

The President's Corner

Hello to Cessna 200 Series lovers...

The Albury fly-in was superbly organised by the Taylor's and Landy's and it was a fantastic few days. Thanks to Gillian Taylor for the report which is included in this newsletter. Suffice to say that a good time was had by all.

A week later, Annie and I headed to England, Scotland and Europe for six weeks. We had a fantastic time. I only spotted a couple of GA aircraft in all of our travels through nine countries in Europe, and only one airport that appeared to handle GA aircraft. A similar pattern was evident in England, but more aircraft were observed at small GA aerodromes.

We travelled from Singapore to London in an Airbus A380 – in cattle class. It was my first flight in the beast, and I must say that the experience was very pleasant. The cabin layout, is such that it did not feel like there were 400 bodies squashed into a metal tube. Not long after take-off on the return journey we were alerted to an 'electrical' problem by the Captain telling us that we needed to return to Heathrow, so an hour and a half later we were back on the ground. There was no fuel dumping, and I think that we did a straight-in approach for landing. A very

smooth landing, but heavy breaking after touch-down caused six or eight tyres to blow. Several chaps were escorted from the aircraft in handcuffs, and they would not give us our luggage, so we weren't convinced it was entirely 'electrical' issues. 24 hours later we were on our way again. There were reports on the PPRuNe website but there were issues that could not be fully investigated. However, from our point of view there was no major problem, we were home safely.

Our next fly-in is to Toowoomba at the start of the Internationally Acclaimed 'The Toowoomba Carnival of Flowers' and is all set to go 16th to 18th September. (Toowoomba Carnival of Flowers has been an annual event since 1950 – quite an achievement). Our member on the ground is Andy Murray ably supported by our fly-in co-ordinator Ceri Bartlett. He has put a terrific programme together and it will be a sensational and action-packed weekend. Make sure that you get your registration forms completed and returned to our Secretary, Neil Shorrock, and book your accommodation NOW, if you haven't already, because bookings are at a premium.

Our autumn 2012 destination is not set yet. Your Committee would like suggestions from you! We had initially decided upon Birdsville for our Spring event this year, but accommodation for our estimated numbers was not available at the time we wanted. Destinations will be discussed at our AGM in Toowoomba, but any ideas are welcome at any time. Secretary Neil would love to hear your ideas. Email: secretary@c200series.com.au

Suggestions to date have included Kangaroo Island, Broken Hill, Tasmania, Alice Springs and Hamilton Island. Other possibilities could be to Western Australia, either north or south. This is your club so please have your say. On the other hand, our Spring fly-in for 2012 is to be at Arkaroola, in the Flinders Ranges in South Australia, and the dates for your diary are 13th to 15th October.

You may have been aware that the dates of our Autumn fly-in coincided with the Cessna 182 Association Autumn fly-in. I have been in contact with their President, Andrew Lott, who happens to own my original aircraft, and we have agreed to ensure that this will not happen again.

The 182 Association have their Spring fly-in to the Capricorn Coast, near Yeppoon, a week before our event in Toowoomba, and I am sure that they would welcome any of our members who may wish to join them.

I must also report a very successful social day at my local Naracoorte Aero Club recently. There were about a dozen aircraft of various shapes and sizes on the tarmac, their pilots and passengers enjoying the day. We had aerobatic pilot, Chris Sperou, performing his stunts, several other aircraft doing fly-pasts, including a Siai Marchetti Sri S211 and a YAK 18T. There was a very loud static display of a Rolls Royce Merlin V12 motor and a quieter but still noisy small jet engine. The weather was perfect and a huge bonfire kept the crowd warm while enjoying a camp oven cooked meal in the evening. The day was topped off with a superb fireworks display by C200 member Kelvin Rogers who is a registered pyrotechnician.













Looking forward to seeing you all in Toowoomba.

Happy flying!



DAVID CRAWFORD
President

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Cheers, **NEIL RICHARDSON** – Editor
C200news@njr.com.au



ALBURY FLY-IN REPORT by Gillian Taylor



Passionate flyer and lover of Cessna 206's Susan Ley the Federal Member of Parliament for Farrier welcomed 30 enthusiastic Cessna 200 series club members to Albury in Southern NSW for the C 200 series fly-in during early April.

Susan Shared her experience as a shearers cook, air traffic controller, pilot and now federal political at the Saturday night dinner at Adamshurst. Here words of advice were "always have great respect when flying through cloud." Little did she know that within 24 hours on the third leg of our weekend flying out of Dinner Plain airstrip near Mount Hotham we would have a challenging cloud/fog mass to fly through.

The weekend started on Friday with 13 aeroplanes flying in from Toowoomba, Blackall, Maroochydore, Brisbane, Adelaide, Port Lincoln, Mt Gambier, Warrnambool and Gold Coast. And of course President David Crawford and Annie Haynes from Mt Gambier. Garth and Cheri

took the easy route and arrived for dinner via commercial airlines. The pressures of work.

On the Saturday morning the pilots had an informative presentation from Dean Sgarbossa from the Bureau of Meteorology, who spoke on things like forecasting, technology, cloud types and aviation specific phenomena.

The ladies took a stroll down Dean Street with Liz Landy and Gill Taylor to the botanical gardens and viewing the famous Hume's Tree in memory of Hamilton Hume arrival in Albury in 1824. The girls then had a guided tour around the Albury Art Gallery and coffee to follow.

We re-grouped and boarded a bus to the tourist town of Beechworth to the Beechworth Brewery for lunch. A beautiful day and the north east Victoria autumn conditions were perfect for beer and pizza. After lunch a strole around the town (where lot's of goodies were bought by many) and a bus trip around the former Beechworth Asylum now a campus for Latrobe University.





Back in Albury we had the official dinner with speaker Susan Ley also joined by a few local flyers. Annie's performed her exuberant traditional "point the finger" to raise funds for C200 series. The raffle valued at \$50 a ticket for a holiday at the "Club Coolum Resort" Holiday apartment at Coolum Beach Qld was won by a friend of the Robyn and Neil Shorrock at the Gold Coast. Thanks again to John and Suzy Tilley for your generous donation. Lots of laughs and aeroplane discussion was had during the evening.

David Crawford also welcomed a 3 new pilots and crew attendees to the group and encouraged them to join.

Sunday by 10 am all aircrafts had departed the Albury Airport either heading home or 8 planes continued to Dinner Plain. A challenge for some of the flat country flyers. Dinner plain is at 1520 metres altitude and 20 minute flight from Albury (depending on the horsepower) treated us to a stunning beautiful mornings flight over the Victoria high country.

Once arrived and sorted out issues with the management of the Dinner Plain airstrip we boarded the bus for a tour of Mt Hotham, Dinner

plain and time to relax for the afternoon.

As a major electricity supply disruption to the power in the region created a few complications for the hotelier. But once again we ate, laughed and had good fun company with a group of likeminded people who have a passion for flying.

And the pinnacle of our high country visit was the bonding that climaxed on Sunday night at the Randall's restaurant. I sympathised for all the younger couples looking for a romantic dinner in the high country to have the C200 Series as their neighbouring table. The group definitely bonded by this stage.

Followed by pre and post drinks around the open fire at Randall's we all agreed we had a good weekend thanks to the organisation of David Taylor assisted by Robyn & Neil Shorrock ,Ceri Bartlett, Mark and Liz Landy and Gill Taylor.



**Contact David or Gill Taylor
for information re this press release
on 0428696724 or Gillian@bibbaringa.com**



TOOWOOMBA FLY-IN Fri 16th - Sun 18th Sep 2011

We have an amazing program for this year's autumn fly-in to Toowoomba, QLD...

Why not join us and fellow flying enthusiasts for an exciting weekend in Toowoomba. There will be plenty to do and see as this is also the renowned Carnival of Flowers week/weekend.

On the facing page of this issue is your Registration form to complete and either email (preferred), fax or mail back with PAYMENT details as indicated on the form as soon as possible to secure your attendance. Note no payment no registration and early booking would be appreciated so as to assist organisers. On the reverse of the registration form is an airport map for parking

Of particular importance is that ***you must book your accomodation*** at Burke and Wills prior to 15/8/11 otherwise the limited number of rooms unsold will be released and accommodation will be hard to get as everyone is booked out due to the Carnival of Flowers crowd that weekend. So it is first in best dressed....so book now!

Remember, members can bring non member friends and a non member may attend to look see to joining our C200 series Association. Remember also, this is your (small) Association so we look forward to your support and participation at this event as the Carnival of Flowers is a real World Class event now.

Folks if you have any queries or want to know more, please email or call me. We look forward to seeing you there!

Regards,

Neil Shorrock

Secretary C200 Series Association

E: secretary@c200series.com.au E: shorair@bigpond.com

M: 0428 752 055

Friday 16th September

- 1400 hrs Welcome Registration at Toowoomba Airport YTWB (for bulk transfer)
- Transfers to accommodation Burke & Wills Hotel & Festival Exhibitions & Afternoon tea
- Informal dinner at Burke & Wills Hotel

Saturday 17th September

- Saturday Morning - AGM in the Warrego Room at the Burke & Wills
- Saturday morning - Bus Tour Prize Winning Gardens & Guided City Tour
- Attendance at the Floral Parade in Queens Park and Exhibition of Floats
- Coach transfer and Lunch at Preston Peak Winery, Preston
- Coach transfer to Ergon Energy Food & Wine Festival Queens Park.
- Return to Hotel
- Dinner Transfer to the Middle Ridge Golf Club with guest speaker Mr. Peter Rookas CEO of the Toowoomba Hospital Foundation

Sunday 18th September

- Sunday is an optional – All meals & entry etc at your own cost – Coach travel all inclusive in registration
- Coach trip to Jondaryan Woolshed, Jondaryan.
- Heritage Festival at Jondaryan Woolshed with lunch.
- Coach Travel to Bunya Mountains.
- Afternoon tea at tea rooms and rainforest walk at Bunya Mountains
- Coach Travel back to Burke & Wills Hotel, Toowoomba.
- Dinner Transfer to Picnic Point Restaurant for Dinner.

Toowoomba Contacts

Andy MURRAY 0412 005 007 is our organising member on the ground at Toowoomba Airport with Neil SHORROCK 0428 752055. They (with others) will be around the airport on Friday afternoon to greet you all at 1400hrs. However should you require transport at another time to the hotel it will need to have been pre organised with them. If you have any questions or can't find anyone when you arrive, you can contact them on their mobiles.



Accommodation for the Weekend

We will be staying at Burke & Wills Hotel, 554 Ruthven Street, Toowoomba.

Room Rates:

Standard:

\$189 per room per night inc. breakfast

Twin:

\$209 per room per night inc. breakfast

Spa Suite:

\$239 per room per night inc. breakfast

Accommodation Arrangements:

Are the responsibility of the participants. Please contact Burke & Wills directly to make your reservation. Any of their team can help you with reference to the Cessna 200 Series Association. Phone: 1800 633 679 or 07 4632 2433. Accommodation booking must be made by the 15/8/2011 to secure your room. Rooms under the C200 Series are only held to that date.

Interesting Websites...

Below are some links to the places of interest that we will be visiting...

<http://www.burkeandwillshotel.com.au>

<http://www.weatherzone.com.au/qld/darling-downs/toowoomba-city>

<http://www.toowoombagolfclub.com.au>

<http://www.jondaryanwoolshed.com>

<http://www.bunyamountains.com>

<http://www.picnic-point.com.au>

<http://www.prestonpeak.com>

<http://www.tcof.com.au>

www.toowoombarc.qld.gov.au/events

<http://www.derm.qld.gov.au/parks/bunya-mountains/index.html>

<http://tourism.southburnett.com.au/townbunya.htm>

<http://www.bunyamountains.com>

REGISTRATION FORM

*Book by 15/8/11
at the
Burke & Wills to
secure
your room/s.*

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:	Quality on Olive Hotel booked? <input type="checkbox"/> Other? _____
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Registration numbers (Please indicate the number of people from your party attending each event – even ones that are included in the registration – Thanks!)

are included in the registration - Thanks,			
Activity	No. of people	Price	Total
Registration		\$250 per person	
Friday 'Quilt & Tea'		Included in registration	
Friday night dinner 'Burke & Wills'		Included in registration	
Saturday - AGM at the Burke & Wills'		Included in registration	
Saturday –Garden tour, Parade, Lunch, Festival		Included in registration	
Saturday Evening Dinner		Included in registration	
Sunday – optional and fantastic			
Sunday – Heritage festival Jondaryan Woolshed		Own cost entry \$12.00pp	
Sunday – Lunch Jondaryan		Own cost	
Sunday – Afternoon Tea Bunya Mountains		Own cost	
Sunday – Dinner Picnic Point		Own cost \$66.00pp	
Payment by cheque (Cessna 200 Series Association)		<input type="checkbox"/> or <input type="checkbox"/>	TOTAL
Payment by EFT (BSB 633 000Acc No 135455806)			
Please quote member name on EFT or back of cheque			

(Concession rates available for children – please contact the secretary (0428 752 055))

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 on registration etc:

Refunds can not be guaranteed for late cancellations with less than one weeks notice

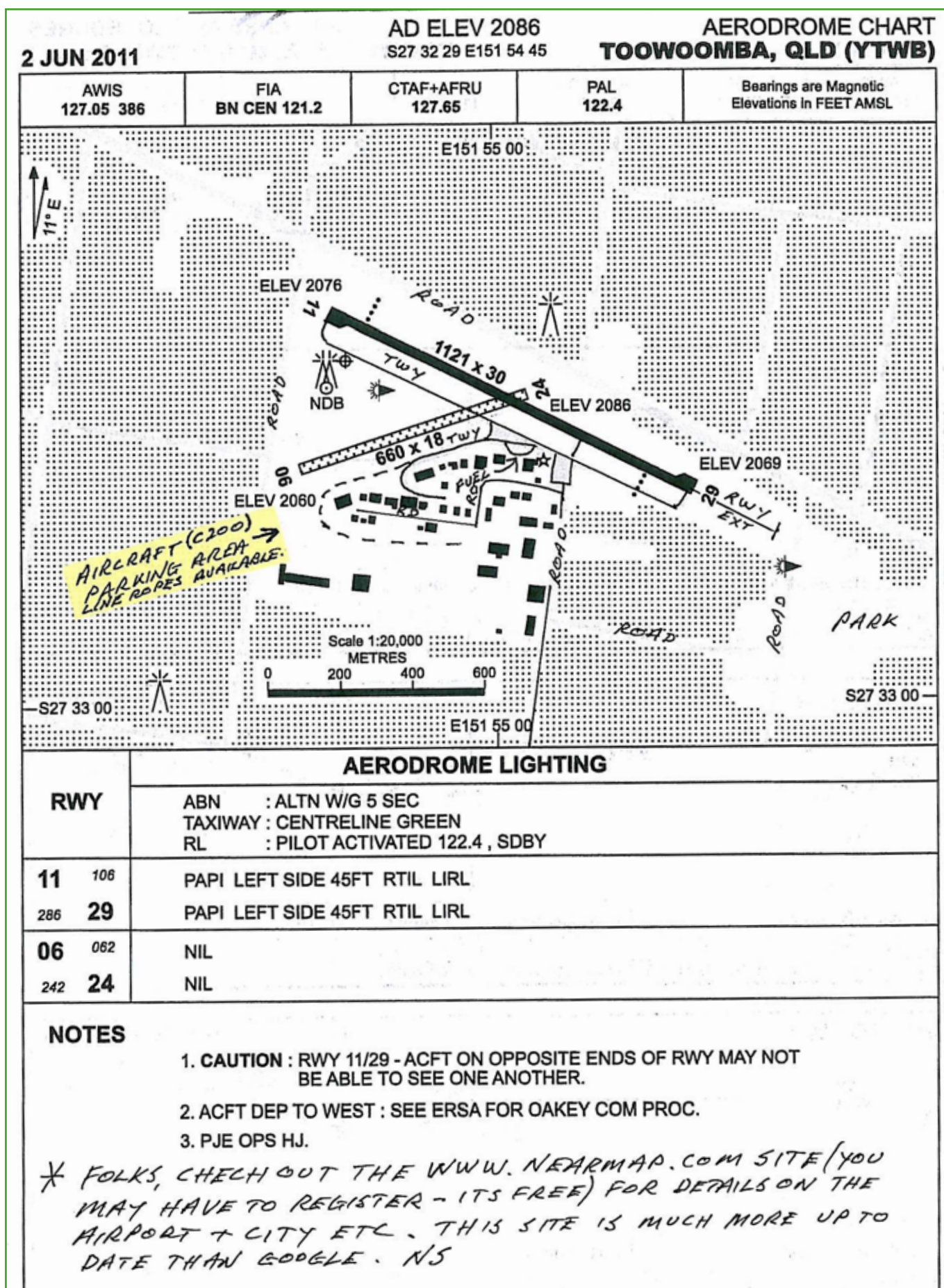
Please send completed forms to

Mail Secretary, Cessna 200 Series Association, 24 Goolabah Drive, Tallebudgera QLD 4228

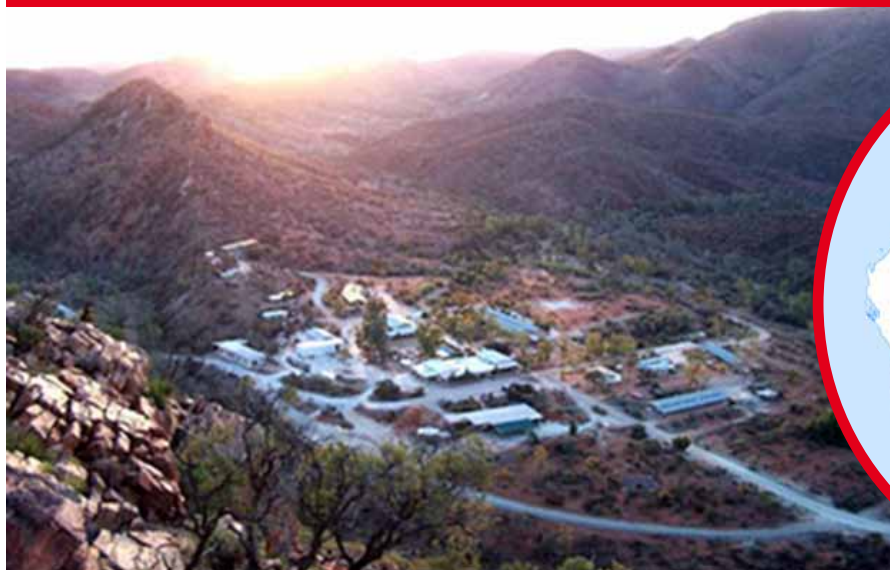
Fax 07 5534 4125

Email secretary@c200series.com.au

TOOWOOMBA AIRPORT MAP



Arkaroola Spring 2012



Pencil in the 13th & 14th October 2012 when we are off to Arkaroola in South Australia. One of the premier fly-in destinations in Australia. www.arkaroola.com.au

A fellow flyer (not Cessna but we won't hold this against him) wrote this for inclusion in our newsletter.

"I stayed there a couple of years ago on a Mooney fly in. Fantastic place to visit. The Host is very knowledgeable regarding the local geology, flora and fauna and also has an

observatory to go to at night and see some amazing celestial formations far from the city lights.

He is talking all the time, whether it be in the observatory or on walks or 4WD drive trips and his knowledge seems universal from the tiniest flower to the muscles of the rock wallabies to uranium mining at the local mines and even running lean of peak of which he is a great believer. He is actually a great teacher and a hell of a nice chap to boot. The rooms are excellent, as is the food and dining/bar areas.

The strip at Arkaroola is a bit rough but few Mooneys landed there and felt it was fine. The rest of us went to Balcanoona (no avgas but Doug may deliver if enough aircraft) which is a bitumen strip and we were collected and driven the 30 mins to Arkaroola. If the Mooney group elected to go there again I would be one of the first to put my hand up again and I am sure you would enjoy it. I might add there are some fantastic sights to be had flying over the desert on the way as well."



Cessna 200 Series Merchandise



There is still available a selection of Caps, Chambray Shirts and Polo's for sale with the Clubs insignia on them. Neil Shorrock sold quite a few items of merchandise over the Albury fly in weekend with some sizes and items getting low in stock. Therefore it would pay to get in now and get your order in before stocks are depleted or sold out at YTWB.

Caps \$15.00 **Polo** \$30.00 **Shirts** \$40.00 + postage & handling est. \$10.00.

Size range currently available....

Chambray Shirts Men Long Sleeve 2 x large, 2 x XL
 Men Short Sleeve 3 x Large, 2 x XL
 Women Short sleeve 2 x 16, 1 x 18
 Polo Black Men 1 x L, Women 2 x 14, 1 x 16
 White Women 1 x 12, 2 x 14, 1 x 16
 Pale Blue Men 1 x 2XL, Women 2 x 16

Email Neil or Robyn Shorrock - shorair@bigpond.com



TECH TIP: Engine Health

Working on engines installed in aircraft for most of my life, and now being the owner of a Piston Engine Overhaul shop, the discussion of engines and engine problems is often a controversial one. There is always discussion about how to operate the engine properly: baby it or work it hard; rich of peak or lean of peak; change the oil often or not; overhaul at TBO or run 'on condition'...

All of these are interesting points but I find the most interesting subject often not on the agenda and that is the subject of determining an engine's health. If fact, how do we determine an engine's health? We certainly have to consider this most carefully because most of the items I've mentioned above depend on a healthy engine.

Mike Busch, one of the engine 'gurus' from the US, and father of the 'Savvy Aviator' seminars/webinars, wrote a series of articles entitled: The Six Tools that Tell Engine Health. Over the next few newsletters, I will discuss each of these tools to give you a better understanding of how to determine your engine's health.

Tool 1: Oil Consumption

As the parts of the engine that have metal-to-metal contact with each other, either all the time, or part of the time, wear clearances become greater. This allows more room for oil to go by valve guides, piston rings, bearings etc. As this occurs, there is more opportunity for oil to make its way past the various sealing devices and either be consumed in the combustion process, or make its way out of the crankcase breather.

An engine will use some oil, but how much depends on the model engine, its condition, and the use it is subjected to. As a general rule, aircraft used for training will use more oil than the same aircraft used for pleasure flight. This is due to the unusual attitudes and the on/off power applications associated with training. Those engines with a lot of hours will generally

use more oil than low time engines. The type of oil, frequency of use and change can all have a bearing on oil consumption.

While it is difficult to say exactly what the proper oil consumption for an aircraft engine should be, it is generally accepted that Lycoming engines will have oil consumption better than 1 litre every 6 hours of operation, whereas Continental engines will generally use more oil than this – approximately 1 litre every 4-5 hours of operation. That is with the exception of Continental engines that use steel-belted pistons, in which case oil consumption can be as little as 1 litre in every 15 hours of operation. The steel-belted piston is one that has an insert cast in the aluminium piston to hold one of the piston rings. Continental introduced this change in the early 1980s on the 520 series engine and has been slowly introducing it throughout all the Continental models. This change, coupled with the centre-slotted oil control ring, has dramatically decreased oil consumption in Continental engines.

As an aside, even though steel-belted pistons do reduce oil consumption, many owners are not happy for these pistons to be used in their engines because other cylinder problems have become evident when using this type of piston. Most notably, cracks in the barrels.

Continental engines also use an excessive amount of oil when their crankcases are kept full to the brim. Most owners will have personal experience in the effect of over-filling the sump. Usually the engine will deposit a good litre of oil on the belly if the oil level is not kept at least one litre lower than the maximum capacity on the dipstick. The offending oil is discharged out the crankcase breather. This oily film, mixed with some good Australian bull-dust turns the belly into a cleaner's nightmare.

If your dipstick, say on a Cessna 210 reads a maximum of 10 quarts, then a good rule of

thumb will be to have your oil level at 8 quarts when the engine oil is cold, which will be actually 9 quarts when the engine has heated up through engine operation.

Oil consumption is valuable as a tool in telling an engine's health in two ways.

The first is when the oil consumption becomes obviously excessive. It would be obvious if an engine in one of our Cessna's used a litre of oil every hour – this engine is not in good health. The grey area comes when the engine is using a quart in every 3-4 hours. At this level, is it time to tear the engine apart? Or can it run on? Unfortunately we need to refer to our other tools to make this decision.

Secondly, what should ring warning bells to us pilots and owners is when oil consumption changes. If your aircraft has been using a litre of oil in every 10 hours, and suddenly is using a litre every 5 hours, the reason needs to be determined. It may be something simple, such as the aircraft being used recently for training or touch-and-gos, and when the aircraft returns to its normal use, the oil consumption also returns to normal. It may also be that another pilot is now flying the aircraft and is overfilling the sump before each flight. These are simple things to deal with. However if the cause of the increased oil consumption is not readily apparent, then it is time to do some serious investigation including using the other tools that are available.

Please recall your oil up-lifts on the maintenance release to make your LAME's job easier when considering actual oil consumption.

Next time we'll be talking about Tool 2: The Oil Filter Inspection.

Garth Bartlett
LAME, Pilot and Cessna Owner



Acknowledgement: Thank you to Mike Busch for his contribution to this article.

Welcome to New Members

Andrew Laycock- Khancoban NSW
Adrian Fitzgerald- Magill SA
Steve Baxter - Birkdale QLD
Peter Clisdell - Sylvania NSW
Kelvin Rodgers - Hamilton VIC
Jock MacLachlan - Adelaide SA
Richard Treloar - Cockburn SA

and Welcome back...

Geoff Morris- Mt Gambier SA
Malcolm Anderson - Mickleham VIC

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

My Aircraft – VH-CSD By Neil Richardson



My Cessna story started in early 2004 when I bought my first aircraft, a Cessna 172XP. I owned it for almost 4 years and despite it sounding nice, well it just wasn't quick enough (OK by now you can all relate???)

CSD was bought from Melbourne in August 2007 from an elderly Doctor who had owned it since the very early 1980s and it had been maintained by his same LAME since that time. Original is what I wanted and original is what I got.

The only addition to the aircraft over the years was a KLN-90B GPS so the plane was pretty basically equipped but had low hours and no damage history. The perfect base for which to waste perfectly good money on.

The original avionics had been well

maintained but once I moved the aircraft to Rockhampton, such support was not so easy so a full upgrade was in order.

Life sure changed for us then. The aircraft needed avionics which needed a hangar which needed a runway which needed a property so we moved house to a farm on the outskirts of Rockhampton to achieve all this but of course then ran out of money for the avionics.

However after some shuffling, the avionics were completed a few months ago and CSD has been brought up to modern standards and is now a very capable and safe IFR aircraft.

The entire panel was replaced and the only 2 things which got a place back in the panel were the ASI and Altimeter. The rest was new including Garmin G500 and Stec 55x Autopilot

and Auracle. Glass all the way!!

I have not flown with this new panel as much as I would have liked. Refer back to owning a farm but hopefully once I get the airstrip sorted and have the plane in the backyard, all will change.

The 210 is certainly an extremely capable aircraft and fits my requirements perfectly. I don't think anything comes close in terms of practicality, speed and useful load. Cessna sure got it right when they included something many other manufacturers didn't grasp – A door for the pilot.

Cheers, Neil Richardson



GROUP INSURANCE

Insurance Offer Benefit from a Group Scheme

Remember that the Cessna 200 Series Association Insurance Scheme is up and running.

Please try and support the insurance scheme if possible as the more we have under the scheme, the larger the benefits and savings for all participating members.

Members can access quotations by contacting Ralph Aikin at BMG Aviation Pty Ltd. Ralph will be the sole broker for the scheme and QBE Aviation have agreed to continue to support the scheme.



Specialist Aviation Insurance Brokers

We have moved

Please could you amend your records to the following:

Ph: 07 5438 3838

Fax: 07 5438 0001

Street Address: Level 1, 20 Innovation Parkway, Birtinya, Q, 4575

Postal Address: PO Box 545, Buddina Qld 4575

www.bmgaviation.com.au

CLUB COOLUM RESORT RAFFLE

To all those that volunteered to sell tickets with just over 70 being sold A BIG THANK YOU! An interesting challenge it turned out to be although not fully subscribed the result for the club was very pleasing.

The Winning ticket # 34 was sold by Neil SHORROCK (who actually sold 30 tickets) to a Gold Coast accountant Colin Woodward of Elanora, who was delighted and looking forward to the week up at 'Club Coolum Resort'.

Once again many thanks to John and Suzi TILLEY for their very generous donation.

Cessna 200 Series Website Updated



We have a new page on the website for members photos.

Send some photos to webmaster@c200series.com.au or post a blog!



Committee Contacts

President	David Crawford	0408 800 778	president@c200series.com.au
Vice President	Ralph Aikin	0438 416 068	aikin_kenney@bigpond.com
Secretary	Neil Shorrock	0428 752 055	secretary@c200series.com.au
Treasurer	Robyn Shorrock	0428 752 055	shorair@bigpond.com
Member	Suzy Tilley	0433 258 303	successwithsuzy@bigpond.com
Member	Dave Taylor	0409 546 145	fourcornersdavid@bigpond.com
Member	Ceri Bartlett	0448 448 316	ceri.bartlett@me.com
Member	Neil Richardson	0418 184 701	neil@njr.com.au
Member	Garth Bartlett	0428 103 023	garth@bilyaragroup.com.au
Member	Jeff Holmes	0408 702 991	jeffreyr@bigpond.net.au
Newsletter Editor	Neil Richardson	0418 184 701	c200news@njr.com.au
Newsletter Printer	John Weston	0414 421 400	johnw@westonprint.com.au
Fly-In Coordinator	Ceri Bartlett	0448 448 316	ceri.bartlett@me.com
Webmaster	Annie Haynes	0418 853 635	webmaster@c200series.com.au

Membership Application Form

On behalf of the committee of the Cessna 200 Series Association Incorporated, I extend an invitation to you to join this exciting new Association.

The purpose of the formation of the C200 Series Association is for likeminded aviation enthusiasts to meet several times a

year in different locations within Australia to promote and enjoy safe flying and to further their technical knowledge in an enthusiastic atmosphere.

The committee anticipates 2 fly-ins per year to a chosen destination within Australia plus 2 extra committee meetings to be held at a destination agreed by those on the committee.

Membership has been set for the first year @ \$100.00 per member and is open

to anyone with an interest in things aviation and particularly if they are an owner and or operator of a Cessna 200 series.

Please find attached the Application for Membership New & Renewal forms.

We look forward to meeting you soon and to many happy fly-ins.

Cheers,
Secretary C200 Series Association



Application for Membership

Name:	
Address: (For Mailing)	
Home Phone No:	()
Business Phone No:	()
Mobile No:	
Fax No	()
Email Address:	
Aircraft Call Sign:	
Aircraft Type: Model, mods, etc)	
Signature:	

Initial Subscription: **\$100.00**

Cheque ☐ (Payable to C200 Series Association)

Cash ☐ Direct Deposit ☐

BSB 633 000 A/C 135455806
Name OR call sign as description

Completed forms should be mailed to: **24 Goolabah Dr., Tallebudgera 4228**

Emailed to: shorair@bigpond.com or secretary@c200series.com.au

ADMIN ONLY:

Date received		Receipt No:		Member No:	
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Membership Renewal \$100 DUE NOW

Name:	
Address: (For Mailing)	<i>(If details same as last year please tick, note changes below if any)</i>
Home Phone No:	()
Business Phone No:	()
Mobile No:	
Fax No	()
Email Address:	
Aircraft Call Sign:	
Aircraft Type: Model, mods, etc)	
Signature:	

Initial Subscription: **\$100.00**

Cheque ☐ (Payable to C200 Series Association)

Cash ☐ Direct Deposit ☐

BSB 633 000 A/C 135455806
Name OR call sign as description

Completed forms should be mailed to: **24 Goolabah Dr., Tallebudgera 4228**

Emailed to: shorair@bigpond.com or secretary@c200series.com.au

ADMIN ONLY:

Date received		Receipt No:		Member No:	
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