

The President's Corner

Welcome to my first edition of the Newsletter reporting to you as the recently elected President of your Association.

I have been a member since inauguration and now follow in the shoes of Garth Bartlett and David Crawford our past Presidents, both experienced aviators in different ways that have steered the Association to be where it is today some 6 years later to a healthy financial and strong position to grow.

As for myself, I have (and wife Robyn of course) been aviators for 24 years and now onto our 3rd aircraft, a T210N VH- DTG that was purchased in December 2013. We recently sold our long held Real Estate business of 35 years to now allocate time for us, family and now the C200 Series Association. I hope to be proactive and serve you all well.

Unfortunately due to business sale and commitments I was unable to attend the Central Australian fly in, September last year. I believe numbers were down a bit for this event but a good safe time was had by all. Please refer to an article in this Newsletter written by Judy James of whom we thank for her input.

Moving forward, Ken Parker and Annie Haynes have put a fantastic sightseeing weekend fly in together at Warrnambool (YWBL) on the 4th – 6th April. Remember this is your friendly Association and you need to support it by attending the twice a year fly ins and having constructive input at the informal

meetings we have. Remember, more input = sharing of ideas = stronger association = more fun.

We recently sent email invitations out for the YWBL fly in that many people have already committed to so, it's not too late to complete the Registration form herein NOW and send it off. Go on, show your support to Annie & Ken for the great work they have done. On arrival at YWBL you will be given a more extensive action packed itinerary with plenty of time to socialise and interact.

At YWBL we will have a meeting to discuss the next couple of fly in venues so planning can take place. It is always an advantage to have an Association member (or connection) on the ground at our elected destination.

Chuck McGill book 'Flying the Cessna 210 – The secrets unlocked'. I have just read and re read this great book (because now time allows) and bought a second copy to give to a couple of other pilots that use our plane. I have even written a 5 page condensed extract B5 size to carry in my pilot bag. David Crawford still has copies at cost so email him now at treasurer@c200series.com.au for your copy; you will not regret the small investment.

Membership. We had a high number of renewing members again for our subscription year which is good but we constantly need to be on the lookout encouraging NEW members to keep the club vibrant and financially viable.

We have several repeat position members that will need replacing with fresh team members in the not too distant future.

This is not to say your current key people are not doing their job, it's just they cannot keep doing it forever so we need to start cultivating new team players NOW if the Association is to survive long term.

Have you flown to some amazing location or found a secret hideaway with an airstrip..... of course you have. Why not let us all know with a written article and some photos for future Newsletters or website. Not a scribe..... a daily itinerary with photos and descriptions also works well and of course details of that all important location.

Well folks, that's about it from me now so I look forward to seeing many of you at YWBL in April.

Enjoy many great things & safe flying.







NEIL SHORROCK
President



Inside Today

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-  **Chicks Chatter**
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-  **Merchandise**
-  **Technical Talk**

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

Alice Springs Fly-in Report pages 2-4



CENTRAL AUSTRALIA FLY-IN

It was with much pleasure that we accepted the kind invitation of President David to attend the C200 club fly-in to the Red Centre even though we had driven through it only a month ago!

Pilot Ian had 'dropped' in by the Rock on a number of occasions last century but off-sider Judy had never been there & was keen to see why people came from all over the world to see this big red monolith.

Mr Meticulous (Pilot Ian) had Betty Baron (a bit of an outsider in a sea of Cessnas) ready to go on her first major excursion since her engine transplant late last year so there was almost an air of adventure in the household with the planning of the best route to take, where to refuel and of course studying the weather etc. etc. etc.

We set forth from Cooranga (SE Sth. Aust.) at what seemed like the crack of dawn on Thursday morning heading to Coober Pedy into a strong head wind so we could only make about 165 Knots. It was quite exciting when we heard OAT & ETP were also around the place and there was a mini catch up at Coober Pedy where refuelling of planes and pilots occurred. It was a shorter hop to Connellan Airport at Yulara where the seven planes arrived around 2.30pm to be transferred to the Desert Gardens Hotel. Once we'd settled into very comfortable rooms and had a 'nice cup of tea' we were ready for something a little stronger and a fun night out.

Catching up and drinking champagne with new and old (familiar) faces in the beautiful red desert at sunset with the Rock, the Olgas and a full moon was stunning. After sunset our delightful young guides transferred us to



our BBQ evening meal and then back to our Hotel so that we could be packed ready to check out in time for our Sunrise tour.

Everyone did very well to be ready pre-dawn and team captain Annie ably assisted by David, did a brilliant job of organising the touring doing the first of many counts to ensure that no one was left behind. We had a wonderful viewing of sunrise on the Rock – along with what seemed like millions of other international tourists - following up with brekkie and a very informative tour in and around the Rock. Once again our lovely guides shepherded us around and informed us of indigenous culture, the dreaming stories, the geology of the area and also the flora and fauna. My high school knowledge was rekindled and expanded.

Friday morning saw us leave Yulara and fly almost in convoy to Alice Springs where we assembled at the GA area. A wise decision was taken for the boys to go to see a 210 which had done 28,000 hours!

Suzie was a happy girl as John had finally been able to catch up with Team 210 – only a day late!

After drinks and nibbles in Annie & David's room, a "relaxed" but successful AGM was conducted and a weary but happy troop set off for dinner in town and a Sounds of Starlight performance. Dinner was great and fortunately the entertainment was postponed to Saturday evening as we were all a bit tired. We all rolled into bed feeling the effects of a few early mornings and hoping for a good rest as another early was coming up.

Saturday was a very full day as we rattled our way out to beautiful Palm Valley in the Finkle Gorge National Park. The magnificent





red rocks, fat taddies in the water holes, prehistoric cycads & a one hour walk in 37 degree heat filled in a great day. I was the only one lucky enough to have the equivalent of a roller-coaster ride in the back of the bus as it travelled on the very rough track. Oh what a ride!! A visit to Hermannsburg for a late lunch and then a visit Albert Namatjira's recently renovated two roomed home finished this part of the day. Hot weary tourists were delivered home to recuperate by the pool. Fantastic.

The Sounds of Starlight performance was an excellent finish to a day full of fun. The skill of the performer on his many and varied didgeridoos was amazing.

Sunday found the group unfortunately diminished by four people as Parkers & Searles had to leave. The rest of the team enjoyed the Desert Park and we continue to wonder how those birds were trained – a fascinating look at these beautiful creatures up close.

In the afternoon most of the girls took time out by the pool and the boys and one girl (well done Trish) went to the old Connellan Airport with some continuing on to the excellent Road Transport Museum.

Feeling suitably refreshed all but a couple trekked to the golf club for dinner and drinks – 900m on the iPhone map. Fortunately the drain we had to negotiate was dry and

the return journey was OK because of our chivalrous escorts guiding us with the light of the iPhones. Thanks to the golf club for opening up for our group on a Sunday night.

An early transfer to the airport on Sunday morning for all but our exhausted team leaders (Annie & David) who had done such a wonderful job organising and then shepherding us to all of our excursions, saw us all airborne by approximately 9am. With very good tail winds Betty Baron whizzed us home in less than four and a half hours travelling faster than she has ever been before! Was it the engine transplant or was she unhappy out there in the heat of the Centre?

We expect that everyone had the same happy adventure and many thanks for including us in your lovely friendly group.

We look forward to joining you as members of the C200 club in Warrnambool.



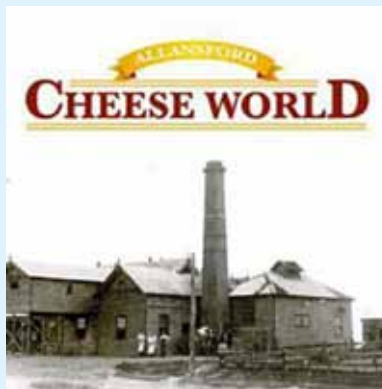
WARNAMBOOL FLY-IN

Some “Did you Know?” Warnambool Facts - Courtesy of Wikipedia!!

- Warrnambool is a regional centre and former port city on the south-western coast of Victoria, Australia. The City of Warrnambool local government area has a population of 33,922
- The word Warrnambool originates from the local Indigenous Australians name for a nearby volcanic cone. It is interpreted to mean many things including land between two rivers, two swamps or ample water
- During the Victorian Gold Rush, Warrnambool became an important port and grew quickly in the 1850s, benefiting from the private ownership of nearby Port Fairy.

Friday 4th April, 2014

- Preferred arrival at YWBL 1400 – 1500
- Transfer to Olde Maritime Motor Inn and welcome drinks
- Tour of Flagstaff Hill Dinner
- Shipwreck Sound and Light Show



Saturday 5th April, 2014

- Breakfast
- Tour to Twelve Apostles – or those still standing Helicopter flights if pre booked - \$90pp – not included in Registration.
- Lunch
- Tour of Cheese World
- Meeting – to confirm future Fly In destinations.
- Dinner – please advise if you don't/can't eat crayfish.

Sunday 6th April, 2014

- Breakfast
- Guided tour of Warrnambool City and on to Port Fairy
- Lunch
- Airport transfer



APRIL 4-6, 2014

Accommodation

We have reserved rooms at YWBL
– Olde Maritime Motor Inn
PH 03 5561 1415

Accommodation should be booked as soon as possible – please do it today! Quote booking for Cessna 200 Series Association and Ken Parker Rooms are very reasonable from \$130 - \$170 and include breakfast. Rooms being held until 28th February 2014

YWBL

Elevation 242'

Runways

- 13/31 – sealed
- 04/22 – unrated grassed black clay

YWBL is a security controlled airport Consult ERSA for full details and consult appropriate Airservices Australia documentation for current information

SOME WEBSITES FOR MORE INFORMATION



<http://visitwarrnambool.com.au/>
www.warrnambool.vic.gov.au/
www.oldemaritime.com.au/
www.flagstaffhill.com/
<http://visit12apostles.com.au/>
www.cheeseworld.com.au/
www.portfairly.com.au/



WARNAMBOOL FLY-IN

APRIL 4-6, 2014

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:	Olde Maritime Motor Inn Booked <input type="checkbox"/> Other? _____
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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		\$300 pp	
Friday Dinner		Included in Registration	
Friday Sound and Light Show		Included in Registration	
Saturday Lunch & Touring		Included in Registration	
Saturday Dinner		Included in Registration	
Sunday Lunch & Touring		Included in Registration	

Payment by cheque (Cessna 200 Series Association) <input type="checkbox"/> or Payment by EFT (BSB 633 000Acc No 135455806) <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 can not 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

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!

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



Potential 210 Syndicate

One of our members, Geoff Zuber is considering a syndicate for the purchase of a 210.

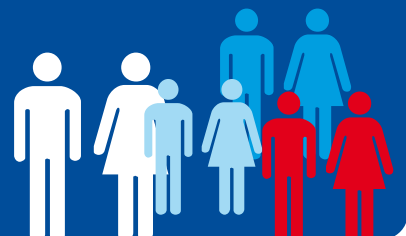
For anyone who may be interested in such a proposal, please contact Geoff by email to geoff.zuber@icloud.com



Welcome to New Members

We have a big list of new members since the last newsletter issue:

- Lex & Liz Garriock
- Brian Hore (NZ)
- Tony Human
- Ian & Judy James
- Joe Verco
- Geoff & Karen Zuber



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DON'T MISS OUT • BOOK YOUR PLACE NOW

Brian Hore's New Zealand to Australia Trip



Twelve years ago AOPA NZ organised a flying safari around the northern and central part of Australia. There were approximately 25 aircraft on the trip including some Australians. Some NZer's hired aircraft in Australia and the rest of us flew our own aircraft from NZ..

For that trip I had a Cessna 206G fitted with HF radio and a ferry tank which was used when it was originally flown out from USA. This gave us very good range and communication. When we were ready to leave, the weather over the North Island was bad with an anti cyclone approaching from the west. Having good range allowed us to fly direct to Norfolk Island. Our track took us well to the west of the North Island. We overnighted at Norfolk. Next morning on to Lord Howe Island, cleared customs into OZ, then flew the shortest leg onto Archerfield. The return trip coming home was the same plan in reverse until Norfolk. The weather in the North Island was bad along with the top of the South Island. However there were strong tailwinds out to the west of NZ with good visibility forecast so we headed off to the west coast of the South Island, crossed over the southern alps to Timaru, cleared customs and refuelled and headed to near Wanaka where I live. Navigation for the whole trip was made easy with a hand held GPS.

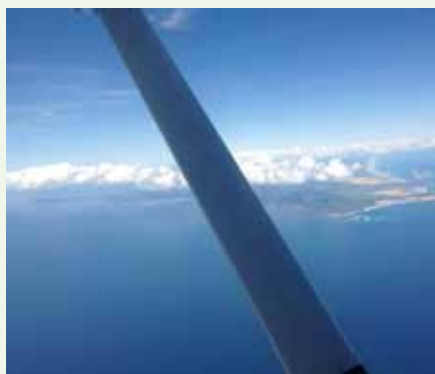
Now to the recent trip. This time in a Turbo 206H which I bought new from the factory five years ago. Brent Ferguson, a flying friend of mine who has a Piper Malibu and lives in Nelson, accompanied me on that trip. We did a three day course on the new G1000 at Cessna and then flew to Las Vegas to be ready for ferry to NZ which was done by Rob Leach from Auckland.

I decided not to use a ferry tank this time and start off from Kerikeri near the top of the North Island. Both legs from Kerikeri to Norfolk to Lord Howe Island are 485 miles. At 60% power I had a range of 600nm plus a 45minute reserve. The fuel rings on the G1000 accurately took care of the fuel calculations. I had an exemption to not have an HF radio, but a satphone instead. The aircraft is fitted with a satellite tracking device which sends a signal back to my home base giving the aircraft position every 3 minutes. It is called Tracplus, a widely used NZ product. The other requirements are life jackets, which we always wear over water, and of course a liferaft. I decided to go a few

days earlier than planned because there was a huge anticyclone moving onto the Tasman with a southerly airstream over NZ.

So day one we headed off to Wanaka then on to Nelson, picked up Brent and on to Kerikeri. Up early next morning to meet the customs man at the airport. Taxi arrived 30 minutes late which didn't help at all. We wanted to get away early to help if we had any problems. Customs only took a few minutes, weather on lpad looked great, in fact little or no cloud at all. So put in a flight plan with Auckland oceanic, gave them a test call on the satphone. Another pre-flight and we were on our way.

We levelled out at 8,500 feet after having set our autopilot up, complete with flight plan, to the waypoint and on to Norfolk. The G1000 kept us up with all the info including wind speed and direction, and fuel endurance for distance. Auckland oceanic were still in range for the first 150 nautical miles, but from then on it was satphone until in range of Norfolk.



A must is always to phone ahead and make sure customs know your ETA. Our first contact with Norfolk unicom was about 100 miles out. They were very helpful and organised all on the ground for when we arrived, including accommodation.

After refuelling, clearing customs, securing the aircraft, we visited the met office. Most of the way we had flown over patches of inversion cloud associated with the anticyclone. Most of the way we had a 10 to 15 knot crosswind coming from the south.

Next morning it was the same process onto Lord Howe Island. We flight planned with Auckland and from Lord Howe it was to be with Brisbane Centre. The boundary is between Norfolk and Lord Howe islands where we communicated with Brisbane.

We were able to communicate with Lord Howe and Brisbane from this point. We had a quick turn-around at Lord Howe, refuelled, cleared customs into Australia, and then flight planned on to Coolangatta.

We paid for fuel and landing fees, bought some food and drink, and we were on our way. We had contact all the way with Brisbane centre and apart from some cloud and little wind it was a good trip.

On arrival at Gold Coast we were escorted to a parking area just to be checked over by bio-security. The times for the 3 legs on the trip were 3.6, 3.5, and 2.5 hours.

The fuel capacity is 340 litres, but the most we used was 210 litres between Kerikeri and Norfolk. I used an Auckland Oceanic IFR chart for the reporting points and distances.

The return trip was much the same, but out of Bankstown. It was very smokey getting out from Sydney with very little visibility, but fortunately we were well prepared with waypoints set up on the G1000 and coupled to the autopilot. The rest of the trip back to NZ was similar to the trip over using altitudes of 8,500 and 9,500 ft.

While in Australia we visited every state and spent time in the Kimberly and Tasmania.

We do hope that some of you guys will fly over and tour our country in the future.

Brian Hore



CHICKS CHATTER

Xmas is history, Easter is looming and the days keep flying by!

Funny at Robe Xmas Eve. Chick Annie was expecting Rooster David to arrive from Adelaide – Sir Lunchalot had commitments! He always ‘buzzes’ the house to indicate his arrival. Annie has been flat out organising ‘stuff’ for the next day and finally at 1400 she takes to the ‘swing chair’ on the verandah with a magazine to relax.

Not two minutes later she hears an aircraft and thinks – ‘No, couldn’t be, David won’t be here until 1700 at the earliest. Look up, sounds different, doesn’t look right, too high, but sure is a 210 and sure is VH-OA... Out of the chair, down to the car and off to the airstrip where there is a red and white C210 taxiing in. Well, at least Annie got that bit right it is a 210.

However, much excitement it's Mark and Lizzy Landy - VH-OAY - who were suitably impressed to have a welcoming committee even if by default! VH-OAT arrived at 1730 – late as expected but hey, four Members clearly constituted a mini Fly In and suffice to say we partied appropriately on Boxing Day.

WHAT'S HOT!

- YWBL – Ken Parker has organised a sensational weekend.
- The Sounds of Starlight at YBAS – didn't realise I could enjoy the sounds of didgeridoos.
- Suzie entertaining us all at poolside YBAS. You want a story, she's the girl!
- Jude's report on YBAS.
- New Zealanders flying across the Tasman and visiting us at Holmwood Avenue Range SA. Great meeting Brian Hore his wife Anne – new C200 members - and their friends, John and Pam Bishop.

- Chris Pfitzners stories particularly the cat. He tells it soooo well! Still giggle thinking about it.

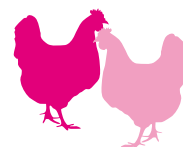
- Group bonding at Fly Ins.

WHAT'S NOT!

- Uluru prices – hard to see any value for money.
- Bushfires and drought around the country.
- Annie's not in the left seat without an instructor.
- Herding cats to get on the bus
- Dobbing! Oh bugger itThe boys taking a 'nanna nap'. AH, JH and JV.

Suzy T

Annie H



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 Emily Baxter sectreas@c200series.com.au

2013 - 2014 Committee

President	Neil Shorrock	0428 752 055	president@c200series.com.au	VH-DTG	210N
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	Neil Richardson	0418 184 701	neil@njr.com.au	VH-CSD	210N
	Suzy Tilley	0419 837 330	successwithsuzy@bigpond.com	VH-TYV	P210R
	Robyn Shorrock		shorair@bigpond.com	VH-NPL	210N
	Allan Dalrymple	0412 882 711	allandal1853@gmail.com	VH-XVX	172N
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- Printer	John Weston	0414 421 400	johnw@westonprint.com.au	VH-KTE	210N

Fellow aviating members....

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

Our club is a mix of interesting people from all walks of life throughout Australia whose pride, joy and in many cases, toy is a Cessna aircraft. However it is important to note that membership is also available to any interested persons.

Membership is also open to owners of other types of aircraft – there is no prejudice in the C200 club!

Membership fees are \$100.00/yr for individuals and the committee recently introduced a joint membership @ \$150.00/yr for two members from any one family. Memberships are due 31st October each year in line with the renewal date for our Group Insurance Scheme.

(A pro rata membership fee may be considered in the first year.)

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 Group Insurance Scheme is arguably the best value Insurance you will get and your policy will not be compromised if others have claims.

Social benefits are:

- Networking opportunities with like-minded people.
- Friendships with people you may not otherwise meet.
- The opportunity to discuss technical issues with professionals in the field.
- Two fly-ins each year to interesting places in Australia in Autumn and Spring.
- Interesting guest speakers at fly-ins.
- An informative Newsletter prior to each fly-in.
- The potential to promote your business via the website www.c200series.com.au
- Merchandise including– chambray shirts, polos and caps with the stylish **C200** logo.

We look forward to hearing from you and your friends!

Neil Shorrocks

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C200 Series Association

Ph: 07 5443 1245

David Crawford

Treasurer

E: treasurer@c200series.com.au

C200 Series Association

Mob: 0408 800 778

Membership Application 2013-2014 due 31st October annually.

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

Annual Subscription: \$100.00 PA Single Membership
 \$150.00 PA Joint Membership (per couple or 2 people same family)
(Pro rata membership maybe available on application.)

Note: Membership is for the period 31st October to 30th October the following year to fall in line with Association Group Insurance Policy.

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

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

Emailed to: treasurer@c200series.com.au

Admin only:

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