

The President's Corner

Welcome to this spring edition of the Cessna 200 Series Association Newsletter.

The fly in to Warrnambool was a great success thanks to the high level of organisation that went into this action packed event by locals Ken & Glenda Parker and our Trip Co-ordinator Annie Haynes. The weather was on our side also but not so for some of our fly in attendees having to detour substantially (via Broken Hill for Lauris and Allan from Qld) and with one group deciding to stay at home due to poor weather in the Sydney area. Attendee numbers were right up there with our highest so far. Anyway, all arrived and got home safe and sound which is important. On behalf of our members and as part of our charitable program we donated \$500 to Vick JELLY from the Peters Project who is raising money for a local Cancer Centre. Vicki was most appreciative of our generosity.

As for us, we flew home across Port Phillip Bay via Mallacoota to Moruya for a few days then onto Canberra where it was full on with a GPS/NPA instrument approach into there. My last three flights into YSCB have met with the Tower only wanting everyone coming in on ILS (that I'm not approved to do) with GPS/NPA a real plead job so am now looking at doing my ILS soon. Then after a few days in Canberra we had a good run home to YBCG.

Our next fly in is at Dubbo in central NSW 19th to 21st September and once again Annie has put together a great fun filled and adventurist weekend including a visit to the Old Dubbo Gaol and the

Taronga Western Plains Zoo so put a plan in place and be there, you won't be disappointed. Refer to

Information previously sent out or herein for details and motel booking arrangements that must be pre booked by the mentioned date. We do expect high attendee numbers so get in early with the Motel booking and your fly in registration form with payment please.

At Dubbo, it is intended that the Committee meet early on Friday morning 19th in readiness for the AGM early Saturday morning. Remember, this is your Association so please participate, attend and put forward any ideas before or at meeting. Think now how you could contribute to the wellbeing of the club as we will have some positions in the running of the Association available.

Our first fly in for 2015 is scheduled to be at Port Lincoln SA in April with some details to be tabled at the Dubbo fly in so mark that in your 2015 planner now.

On 31st October membership renewals fall due aligning with the Associations pooled Insurance scheme with BMG of whom now can offer members other Insurance products including Business/ Building insurances (i.e. Hangar Buildings and Contents, Hangar Keepers Liability Insurances etc). Savings made here alone probably more than compensate for your membership cost so we look forward to another year of high renewals when due.

Other 'Benefits to Members' also include Avgas fuel discounts of 7 to 5 cents per litre respectively that I have successfully negotiated with Aero Refuellers whom have 22 outlets and

Mobil Nationally. Aero Refuellers can supply you with their own carnet card + Mobil carnet card + a BP carnet card all processed via one accounting and billing process with up to 50 days to pay. To take benefit of this money saving scheme please contact Brendan KLIEN-BOONSCHE 02 -6041 1599, Mobile 0400-476 439, email brendankb@aerorefuellers.com.au quoting membership to the C200SA (and of which we will verify). Once again, potential saving made here may more than compensate your membership costs.

By the time you read this I would have left for the USA (with Robyn) (first time) for 6 weeks including 3 days at Oshkosh with C200SA member Allan Dalrymple (+son) and our local crew at Warwick Qld the QRAA, whom initially organised the Oshkosh tour. We believe that there will be other members in attendance so we may never know who we will run into. We hope to do a write up for the next newsletter of our journeys so stay tuned.

In the next couple of months I believe the deck chairs at CASA will be re shuffled with Mr. McCORMICK retiring and a new head to be appointed. It is with much hope that this gives the Government an opportunity to appoint someone with real aviation experience to this very important role necessitating many changes particularly a common sense sustainable yet safe approach to the Aviation industry in Australia.

Folks, that's it from me for now so see you in YSDU in September wherein with your support it will be another great event.

Enjoy many great things & safe flying.

Inside Today

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- ✈ Website & Facebook Page
- ✈ Warrnambool Fly-in Report
- ✈ Dubbo Fly-in Information & Registration
- ✈ Upcoming Autumn Fly-in to?
- ✈ Chicks Chatter

- ✈ Tony Taggart's Formation Flight -ANZAC Day
- ✈ Merchandise
- ✈ Technical Talk

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



NEIL SHORROCK
President



WARRNAMBOOL FLY-IN APRIL 4-6

Having attended the Cessna 182 Association fly-in to Renmark the weekend before, Janie and I flew to Warrnambool for the C200 Series fly-in the following weekend.

The weather was perfect for a smooth flight and we were greeted by local John Stuart, who happens to be president of the Cessna 182 Association plus David and Annie Crawford from the C200 Series Club. Tea, coffee and cake were on offer in the terminal prior to being transferred to our accommodation at the Olde Maritime Motor Inn.

Neil and Robyn Shorrock who have recently sold their real estate business on the Gold Coast and are now semi-retired, arrived in their recently purchased T210 Centurion. They have upgraded from VH-NPL by purchasing VH-DTG from fellow member David Taylor who had recently done a major make-over on DTG. Steve Baxter, and Brent Paddon, arrived in Steve's fabulous Silver Eagle a pressurized turbine powered 210.

Allan Dalrymple and Lauris Bryant were late arrivals but must be recognised for their determination to attend. They planned to fly Maroochydore - Griffith on the Thursday and then direct Warrnambool the following day. However, they only got as far as Dubbo for their first leg, due to poor weather. The conditions were no better on Friday, so they headed west, and further west, and found themselves in Broken Hill to refuel and finally on to Warrnambool.

Terrific to catch up with Jeff Holmes who came from Caboolture where I did my PIFR course last year. We had met for dinner along with Ralph Aikin and Patricia Kenney while I was up there. Ralph and Patricia flew down in their immaculate C210 from Gympie. It was also lovely to see Suzie and John Tilley and pilot Chris Pfizner and of course Ian and Judy James who arrived in Ian's immaculate Beechcraft Baron.

In all there were 17 aircraft and 39 people in attendance at Warrnambool. Sadly the rough and wet weather in Sydney and along the east

coast prevented the Clisdells from attending, but they were the only ones affected.

Warrnambool was a pleasure to visit - we were amazed how large and clean the city appeared to be. It has a population of 33,000 and is situated 263km west of Melbourne. The surrounding countryside is very lush and seems to be one big dairy farm! Dinner that night was at the Pippy's in the Flagstaff Hill Maritime Museum complex. Such a happy occasion catching up with old friends and meeting new ones. The restaurant overlooks the coast and a delightful historic maritime village.

President Neil Shorrock, welcomed all and thanked Ken and Glenda Parker for all their organising for our weekend.

After dinner it was time for some exercise and entertainment to see a Sound and Light show in the Maritime Village undercover theatre. Most of us walked down through the village by lantern light - very atmospheric! Others caught the bus down to the village, an amazing recreation of a typical coastal village in the late 1800s. Here we entered the theatre for the Sound and Light show about the history of the Loch Ard shipwreck. There are no less than 15 shipwrecks in Lady Bay at Warrnambool alone, dating from 1850-1905.

The film tells the tragic story of the Loch Ard, a sailing ship on a voyage from England to Melbourne, loaded with cargo and English families seeking a better life in the new colony. The ship was wrecked after hitting a small island off the coastline with the survival of just two 18 year olds, a boy and girl. 52 men, women and children were lost in the storm. During the 3D film we experienced the rolling of the ship as it headed for the rocks and could almost feel the rain sheeting down as thunder roared and lightning flashed. Luckily we were only spectators!

On Saturday we were taken by bus along the Great Ocean Road, stopping at the eerie Loch Ard Gorge, the site of that infamous shipwreck;



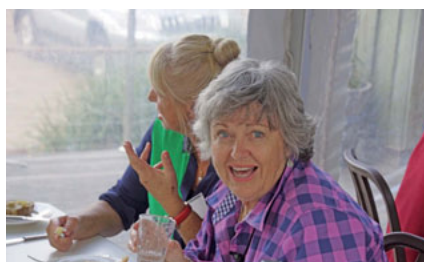
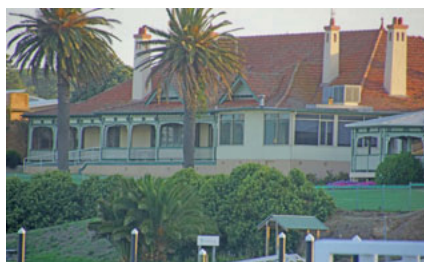


it was not hard to imagine how terrifying it must have been for all on board the sinking ship, as we watched conflicting waves meeting and creating a boiling sea - how the two survivors made it to shore is beyond belief. We trekked down the stairs onto the beach, giving us an idea of how daunting it must have been for the survivors. There weren't any stairs in 1800's so having survived being smashed on the rocks by huge waves to finally reach the beach and a cave to shelter in they would awake to find they still had sheer cliffs to scale to get off the beach. An extraordinary ordeal.

We stopped for morning tea overlooking the very pretty fishing bay of Port Campbell and then we travelled back to the Twelve Apostles, a series of spectacular limestone stacks, though there are only 7 left – but do not fear because others are forming, albeit very slowly. The cliff top and board walk with its' viewing platforms provide stunning views of this coastline. Some of our group took advantage of the helicopter flights available, and by all accounts that was a sensational experience.

Lunch was at the Timboon Distillery, set in a picturesque wooded valley. Choices for lunch were both generous and delicious. Fortunately we had worked up an appetite with all that sea air. The Timboon Distillery is a legitimate modern day whisky distiller. It has a well-stocked store with local produce and wicked Timboon Icecream. We purchased some local beers for our son who reported favourably on the brews! Returning to Warrnambool we stopped in at Cheese World, another opportunity to stock up on produce. Not only did they have tastings and retail sales but also a museum, run by committed volunteers who were on hand to discuss and demonstrate the old engines to us.

Back at the motel a short meeting was held to discuss future destinations. Ken had chosen Peters' Project to be the best local charity to



benefit from the \$500 donation the club makes at each Fly In destination. A representative was invited to our meeting to speak about the charity and receive our cheque. Peters' Project is an initiative by Warrnambool people to raise money for a cancer treatment centre to enable sufferers to receive treatment in Warrnambool rather than having the added stress of travelling to Melbourne.

Dinner on Saturday evening was at Proudfoot Boathouse, a restaurant overlooking Hopkins River with views of the surrounding hills. Great location and delicious crayfish was enjoyed by all. Annie took the opportunity to fine all and sundry for misdemeanours real and imagined to raise money for our next charitable donation which will be in Dubbo. \$450 was collected.

On Sunday morning we had another interesting excursion to Port Fairy via the volcanic craters of Tower Hill Reserve. Tower Hill was formed around 30,000 years ago in a violent volcanic eruption. The initial eruption created the outer rim of the volcano, and subsequent eruptions formed the internal hill that can be seen now. It is a striking landscape and we had the opportunity to climb the Tower Hill lookout for a spectacular view of these formations.

As we neared Port Fairy we found ourselves following a peloton of cyclists, just a small number of many who had ridden their bikes over a number of days from Mildura to Port Fairy fundraising for Cancer Research. Lunch was by the seaside at Charlies on the Beach which is collocated with the local surf club. Another delicious lunch and then our last trip to the airport where we said our farewells and headed for home. The weather was good and we enjoyed an easy flight back to Murray Bridge at 8,000 feet IFR.

The whole weekend had been a wonderful event! Many thanks again to Ken and Glenda Parker.

DUBBO FLY-IN SEPTEMBER 19-21, 2014

Friday 19th Sept

- Arrival at YSDU 1400 – 1500
- Transfer to Cattlemans' Country Motor Inn
- Tour of Old Gaol
- Dinner at Old Bank

Saturday 20th Sept

- Breakfast
- AGM
- Technical talk or Self- guided walking tour and retail therapy in town.
- Lunch at Western Plains Cultural Centre
- Visit Gallery and Museum
- Visit Shoyoen Japanese Gardens
- Dinner & tour of Dundullimal House

Saturday 20th Sept

- Breakfast
- Day trip to Western Plains Zoo
- Picnic Lunch
- Dinner at Rose Garden – at own expense

Monday – 22nd Sept

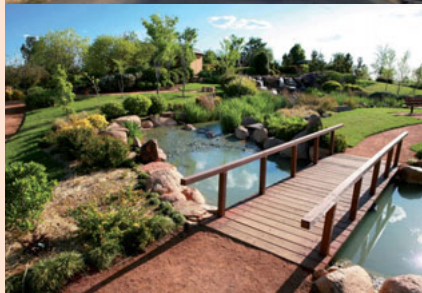
- Breakfast
- Departures

Accommodation

- We have reserved rooms at YSDU – Cattlemans' Country Motor Inn PH 02 6884 5222
- Accommodation should be booked as soon as possible – please do so today!
- Quote booking for Cessna 200 Series Association

YSDU

- Elevation 935'
- Runways:
05/23 – sealed 11/29 – sealed
- YSDU is a security controlled airport.
- Consult ERSA for full details and consult appropriate Airservices Australia documentation for current information



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

- Dubbo is considered the cross-roads of New South Wales. It is linked by national highways north to Brisbane, south to Melbourne, east to Sydney and Newcastle, and west to Broken Hill and Adelaide.
- The city's largest employer is the Fletcher International Exports, which exports lamb to the world. Other local industries reflect the city's status as a regional base in an area whose economic backbone is agricultural.
- A large employer is the Dubbo Base Hospital, and “health services” are the local area's largest employe as the town provides medical services to the surrounding region.
- Tourism is also a significant local industry.
- The Macquarie River runs through Dubbo, as does Troy Creek. The City of Dubbo lies within a transition zone between the ranges and tablelands of the Great Dividing Range to the east and the Darling Basin plains to the west.

SOME WEBSITES FOR MORE INFORMATION

olddubbogaol.com.au

oldbankdubbo.com

taronga.org.au

taronga-western-plains-zoo

rosegardenthairestaurant.com.au

cattlemans.com.au



DUBBO FLY-IN

19-21 SEPTEMBER, 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:	Cattlemans' 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 Evening visit to Old Gaol		Included in Registration	
Friday Dinner		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

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	
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TECHNICAL TALK:

As you know, there are a wide range of modifications for your aircraft. Every time you pick up an aviation magazine, the manufacturers are trying to persuade you to buy something to put on your aircraft. Some of these modifications are very worthy and some are not.

This month, I'd like to talk to you about a very worthwhile modification for your P210 or T210, which should be considered at your next engine overhaul. The Vitatone TN-550 engine modification.

I first met Larry Vitatone at Oshkosh 2008. I basically stumbled into him and his P210 while doing the rounds. I spent an hour with Larry, which was the beginning of a long-term friendship and business association. Larry told me the story of how he developed his TN-550 engine replacement STC for the P210 and T210 aircraft.

While aviation wasn't Larry's business, he had always owned an aircraft and loved using it in his business. Some years back he purchased a P210N so his wife would fly with him more often as she hadn't liked strapping on the oxygen for high altitude flights in their previous aircraft (unpressurised).

Larry flew his P210 for several months, and like other P210 owners, he realized that the aircraft was a little underpowered and sluggish. Knowing his engine was coming due

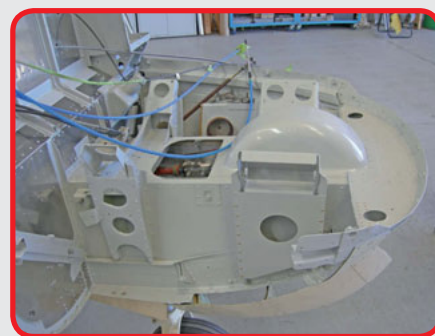
for overhaul, he thought that he would like to install a more powerful engine to improve the performance of the aircraft, but there were no STCs available for the P210.

He then called up an old buddy of his, Bob Minnis, who was the retired Vice President Engineering at Continental Motors in Mobile, Alabama. After several discussions, Bob and Larry decided to re-engine his aircraft and go through the STC process with the latest technology Continental engine, the IO-550 cross flow engine.

This was no easy process and took several years to perfect and certify. At the end of the day, Larry's TN-550 modification (TN stands for Turbo Normalised) was flying in his aircraft and the results were outstanding.

The modification consists of taking a stock-standard IO-550 then modifying the engine for turbo-normalising. This includes: the modification of the oil pump to supply and return oil to the turbo charger; a completely different fuel system; plumbing upper deck pressure to all the fuel components; and the installation of twin intercoolers.

A new Hartzell propeller and spinner assembly is installed with the Hartzell blade being the latest style for efficiency. An AuRACLE engine management system is also installed as well as the Atlantic Aero "Smooth Ride" engine mount system. The existing



Engine bay repainted.



Dipstick access door moved.



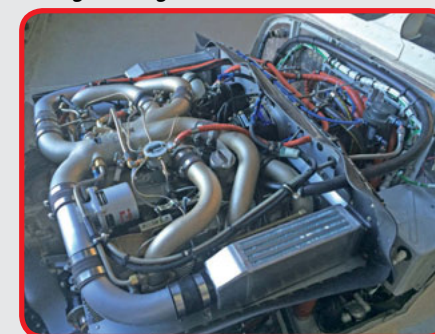
Installing the engine.



Engine bay preparation



Wiring the engine.



Installed engine.

Vitaoe Engine Conversion for Cessna P210N and T210N

exhaust and turbo components are retained.

At this stage, I'd just like to clarify the difference between turbo-charging and turbo-normalising: Turbo-charging is the process of increasing the air into the cylinders much higher than ambient and is essential to produce horsepower. Turbo-normalising is the process of using the turbo charger to take sea level performance to the cruising level of the aircraft



New propellor installed.



Cowl preparation.



Cowls repainted.



Cowls refinished with decals.

by maintaining sea level pressure (i.e. 30") all the way to 20,000 feet in the case of the P210N.

The Vitaoe TN-550 has a max-continuous horsepower of 310, so taking this horse power to altitude gives a massive performance boost with the TAS being around 200+ knots in standard day conditions. The engine is manufactured to run lean of peak and should not be run rich of peak in the cruise.

A typical take off from sea level would require throttle, mixture and pitch to all be full forward and left there until top of climb. At that stage, the propeller rpm would be reduced from 2700 to 2500 and the mixture would be pulled back into the lean of peak range. This will result in fuel flows around 63lph, the TIT running around 100 degrees lean of peak and the TAS around 200kts on a standard day. The cylinder head temperatures will be running 350-380 degrees F, which is very cool, and in fact, Larry has reduced his red line CHT from 460 (Continental's red line limit) to 430 degrees because of the cool running engine.

Power plant management is so much simpler when running this engine when compared to a standard TS10-520 in a P210 and it's an absolute joy to fly. The additional power is palpable.

While this modification isn't cheap, running at around \$120,000, you do get a lot of bang for the buck considering that this price

includes a new Continental rebuilt engine, a new propeller, external oil filter, AuRACLE Engine Management System and new engine hoses. And of course, the new engine TBO just introduced by Continental of 2200 hours.

The performance of the P210 is mirrored in the modification on the T210. Even if you don't want to strap on the oxygen and go to altitude in the T210, operating under 10,000 feet will still net you TAS airspeeds of 185-190kts with the accompanying fuel economy.

Larry has modified 22 aircraft with 4 more modifications in process. As Vitaoe's Australian distributor, we have completed two modifications here in Australia on P210s.

In summary, a very worthy modification to the P210 and T210 aircraft.

Garth Bartlett
LAME



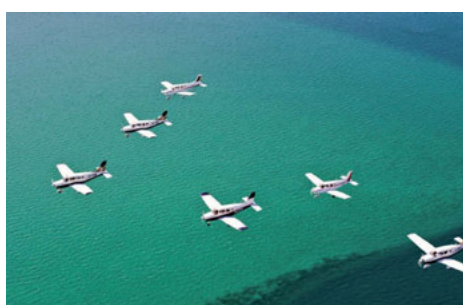
Checking oil first start



Initial ground test.

ANZAC Day formation flight photos by Tony Taggart

On ANZAC Day a formation of Royal Victorian Aero Club pilots - Steve Hulley, Robin Roisetter, Tony Taggart, Bruce Caporn, Bob Bright, Paul Canavan & Heinz Dehn - flew over the RSL services at Caulfield, Frankston & Rye. Glenn Alford took some terrific photos from Cessna 172 VH-LSP, flown by Michael Ralph. They are available for viewing at: <https://picasaweb.google.com/MikeRalphRVAC/ANZACDay2014FormationFlight02#>



FLYING FOOD!



This new section in your Newsletter will feature favourites from flying families. Spring 2014 is brought to you courtesy of 'Holmwood' Domestic Terminal – Lucindale SA.

MULTIPURPOSE SCONES

Ingredients:

- 3 cups SR Flour
- 3 flat teaspoon Baking Powder
- 1 deserts spoon Cornflour
- 1 deserts spoon Icing Sugar
- 1 cup Cream
- 1 teaspoon Vanilla
- 1 teaspoon Salt

Method:

- Add enough milk to make dough.
- Do not overwork the mix.
- Roll out and cut.
- Leave for 15 minutes then bake in a hot oven for 10-12 minutes.

Uses:

- a. best for morning / afternoon tea with homemade jam and cream.
- b. in the unlikely event of a failed batch rename to Stones and use them as tie downs!

SLOW FOOD -C150 SHANKS

Ingredients:

- 4 Lamb shanks
- 2 Tablespoons Plain Flour
- 3 Tablespoons Olive Oil
- 1 Onion sliced
- 1 Tin Tomato Soup
- ¼ Cup White Balsamic Vinegar
- ¼ Cup Tomato Sauce – homemade is best
- 1 Tablespoon Worcestershire Sauce

Method:

- Coat shanks with flour and brown in olive oil with onion.
- Pop into slow cooker.
- Add remaining ingredients in pan and bring to the boil stirring constantly.
- Pour over shanks and onion and cover.
- Cook on medium for ages for a delicious fall off the bone, melt in the mouth meal.
- Serve with fresh green salad and creamy mash with celeriac.

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"



Welcome to New Members

We have 2 new members since the last publication:-

David Kentwell is at Tannum Sands, Queensland and has a 210N VH-SOV

Fran Lillie is at East Seaham, NSW. She has a love for Cessna aircraft, and is currently doing GFPT.

COMEDY CORNER

Punography

- How does Moses make his tea? Hebrews it.
- A dyslexic man walked into a bra!
- I'm reading a book about anti-gravity – I can't put it down
- Why were the Indians here first – they had reservations!
- Jokes about German sausage are the Wurst!

Slow Learner

Blake walks into a bar and sees three buxom women chatting. He can't help but overhear and notices their accent and asks 'are you three Scottish lassies'? quick as a flash one turns angrily and snarls, 'We're from Wales'. Not being the sharpest tool in the shed he then asks 'so are you three whales from Scotland?' I hear he's still recovering in the local hospital.

Airport Humour - Lauris & Allan

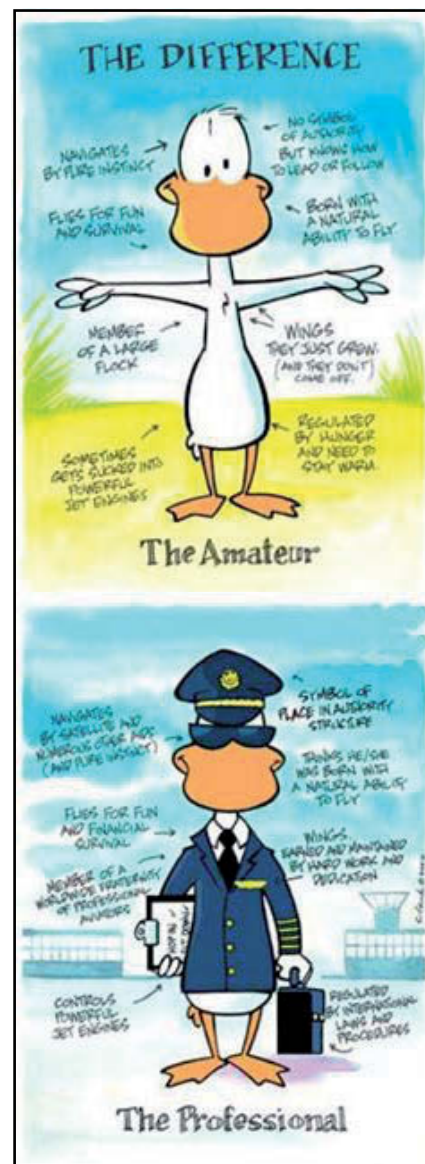
Working in aviation, I was doing the night shift at the airport directing the planes in and out. All of a sudden the radio crackles and I hear a young voice request permission to approach the runway to land. I ask for a name and he replies, "Guess who?" I turn off the runway lights and say "Guess where?"

Mr & Mrs Thorne had just reached the airport in the nick of time to catch the plane for their two-week holiday to Majorca. "I wish we'd brought the piano with us," Mr Thorne said. "What on earth for?" asked his wife. "I've left the tickets on it".

When NASA started sending up astronauts, they quickly discovered that ballpoint pens would not work at zero gravity. To combat the problem, NASA scientists spent a decade and \$12 billion developing a pen that wrote at zero gravity, upside down, underwater on almost any surface at temperatures ranging from freezing to 300 degrees. The Russians used a pencil.

how did you fare?

Laughed out loud: your heart is healthy and light
Sniggered a bit: practice laughing out loud
Smiled: there's hope but you need to practice both the above; one step at a time.
Didn't raise any emotion: You'll be making the contributions to the next Newsletter!



GIGGLE METER





Girls our Fly-ins are becoming a great way to catch up with distant friends, sharing laughter stories and heaps of fun. The Chicks are certainly becoming a force in encouraging our partners to find destinations which are fun and diverse and with events that suit both genders. We look forward to having more of you take the plunge and 'flyin' and join us.

WHAT'S HOT!

- Amazing hospitality of our Warnambool hosts Glenda and Ken

- Day on bus Saturday
- Story of the sinking of "....."
- Visiting site of the where the two survivors came ashore
- Glorious and beautiful 12 Apostles
- Delicious crayfish dinner in delightful restaurant
- A few more members rejoining us again for a fabulous weekend

WHAT'S NOT!

- Allan trying to burst through a glass door
- A certain female choosing a bush to go behind unwisely near an information board.
- Two male tourists choosing to stop and read information from said board.

Suzy T
Annie H

Australianisms By Annie

Molly Dooker left handed person

Borroloola Sandwich I'm starving and could eat a goanna between two sheets of bark

Unleaded mid strength beer

Malt sandwich stubby of beer

Wobbly Boots worn after consumption of too many malt sandwiches

Chuck a Wobbly David when Annie threatens to take the C210 shopping!

Wriggly Tin corrugated iron

Bonza Annie's favourite word for life's great!

Dooverlackie as in we need a dooverlackie and the name will come to me!

Buggerlugs Similar to Dooverlackie in that I can't think of his name!

Fly Cemetery Fruit slice

Barkers Eggs Found on pavements in Paris, left by irresponsible puppy owners.

Oxygen Thief idiot, useless person

Nong close relative of Oxygen Thief, not the sharpest tool in the shed.



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

Cessna 200 Series Merchandise



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

2013 - 2014 Committee

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- Printer	John	Weston	0414 421 400	johnw@westonprint.com.au	VH-KTE	210N

Fellow aviating enthusiasts...

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.
- Fuel discounts and one simple accounting system with Aero Refuellers * offering their own Carnet Card with 22 outlets + Mobil** and BP Carnet Cards Nationally. (*7 cents & ** 5 cents per litre).

Social benefits are:

- Networking opportunities with like-minded people.
- Friendships with people you may not otherwise meet.
- The opportunity to discuss technical issues with Aviation professionals to increase your skill levels and knowledge.
- Two fly-ins each year to Australian places of interest in the Autumn and Spring.
- Interesting guest speakers at fly-ins.
- Potential tax benefits.
- 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, polo shirts and caps with the stylish **C200** logo.

We look forward to hearing from you and your friends!

Neil Shorrocks

President

E: president@c200series.com.au

C200 Series Association

Mob: 0428 752 055

Lauris Bryant

Secretary

E: secretary@c200series.com.au

C200 Series Association

Ph: 07 5443 1245

David Crawford

Treasurer

E: treasurer@c200series.com.au

C200 Series Association

Mob: 0408 800 778

Membership Application 2014-2015 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	