

The President's Corner

Welcome to the 2017 Autumn Newsletter of the Cessna 200 Series Association.

My thanks go out to all members who elected me as president at the fly-in at Wollongong in October. In particular, I'd like to thank Neil Shorrock for his stewardship of the club over the last three years as well as all committee members. This is a voluntary club and all the work that goes into the club is much appreciated by all us members – Thank you.

As a founding member of the club, I remember 'brainstorming' the name of the club – or should I say – 'association' and developing its purpose – "promoting safe flying and furthering the technical knowledge of members while facilitating an environment favourable to forming new and lasting friendships". Sometimes, it's hard to believe that was nine years ago.

Over the last nine years, we certainly have been meeting our purpose – not only do the

technical sessions promote safe flying and further our technical knowledge, the general conversations and the network connections we make also do so in a more indirect way – and in a way that meets the rest of the purpose – forming new and lasting friendships.

As we move forward through 2017 we start planning for 2018 – our tenth anniversary! We are starting to get some good suggestions on how to celebrate this great milestone, and if you have any ideas, please let us know. These could be small activities that happen within the fly-in or a whole venue/location. All ideas welcome, big or small.

Garth and I have been doing quite a bit of flying – mainly for either his work or my work – but the heat this summer has been relentless – see Garth's 'Tech Tips' article on flying on extremely hot days – and we're looking forward to the Broken Hill fly-in for some R&R and hopefully cooler weather!?

Annie's put together a great itinerary for the fly-in to Broken Hill – there's more

information further in this newsletter. Accommodation is filling up fast – so do get your bookings made with the hotel and your registrations into Annie.

I look forward to seeing you at Broken Hill.

Ceri BARTLETT
President



Inside Today

- ✈ President's Corner
- ✈ Wollongong Fly-in Report
- ✈ Broken Hill Fly-in
Fri May 5th-Mon May 8th, 2017
- ✈ C47 flies the "Hump" one last time
- ✈ Junior VP Report
- ✈ Wollongong Fly-in Photos
- ✈ Tech talk: Aircraft Performance on Extremely Hot Days
- ✈ Flying Food & Chicks Chatter
- ✈ Comedy corner
- ✈ Facebook pages & C200 Website
- ✈ Cessna books available for purchase
- ✈ Membership Application Form



YWOL: THE FLY IN THAT WAS

Whenever Ian and I go to a fly away, we like to see as much of the area as we can. Wollongong was special because it enabled us to visit my brother in Goulbourn on the way. We left Mackay and flew via Charleville for Goulburn, leaving our plane in Goulburn we hired a car and travelled via the Braidwood 'Bakery' to the coast.

The coastal drive was very picturesque and we stopped at Kiama for a stroll and a coffee. After turning up the street before Market St, we arrived at our beautiful accommodation at 'The Adina' with the ocean at the end of the street.

Our first impressions of Wollongong ... 'it is fresh and lively and we left with the same feeling'. The members of the C200 Series welcomed us with open arms, at the beautiful GiGi's Restaurant over the road from our hotel where we enjoyed a fabulous buffet of Italian food. There was much catching up with what had transpired since Charleville and general chit chat that night.....and so began our weekend in Wollongong.

An old Maachi flown by the Roulettes in years gone by.



Saturday morning we were on the bus at 8am for a trip to HARS where first up we attended a general meeting plus the AGM of the C200 Series Association. These were held in a room at the HARS Museum prior to a tour of this fabulous facility. There are 350 volunteers and over 45 aircraft on display. The famous Connie the old TAA Constellation still in its original livery and the F111 were particular favourites but there are so many types of old aircraft including Catelinas, Convair, Caribou DC3's a Harvard and a Lockheed. Then there's the retired 747 which you can walk through including the cockpit and the Macchi jet previously flown by the Roulettes which is mounted at the front to welcome visitors. The pride, love and care is evident in each and every aircraft in the hangars and collectively the volunteers have a wealth of experience and knowledge of all things aviation.

An imposing building – The Nan Tien Temple – the largest Buddhist Temple in the southern hemisphere



Sitting in the cockpit of a F111 at the HARS Museum, was an experience for a country girl who didn't fly commercially, until the age of 20. Even though the aircraft is outdated, the opportunity to dream is still alive.

Having enjoyed a refreshing lunch provided by HARS, we travelled to the Nan Tien Temple. I did not expect Nan Tien Temple to be so huge and like a palace, my expectation was a single story

place of worship. One of the monks gave us a talk on the basics of Buddhism and afterwards we all tended to agree we could or perhaps should lean more toward their beliefs. He was both informative and fun

The Gardens and the welcoming buddhas at the Nan Tien Temple



We also chose to do an origami class and I'm pleased to say that my first attempt at Origami was successful making a beautiful lotus flower from very small pieces of coloured paper. I have put Nan Tien Temple on my list of places to return too, to spend more time exploring the gardens which were spectacular.

After returning to the hotel for a quick nap and freshen up we met downstairs at the bar for a few drinks before heading off to dinner at the Lagoon restaurant. As the name suggests it is located on the water with lovely views from the patio where we had pre dinner drinks and canapes before heading in for our meal. Our guest speaker was Mike Condon whose flying career is amazing. He has been a 747 Captain with Qantas and still flies Lear for Air Affairs at Nowra to keep his hand in.

Mike is an old friend of our Secretary Garth,



**What a thrill –
Denise Thomason in the F111**

**Glenda Parker and Fran Lillie
on the Fly**



and he focused his talk on the interesting time they spent together in Nuigini (PNG).

A most interesting and fun talk reinforcing the skills required to fly in that country.

Sunday, we headed up to Illawarra Fly at the top of the escarpment by bus. Walking through the trees on hanging bridges was both fun and gave us an opportunity to stretch our legs. What a vista whichever way we looked. The photos don't do it justice. I would have liked to sail through the tree tops on the flying fox like the more athletic visitors to the Illawarra Fly as they zoomed past us.

After this interesting and worthwhile morning outing it was time to move along. To continue our scenic tour through the escarpment onto the historic town Robertson in the Southern Highlands, where we enjoyed another delicious meal at the local hotel. Our last stop for the day was at Berrima which has numerous shops designed to extract dollars from tourists and does so with reasonable success. A little retail therapy and more



The stunning views across to the ocean. Ken Parker making his escape while Neil Shorrock takes in the view.



The staircase that was worth climbing for the view.

chatting and coffees for the boys while for the girls shopping was in order before the now weary group hopped back on the bus for the return to Wollongong. At this point Ian and I made our way back to Goulburn to pick up the aeroplane and head home to sunny Mackay stopping in at The Rocks in Charleville for dinner for old times sake.

Mackay troops – Muriel Atherton, Jones and Barry Dean



The best part of all these Fly In weekends is catching up with old friends and making new ones while seeing interesting areas of our wonderful country. We are now looking forward to Broken Hill in May.

Cheers Denise ✈



**Denise Thomason
– there's a bear in there.**



Oh to be young again – the Illawarra Flyer

BROKEN HILL FLY-IN



Menindee Lakes



Silverton

ITINERARY FOR YBHI - FRIDAY 5TH MAY – MONDAY 8TH MAY 2017

There are so many interesting things to do and places to see in and around YBHI that it is simply impossible to do it all justice in a weekend. We have endeavoured to include as much diversity as possible and can only suggest you stay an extra day or two and see a bit more. There will be an accurate run sheet at the weekend.

Friday May 5th

Arrivals before 1500:

1615 P/u Red Earth tour to Sculptures, drinks and nibbles watching the sunset.

1800 Transfer to The Palace for dinner on the balcony and Two Up



The Palace - Foyer

BROKEN HILL FACTS

- > Broken hill is 1033 feet above sea level
- > Average rainfall of 235mm
- > Observes Australian Central Standard Time (UTC +9:30)
- > The "broken hill" that gave its name to Broken Hill actually comprised a number of hills that appeared to have a break in them. The broken hill no longer exists, having been mined away
- > May Average Max Temp is 19 degrees
- > May Average Min Temp is 9 degrees

Saturday May 6th

0700 Breakfast.

0800 Meeting and Technical Talk/.

1130 P/u Red Earth transfer to 1950's Bells Milk Bar for early lunch and look around.

1245 Transfer to Silverton. Good look around and afternoon tea at the Hotel.

1445 Transfer to YBHI stopping at several galleries/museums for a quick look.

1700 Transfer to Red Earth.

1830 P/u Red Earth transfer to The Royal Exchange Hotel for dinner.

2200 Transfer to Red Earth

Sunday May 7th

0800 Breakfast

0900 P/u Red Earth transfer to Menindee Lakes for tour and boat trip.

1300 Lunch at the Maiden Hotel Menindee.

1430 Transfer to Red Earth.

1800 For those interested we will walk to a restaurant TBA.

Monday May 8th

0730 Breakfast and transfers to Airport.

For further information contact:
Annie 0418 853 635



Sculptures

YBHI FLY-IN FRI 5TH MAY – MON 8TH MAY 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:	The Red Earth <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		\$350.00 pp if paid after 7/4 - \$400.00 pp	
Friday tour and 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	
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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	

C47 FLIES THE "HUMP" ONE LAST TIME

The Slow Dopes to China

In July I received an email from the HARS organization passing on a request for an Australian pilot to ferry a C47 (DC3) aircraft from Bathurst to Guilin in China, I thought that it would be a fitting mission to complete a career in the aviation industry.



Me - Mid Hump

The Flying Tigers Historical Organization (yes, with a Z) based in California had purchased a C47 at Bathurst, VH-XUX (ex VH-MMF) and needed it in China to complement the museum that they, with the Chinese people, have built in Guilin to commemorate the WW2 "Hump" flights and the defensive AVG operations of Chennault's "Flying Tigers" when the Japanese invaded China in the early thirties after Chiang Kai-shek took control of the country.

The President of the Flying Tigers Historical Organization (FTHO), Larry Jobe, was contacted and so, what was to be a 3 week adventure began. However it was to turn into a 3 month saga.

Visa's for the various countries were to be obtained with haste as the flight was scheduled to begin on 15th. August 2016 and to be completed by 23rd. August.

It was finally completed at Guilin on 19th. November.

Larry had intended to be the co-pilot but was not Type Rated on the aircraft so CASA would not issue a validation on his USA license. According to FAA regulations this would not have been a requirement had the aircraft carried USA registration. Another American, Dale Mueller was validated and he and I would be the flight deck crew.

Larry had arranged for an aircraft mechanic that knew the aircraft to be involved but he withdrew at the last minute. My

enquiries lead to Barry Arlow from Victoria, a well known and qualified LAME who was able to come. In addition, my lifelong friend, Ken Parker was to accompany us as far as Darwin.

Preparations completed, we departed on time for Longreach and Darwin where we picked up another crew member, an American citizen who lives in Thailand and had an aviators knowledge for the areas that we were to fly over. He was to prove invaluable in obtaining overflight clearances, Embassy and other negotiations

etc. Tom Claytor can best be described as an adventurer/photographer/journalist. The average age of the crew was well over 70 Years. Tom thought that this was hilarious.

Darwin to Bali was uneventful but we were getting into the tropical haze that would persist for the entire trip. Communication was scratchy at times as we were not carrying HF radio.

The following day, everything was fine until an hour out of Bali heading for Johor Bahru when #5 cylinder on the left engine separated at it's base. A bit of smoke, some flame and a lot of oil had Barry bursting into the cockpit shouting "shut it down". Propeller feathered, emergency declared and

a diversion to Surabaya initiated.

Landing straight in, the runway vacated at the first available taxiway and the aircraft stopping allowed the emergency services to catch up. It is difficult to taxi a C47 on one engine and it is impossible to turn towards the operating engine so it was shut down and we were towed to a parking spot on a disused taxiway.

Yes there was an aircraft spotter in the area and later supplied a photo of the aircraft on short final with the feathered propeller prominent.

This was the beginning of our many battles with bureaucracy. While securing the aircraft we noticed the people from emergency services, security, customs, hangar people and the like conferring some distance away. It was not long before we were approached and advised that it would cost 500 USD per day to park and 750 USD/day for time in the hangar. Nice try, it was obvious that this would go into their own pockets and Larry



Part of the welcome at Kunming... China

would have none of it.

We were then taken to the Customs and Immigration people who promptly accused us of landing illegally in Indonesia regardless of our emergency status.

This matter required a 3 hour detention and forced to engage a local importer to complete legalities before we were granted 8 days entry to complete repairs and leave. Ultimately it took 52 days.

Back in Melbourne, Barry and I purchased an engine with 60 hours to run before overhaul was due which suited our purposes perfectly. Prepared for shipment there were many



Modern Terminal and Control Tower at Kunming

legal obstacles to overcome for import to Indonesia. Only new engines can be imported so it had to be sent as "Aircraft Spares" i.e. Two magnetos, one carburetor, fourteen cylinders and a crankcase.

It took many days to find a Logistics company that had the ability to handle the import.

More red tape, it normally takes one month to clear customs in Surabaya, so Larry and Tom approached the USA consulate to assist with fast processing but they were unsuccessful. However an approach to the Chinese consulate had it cleared in three days. Does this say anything about the status of various countries in this day and age? There was also a group of Russians involved in engine changes to a Sukhoi 100 Superjet in the Merpati hangar who just gave up in frustration and departed.

We were joined by LAME, Mick O'Grady from Brisbane for the engine change and all the crew pitched in to complete the task. Dale Mueller did not return due to his work schedule and so I invited Bob Small to join us. Bob is a recently retired QF pilot.

The subsequent departure to Singapore went well with the exception that the pilots received a drenching due to a few rain events. DC3 cockpits always leak and I did



Arrival at Mandalay

not have a raincoat to put on backwards as we used to do in New Guinea.

The Republic of Singapore Aero Club was most kind and helpful during our 5 day stay to "tidy up" some aircraft issues. They organized a maintenance facility, Jet Aviation, which was also an FBO, accommodation, transport and meals for us and we are indebted to them and in particular to the manager Lee Buck Choon.

As there were military exercises on the Malay peninsula, our departure had to be early enough to clear Malaysian airspace by 0900 (L) so takeoff around first light was



Kunming...Monument to the "Hump Operations" Larry Jobe, Me, Barry Arlow, Tom Claytor, Bob Small

desirable. Interestingly, Singapore VFR is allowed only between sunrise and sunset unlike Australian rules allowing flight between the beginning and end of Civil Twilight.

The overnight stop at U-Tapao south of Bangkok was interesting with hotel accommodation at 15 USD/night. It was very clean though and very basic however there was a good Pub next door run by an ex-pat British person.

The flight from U-Tapao was continued in the haze that had persisted since Darwin with ATC issuing vectors until well north of Bangkok then direct to Chang Mai for fuel and customs clearance.

After Chang Mai the build-ups increased and we were dodging large cumulus most of the way until the flat area surrounding Mandalay (Myanmar, previously Burma) where the view on approach was dotted with picturesque temples and agricultural

country. Tom had organized for us to address some local aviation people at the Jefferson Centre that evening.

One of the attractions for me was the chance to "fly the Hump" across the Himalayan mountains, re-enacting the wartime operation that had been the only lifeline that China had after the Japanese had closed all supply routes. The route Mandalay to Kunming was chosen to achieve this aim. This route is over the lower part of the Himalayan range but still required a cruise level of 15,000 ft.

It was disappointing to find that most of the crossing was covered by cloud but we did get glimpses of high valleys, towns and the occasional city.

80% of the Hump pilot's cargo was destined for Kunming.

12 miles from Kunming Bob noticed a vibration in the right hand engine with Barry bursting into the cockpit again shouting "shut it down". #1 cylinderhead had detached itself creating an oil leak and vibration. Another feathering and radar vectors to final at the new Kunming airport.

For whatever reason the CAAC officials were not impressed with this turn of events and after the welcoming ceremony the Operations and Engineering Inspectors descended upon us which resulted in a 4 hour interrogation of the crew.

My theory is that they were upset that we disrupted operations at this busy new airport. They were quite rude but it did not help that ATC had miss-read our call "engine failure" as "engine fire" and so the entire emergency system was activated for our arrival.

The aircraft had been delivered to China and the "Hump" had been flown, so our view was that they should take it the remaining distance by road, however we were told it was 2,000 km. and many tunnels to go through. Really is only about 1,100 km.

Right or wrong it had to fly in to Guilin, not



In the Hangar – Surabaya

C47 FLIES THE "HUMP" ONE LAST TIME...CONT'D

by *Alan Searle*



Preparing to Tow at Surabaya

was clear at Kunming and as the airport is at 7,000 ft. AMSL, I restricted the MTOW by about 1.5 tons for performance purposes and departed on the last leg. (tools, suitcases and other equipment went by road)

Just over half way into the flight the weather deteriorated somewhat with large CU but a visual approach was achieved

Tigers is well known and remembered in China. It is kept alive by Memorials, Museums, restaurants and bars and the publicity that the media gave the project through the press and TV ensured that wherever we went, there was someone that wanted to shake our hand and say thank you for the effort. After all, the Hump flights were China's only link to the outside world and the only supply line for the 4 years between January 1942 and the end of 1945.

It is likely that this flight will be the last one over the Hump by a C47. ✈

on a truck.

The FTHO was now out of funds and so the LI County Government paid for all expenses for a new (zero time) engine to be purchased and sent from the USA to Kunming.

Another engine for Barry and Mick to change, but this time 3 Chinese mechanics were allocated and the work done in the China Eastern hangar. This was not without more red tape frustrations but I will not go into those now.

The weather was always a concern, however on the day of departure the weather

avoiding an unwanted diversion to Nanning.

One of the pressures on the flight was that the aircraft's maintenance release was due to expire on the 24th. November and we were relieved to be able to complete the journey on the 19th.

The story of Flying the Hump and the Flying



This fell out of the engine - Surabaya



Why you do not fly into cloud on VFR flights in Indonesia

JUNIOR VP REPORT



As Junior Vice President of the Cessna 200 Series Association, I will be writing a snippet of the flying activities I took part in whether it was just in GA flying or in my Australian Air Force Cadets in 2016.

Last year I joined 227 squadron Australian Air Force Cadets (AAFC). This meant I would train every Wednesday night 5 to 9pm. Training night included drill, theory and dinner. 2-3 times per year we will go out to Belmont for activities like Bivouacs where we sleep in tents, make fires and learn how to use compasses and how to hide with our

was clear.

The day after that flight, the cadets who got accepted to go to RAAF Base Amberley (I was one) took a train ride to Brisbane, but at Gympie everyone on the train had to transfer onto a bus to Brisbane, which wasn't the best.

The first few days at Amberley was just activities around where we were staying in the base. The next day we were meant to go for a fly in a KC-30A but something happened to it, so we pretended that we were flying with the APU on and the new flight attendants practised on us! The food was amazing!

Also, every day RAAF F-18s were practising Air show manoeuvres for Townsville's show and Brisbane's show. And the amazing thing was that every single day they practised lower and lower.

When we looked at the firefighting truck airside, they started their practise. It was possibly the best air show I have ever seen!



They hurt your ears so much if you don't cover them when they fly over at around 100ft!!!!The 2nd last day everyone got to go for a fly in a Tomahawk of a Cessna 172.

As I will be able to get my student licence next year it would be cool f I could buy an Ultralight or microlight... SOO if anyone has one... ✈



camo uniforms.

Flying activities that our squadron held was going to Gladstone for a ride in a C-130J model Hercules. RAAF brought up 2 of these Aircraft for us only. Everyone had to drive but when you have your own Cessna 210, Dad and I flew down.

We took off at YGLA in the C130J and climbed up to 300ft and once established, the pilot lowered the cargo door then put rope blocking off the danger, therefore we could stand up and watch the Keppel Islands from 300ft and doing around 160kts. Also, we also got to go up to the cockpit! When I was up there I saw Whales and lucky for us the water



WOLLONGONG FLY-IN PHOTOS



Aircraft Performance on Extremely Hot Days

As I write this article, Australia is suffering its highest summer temperatures in decades with relentless heat waves sweeping the nation. By the time you read this, the cooler weather will be with us and we are all looking forward to that.

This article will examine briefly some of the aircraft performance issues faced in the hot weather. I have purposely neglected to discuss weather-related issues in this article that are a part of summer flying such as turbulence, thunderstorms and severe winds, and of course thick haze caused by bush fires. They are all subjects for another time.

Your aircraft performance (per the charts in the Pilot Operating Handbook) is based on factory flight tests with a new aircraft, new engine and new propeller. The performance is based on 'standard day' or ISA conditions. It is a relatively arbitrary set of conditions being 15° at sea level with 1013 hectopascals reading on the barometer. Performance charts usually show performance at 20° less than ISA, at ISA, and at 20° more than ISA.

I recently had to fly on a less than desirable day from Bankstown to Roma, and it was very much an eye opener for me. The temperature at Bankstown was 42° for our departure. The aircraft was at maximum gross weight with full fuel.

I calculated the density altitude at Bankstown (actual 32' ASL) to be 3,500'.

This meant that the performance of the aircraft would be similar to the aircraft being operated at 3,500 feet above sea level rather than the actual 32' above sea level of Bankstown airport. I checked my performance charts. I was horrified to see the length of runway required for take-off and the expected climb rate of a mere 400' per minute after take off at maximum continuous engine power.

During the taxi, the engine oil temperature was already indicating in the yellow arc. As we lined up on Runway 29 Centre at Bankstown, cleared for Bankstown 6 Departure, there was some trepidation as Ceri (who was flying) opened the throttle to full power and the big Cessna P210N started to move and gain speed. Getting to 70 knots (the rotate and hold attitude speed) seemed to take forever. Finally the aircraft flew away.

Turbulence in the Sydney Basin was severe with a combination of heat thermals and strong winds rolling over the Blue Mountains. We struggled over the mountains at 400' per minute and we were on our way to our flight planned cruise altitude of FL140. There was no fear of icing on this day – with freezing level somewhere around FL180.

The first sign of aircraft heat distress came in the form of intermittent instrument failures. This was especially so with the electronic instruments. The instrument panel was very hot to the touch, which was a concern. And of course the engine oil



temperature was very close to the yellow arc even with the cowl flaps open.

Three hours later, we landed in Roma to a 'cool' 41-degree afternoon.

After having a nice evening with a fellow Cessna 210 owner and his wife, and a good night's sleep, we did it all again in reverse on the way back to Sydney.

The aircraft performance out of Roma at 8:30 am was marginally better as the OAT was only 32°.

Below 9,000' on descent into Bankstown, the turbulence was akin to being in a washing machine. The first landing attempt was abandoned in the flare in favour of a go-around due to severe wind gusts ballooning the aircraft. The Bankstown AWIS advised OAT of 45°. We put VH-CGB in the hangar and went to find a cool place.

I learnt a lot from this flight in extreme conditions, especially how higher-than-ISA conditions dramatically affect aircraft performance. ✈

WOLLONGONG FLY-IN PHOTOS CONT.



FLYING FOOD!



SUNFLOWER COCONUT BALLS – HEALTHY TOO

INGREDIENTS

- 1/4 cup cocoa
- 1/2 cup peanut butter
- 1 tsp vanilla essence
- 1/4 cup bran
- 1/2 cup honey
- 3/4 cup skim milk powder
- 1/2 cup sunflower seeds



METHOD

- STEP 1 - Mix cocoa, honey, peanut butter, skim milk powder and vanilla in a bowl.
- STEP 2 - Add sunflower seeds and bran.
- STEP 3 - Mix with clean hands until well combined.
- STEP 4 - Roll into balls, then roll into coconut.
- STEP 5 - Refrigerate until set.

ZUCCHINI SLICE

INGREDIENTS

- 3 zucchini grated
- 1 carrot grated
- 1 cup SR flour
- 3 bacon rashers diced
- 6 eggs
- 1 1/2 cup cheese grated
- 1 onion large diced
- Pepper and salt to taste



METHOD

- STEP 1 - Add all ingredients to the one bowl and mix well.
- STEP 2 - Pour into a well greased 16 cm x 26 cm lamington tray and bake at 180C for 30 - 40 minutes or until browned.
- STEP 3 - Slice into fingers when cool.
- STEP 4 - Serve hot or cold.

CHICKS CHATTER

- Wollongong you were Wonderful.
- Fabulous Bus Driver who kept us on our toes
- HARS Museum and Luncheon
- GiGi's fab food/ Lagoon Fab Location
- Easy Train Travel (yes train travel) Airport to Wollongong (non flyers McCabe's and Tilley's)
- Great guest speaker - Mike Condon retired Qantas 747 Captain
- Nan Tiem Temple amazing
- Bob the Monk – he knew we wouldn't be able to pronounce his real name!
- Illawarra Fly – breathtaking views
- Committee to investigate membership with AOPA



- Ralph and Patricia not able to join us
- "Boys" doing pretty little Origami lotus flowers
- Suzy T not only losing "Dior Sunglasses" but leaving Medical pills home
- Annie having to purchase another pair of gorgeous pink framed specs as she lost the originals while partying too hard

COCKS CORNER

Amphibian Bucket List Ticked

Recently my mate Rhys Richards invited me to join him for a day's flying in his Lake Renegade at Lake Boondooma NW of Kingaroy QLD. We flew our Cessna 210 DTG from YBCG to Boonah then changed planes for the 1.5 hour flight to meet up with another smaller Lake Buccaneer for lunch then 'play' like ballet dancers on the water. To my surprise Rhys announced on our initial approach 'fly down with me' so like a kid grabbing an ice cream I grabbed the yoke and after 3 approach and landings I pretty much nailed the delicate process which is similar to on land, set up the correct attitude and power then all is good. However once on the 'step' the plane can danced around on the water just like a ski boat. I have been promised more lessons on Lake Leslie near Warwick soon. Neil Shorrock.



Welcome to
New Members

▪ David Crum – Springwood NSW

COMEDY CORNER

'Irish moose hunters'

Two Irishmen flew to Canada on a hunting trip. They chartered a small plane to take them into the Rockies for a week hunting moose.

They managed to bag 6. As they were loading the plane to return, the Pilot said the plane could take only 4 moose.

The two lads objected strongly. "Last year we shot six. The pilot let us take them all and he had the same plane as yours."

Reluctantly, the pilot gave in and all six were loaded. The plane took off. However, while attempting to cross some mountains, even on full power, the little plane couldn't handle the load and went down.

Somehow, surrounded by the moose bodies, only Paddy and Mick survived the crash.

After climbing out of the wreckage, Paddy asked Mick, "Any idea where we are?"

Mick replied, "I think we're pretty close to where we crashed last year."

Paddy walks into a bar in Dublin, orders three pints of Guinness and sits in the back of the room, drinking a sip out of each one in turn. When he finishes them, he comes back to the bar and orders three more. The bartender asks him, "You know, a pint goes flat after I draw it; it would taste better if you bought one at a time." Paddy replies, "Well, you see, I have two brothers. One is in America, the other in Australia, and I'm here in Dublin. When we all left home, we promised that we'd drink this way to remember the days when we drank together." The bartender admits that this is a nice custom, and leaves it. Paddy becomes a regular in the bar, and always drinks the same way: ordering three pints and drinking them in turn. One day, he comes in and orders two pints. All the other regulars notice and fall silent. When he comes back to the bar for the second round, the bartender says, "I don't want to intrude on your grief, but I wanted to offer my condolences on your great loss." Paddy looks confused for a moment, then a light dawns in his eye and he laughs. "Oh, no," he says, "Everyone's fine. I've just quit drinking!"

just bought a slow cooker...



Specialist Aviation Insurance Brokers

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Email: gbingham@bmgaviation.com.au

Website: www.bmgaviation.com.au

BMG AVIATION PTY LTD

PO Box 545

Buddina QLD 4575

Sunshine Coast, Australia

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



Keep in touch with the Website



www.c200series.com.au

Cessna Books available for purchase

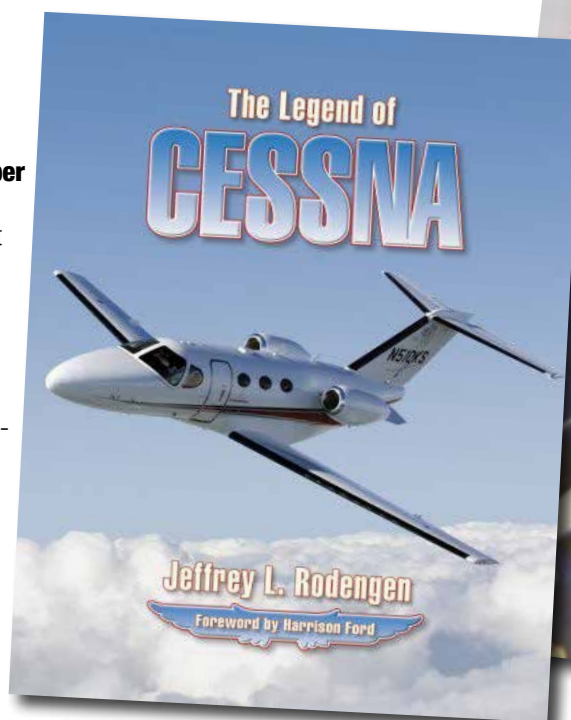
David Crawford has 2 different books available for members as per the photos.

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 Clubs insignia. These generally will be available at our fly-ins or to order contact Neil or Robyn Shorrock shorair@bigpond.com

2016-2017 Committee

President	Ceri Bartlett	0448 448 316	president@c200series.com.au	VH-FMX	P210N
Vice President	John Lillyston	0428 597 461	john@sunrisecarpets.com.au	VH-TFE	210N
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Treasurer	David Crawford	0408 800 778	treasurer@c200series.com.au	VH-OAT	210N
Committee	Ralph Aikin	0438 416 068	aikin_kenny@bigpond.com	VH-TIU	210M
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	Geoff Morris	0408 259 968	geoffm@gmws.com.au	VH-SRM	T210N
	Neil Shorrock	0428 752 055	shorair@bigpond.com	VH-DTG	T210N
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Newsletter - Editor	Suzy Tilley	0419 837 330	successwithsuzy@bigpond.com		
- Printer	John Weston	0414 421 400	johnw@westonprint.com.au		

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

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> , 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 – 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