

The President's Corner

Welcome to the 2018 Autumn Newsletter of the Cessna 200 Series Association. (As a northern-hemisphere girl, I still get confused by autumn coming at the beginning of the calendar year – and spring at the end! Sun going round to the north instead of the south, Christmas in summer – no problem. But autumn before spring – mind bending.)

At Echuca we had our AGM, with the election of new committee members. Firstly I'd like to take the opportunity to thank John Lilyston, who stood down from the position of vice president. John has been on the committee for many years now and his contributions have been much appreciated. Neil Shorrock takes up the role as vice president. David Crawford was re-elected to the position of treasurer. Patricia Kenney, Ralph Aikin and Pam McCabe were re-elected to their positions on the committee and Annie Haynes was elected on to the committee, reflecting the work she does for the association beyond that of the fly-in co-ordinator. We also welcome newly-elected committee member Tony Taggart.

Tony and Di Taggart have written a great article about the Echuca fly-in so I won't go into too much detail here other than to say – yet another great fly-in: a diverse variety of activities, including an

amazing cultural look at the place Echuca played in the development of the Australian economy, in its critical placement on the Murray as a hub for travel, communication and distribution between inland Australia and the coastal ports; a lovely welcome on Friday evening from the Echuca Aero-club; an interesting and thought-provoking talk from guest speaker Alf Jonas from CASA; and of course great company from our members and their guests. Thanks to Annie, our fly-in co-ordinator for organising this remotely.

Our next fly-in is to Rockhampton, where Committee Member, Neil Richardson and Junior President, Liam Richardson are putting together a great fly-in. At time of print, this fly-in will be very close, so if you haven't already registered and booked your accommodation, please do so quickly, before accommodation books out. This fly-in again, has a real variety of activities: lunch at the Keppel Bay Sailing Club, a tour of the new Emu Park Anzac memorial, dinner guest speaker, Denis Cox the CEO of Beef Australia being held a week after our fly-in, a heritage village tour and the stunning Capricorn Caves. See later in this newsletter for more information.

The Spring fly-in will be our 10th Anniversary and this will be held in the Hunter Valley, NSW. For those unfamiliar with the Hunter Valley, it is the home of a major wine producing region, and also

home to the Tiger Moth association. Good wine and some historical aircraft, in amongst beautiful scenery seem like a good basis to build on for a super-duper 10th anniversary fly-in. We would like this to be a particularly special fly-in, so please consider bringing friends along with you. We are trying to invite as many old friends of the club as possible and also to introduce many new people to the club. If you are a member who hasn't been to a fly-in yet – why not consider this as a first.

Ceri Bartlett
President



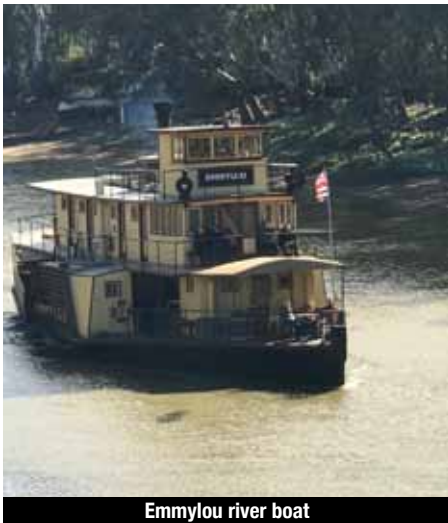
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Rockhampton Fly In



Echuca Fly In Report – by Di & Tony Taggart



Emmylou river boat

It was a dark and stormy night as we set out for Echuca on the Murray River for our fly in. No it wasn't... It was a cold low cloud miserable day as we left YMMB on Thursday after lunch. Into the gloop at 3500 climb to 7000 and start to ice up as we passed Lilydale. Requested lower to 5000 just above LSALT and broke out of the cloud at that height just as we flew over YMNG. Then, looking back over his shoulder Tony told me that the HF aerial had dislodged from the rudder. He suspected that ice was the problem. I was not happy. I don't like problems in the air! Anyway we made our decent into YECH to be met by clear air but what a cross wind!! Yikes! Anyway, side on, then kick straight – all good, on the ground and safe, excellent landing considering the conditions.

The taxi eventually turned up after a few false starts at phone numbers. Off to the Mercure and as we arrived both Tony and I had a sense of déjà vu. We'd been here before – but when? We never did figure it out.

Now down to the weekend – pretty quiet on the Thursday until a few more turned up and so Tony and I did a walk up and down the main drag. Pretty hard really, as the 'old cripple' limped his way around. (Actually, by comparison to now, as I write this, he was an Olympian!!) Turns out that, today, crossing the road with Granddaughter Eve in the pusher, he's torn further something in his knee and is now really on one leg!! Anyway – he'll survive – back to the weekend. A stand out is Fran.

She's bought a horse – no she has saved a horse. She wants it to be an eventing competitor but first she has to overcome years of neglect by its previous owner. With attention to its teeth and skin and general mistreatment, our gratitude goes out to her for seeing a need to rescue the animal and doing something about it. Fran, we salute you.

Friday came and the weather was rotten. Low cloud, raining and bitterly cold. More arrivals – gee the members of the club are good pilots. It was rotten weather on both Thursday and Friday and not a hint of a problem from anybody – all just taken in the stride. I salute you all.

Off to the Echuca Aero Club for Dinner Friday night. What a great spread was put on by Murray and his tireless wife and team. The food was a plenty and it was good. Even better was the dreaded footy. Tony myself, Geoff and Sue were watching (when we weren't watching!) as the Cats defied all the nay-sayers and absolutely smashed the Sydney Swans, it was just bliss and turned a great night into a beauty. I think that everybody had a great night as the time seemed to speed past, helped enormously by some of the stories that were circulating. For example, mild mannered Garth got wound up as the subject of the coming vote on same sex marriage was raised. But Garth's wind up was at a tangent to the subject as he regaled about his knowledge (not sure if it was first hand or here say, he was coy about that, but it was fun and detailed), of the boudoirs of Asia.

For some, the night ended when it should have. For others, like Mr Holmes, the Crawford's and the McCabes, who never seem to learn, it was later than it should have been – like into the morning really.

That was evident as Annie climbed aboard our Bus which headed off only to find we had left the James' at the Motel. Already a little late a quick U'y had us back for a quick pick up and back the full extent of 400 yards, to the Port of Echuca where we met with our guides for a tour that entertained and educated us to understand that without Echuca, Australia as we know it would not exist! After our guide "Bluey's history lesson", I was almost convinced that he was right. It was a very interesting talk and there was one piece

of economics which he laboured and rightly so, albeit a little too much so, but the point had to be made. He talked about the 1, 2, 3 & 4 of economics. 1 - Raw materials, 2 – Manufacturing, 3 – Distribution and 4 - Consumption. He made the point that when that chain is broken at any point, economic activity is damaged. He laboured the fact that over the past 50 years step 2 has been badly broken in Australia – with dire consequences. An inconvenient truth for sure, and one which needs to be understood and rectified if, as a nation, we are to prosper into the future. So thanks Bluey – a lesson well delivered. I just hope that we can all learn from it and pass it on.

After the tour it was lunch on the PS Emmylou. We plied the river up and down stream. Good food and a brisk breeze and then better weather made this trip really enjoyable. The proof being that the time passed so quickly.

Nostalgia was again on show as we made our way to the Holden Museum. You could see it on the faces as it seems that we all had a story to tell (or if not to tell, to remember) about Holden cars and romances and driving exploits.

Tony and I unfortunately, wrongly, read too literally reference to the Great Aussie Beer Shed and Brewery. It turns out that this tour was not about brewing beer but it was about a man and his passion for collecting. The pictures shown to us and the incessant telling of stories from everybody who went made us realize that we had indeed missed a terrific venue. One of those stories was the release of the secret of Ken's long and happy marriage. Under questioning by the Museum host,



Retail therapy at Port Echuca



Echuca Gun Club

Ken admitted the secret is the combination of Sex and Beer but not necessarily in that order! Editors note – the Great Aussie Beer Shed was a fabulous experience and our host was a very knowledgeable and lively chap who was never short of a tale. His collections are many and various but extremely well laid out. Clearly a project of passion.

This leads in to the end of the day's activities being the dinner and our guest speaker, Alf Jonas. Alf is a pilot extraordinaire. He explained that he had come from a long military background to join CASA, but after 18 months he was leaving that organization and going into the private sector of aviation as a chief pilot. There is little doubt that that company will be taking on a "gold class employee".

Alf's topic was pilot wellbeing (R U O K) in all its phases and he had many examples and thoughts on how we should and must all look out for each other and make sure that we are not shy to ask how our mates are feeling and getting on and to be a listener if that can help to unburden a friend in need.

Of course there was only one issue that really stuck in Tony's craw and which prompted him to tell Alf, after the presentation, that he was really glad that he was leaving CASA. That issue was CASA's Avmed branch. Alf was sympathetic to the view that the major driver of stress in GA is CASA itself. The point was made that if much of what Alf had said was communicated to Avmed, the pilot would be grounded and possibly, because of its intransigent, illogical and factually unsupported positions on 99% of all medical issues, never to fly again. Neil Shorrock also regaled Alf with

his experience of a medical issue that CASA had ruled on without a modicum of supporting evidence in support. By a direct and carefully worded report by his specialist medical practitioner, he had forced CASA to take a more considered and logical position resulting in a return to a more realistic position as to the duration of the medical certificate attached to his licence.

A thought provoking evening, which again cements the benefit of this our C200 Association and all it stands for.

For some, Sunday brought the last day of the fly away.

The General Meeting followed by the AGM gave opportunity for any member to vent on any issue and for some changes to be made to the "leadership group" (A bit of footy jargon there!!). And so, all that happened. Details will come by separate communication so nothing for me to say.

After the meeting we were transferred to the Echuca Gun Club for some clay target shooting. This was the first time this activity was incorporated into a Fly-In and by the reactions I saw, it may not be the last time it is an inclusion. It was fun and apart from the grumblings of those who did not shoot as well as they would have liked – such as my husband who was muttering about humiliation and such things, I did not hear a single negative word. The stand out shooter who claims this to be a first ????? was David Crawford, whose prowess with the gun is now etched in folk law as he blasted his way to prominence and proved that a calm disposition, an eagle eye and a steady trigger finger is all that is necessary to be a good shot. Well done David! And to keep the balance, most of the women



Echuca Holden Museum



The log buggy

did exceptionally well and held their own against the boys. I congratulate them. Once again the spread of food supplied was terrific and the people from the Gun Club were just marvellous and we offer our thanks to them for allowing us to come and have some fun.

An interesting point that should not be overlooked is the solid fact that because people at Gun Clubs take the sport and the recreation aspect so seriously, there has not been a single death or firearm accident at ANY club anywhere in Australia in the sports history. This simply goes to show that it is NOT guns which are a problem, it's people. And like flying, if the attitude is right, safety and enjoyment follows closely behind.

And so that saw the end of the weekend for Tony and I and also at that point Geoff and Sue.

Unlike the miserable days of Thursday and Friday, we flew home in 49 minutes with fantastic visibility, no clouds and a smooth ride. I think whilst Geoff and Sue may have had some head winds their flying conditions were equally as good as ours.

Thanks to everybody for again making us feel welcome and for making the weekend a really enjoyable time. See you all in Rockhampton next year.

Di & Tony Taggart
19th Sept, 2017



Sharknado at Pandora

(Reference to an absolutely appalling movie series about Flying Sharks)

- by Neil Richardson

Most of you will know Steve Baxter who is a member of the Cessna 200 Series Association.

Steve is an investor on Channel 10's Shark Tank TV program and has recently been appointed Queensland's Chief Entrepreneur. Also being a dad to twin 1 year old girls and a 4 year old, suffice to say Steve doesn't have much spare time these days so the C200 mob haven't seen him for a while.

I have asked Steve to write something for us a few times but have worn my welcome out. One day he will come good!! So I wrote something myself. I have to give it to Steve, that as busy as he is, he does try and make time to have a chat or a coffee when he can.

Steve no longer flies a 210, having sold his Rolls Royce powered Silver Eagle. Instead Steve now flies a 609A Twin Commander. The Silver Eagle was the first visitor to my own airstrip at home at Pandora and a few interested neighbours came to have a look at the machine some years ago.

Well when a visit from Steve in the Twin Commander was arranged, a much heightened level of interest arose among those who at short notice, could come for a look.

Now, my strip at Pandora was designed and built on the cheap for a single engine piston. The 690A is none of the above!! Steve was keen to "give it a go" in the twin turbine powered 690A and now knows from experience what his minimum strip width is. Probably wider than mine !! Only one of my marker cones was harmed in the experience.

The 690A is powered by Garret turbines. In the air it sounds a lot like a Dash 8 but on the ground it sounds like, well it sounds like bursting eardrums. I did warn my close neighbours about a large noisy aircraft coming as I didn't fancy paying for new horses all round the neighbourhood.

The 690A had no trouble with the length of the strip (1000m) but the cones at 9m apart



were mighty close to those big props. It is a big aircraft. Fortunately I dragged the strip to remove cattle crap or I am sure his belly aerals may have been soiled !

Neil Richardson



YBRK Fly-In Friday 27th – Monday 30th April 2018

Our 2018 Autumn Fly-In to Rockhampton sees us with local members on the ground for the first time in a while. Rockhampton will be buzzing with the Beef Australia 2018 being held the weekend after our visit.

This massive event showcases what the Beef Capital has to offer to the world every 3 years.

We will be touring some of the local history, geological features, coastal vistas and a fireside BBQ at Neil & Toni Richardson's small farm.

Book now at Empire Apartments for rooms overlooking the mighty Fitzroy River.
Call Zac on 0400 533 334 and be sure to mention Cessna 200 Series Association

www.empirerockhampton.com.au

My Aviation Health – by Ralph Aikin



An adventure cruise in Antarctica

At the last Fly-In at Echuca after Ken Parker raised the issue of trying to retain medicals, I was asked or offered to write a short article for the magazine about my experiences with CASA/Avmed in respect of trying to retain my PPL. Here goes:

In 2010 I was diagnosed with Multiple Myeloma, a cancer of the blood. The disease was picked up through a routine blood test, which I have every two years coinciding with my PPL medical. For someone who sailed through life with no serious health issues this diagnosis came as a big shock. In fact the only times I have needed medical assistance was in my crazy youth when I fractured an ankle (motor cycle accident) and a dislocated shoulder (rugby injury).

Two big mistakes were made by me when first diagnosed with this disease. One was to believe that my life expectation was going to be maximum of three to five years as advised by an ill-informed Leukemia Foundation staffer. Second was to have the same Doctor as my GP and DAME. Obviously at some stage CASA would have had to be informed of my condition but maybe it could have been delayed slightly as I have always been well and fit apart from when the hospital started to give me treatment.

Even today it is still hard to believe that I have any illness as the only time I am not well is when I have to undergo chemotherapy treatment. Even my haematologist states that I am “asymptomatic” (shows no symptoms of the disease) and my disease is very stable and predictable.

Since being diagnosed and between treatments I have done a three week trek in Patagonia, Argentina, followed by a two week adventure cruise to Antarctica. Then it was remote Mongolia and a three week trek in the far north west of the country. In between all this I managed two trips to New Zealand with a 7 day trek in Queen Charlotte Sounds and 5 day trek in the Abel Tasman National Park. 2017 it was Canada and Alaska for four weeks.

In 2011 I had a successful Stem Cell transplant and I was in remission for almost 5 years. During these five years CASA/Avmed would only renew my licence for 12 months, however I could accept this as they only required a report from my haematologist at the time of renewal of my medical. Of course no monetary relief and I still had to pay the full fee for two years so in effect paying twice as much as everyone else.

In 2015 I had a relapse and had to undergo more treatment although I was quickly back into remission. Now CASA/Avmed are insisting on a three monthly report from my haematologist, which is not only costly but also wasteful of time and resources. I am

quite prepared to meet with Avmed in person and subject myself to any test they think is necessary, “oh no” I am told this is not on! Avmed stated in one of their letters to me that, “I won’t fly whilst undergoing treatment”. I wonder if they realise what chemotherapy does to the body? I am flat out getting out of bed after 5 days of chemo let alone flying an aircraft.

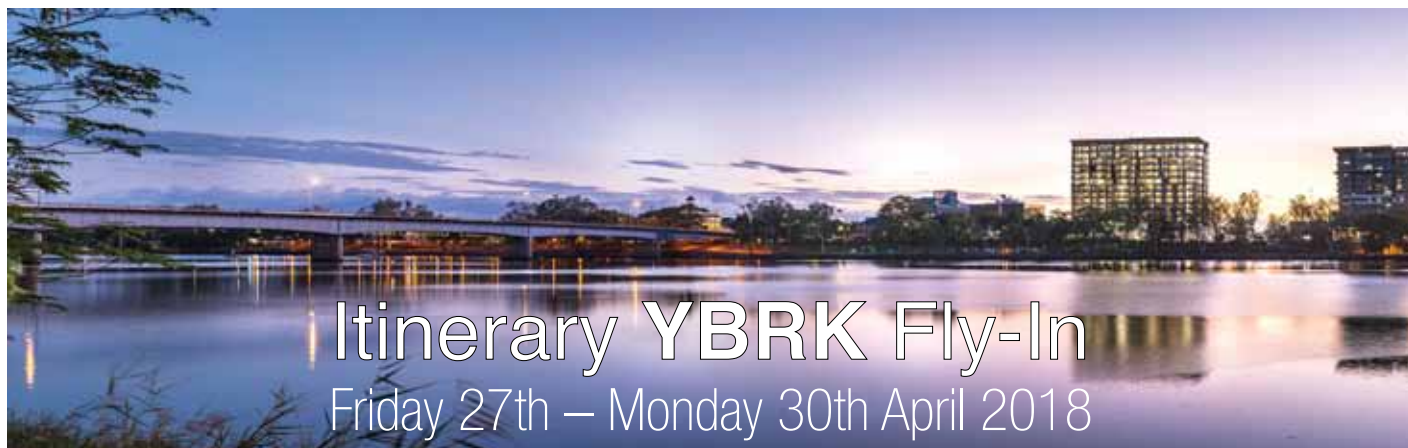
Of course they still charge me the full fee of a two yearly licence with no relief. My specialist who has over 40 years’ experience with multiple myeloma patients and my experienced DAME say I am good to fly, so who are these people in Avmed that think they are an authority greater than them.

Of course I am luckier than a lot of other pilots I have spoken to with health issues. I do have a licence from time to time. Over the past 30+ years I have invested heavily in general aviation. I am now most likely a marked pilot and who knows where aviation goes for me in the future.



Just finalising I would comment that I have never heard of any accident being caused by or as a direct result of pilots with cancer and would ask what safety case study has CASA/Avmed carried out in this area. The sooner some commonsense is applied to pilots’ medicals like what is happening in USA and UK the better and maybe this will help to revitalise a declining GA Sector.





Friday 27th

Arrivals before 1500
1815 p/u Empire and transfer to Headricks for dinner.
2200 transfer to Empire

Saturday 28th

0630 Breakfast.
0800 General Meeting followed by Tech Talk.
1045 p/u Empire for town tour and morning tea.
1200 Depart YBRK for Keppel Bay Sailing Club for lunch
1445 p/u for tour to Emu Park Anzac memorial
1530 Return trip to YBRK and Empire
1830 Dinner at Empire

Sunday 29th

0630 Breakfast
0900 p/u for transfer to Heritage Village.
1100 Caves for morning tea and tour.
1300 Pub lunch at Caves Hotel
1430 return trip to Empire
1700 p/u Empire for transfer to Pandora
– home of Neil and Toni for BBQ tea
2100 return to Empire

Monday 30th

0730 Breakfast and transfers to Airport.

For further information contact:

Neil Richardson 0418 184 701
Annie Haynes 0418 853 635



YBRK Fly-In

Friday 27th – Monday 30th April 2018

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: _____ Empire Rockhampton ☐ Other? ☐

Registration numbers (Please indicate the number of people from your party attending each event)

Activity	Number of people	Price	Total
Early registration		\$320.00 pp before 1/4	
Registration		\$350.00 pp after 1/4	
Friday 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 <input type="checkbox"/> 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

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

Putting an Aircraft on the Australian Register



The container arrives...

This article discusses some often-overlooked issues involved in purchasing an aircraft from overseas and putting it onto the Australian Register.

I am purposely not including the obvious things related to importing an aircraft such as the choices of ferry-flight or containerising, how to deal with finance in a foreign country, insurance, exchange rates etc. Instead I'm focusing on some of the issues related to the readiness of the aircraft and its paperwork for the issue of a Certificate of Airworthiness.

Who hasn't looked at controller.com and other advertisers and dreamily got excited because their dream 1984 Cessna 210N is waiting for them somewhere in the USA with new paint, all the latest avionics, 2000 hours total time, engine just upgraded to a 550, all for an unbelievable low price. You start making enquiries and a shark salesman convinces you that this is the aeroplane for you.

But wait! Have you seen the maintenance logbooks? Have you had a LAME you trust have a good look over it? No, not some A&P mechanic suggested by the seller that never works on 210s but rather some experienced LAME who works on 210s every day of the week. It is worth it even if you send them from Australia.

The aircraft needs a full 'going over' by someone that knows what they are doing. It may require substantial disassembly to inspect the areas that are known problem areas on the 210. At this stage, the present owner may not want his aircraft disassembled and inspected. In this case, walk away and find another aircraft.

Have a detailed inspection of the aircraft log books to find out what the AD / SB status of the aircraft is. As you know, all Cessnas require a very invasive SID programme, which is both expensive and time consuming. If the SBs are up to date, it will be of great benefit as the SID programme requires certain SBs to be complied with and if they are found complied with, that will save you money.

During the aircraft inspection, you may find evidence of some type of repair that isn't recorded in the logbook. This is very common and can turn out to be very expensive and this is the reason why:

CASA has nominated the following countries as 'recognised' countries. They are the UK, Netherlands, France, Germany, USA, Canada and New Zealand. They also recognise EASA certification even though EASA is not a country per se. For example, if you purchase an aircraft in Spain, which is not a recognised country, but it has been maintained to the EASA system,

then by default, it would be recognised.

So, back to the repair you have discovered. It seems like there is no log entry that describes the repair and no certification for the repair. This is a very large potential problem because when the IOA holder (an authorised person given the power to issue Certificates of Airworthiness) inspects the records and the aircraft when it arrives in Australia, he/she will not be able to issue the C of A unless a CAR 21M engineer approves the repair. There have been numerous occasions when the CAR 21M engineer has ordered the repair be removed and a new repair scheme promulgated and installed on the aircraft with the attendant costs. That is because the repair hasn't been done properly or approved data hasn't been cited when the repair was carried out.

So what if the repair was detailed in the logbook, certified correctly and pointing to the 'approved data' used (drawings, manuals, computations etc)? Then, not a care in the world if the work was done in a 'recognised' country.

What if you purchased the aircraft from Japan? It is not a 'recognised' country and even though the paperwork was immaculate and the repair was signed off properly and all the approved data was named, you would still have to have a CAR 21M inspect the repair and certify the work when the aircraft arrives in Australia.

Now, what about buying the aircraft in Japan and finding that the engine had been upgraded by an STC? If the STC was US FAA-approved and installed properly with the appropriate 'approved data' (the STC instructions are deemed 'approved data'), then we



...the wings are unloaded...



...ready for assembly.

have an American-built aircraft having a US FAA-approved STC installed, but done in Japan. Is that acceptable in Australia? You bet it is.

The real problem happens when aircraft have had substantial repairs in a 'non-recognised' country as our regulations require that a CAR 21M engineer must approve the repair and modifications before the C of A is issued.

Another 'catch-all' is that the technical logbooks must have an unbroken link to the original manufacturer. We call this requirement 'back to birth' records.

I recently was doing a C of A inspection on an R22 helicopter that was imported from Japan that only had Japanese maintenance logs that started at 5.8 hours total time. There were no FAA logbooks, which would have been issued by the factory. In this case, it was an easy fix. A quick call to the factory rep, who looked into the records and revealed that this R22 did 5.8 hours test flying before it was put in a container and exported to Japan. I received that information by email and that was enough evidence that this helicopter had back to birth records.

Do I need an export C of A from a foreign country to enable my 210 to be given a C of A in Australia?

The short answer is that it would be nice to have one, but it isn't absolutely necessary. If you don't have one, then your LAME will have to do a bit more work to ensure the aircraft meets the type certification requirements and he/she will have to certify in the Australian log

books that all country of origin ADs have been complied with.

So, we are pretty happy now that we have inspected the aircraft and the aircraft paperwork, and ask ourselves 'Is there anything else before we part with our money?' Yes, there is. We want to know how much it weighs. The aircraft's payload will depend on its empty weight. There are a lot of countries that don't care too much about weight and balance including the USA. If the sales guy gives you a copy of the last W&B and it's dated when the aircraft left the factory in 1984, then have him re-weigh it. We already know that it has new paint and avionics, has a 550 engine upgrade, probably has a replacement interior. You need to have it weighed to make sure it will meet your mission profile.

So you have purchased the aircraft and the guys in the hangar are unloading the container. It looks perfect. No dents, scratches or anything detrimental. So what next? Even before you lay a spanner on the aircraft, cancel the US registration. This is your responsibility and it sometimes takes a long time. Usually the sales people you purchased the aircraft from or the ESCROW broker you paid your money through will have a contact in the FAA in Oklahoma City to cancel your US registration. The next thing to do is apply to CASA to reserve an Australian registration mark. After you secure confirmation of your registration mark, you can apply for a Certificate of Registration. You must attach the US registration cancellation certificate. Your chosen IOA will

want the aircraft to be registered, before he/she opens a job number in the CASA system.

A lot of regulations have changed over recent years and the regulations regarding the size and shape of registration markings and fireproof identification plates have certainly changed. Make sure that your LAME is right up to date on AC45-01 (2.1) Para 6.2.

For aircraft that operate wholly within Australia, you only need the registration on both sides of the fuselage or fin. Please get these made of vinyl lettering as they come off with the aid of a hair drier. If you sell the aircraft in the future and want to keep your registration, then the registration can easily be taken off and another one put on by the next owners, preventing all the problems associated with painted-on lettering. No more lettering is required on the wings, neither on the top of the wing or underneath.

Also, there is no further requirement to install a stainless-steel fireproof identification plate as we had to do in years past.

These two items are covered by an exemption. If you want to fly offshore to New Zealand or another close country, the exemption doesn't apply and you will have to install the stainless-steel fireproof plate and the registration under the left wing.

I hope this article has helped you with some often-overlooked steps in purchasing an aircraft from overseas.

Garth Bartlett
LAME, Pilot and Cessna Owner

Mind Your (Aviation) Language... by Ceri Bartlett

(Not So) Silent Letters

Ever wondered why English spelling has so many letters that aren't pronounced? Well, there are various reasons, but one group of silent letters are silent simply because they're too hard to pronounce – usually because they come into English from other languages!



Take for example “pterodactyl” pronounced “terodactyl”. Try saying the “p” at the beginning. It's hard, isn't it?

Pterodactyl comes from the Greek:

pteron = wing, and
daktulos = finger

In English there are combinations of letters we find easy to say, and combinations of letters we find difficult say. “St” is easy – Steven, stand, step.

But “Pt”? Not so easy. Or is it?

Actually, we only find it difficult at the beginning of a word. When the “pt” follows a vowel, it suddenly becomes easy!

Take for example “helicopter”.

Helicopter comes from the Greek:

helix = spiral, and
pteron = wing

Any problems pronouncing “pt” in helicopter? No. Not so silent “p” in this form.

Another similar example is the silent “m” in “mnemonic” – you know that little phrase you use to remember something more complicated – such as BUMP, Brakes, Undercarriage, Mixture, Propeller, Hatches/Harnesses; or “I’m Safe” used in aviation to self-assess your fitness to fly.

Try pronouncing the “m” at the beginning of “mnemonic”. Got your lips twisted yet?

Mnemonic comes from the Greek:
mnemon = of the mind / memory

Again, we drop the “m”, simply because it's too hard to pronounce. But as soon as we put a vowel in front of it, it becomes easy.

For example “amnesia”

Amnesia comes from the Greek:
a-mne-sia = not having memory

Aside: English isn't the only language that has problems with certain consonant clusters. The Spanish can't manage “st” so the name Steven becomes Esteban. Also, in the middle ages, Europeans used the name Stamboul, but the Turks called the city Istanbul because they also struggle with a starting “st”.



ILLNESS
Free of illness and symptoms

MEDICATION
Safe medication only

STRESS
Managing stress well at home and work

ALCOHOL
Free of alcohol and drugs and their effects

FATIGUE
Rested and sleeping well

EATING
Fed, watered, and ready to go

23

JUNE 2018

AT 5.30PM

This is your boarding pass to a dinner with a difference.

SAVE THE DATE

Come and join us for the 2018 Runway Dinner. Live music, childrens entertainment, food vendors or a seven course VIP section.

2018 RUNWAY DINNER

WHITSUNDAY AIRPORT SHUTE HARBOUR

Flight Number YSHR1432

Gate: Main Terminal

Date: 23 June 2018

Boarding: 17.30

Seat: Online Soon!

WHITSUNDAY AIRPORT
GREAT BARRIER REEF

Call Lee 07 4946 9180

Fellow aviation enthusiasts... Benefits to Members.

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.

Membership was re structured to a **3 yearly more cost effective basis** with a common start date of **31/10/2017** and a finish date of 31/10/2020 with fees as follows; **\$210.00 for individual membership and joint membership @ \$300.00 per couple or 2 people same family**. Members joining during the membership period do so on a pro rata basis. The above start date coincides with the annual 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.
- Fuel discount with Aero Refuellers offering their own Carnet Card with 25 outlets in VIC, NSW & ACT @ 7 cents per litre. See note 1 below.
- Fuel discount nationally with World Fuel Service WFS (Ex Mobil) ranging from 7 to 10 cents per litre for Avgas and Jet A1. Must have direct WFS carnet card and not 3rd party issued card. See Note 2 below.
- 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

Neil SHORROCK

Vice President

E: nshorrock47@gmail.com

Mob: 0428-752 055

Note 1. Aero Refuellers (AR) <http://www.aerorefuellers.com.au> To access this facility please call Anne McNaught on 02-6041 1599, fax 02-6021 2909, email admin@aerorefuellers.com.au

Note 2. WFS contact is Christo Van Niekerk 03-9678 2229, mobile 0435-310 973 and email cvanniekerk@wfscorp.com
You must mention membership of Cessna 200 Series Association in both cases.



CESSNA 200 SERIES ASSOCIATION

Contributions required for future newsletters



Tell us about your trips, flying adventures, plane upgrades etc. etc.
We are always on the hunt for interesting newsletter content.
Email anything of interest to Neil Richardson neil@njr.com.au

Welcome to New Members

The family membership is proving to be very popular and we welcome Fiona Russell, Gaye Saal and Di Taggart.

A warm welcome to you all and we look forward to seeing you at future Fly Ins.

Keep in touch with the Website



www.c200series.com.au

Keep an eye on our Facebook page



COMEDY CORNER

Jacob, age 92, and Rebecca, age 89, are all excited about their decision to get married. They go for a stroll to discuss the wedding and on the way they pass a chemist. Jacob suggests they go in.

Jacob addresses the man behind the counter: "Are you the owner?"

The pharmacist answers "Yes".

Jacob: "We're about to get married. Do you sell heart medication?"

Pharmacist: "Of course we do."

Jacob: "How about medicine for circulation?"

Pharmacist: "All kinds."

Jacob: "Medicine for rheumatism, scoliosis?"

Pharmacist: "Definitely."

Jacob: "How about Viagra?"

Pharmacist: "Of course."

Jacob: "Medicine for memory problems, arthritis, jaundice?"

Pharmacist: "Yes, a large variety. The works."

Jacob: "What about vitamins, sleeping pills, Geritol, antidotes for Parkinson's disease?"

Pharmacist: "Absolutely."

Jacob: "You sell wheelchairs and walkers?"

Pharmacist: "All speeds and sizes."

Jacob says to the pharmacist: "We'd like to set up a gift registry here, please."

Two bored casino dealers were waiting at a craps table.

A very attractive blonde woman arrived and bet twenty thousand dollars on a single roll of the dice.

She said, "I hope you don't mind, but I feel much luckier when I'm completely nude." With that she stripped from her neck down, rolled the dice and yelled, "Mama needs new clothes!"

Then she hollered..."YES! YES! I WON! I WON!" She jumped up and down and hugged each of the dealers. With that she picked up all the money and clothes and quickly departed.

The dealers just stared at each other dumbfounded. Finally, one of them asked, "What did she roll?"

The other answered, "I thought YOU were watching!"

Moral: Not all blondes are dumb, but most men are perverts.

Cessna Books available for purchase

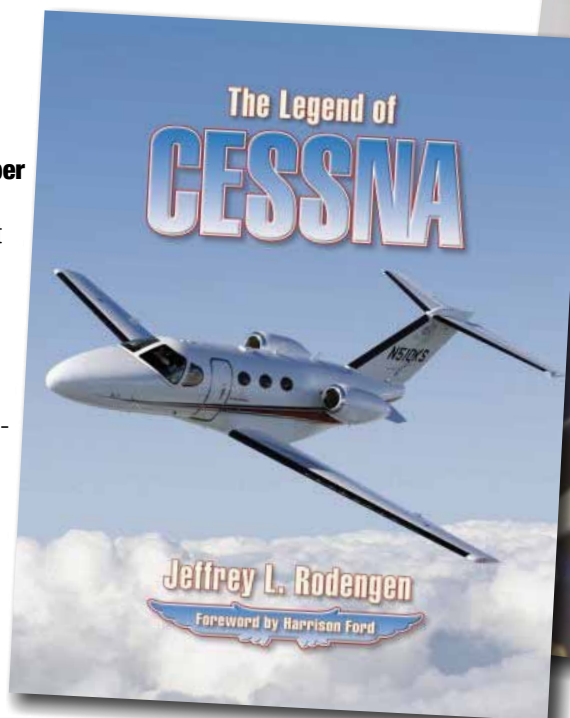
David Crawford has 2 different books available for members as per the photos.

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 Club's insignia. These generally will be available at our fly-ins or to order; contact Annie - coordinator@c200series.com.au

2017-2018 Committee

President	Ceri Bartlett	0448 448 316	president@c200series.com.au	VH-FMX P210N
Vice President	Neil Shorrocks	0428 752055	shorair@bigpond.com	VH-DTG T210N
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	Annie Haynes	0418 853 635	a.haynes@bigpond.com	VH-OAT 210N
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	- Printer	John Weston	johnw@westonprint.com.au	

Membership.

October 31st 2017 is the date to renew for the next 3 years..

You may well ask where the last 3 years went. Actually I'm sure you could all reflect and list dozens of things not the least of which were 6 fabulous Fly Ins with your C200 friends.

Regardless, 31st October, 2017 is the date to renew your membership for the C200 Series Association. Please use the form in this Newsletter or go to www.c200series.com.au to download the form and then email it to treasurer@c200series.com.au.

Subscriptions unchanged – Single \$210, Joint Membership \$300 - 2 people from any one family.

Your membership offers the benefit of information exchange and fun to be had at our biannual Fly Ins - Autumn and Spring - and our group insurance scheme for members flying 200series aircraft is extremely competitive. Your membership also entitles you to the 2 issues of aviation and club information via the C200 Newsletter each year and last but not least there are fuel discounts available depending on your location – see details below.

Next year -2018 - C200 Series Association celebrates 10 years and the planning is for a super fabulous Fly In to the Hunter Valley wine region which offers a diverse range of options and activities. Don't miss this one!

For new members wishing to join your membership will be effective immediately and renewable October 31st 2020. For those continuing their membership remember to do so on or before 31st October 2017. Your C200 Series Association looks forward to your continuing membership of this successful flying group.

AVIATION FUEL DISCOUNT UPDATE.

After some months of negotiating Neil Shorrock has secured and consolidated the following fuel discount arrangements for members;

1. **World Fuel Service (WFS).** Late last year International aviation fuel supplier WFS acquired ExxonMobil Aviation **Australia and NZ.** Therefore as the past Mobil discount was cancelled prior to this transaction, I approached WFS directly some months back and have now secured a **discount of 7 to 10 cents per litre** off regularly updated Posted Airport Prices (PAP) for **Avgas and Jet A1 from up to 16 locations nationally.**

WFS claim they intend aggressively extending their Outlet locations in the next 12 months with YBCG one of those hopefully. Therefore if there is scope for WFS at your location, let me know and I'll forward contact details.

To benefit from this new arrangement, please complete the 'Become a Client Form' (BCF) excluding 'Financial Information' for now as their team may ask for this as a later stage in the process.

Under 'Product required' tick **AVCARD** which is their Carnet Card. Then email forms to WFS contact **Christo Van Niekerk**, cvan-niekerk@wfscorp.com mobile 0435-310 973, 03-9678 229 and mention you are a **C200 S A member.**

NOTE; If you already have a WFS card issued by a 3rd party like Aero Refuellers & Skyfuel etc, these cards are NOT issued direct from WFS therefore NO discount will apply on that card. You must have a direct account with WFS.

2. **Aero Refuellers (AR).** AR still offers **7 cents per litre at their 26 locations as per attached list updated 19/6/17.** They no longer have an association with BP with BP issuing their own cards direct now.

If you don't already have an AR carnet card, call them on 02-6041 1599, ask for Anne McNaught and mention C200 S A.

Finally, I encourage everyone to utilize these **BENEFITS** that are available to Members. Unless we **USE** them, we will **LOSE** them. **Savings could be in the region of \$380 to \$500 PA per 206/210 aircraft flying say 80 to 100 hours PA.**

Should our volumes increase from the current 42 locations with both suppliers, I believe further negotiations may succeed with even better deals.

May you experience clear skies, safe flying & lesser fuel costs!

Membership Application - 3 year period

OCT 31st **2017** - OCT 31st **2020** (pro rata if joining mid-term)

Name/s:	1. 2.
Address: (residential)	
Address: (postal)	
Home phone: no:	()
Mobile: no:	()
Email Address:	
Aircraft Registration:	VH-
Aircraft Type: (model, mods, etc)	
Pilot Ratings & Endorsements:	
Signature:	

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

NB: Group Insurance Policy due 31st October 2017.

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