one female pilot now in the team). We walked paddocks with neatly isled planes wing tip to wing tip. One group had a lady who for the last 15 years has driven a big truck for 5 days to get there with all the camp gear including kitchen sink, dishwasher, freezer, fridge, TV, microwave, generator, tents & 2 huge coffee pots etc etc which was set up in the middle of their 20 planes, now that is dedication for you. We watched a wild array of planes take off only on a VERY short runway and others on the main runway that were lined up side by side by visible ground crews that were skilled to perfection. Neil walked the trade shows and I was happy to sit and watch planes and talk to others at the international tent. A great



food find was Subway and a hint is to buy your souvenir T Shirt on day one. A huge C17 was rolled onto the main concourse and we were asked to move to the side as its wings went over our head and the main body of the plane just metres from us. No barriers, just common sense. We watched helicopters fly upside down; tandem aerobatic planes dance side by side only metres apart from each other and a few feet above the runway. Night time displays with planes and fire works on the wings tips was amazing. Finally 14,000 + GA, Recreational planes & helicopters etc flew into Oshkosh plus all the bigger hardware and private jets that are a dime a dozen over there.

We saw and met heaps of Aussies and NZ'ers over there catching up with several of our C200 members like Dough Sprigg & Tony Brand etc.



After 3 very busy days we headed to Boston via Chicago. A smaller group now as several were off fishing and others to Washington State to see their family and so on.

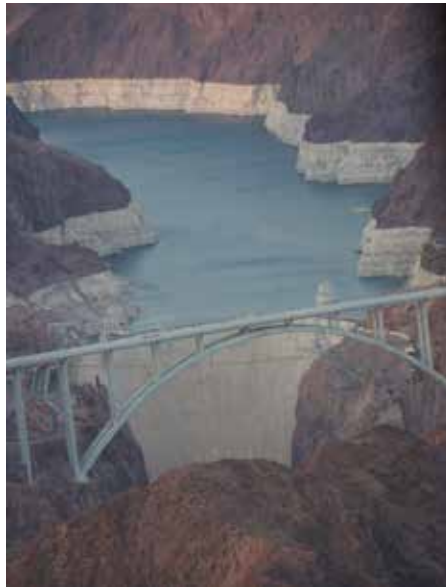
Boston, a wonderful city and a place we look forward to visiting again during the summer months. We walked upon the hallowed turf of Harvard, gazed at MIT and looked at the lights that lit Fenery Park the home of the

PART 2: Oshkosh adventure July 14

Boston Red Sox. After another 2 very busy sightseeing days around town we farewelled our companions of 12 days and headed off to pick up yet another hire car, grey metallic this time so it blended well and became hard to find. We were off to Newport, home of the America's Cup, HUGE opulent houses build in the late 1800s and early 1900 trying to outdo each other and Lobster. We noted their none existent beaches, photogenic but compared to ours you have to do a rock walk to get to the water. Falmouth our next stop, there even was a sandy type of beach and no waves as such but a beach. Our last stop on Cape Cod was Plymouth with the 1620 rock. We had thought that we would have seen more of this area, but alas it looks like another visit may be in store as we leave for our final stop the Big apple!

New York, as they say it never sleeps....a busy, interesting, clean and the only city in which we saw smart phones many in Times Square taking selfies! (we noted that they used flip phones nearly everywhere else). Our accommodation was on West 45th and only a couple of buildings from 5th Ave and as it turned out quiet central. After walking most places we hopped on another red bus to see the city and orienteer ourselves. The archecture is amazing both old to new. The new World Centre had not yet opened but we joined the throng of people at the World Trade Centre memorial with its amazing design that makes it a worthy serene memorial. We spent an afternoon under the oak trees in Central Park with the squirrels, made an early morning boat ride over to see the Statue of Liberty on a beautiful clear blue skied day. Boarded another Red bus and had a look at Brooklyn an area that has been cleaned up to the extent we didn't see any graffiti there at all. As we travelled during their summer vacation many city highlights had up to a 3 hour wait in the heat so visits to those places will have to wait to next time. It was now after 4 nights and 5 busy days we must board our plane to cross America once again for our journey home.

Footnote: Despite Robyn loosing access to the camera on her phone in Las Vegas and Neil experiencing problems with a faulty SIM card loader.....we had an amazing time and managed to take nearly 8,000 photos (mostly on a Sony camera) between us and travelled 2300 miles by car and crisscrossed the country from coast to coast by plane all in 37 odd days. And would we go back to America, absolutely. ✨



Cessna Fuel Quantity Gauges: The Past and the Future

For those of you who are the proud owners of a legacy (pre-1986 model) single-engine Cessna, you will know by experience that your fuel gauge system is so unreliable as to be dangerous: if you believe what the gauge is telling you, you are a substantial risk taker.

Cessna aircraft were first fitted with a fuel quantity system manufactured by Stewart-Warner. The system consisted of fuel tank-mounted resistive senders and a gauge in the cockpit. The range was around 30-280 Ohms from one end of the resistor scale to the other. Mounted onto one end of the sender was an arm and a float. When the tank was full, the float was at the top of the tank and as the fuel was depleted, the float descended with the fuel. As the float moved, the resistance changed and was read on the cockpit gauge as a change in fuel level. The Stewart-Warner system was erratic, jumpy and importantly unreliable.

Cessna went to a lot of trouble to fix the problem and ended up selecting another vendor to provide an alternative. They finally selected Rochester as their provider. This change took place in production aircraft in the early '80s. In the field however, the change caused havoc because the Stewart-Warner and the Rochester systems were totally incompatible. When people in the field needed to change just the cockpit gauge and were supplied a Rochester gauge, they wondered why nothing worked properly.

Cessna put out warnings that the two systems were not compatible and if you were experiencing problems with your Stewart-Warner system, you should replace it with a complete Rochester system, which was very expensive. Rochester was really no improvement over Stewart-Warner, and to this day, Cessna fuel gauges are unreliable. In fact, Cessna only have one request on an annual for their fuel gauging systems and that is to determine that when there is no fuel in the tank, the gauge reads empty. (See SB99-18 R1).

I have good news. A very innovative company on the west coast of the USA called CiES has invented and brought to market a fuel gauging system that is modern and accurate. It still uses a float with a sender in the tanks,



but it uses magnetic field technology instead of the old resistive system. The change in the magnetic field is transmitted to a digital cockpit gauge, which registers the fuel level to degrees of accuracy not thought possible in a fuel gauge.

CiES provides after market fuel sender kits for early production Cirrus aircraft as well as fitting them to the new Cirrus in the factory. The Australian aircraft manufacturer GippsAero (now Mahindra) is using the CiES system in the new production GA10 Turbine Airvan.

CiES is manufacturing retrofit sender kits

for the 210 and 172. These kits are PMA'd and TSO'd but are not STC'd as yet. This means you will have to get local approval to install them from a CAR21m engineer.

We have just installed our first set of CiES senders in a 1980 C210N and I am thrilled with the result. Fancy having a fuel quantity system that is reliable in a Cessna single! Always remember that your watch is your best fuel gauge, but the CiES system is a close second. For more information, visit the CiES website www.CiEScorp.net or contact the undersigned. ✈

Angel Flight Australia



Angel Flight is a charity that coordinates non-emergency flights to help country people trying to deal with the triple trouble of bad health, poor finances and daunting distance.

All flights are free and may involve patients travelling to medical facilities anywhere in Australia.

Angel Flight pilots do not carry aeromedical staff or medical equipment so do not act as an alternative to the Royal Flying Doctor Service or Air Ambulance in that capacity.

With its current resources Angel Flight can coordinate up to twenty flights per day.

Who is transported?

- Patients of all ages needing medical treatment at destinations where other forms of transport
- are physically and emotionally taxing or unaffordable
- Blood and blood products
- Medical drugs

To meet our guidelines, passengers must be medically stable, ambulatory and physically able to enter and exit a small aircraft (involving large steps, twists, bends) without assistance from the pilot and sit up in the aircraft with a seatbelt on for an extended period of time, and if necessary communicate with the pilot.

Angel Flight encourages a friend or relative of the patient to travel with the patient as a carer. We have conducted over 18,000 flights helping over 2,880 patients, carers and family members.

How is the service accessed?

Health Professionals (medical practitioner, nurse, social worker) who have a good knowledge of the patient's medical condition are the only people from whom Angel Flight can receive and accept 'mission requests'.

Health Professional registrations are over 3,200.

Who does the flying?

Flights are conducted by volunteer pilots in their own aircraft.

Angel Flight operates Australia-wide with a growing network of pilots and aircraft. Volunteer pilots come from all walks of life and donate their time, their skills and most of their aircraft costs* for each flight. Our volunteer pilots flight credentials exceed the requirements of the Civil Aviation Safety Authority (CASA) and the aircraft meet specified CASA and insurance minimums.

Pilot registrations are over 2,890.

* To help offset pilot operating costs Angel Flight Australia negotiates the waiver of landing fees at airports around the country. Airservices Australia reverses any air navigation charges. Angel Flight pays for fuel used by pilots when they conduct an Angel Flight mission. Donations received are used to fully subsidise fuel costs.

Our ground volunteers

Angel Flight's ground volunteers provide car transportation between the general aviation airports and medical facilities (or nearby accommodation). Most drives occur in the capital cities (Sydney, Melbourne, Adelaide, Brisbane, Canberra, Perth) or major towns (such as Newcastle or Rockhampton)

It can be a great support to the passenger to have a friendly face waiting to meet them at the airport, saving the passenger the hassle of trying to navigate public transport in a strange city. These wonderful volunteers help as drivers, and also as speakers and fund raisers. Volunteer driver registrations are over 4,180.

How is Angel Flight Australia funded?

Angel Flight is funded by private donations from individuals, clubs and service clubs, companies large and small and deceased estates.

We have a policy to never follow up donors asking for more money.

Donations are used to pay for:

- fuel used in the conduct of Angel Flight missions
- discounted commercial flights when poor weather prevents light aircraft from flying
- the Angel Flight Support Centre that runs on a very small infrastructure, with four mission coordinators and three administrators as full time paid staff.

Angel Flight is an exceptional charity in that it does not have a fundraising department and only spends about 15% of revenue on administrative overheads like rent and telephone charges.

Approximately 85% of revenue is spent on the actual coordination and delivery of its service.

Who is behind Angel Flight Australia?

Established in April 2003, Angel Flight Australia is the initiative of Bill Bristow AM, an experienced businessman and pilot, and proud winner of the Australian of the Year Award - Queensland 2005.

In 2009, Bill was awarded a Member of the Order of Australia for service to rural and remote communities through the establishment of Angel Flight Australia and as a supporter of charitable organisations.

For further information contact: Angel Flight Australia

Toll free: 1300 726 567
Phone: 07 3620 8300
Fax: 07 3852 6646
Postal: PO Box 421,
Fortitude Valley Qld 4006
Email: mail@angelflight.org.au
Web: www.angelflight.org.au

The Angel Flight experience:

PILOT:

In mid December I conducted my 20th and final Angel Flight for 2015. Some flights are not particularly memorable but this one certainly was. My 10 year old daughter was on school holidays already and I decided to take her with me. We met Paul our passenger at Archerfield Airport and we learned that he had been making the 6 hour drive each way from Monto for quite some time, and this was his first Angel Flight return trip. We were flying him home, after some treatment and bravely said he was fine (read tough Aussie bloke) and was keen to fly home. Paul sat in the back and my daughter and I in the front. I was busy with departure and clearance but once on our way I turned to check on Paul and he just had a great big smile on his face enjoying the view as we departed over Brisbane city. The look of excitement, gratitude, and relief was evident in Paul the entire trip. The trip was just over an hour and Paul spent it trying to pick out towns and features along the way. As we approached he was able to identify local landmarks and continued to be excited by what he was able to see.



When we landed in Monto and started taxiing off the runway Paul was full of excitement about the flight and just kept saying "I can see why you don't get sick of this". As we approached the parking area a crowd

of Paul's extended family and friends there to greet us. Ten people all waving madly and taking photos. When we shut down and got out, we were surrounded like rockstars and posed for many photographs. Paul's family were keen to show their appreciation and asked if we had time to see their town. "Why not?!", I said and my daughter and I got chauffeured into town for a look around. Seemed everyone in town knew we were coming and were keen to hear how Paul was going. I was proudly told by one of Paul's family - "In this town we have a saying, we talk about ya cos we care about ya"

It was such a great experience to meet these people, get an understanding of their lives, and to have their appreciation directly expressed to Angel Flight, myself and my daughter - a great life experience for me and for her. After another stop at the local servo we were treated to whatever we liked - on the house, we were taken back to the airport and we flew home. We loved our trip - I think I enjoyed it more than Paul and the joy of having helped someone so nice, was such a rewarding experience.



PASSENGER:

Pregnancy can be daunting for many women, even more so for Angel Flight passenger Amanda who was unexpectedly carrying triplets. There are many issues and complications that can arise with any pregnancy and those chances were increased for Amanda. The already mother of one lived more than a 5 hour drive from the nearest hospital and her condition required weekly checkups.

The cost and distance of travel was overwhelming and stressful which was not healthy for her babies. Thankfully Amanda's Health Care Worker mentioned the possibility of using Angel Flight to assist.

Angel Flight successfully organized 8 flights for Amanda, however after arriving at the hospital on her 7th trip she was not able to return home as she began experiencing contractions. Her triplets had decided to make their way into the world 11 weeks early. Although Amanda's babies were born prematurely she was fortunate enough to be at a hospital that was equipped to handle the situation.

It has now been 5 months since the safe arrival of the triplets and they are all happy and healthy. Amanda is extremely grateful for Angel Flights help and said that she found the whole process 'simple and stress-free'.



FLYING FOOD!



So you're having a shindig! Try these delicious ribs – guarantee they'll be a hit. Plus something sweet to serve with coffee.

JANET'S SPARE RIBS

30-40 SPARE RIBS

Place in baking dish and mix

- 1 cup Ketchup or homemade tomato sauce.
- 1 tsp each celery salt, chilli powder
- ¼ cup dark brown sugar
- ¼ cup vinegar
- ¼ cup Worcestershire sauce
- herbs
- 2 cups water
- chutney to taste

Bring all to the boil and pour over the ribs – bake at 150 fan forced until tender in oven and water is absorbed – pour off fat and serve.

GLUTEN FREE HAZELNUT COOKIES

- 130gm hazelnut meal
- 2 1/2 TBSP melted coconut oil
- 2 TBSP maple Syrup
- 1 Tsp vanilla extract
- Pinch salt
- ¼ Tsp baking powder

Pre heat oven to 170 fan forced and line a tray with baking paper.

Stir all ingredients together in a large bowl.

Take a Tsp of the mix and roll it into a ball and place on the tray and flatten slightly.

Bake for 10-12 minutes – cool on a wire rack.

The kitchen will smell delicious.

CHICKS CHATTER


- Hosted Dinner in the Members Dining Room – Parliament house Canberra
- Personal Tour of Parliament house by two of our South Australian MP's Matt Williams and Tony Pasin
- Suzy and John got to shake hands with the Newly elected Prime Minister - Malcolm Turnbull - night after he was elected.
- Floriade – fabulous display of all things floral
- Great Tours Organised War Memorial, Questacon, National Gallery etc.
- Great Itinerary for upcoming fly in to Charleville
- Boring if you're not a pilot but the new online medicals and new CASA website have to be an improvement – we hope!



- Tilleys and McCabes using Commercial Airlines.....
- Then having a race to get home - Tils says Qantas no good!!! McCabes left at 5pm. in Qantas 3 1/2 hrs and they were home
- Tilley's left at 2pm. 8 hours later

they were home - Virgin!!!

- Disappointing fly-in numbers - was the commercial airport a problem?
- Fly-in Members missing out on a great time.



Welcome to New Members

- **Geoff Bingham** - BMG Aviation
- **James Laycock** - Son of Andrew Laycock and flying T210 VH-BRJ
- **Greg Saal** - 182RG VH-MWL
- **Dick Smith** - 208B VH-SHW

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!

20 Jokes So Terrible They're Actually Funny

1. Two antennas met on a roof, fell in love and got married. The Ceremony wasn't much, but the reception was excellent.
2. A jumper cable walks into a bar. The bartender says, "I'll serve You, but don't start anything."
3. A woman has twins and gives them up for adoption. One of them goes to a family in Egypt and is named "Ahmal." The other goes to a family in Spain ; they name him "Juan." Years later, Juan sends a picture of himself to his birth mother. Upon receiving the picture, she tells her husband that she wishes she also had a picture of Ahmal. Her husband responds, "They're twins! If you've seen Juan, you've seen Ahmal."
3. A dyslexic man walks into a bra.
5. A man walks into a bar with a slab of asphalt under his arm and says: "A beer please, and one for the road."
6. Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"
7. "Doc, I can't stop singing 'The Green, Green Grass of Home.'" "That sounds like Tom Jones Syndrome." "Is it common?" Well, "It's Not Unusual."
8. Two cows are standing next to each other in a field. Daisy says to Dolly, "I was artificially inseminated this morning." "I don't believe you," says Dolly. "It's true, no bull!" exclaims Daisy.
9. An invisible man marries an invisible woman. The kids were nothing to look at either.
10. Deja Moo: The feeling that you've heard this bull before.
11. I went to buy some camouflage trousers the other day but I couldn't find any.
12. A man woke up in a hospital after a serious accident. He shouted, Doctor, doctor, I can't feel my legs!" The doctor replied, "I know you can't I've cut off your arms!"
13. I went to a seafood disco last week... and pulled a mussel.
14. What do you call a fish with no eyes? A fsh.
15. Two fish swim into a concrete wall. The one turns to the other and says Dam!"
16. Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.
17. A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. "But why," they asked, as they moved off. "Because," he said, "I can't stand chess-nuts boasting in an open foyer."
18. Two peanuts walk into a bar, and one was a salted.
19. Mahatma Gandhi, as you know, walked barefoot most of the time, which produced an impressive set of calluses on his feet. He also ate very little, which made him rather frail and with his odd diet, he suffered from bad breath. This made him. (Oh, man, this is so bad, it's good. . .) A super calloused fragile mystic hexed by halitosis.
20. And finally, there was the person who sent twenty different puns to his friends, with the hope that at least ten of the puns would make them laugh. No pun in ten did!!!!!!!

Cessna Books available for purchase

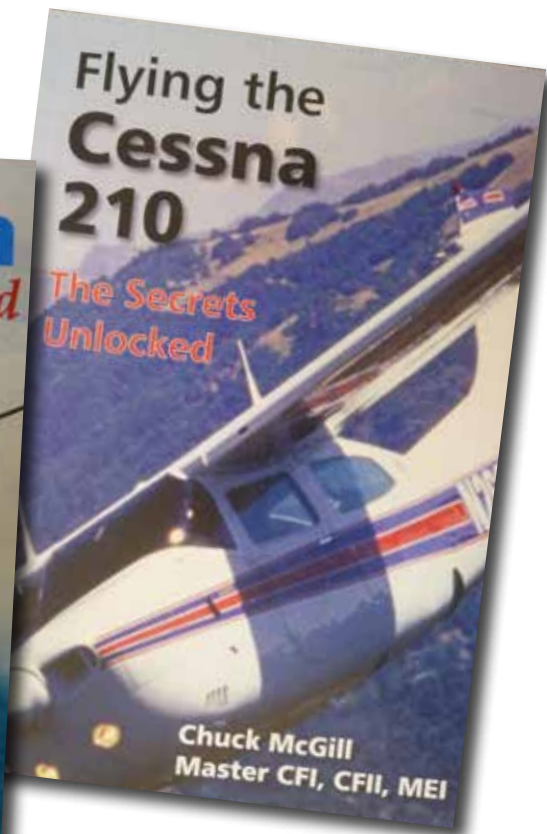
David Crawford has 2 different books available for members as per the photos.

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

2015-2016 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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Treasurer

E: treasurer@c200series.com.au
Mob: 0408 800 778

Membership Application – 3 year period

October 31 **2014** – October 31 **2017** (pro rata if joining mid-term)

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

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

NB: Group Insurance Policy due 31st October annually.

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