

The President's Corner

Our 2019 Autumn Fly In to Horsham – YHSM - was full of memorable adventures. Members, Wendy and Tony Brand hosted an unprecedented and sensational weekend which I know everyone will be talking about for some time.

Kate and Mark Rogers from Mudgee attended this fly in as guests of Ralph Aikin and Patricia Kenney.

As a group we welcome anyone with an interest in aviation and we have members who don't fly C200's but this was the first time we had participants arrive in a helicopter... (Augusta 109, Call Sign VH-OUR)... and very nice one it was.

Kate has written a great account of the YHSM Fly In for this newsletter.

Along with 12 other members, I attended our long awaited Pilot Safety Training weekend recently. I cannot impress on you all how valuable this weekend was to me as both pilot and aircraft owner. We were fortunate to have the expertise of Paul New - Tennessee Aviation USA – who presented module 1 of the 2 module course which included aircraft systems and procedures of the C210 aircraft covering both naturally aspirated and turbo engines.

Paul, accompanied by his wife Helen, is also a 210 pilot has tailored his presentation to suit pilots and aircraft owners like me who are not mechanics nor airframe technicians but want to know and understand their beloved aircraft.

Along with Pauls humour and down to earth characteristics he had us in fits of laughter but at the same time being able to have us understand the importance of his teachings on that particular subject.

The engine management session had us all engaged in discussion especially with his expertise of running engines ROP (rich of peak) or LOP (lean of peak).

I could confidently say that most of the ardent members who have never run LOP were heading home to give it a try.

We all worked hard in the classroom and there was plenty of hands on when we had an afternoon in the hangar too. I sincerely believe we are all better aviators for our participation in this weekend. Amongst the benefits of participation in this weekend is the opportunity to better rates on insurance premiums and recognition by organisations such as CASA that we individually undertake our aviation seriously.

The PST part 2 (flying aspect) will be done at each pilots convenience under the tutelage of Nigel Wettenhall at Deniliquin NSW. I am really looking forward to this part of the course.

You will all be aware that there is an issue with the 'carry through' of our aircraft type since a most unfortunate accident involving a survey plane where the carry through broke and the wing detached with catastrophic results for both aircraft and pilots on board .

At the time of writing this report there has been a fair amount of discussion on the subject, but I am unable to give any thoughts or guidance at this stage except to refer you to the "Mandatory SB SEL 57-06" and to also keep in contact with your LAME for any further notices.

On a brighter note..... Sue and I enjoyed a flying trip to and from Kununurra in VH-SRM. Sue has written an article of our trip but I would like to say how lucky we are to have the trusty C200 Series aircraft which makes exploring this wonderful country of ours so easy.



Winton in QLD is our Spring Fly In destination from the 6th – 9th of September and the program that Patricia has planned for us looks interesting and fun as you would expect – dinosaurs and much more.

Our registration form is in the newsletter – do attend to your accommodation bookings and also get your registration form into Annie.

Just to keep you all excited our Autumn Fly In 2020 is to New Zealand and the fabulous "Warbirds over Wanaka". As this event is over the Easter weekend it is really important to get your accommodation booked if you haven't already done so. For details see the website www.c200series.com.au

See you in Winton YWTN Safe flying.

Your President Geoff Morris



**WINTON
(YWTN)
Fly-in**

**Friday 6th to Sunday 8th
September 2019**

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Horsham Fly-In Report by Kate Rogers



We were enticed to attend the C200 Fly-in by our good mates Ralph Aiken and Patricia Kenney, whom we have known for many, many years through our respective aviation, related businesses. Ralph & Patricia are always enthusiastic attendees to the C200 fly-ins and would tell us of their latest adventure and the interesting things they learnt along the way.

In fact, we had been slightly involved in one of the earliest Fly-in's @ Mudgee NSW – our home base - in 2009 – by taking this aerial photo of Mudgee attendees from our chopper.



So, we took the plunge and joined in with the flock. We were off to Horsham, VIC.

We flew in from Echuca/Moama - north east of Horsham on the Murray River. Keep in



mind, we DO NOT own a Cessna aeroplane, but an Agusta 109C helicopter !!

So we were feeling most honoured to join in with the fixed wing crowd.

We were generously picked up in a Horsham Aviation Services provided vehicle by Barry Costa – another of Ralph & Patricia's guests for this fly-in and whom we have also known for many years (Barry & Robyn gave Mark his first job flying helicopters back in 1988).

After a quick bit of shopping and check in to our lovely room at the Horsham International Hotel, we were off to dinner at The Olde Horsham.

We had a lovely night catching up with Barry and Robyn Costa, meeting a few of the Cessna 200 members and checking out the varied art specimens lining the walls of the restaurant whilst enjoying a scrumptious three course meal.

Saturday Fly In

- Boundary Bend Olive Farm

What a fantastic day we had, and I am sure everyone else did too !!

Mark and I were kindly offered to fly with Geoff and Sue Morris in VH- SRM

It was a beautiful day for flying and they were great hosts. Mark, a helicopter pilot with vast experience in the commercial world, was impressed with the professionalism and safety this group conducted their flight.

To hear and witness (first hand) the remarkable story of Boundary Bend; their dedication to producing quality products, their use of innovative techniques and commitment to customer satisfaction made me feel very proud that (firstly) I am a consistent user of Cobram Estate Olive Oil (supporting Australian Made & Owned) as well as just plain proud of our fellow Australian and host for the day, Rob McGavin for the remarkable company he Co-Founded with a mate from university.

[Here is a quick summary taken from their website to remind us of a few of the facts we learnt that day !!](#)

Horsham Fly-In Report continued...



Boundary Bend Limited, established in 1998

- is Australia's largest olive farmer and producer of extra virgin olive oil
- own 2.2 million producing trees on over 6,278 hectares
- owns and operates two olive oil processing plants with a combined capacity of 95 tonnes of fruit per hour
- In a good year can process 75,000 tonnes of olives, producing approximately 13.6 million litres of olive oil
- They own Australia's two top-selling homegrown olive oil brands, Cobram Estate and Red Island.
- they manufacturer olive harvesters
- they own Australia's largest olive tree nursery and olive oil bottling, storage and laboratory facility



Sunday Bus Trip to Seppelts and BBQ Dinner at Horsham Clubhouse

We set off for Great Western on the School Bus and had a lovely scenic drive seeing the Grampians off to our right and passing through Stawell – famous for the “Stawall Gift”, Australia's Richest Footrace.

Seppelt Great Western is one of the most 'well known names' when it comes to wineries in Australia and the term 'drives' was new to me - So we were very interested to see what was in store for us this day

Unbeknown to me, Seppelt is famous for their heritage listed labyrinth of underground cellars, known as The Drives, which wind for three kilometers beneath the historic Great Western winery. With excavation beginning in 1868 by out-of-work miners from the early gold rush era, and continuing for over 60 years, The Drives are the largest underground cellars in the Southern Hemisphere.



The vineyard was planted, in 1865 by brothers Joseph and Henry Best, who came to Great Western following the gold rush.

In 1888, Hans Irvine, bought the winery and made the world's first sparkling shiraz.

Irvine retired in 1918 and sold to the Seppelt family, who were already award winning Barossa winemakers. They added more drives underneath the property as the business grew.



The 'drives' tour offers an intriguing history of the winery. Although they are no longer used to store great quantities of wine they are still functional.

After learning all that amazing history, it was back on the bus for Horsham, where a BBQ dinner at the Aero Club was served to finish up the weekend.

All in all a great weekend spent with some like-minded aviation enthusiasts!!

Thanks for having us along



Horsham Fly-In Report continued...



Horsham Attendees:

AIKIN Ralph, KENNEY Patricia, COSTA Barry, COSTA Robyn, BRAND Tony, BRAND Wendy, CRAWFORD David, HAYNES Annie, CRUM David, FLINDELL Tanya, WADICK Warren, CRUM Colin, CRUM Linley, DEAN Barry, THORNING Ray, JENKINS Peter, MARSHALL Tom, JAMES Ian, JAMES Judy, LILLYSTON

John, LILLYSTON Cilla, LOBB Julian, McCABE Bob, McCABE Pam, McGLONE Nick, MORRIS Geoff, MORRIS Sue, PARKER Ken, PARKER Glenda, ROGERS Mark, ROGERS Kate, SHORROCK Neil, SHORROCK Robyn, SPICER Ian, SPICER Noella, TAGGERT Tony, TAGGERT Di, THOMASON Ian, THOMASON Denise, TILLEY John, TILLEY Suzy.

Letter to Members:

At the Horsham Flyin interest was shown in a website of Geoff Goodall.

To those that are interested I believe the site you need is Geoff Goodall's Aviation History Site – www.goodall.com.au

Peter Brand

Horsham Fly-In Report continued...



Horsham Fly-In Report continued...



Painted Silo Tour by Tony Taggart



Saturday was the start of an amazing road tour of the Painted Silo's from Rupanyup to Patchewollop .

We were so lucky and grateful to have a car supplied to us by Wendy and Tony Brand. For the record it was an older Toyota Camry which performed beautifully and 'never missed a beat'.

Our party was Di and I and John and Cilla. Because Tony Brand had designated me as the driver (so that if a speeding ticket was issued he would know where to send it!) and rightly so, I was obliged to be chauffeur for the 390 odd Km that we covered on the day. I loved it!!

1st stop Rupanyup.

(Rup an Yup or Ru punyap? – I had trouble with the pronunciation- much to Cilla's disgust)

Painted by Russian Julia Volchkova the work, in black paint, captured the spirit of community and an insight into rural youth. The canvass was an all metal pair of silos. The work was an artful masterpiece.

There was a book exchange opposite. What a terrific idea. Take a book and put back a book. It's a great way for those who are travelling to get to know their travelling companions by the breadth of books from which to choose. The idea is that you learn something from others as they learn from you. It's a typical well placed honour system of Australian's being typical Australian's. It's a sort of silent – G'day mate – how you go'in, hope you're good!



Next stop was Sheep Hills.

A stack of 6 concrete silos with all colour 4 faces, a sunset and a night sky. Breathtaking. The eye of one of the characters was in itself a masterpiece depicting a sun set just as the sun had gone down over a wheat plain. The detail and the colours were such that one could have walked up to the Silo, started taking to it and expecting to get an answer. The country was as dry as a chip. An adjacent dam was bone dry.

By the time Sheep Hills had disgorged its wonder it was lunch time and Warracknabeal was on the track so we stopped there. Nice town with well restored heritage buildings.



Next stop BRIM

Another 6 concrete silos. Painted by Guido van Helten. It was a giant piece of artwork that designed to capture the local essence of the farming community as one would see any farmer on any day. He did it. But not only did he 'do it' but his attention to detail was – well you have to see it to believe it. 4 characters. In such detail, but with the rough of the concrete exposing the roughness of the life. The hands and veins, the folds of the shirts, the cheeks and joules, the facial expressions and muscular arms and the dust. Were we looking at photographs or paintings? To be sure, they were paintings. Just brilliant.



On to Rosebery

3 concrete silos this time with 2 characters. A jillaroo with a swag and a jackaroo with his horse. Artist Kaff-eine. Yes you got it. She obviously likes coffee so much she decided to be known as its drug!! She tried and succeeded in capturing the harshness of the Wimmera Mallee. There was some discussion about this silo because on the one hand there was thought that she had botched the perspective of the Jackaroo and his horse because of the size of the horses head vs the size of the Jackaroo and on the other that she had captured it perfectly because she had used a big horse for a big man and a big job. The jillaroo was also given a tall presence but slight, feminine but tough. I think that the coffoholic did it perfectly.



Painted Silo Tour continued...



Then to Lascelles

Again 3 silos but this time husband and wife. One looking north the other south. Geoff and Merrilyn Horman, 4th generation inhabitants of the area, painted in raw, muted, monotone palette by artist Rone. His aim was to depict wisdom of age. Did he achieve that? Merrilyn is smiling but looking her age with perhaps weary eyes. What does she see? A future or a past? Geoff on the other hand looks as if he is concentrating on the dogs and how they are handling the sheep. He looks satisfied as if to say – they are good I could not do better.

In any event, these are two masterful portraits which have brought the 1939 Silo to life.



Last stop Patchewollock

And so to our last stop, downtown Patchewollock, a hive of slumber.

This was a silo of 4 stacks but only the two that faced the town were adorned with a magnificent painting by Brisbane artist Fintan Magee of a local lad Nick 'Noodle' Hulland.

Once again the artist is trying, and undoubtedly succeeded in capturing the 'down to earth' hardworking spirit of this harsh region of the Mallee.

And so our day was done, 200 odd klm had been covered and it was time to 'go home' to Horsham, another 200 klm to go. Refreshed after a cuppa at the thriving café /general store we piled into the faithful Camry and headed for home. The roads were good, the weather, fine, what could possibly go wrong? And then

it happened – from out of nowhere on the left sprang a bloody great Emu and then another. Quickly, Taggart was off the 'A' peddle and just a touch of brake as his beady eyes were searching for # 3 and possibly 4. Alas they were either too frightened to make an appearance or just were not there but – oh what fun. Nothing wrong with the reflexes as we watch the two big birds gallop away into the distance.

Tally ho it's off to home we go.

Another exciting adventure for John, Cilla and the Taggart's .



DAVID CRUM'S STORY VH-JLY



I decided to get into planes by mistake. In Easter 1994 I was in a motorbike accident and after going through the cast on my leg I decided that I would retire from motorbike riding as I had 4 kids and was self employed.

I was a bit lost & awhile later I was at the Bathurst Regional show & was handed a flyer

by a lady who is now a Qantas Captain. The flyer was on learning how to fly & I thought "yes, I think I might give it a go" & the rest is history.

The very next day I did my TIF and got straight into learning and I've been all over Australia. It was a dream of mine from a child looking at planes in the air and always thought

I'd love to do it as an adult & it's brought me so much joy in my life.

Now for a funny story!! At the C200 Rockhampton fly in I decided to not join Warren and my cousin on finishing off a bottle of red wine and went for a walk to the Criterion Hotel as a band was playing. I got to the entry point and the bouncer said to me "why do you want to come in here Grandpa" and I said "how do you know I'm a Grandpa?" and he said "I think you should go home to bed" and I replied "I bet you'd let me in if I had a mini skirt lol." Needless to say I'd never recommend the Criterion.

(Now Tanya's going to say something about the Criterion) "If I had have gone to Rockhampton David would have gotten in no problem as I would have said that I am David's carer or I could've put a mini skirt on David!"

Jokes aside we both enjoy all the adventures and especially the people on the fly ins .

David Crum & Tanya Flindell



I bought TFE in July 2003. It's a 1980 210N, built late in 1980 and delivered new to John Tilley in 1981. See the above photo of a much younger John Tilly taking delivery of TFE way back when.

The aircraft had a few owners since John and prior to my purchase and those 22 years were not kind to her, but I didn't realise how unkind until it was too late. These days I could think of several people who could do a prepurchase, not back then. It's taken many years and a lot of money but TFE's in excellent condition and kitted out with whistles and bells G.A. couldn't even dream about in 1980.

Of course the aeroplane has to have a pilot.... I suppose I'm like most pilots, having had my fair share of close calls when the holes in the Swiss cheese just didn't line up.

Very early on I went from Moorabbin down to Flinders Island. After a couple of nights I came back, giving a lift to a bloke I knew from previous visits. All went well, but lying in bed that night, reviewing the trip I realised I couldn't remember changing tanks - there or back! Prior to TFE, I'd owned a 182. They have a 'both' setting for the fuel selector and I'd always left it there. I had to go and check the next day. (A bit late, I know). I dipped the tank and nothing registered on the dipstick. The flat bottom of the dowel was damp, that was it! I'd been so close to disaster. Over Bass Strait or over the suburbs of Melbourne, either one didn't bear thinking about.

In June 2006 Tony Taggart suggested a weekend fly away to Dalhousie Springs and Mount Dare Station. The thought of bathing in hot springs in the middle of Australia in the middle of winter was irresistible. We set off in two planes, Tony with a couple of his mates and me with Cilla and a bookkeeper from Tony's practice whom I knew too.

First stop Broken Hill to spend Friday night. We dined at the slag heap restaurant and naturally the two pilots were suitably abstemious, not so the bookkeeper! After the rest of us retired Leanne decided to kick on. She palled up with a local girl and was up till god knows when.

Obviously the worse for wear the next morning, I insisted she carry a sick bag in her hand. She assured me she never suffered from travel sickness but complied anyway. So off we went, first to William Creek for fuel, thence to Dalhousie Springs. The fuel price at William Creek was at least double the price at Moorabbin but I filled up regardless, Tony refused to buy a drop - a decision he'd later regret.

In the meantime, all was going well with the hangover sufferer - that's until short final at Dalhousie. A shortish dirt strip that I'd never been to before, nothing I couldn't handle though - that is until Leanne, who'd put away the sick bag, suddenly threw up. Only a little reached me but you can imagine it took all my concentration to ignore the splashes on the back of my neck and the smell and execute a safe landing.

Leanne was an ample bosomed lass and what didn't rest on the top of her chest, she caught in her tee shirt. Luckily no stains or smell remained! I'm sure that lesser distractions during that critical stage of flight have had fatal consequences.

Anyway, on to Mount Dare where TT had organised a 205 litre drum of avgas. Er, well he thought he had. It hadn't turned up. So while the rest of us were relaxing after dinner, Tony set off with the manager on a 200km round trip to pick up the drum.

After my near disaster coming back from Flinders Island I'd learnt my lesson regarding fuel management - or so I thought. In April 2010 the C200 mob had a fly away to Longreach. We had an interesting side trip to Winton on ANZAC day and got to see their parade. For such a small town they did a great job. The next day we set off for home, leaving Longreach to refuel at Bourke. On final approach into Bourke, the nice lady with the American accent announced "Check gear! Check gear!".

I was pretty busy so I just looked down and checked the gear lever, of course it's down, she's stupid. Stupid or not, she persisted so I did the thing I should have done first, looked out the window. Oh shit - no wheel! Hmm, who's the stupid one now? Anyway, execute

a go around and troubleshoot the problem: a popped circuit breaker. Reset and down comes the gear, rejoin the circuit and land. As I turned final the engine stopped. Now, I've done practice forced landings like every other pilot.

But NEVER with the engine actually stopped! The silence is shocking.



I immediately set up for best glide and switched tanks - it had to be starvation and not exhaustion. The prop was windmilling but it didn't restart. I was aware of a decal saying words to the effect of "when switching from an empty tank, run the emergency fuel pump." So I flicked it on for a moment, fearing flooding the engine. Nothing. Recheck fuel gauges, give it one last try, it'll soon be time to concentrate on landing in the nice grassy paddock just before the threshold. This time the engine fired with what seemed to be a mighty roar and I flew straight and level on to the runway, no further descent was needed, and taxied to the bowser.

I was feeling pretty pleased with myself and feeling nice and relaxed. Cilla couldn't believe my calmness. I explained it was ok, I had it covered. Even if I hadn't been able to restart the engine I was going to land in the nice flat grass - piece of cake. "Didn't you see the fence running across the paddock?" She asked. Oops. Probably just as well I didn't. Of course it was the unplanned 1.7 hour side trip to Winton that I didn't take into account that nearly brought me undone.

These days, my trusty co-pilot is charged with the task of watching the time. We set the flight time function on the transponder and change tanks at 30 minutes to compensate for takeoff and climb out and every hour after that.

And I always fill the tanks, regardless of the price!



Namer of Clouds: How an amateur meteorologist forged the language of the skies.

As pilots, we are always very cognisant of the clouds in the sky, as they affect whether or not we fly, or at least how comfortable or turbulent our flight will be. But it's not just pilots who look up to the sky: all over the world, people talk about clouds. Clouds not only affect our daily lives but we connect the clouds with our moods and emotions, good fortune or bad luck or the description of personalities. For some perhaps there is 'a dark cloud on the horizon': for others 'every cloud has a silver lining'. Someone may have his 'head in the clouds' or be 'on cloud nine'.

If we didn't know the names of clouds before learning to fly we certainly learnt them very quickly – but where do these names cirrus.... stratus....cumulus etc come from? Here's the story...

Born in London in 1772, Luke Howard was a shy chemist, who was also really fascinated by weather and particularly by clouds. He wanted to organise how we observe and understand those everchanging formations up in the sky and he wanted to do it in a way that was scientific. In 1803 he self-published a pamphlet that he called 'On the modification of clouds etc'. In it, he proposed a classification system for clouds and he drew on his school-boy Latin and came up with the main categories – cirrus, stratus and cumulus. Cirrus comes from the Latin for hair or tendril. Stratus comes from the Latin for layer, and cumulus is from the Latin for a pile – like to accumulate.

This new way of looking for clouds and this whole new language for talking about something that people had always seen but never really classified, really sparked the interest of the public, and Luke Howard became a reluctant celebrity.

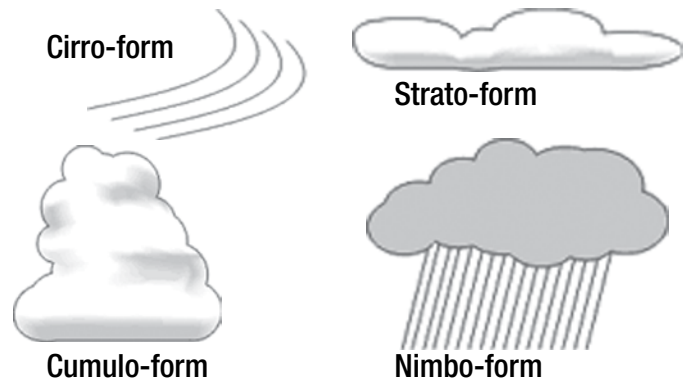
Luke Howard diligently recorded his observations of London weather for many years. He witnessed the 'Aurora Borealis' – a rare sighting in England. He documented the 'great haze of 1783' - an event when the sun was hidden for weeks because of volcanic eruptions in Iceland. On 18 August 1783, Luke even witnessed the 'Great Meteor',



a spectacular comet. Luke Howard saw differences and patterns and indeed began meteorology this way. Today he is frequently referred to as the 'Father of Meteorology'

In April 2002 Luke Howard was remembered in Tottenham, UK as the Father of Meteorology when an English Heritage Blue Plaque was dedicated in his honour at his former home, number 7 Bruce Grove. The plaque was unveiled by the famous BBC weather broadcaster Michael Fish who said:

"Weather forecasters use the terms every day. We are eternally grateful that Luke Howard came up with such an easy and straightforward way of naming the clouds."



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Chicks Chatter by Judy James

What's Hot...

1. Short 40 minute flight to get to Horsham. Sure beats driving for 2 days to get to the Hunter Fly-in.
2. Great hospitality, venue and nourishment to start our Fly-In @ the Olde Horsham .
3. The wonderful organising of a really good weekend by the very busy Wendy and Tony Brand.
4. Managing to return the Brand's vehicle undamaged.
5. The trip to Boundary Bend Olive Farm, the amazing hospitality and informative tour conducted by Rob McGavin (owner). I had no idea how much science went into producing top quality olives)
6. My pantry was already stocked with Cobram Olive Oil.
7. Ken Parker obligingly came to the rescue when the Baron was over booked for the trip to Boundary Bend.
8. Ken's ability to find the olive grove – he knew it was there somewhere.
9. Pilot Ian had me home in plenty of time to play in a golf final.



What's Not...

1. A bit of discomfort due to overindulgence at our welcome dinner.
2. Allocation of 5 passengers to go to Boundary Bend when the Baron only had 4 seats.
3. Running short of time so missed the icecream at Halls Gap.
4. Low cloud when needing to get home in a hurry.

Letter to the Members

by Patricia Kenney

It was a beautiful Kimberley Day and the small group of hikers on the Kimberly Quest piled into the jet boat and were off to the mainland for their anticipated walk through the bush followed by a swim in one of the many water holes.

BUT WAIT, someone had left their shoes behind. Who was this intrepid adventurer that can't remember to even put their shoes on? Bare-footed is not an option walking over rocks and through spinifex. Maybe too many gin and tonics the night before or maybe that's just how they do it in South Australia or maybe her non-stop chatter distracted her of those necessities needed for a walk. One thing we do know, it was a C200 member, oh my god!



Warbirds over Wanaka NZ - Easter 2020

**Thursday 9th – Sunday 12th April
inclusive, air show practice Friday then it
is all systems go for Saturday & Sunday.**

You may think your Fly In Coordinator has lost the plot or gone off with the fairies asking you to book your accommodation for the 2020 Autumn Fly In at the same time as the 2019 Spring Fly In to Winton but there is good reason.

Brian Hore our NZ member has kindly secured rooms at the Oakridge Resort but it's important that you book now if you intend coming along next Easter. reception@oakridge.co.nz Ask to speak with Judit or Sam and quote Cessna 200 Group when booking. Phone +64 3 443 7707

That will then get you one of the held rooms at the special rate.

The dates for Easter 2020 are:- Good Friday 10th April, Easter Saturday 11th April, Easter Sunday 12th April & Easter Monday is the 13th April

Hotel room \$230.00 per night- Sleeps up to 2 people in one king bed or two single beds with ensuite and tea and coffee making facility's.

One bedroom apartment \$310.00 per night -Full apartment sleeps up to 2 people in ether a king or two single beds Full kitchen, lounge, dining area. Separate bedroom and ensuite.

50% Deposit will be required 90 days prior to arrival to secure the rooms.

(As you can imagine Easter is very busy in Wanaka and the Oakridge Resort will need to release any rooms not reserved so to avoid disappointment please do book now.) Easter Friday is also start of the NZ school holidays.

You may also like to get in early and from a wide selection book your tickets of your choice to the event at www.warbirdsoverwanaka.com

I have also asked Brian and Ann if it will be possible to visit them at their stunning home Nokomai Station www.nokomai.co.nz. I envisage a charter bus for our group out to Nokomai on Easter Monday the 13th and then back into Queenstown for the night.

**After that it will be -'traffic services terminated,
resume own navigation'**

**Welcome to
New Members**

Family membership is proving to be very popular and we welcome:
Noel Hoy with his P210N and welcome back to Nick McGlone one of the highest time 210 pilots in the country.
A warm welcome to you all and we look forward to seeing you at future Fly Ins.

WINTON (YWTN) Fly-in 6th – 8th September 2019



Be prepared to enjoy Queensland and the amazing outback by joining us on Friday night for a Sunset Tour to Rangelands where we will enjoy with a BBQ and drinks.

On Saturday we have some formality of the AGM at the Neighbourhood Centre and of course an outback morning tea!

Afterwards walk to the Waltzing Matilda Centre for a tour and light lunch.

In the afternoon partake in a town tour where you can perhaps test out your skills on the Musical Fence, have a look at the Machinery Museum and there is more of course.

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



Saturday evening will be spent at the Winton Club to enjoy a camp oven dinner and hear from our guest speak David Elliot who co-founded the AAOD Museum in 2002 with wife Judy. He currently is the Executive Chairman of AAOD Ltd and is a farmer who still finds dinosaurs in his back paddock.



This has given Winton tourism a huge boost and put this outback Queensland town on the world map.

To make the most of the night we ask that you get into your best 'country Clobber' -check shirt/blouse, boots and belts with BIG buckles! A country singer to provide entertainment.

Sunday Morning we tour to the Australian Age of Dinosaurs Museum followed by lunch on the top of the hill/jump up.

<http://www.australianageofdinosaurs.com/>



The Royal Open Air Theatre awaits your presence on Sunday evening to enjoy a tour of how the theatre used to operate in the 60's followed by perhaps Movietone news, cartoons or a short nostalgic film - an evening under the stars.



Accommodation:

Contact Jan at the Winton Outback Motel: 07 4657 1422

King \$145 – sold out, Premium \$137 & Standard \$130, Add \$10 Twin.

Cooked breakfasts are available in the room only or stroll to close by cafes.

This typical outback motel is clean and tidy but only a 3.5 star accommodation in a great location.

* Winton has just been named an International Dark Sky Sanctuary.

<https://www.darksky.org/our-work/conservation/idsp/sanctuaries/the-jump-up-australia/>



Initial Itinerary

WINTON (YWTN) Fly In 6th – 8th September 2019

Friday 6th

1500 Arrivals and transfers to Accommodation
1600 Rangelands Sunset Tour and BBQ

Saturday 7th

0900 AGM
1030 Morning Tea
1100 Waltzing Matilda Centre
1300 Lunch @ the Waltzing Matilda Centre
1400 Town Tours
1800 Winton Club for Drinks & Camp Oven Dinner, guest speaker & music

Sunday 8th

0800 Australian Age of the Dinosaurs Tours (AAOD)
1200 Lunch @ the AAOD
1300 Return to Winton for rest and recovery
1800 Dinner as required at own expense
1900 Royal Open Air Theatre

Monday 9th

0730 Transfers for Departures

For more info contact:

Patricia 0407 012 014,
Robyn 0408 752 053
or Annie 0418 853 635

Friday 6th - Sunday 8th September 2019

Registration Form

Name.....

Phone..... Mobile.....

Email address.....

Attendees

Pilot Passenger 3.....

Passenger 1..... Passenger 4.....

Passenger 2..... Passenger 5.....

Aircraft type Aircraft registration.....

ETA Date:..... Time: Winton Outback Motel? Other? _____

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

Activity	Number of people	Price	Total
Registration		\$300pp Early Bird after 31/07/19 \$325pp	
Friday night - Rangelands Sunset tour & BBQ		Included in Registration	
Saturday - Tours Lunch and Dinner		Included in Registration	
Sunday - Australian Age of the Dinosaurs Tour & Lunch		Included in Registration	
Sunday Dinner		At own cost	
Sunday Evening - Royal Open Air Theatre		Included in Registration	
TOTAL			

Payment by cheque (Cessna 200 Series Association) or
 Payment by EFT (BSB 633 000Acc No 135455806)

Please email copy of EFT receipt to coordinator@c200series.com.au or Surname and Call Sign on back of cheque

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: Where possible refunds will be given but cannot be guaranteed.

Please send completed forms to:

Mail: Coordinator, Cessna 200 Series Association, PO Box 297, Lucindale SA 5272

Email: coordinator@c200series.com.au Annie's Mobile 0418 853 635

Kimberley Bound by Sue Morris

Our flying trip to the Kimberley came around quickly after all the planning. We left Mt Gambier on a chilly May morning and after an overnight in Kerang in northern Victoria, on to Charleville to have an overnight stay. We had left the cold weather behind and we quickly had mid to high 30's. We lunched at the tiny town of Eulo, total population of 50. Great spot to stop for a bite, great store and good food at the pub. And the strip is next to the main street. There was a music festival coming to town and the place was a buzz with caravans, motor homes and 4WD's. Charleville was as welcoming as always, as was the mandatory stop at the Rocks Motel.



The next morning we headed to Winton to meet up with Ralph, Tricia and Frank. We decided to go via Yaraka, population of 16, again with a Pub and store. We walked the few kms into town from the strip with the assistance of a few thousand flies. The owners of the Pub were fantastic. An elderly couple, Chris, a retired School Principal and her husband, Gerry, a writer. We timed our arrival into Winton well to coincide with Ralph & Tricia.

In Winton we stayed at the Outback Motel, our accommodation for the AGM in September. Great location, as it is right in town. A few meetings with Tricia planning September, fantastic meal at the Tattersalls Hotel, good sleep, 6am breakfast at the bakery and up and away again.

We headed for Daly Water with a fuel and lunch break at Barkly Wayside Stop. This was an experience for all, as Ralph went into land first and announced that there was a kangaroo on the strip – no, not a kangaroo but a woman jogging towards him on the runway. She moved slightly to the side and waved. This woman was a slow learner as she turned around to jog back as we came in to land. Geoff had to move to the side of the strip and as we passed, she stopped and gave us a big wave and smile. BACK PACKERS! No idea.



Daly Waters is an iconic stop with much to see and great history. This stop is well set up for travelers with good accommodation, meals and nightly entertainment.

The next day on the way to Kununurra, Tricia had organized for us to go to Victoria River Downs Station for a morning cuppa. What an eye opener. They have a mustering team of 18 helicopters and 5 fixed wing planes. On to Kununurra and arrived in 37 degrees. The planes were tied down for their stay, and into our accommodation to wait for Kate & Mark Rogers who were arriving in their Augusta for a few days with us. Those who attended the fly in in Horsham would remember them joining us on their trip around Australia.

We all had a great time here with a boat trip on the Ord River, which mother nature included a tropical storm, followed by an amazing sunset, visits to the Hoochery Distillery, Sandalwood Factory. Tricia and Ralph had us up early each morning for the mandatory walk. The temperature was quite warm even at that time of the morning. All were commenting on how unseasonably hot it was. The Ord Valley Muster was on during our stay, so the town was quite busy. Ian & Judy James flew in commercially to join us and our group was now altogether to depart on our Cruise the next day.



On Tuesday afternoon we were collected from Freshwater Apartments, and met the other 9 passengers (2 from Perth, 6 from Melbourne, one Englishman & 7 of us) on the bus to be taken to Wyndham to board the Kimberley Quest II. Wyndham these days is in a sad and sorry state. It is like a ghost town – deserted and buildings in a bad state of disrepair. We boarded the Kimberley Quest and were greeted by the crew – Captain, Chef (very important person), the 2 hostesses, 2 crewmen and a naturalist, Tim Willing. Dinner was served on board as we motored down the channel from Wyndham & into the open sea. It was not at all a good night's sleep as the boat rocked and rolled all night in rough seas. Many were a little queasy the next morning but it didn't take long for us to find our sea legs as the seas calmed down.

We crossed the sandbar into King George Estuary. This was the beginning of the most amazing scenery. You start to understand why people fall in love with this part of the world – sights only visible from the sea side. That afternoon most of us chose to make the 80 metre, steep cliff climb to swim in the rock pools above the Twin Falls. These falls were spectacular from the river but to view them from the plateau was amazing. We were warned that the climb would be the most difficult of the trip and that it was. I think a mountain goat would have struggled. There were a couple of minor scrapes up and back and a couple

needed a bandage or two, but the swim in the heat was compensation.

We spent a beautiful evening with dinner on the back deck and early to bed as breakfast was at 6.30 the next morning to catch the tide to go back over the sand bar. We were all warned that as we pass Cape Londonderry it would be rough and it was. It was interesting watching the tenders coping with the waves, rising above and then disappearing.



After passing Cape Talbot we anchored and this afternoon the choice was fishing or beach walk. Geoff did the fishing with Ralph & Tricia, I opted for the beach walk along with Judy. Both Tricia & Ralph landed large Queen Fish, Geoff had the proverbial one that got away. Arriving back on board to balloons & a banner wishing Ralph Happy Birthday- with more to come. The Crew had left a bottle of Chandon in his cabin. Another lovely dinner with a massive white choc Birthday Cake adorned with candles for dessert. (thank you Ralph) After many wines it was an early night as the boat kept motoring into Freshwater Bay to moor for night. We awoke to be surrounded by Paspaley Pearl Farms - no free samples though.



Next day we ventured into another bay & all aboard the tenders for a trek through the sand dunes and mud flats to the 1942 wreck of a DC3. In good condition, just a short walk from the coast, it lay where it had ended up in 1942. All were interested in the story of how it came to be there especially the aviators amongst us. That afternoon it was all into the tenders to go ashore with a walk through the bushland and a little rock climbing to see aboriginal rock art. It was in amazingly good condition for the estimated age of the paintings.

Kimberley Bound continued...

That evening we took a boat ride to see the ancient area where Indonesian fishermen had lived back in the 1600's, fishing and drying sea cucumbers for sale to China. The rock mounds were left from the giant woks used to cook the cucumbers. The drying buildings long gone. Many remains of giant shells were left which they used to carry water and other food stuff incl rice etc. It is thought that a few hundred lived in this settlement and some had interbred with local aborigines as the local aborigines have some Indonesian language. The history of this coastline is amazing, and it makes you realise how little we know of our own country. Our resident guide (Naturalist), Tim Willing is a world recognised Kimberley fauna and flora expert, highly recognised in Australia and overseas and never ceased to amaze us with his knowledge.



Saturday 25th, up anchor at 4am and don't we know it - it is right at our heads - a good alarm clock. Judy & Ian are in the same area, just above us so their alarm went off as well. The morning was spent cruising and then all into tenders to go ashore for a swim at Corneille Island. The water is amazing although not quite relaxing as the crew kept a lookout for sharks & crocs. All survived thank goodness. The sharks are thick and fast here. 4 big Tawny Nurse sharks mill at the back of the boat each evening. We are told they are harmless as they only suck not bite. We're not willing to test it.

Out in the water there are schools of fish jumping about. There is fishing on the agenda in the afternoon. We cruised to Cape Voltaire. The fisher men and women ventured out fishing for tuna while some of us chose to stay behind for some R&R, but the sharks were so thick that they were taking the fish before most could get their catch back in the boat. They caught Trevally, the shark was all thrown back, some Tuna was caught. In all - happy fisher people. That evening a couple of dolphins passed the boat. The first and last for the cruise

Sunday 26/5 we were anchored in Swift Bay and boarded the jet for an excursion to more rock art but another cruiser had beaten us to the spot so we set off in the jet boat for a scenic trip. The Katara Beach, where we all landed, was an area that Tim had never been before and the jet boat had to come and pick us up as there was no way out of the bay to explore. So, it was off to another island for a beach walk, although it was very hot and the water was so inviting - NO swimming, which was hard to take. After lunch off to the rock art again. The tide had come in and the boat could come far up the inlet Next to mangroves and we were all told to beware of crocs. The rock

climbing, a bit scary in places this time, especially the narrow ledges to edge along. It was worth it to see the paintings - quite old - 30000 plus years. Some were thought to be only 30 years. There were many paintings on the roof of rock caves where you have to lie on your backs to get a good view. After boarding the jet boat, we see our first croc in the wilds. Just a reminder to take care. The boat anchored at Palm Island for the night. As the name says, the island is covered in palms



Monday 27/6, up early - fishing at 6am. 11 of the 16 passengers all aboard the tenders for fishing. A very successful morning as all caught fish. Trish & Ralph had been successful on other occasions and again this time plus Geoff but the best was that Judy, on her first fishing trip, landed a tuna. After breakfast we set off in the tender to the 'Lost City' rock art circuit. Luckily the rock climbing to get there was not as rugged as other excursions. A few decided to stay behind as we had had some casualties along the way with a twisted knee and possible Achilles injury. This excursion had more relevance to our crew, as Tim had discovered some of these paintings and others had been discovered by a previous skipper of the KQ & were secret. Much of this was in a canyon and it was good being out of the sun for a short time as the weather was still extremely hot, although we are all becoming quite good mountain goats. We then cruised from lunch until late afternoon to have the tide with us. So much of the cruising is dictated by the tides. Our late afternoon excursion was to the quartz crystal beach. Fascinating how the crystals have formed in the basalt. Plus, samples of the ochre that the aborigines used for their paintings. Then a tour of an amazing sea cave. We anchored at Seacave Bay, York Sound.

6am the next morning and there goes that anchor again, just as well as breakfast is at 7. We cruise to Careening Bay to take the jet boat to view the Mermaid Boab Tree, which dates back to 1820 when the HM Cutter Mermaid entered the bay for repairs. Here we see our first deadly King Brown snake, a very unwelcome visitor. The boat then cruises to the St George Basin where we take a scenic ride in the jet boat to view Mt Trafalgar and Mt Waterloo, the highest ground in the area. Interestingly a homestead/station was established there but only lasted 10 years before the elements saw it abandoned. We then ventured up the King Regent River to Kings Cascade. Not quite a cascade due to the poor wet season, but water was flowing. We took the tender into mud flats where a small crocodile had to be scared away by the crew so we could venture up the rocks to swim in the

rock pools. Yes, we became mountain goat again. We were all getting quite good at this now. Even Judy with her short legs was managing the climbs. It was well worth the climb to the springs for a dip - fantastic. Kings Cascade is the waterfall where the American model, Ginger Meadows was taken by a crocodile in 1987. We were all told the chilling story.

Wednesday 29/5, Anchor up at 5am - best alarm out. So, we may as well get up and watch the sunrise as we cruise back down the Prince Regent to Gap Island where the fisher people try their luck again. They returned about 10am and it was up anchor, out into the St George Basin and out to sea. We cruised to Camden Harbour, the site of a bungled colonial settlement from 1864 - 1865 and take the tender to Sheep Island to see the graves of the pioneers who died in that short time at Camden Harbour & to hear the horrific stories of what they had to endure. Our pioneers were certainly a tough breed.



We pass by Kuri Bay, the base of Paspaley Pearling, and take the jet boat into the bay and were surprised to see a sea plane land bringing in supplies, a Mallard. We get back on board in time to watch it take off. All biggles were eagerly watching. I think it was the highlight of their day. Up anchor and cruise on to Queenie Patch for the night



Up anchor at 5am again and cruise into Red Cone creek. We had a choice of crabbing or walk with a steep climb to spring pools for a swim. The steep climb and use of ropes to get to the top seemed to dissuade people and only 4 of us went to the water falls. Most went Mud Crabbing. We ventured up the river by tinny, croc spotting on the way, to arrive at the waterfall, climbing up steep rocks to start the climb & then using a rope to get to the top. Once up there, it was an easy walk to pools, a chilly swim, and then back down again to the tender. We then spent some time cruising into the little creeks croc and bird spotting - good fun, then back to boat.

Kimberley Bound continued...



We cruised out to sea with another fishing excursion after lunch. But the fishing was terrible. At Utopia Beach a planned bonfire on the beach had to be moved due to a big croc staking his claim. We took tenders to another beach for drinks & bonfire to watch the sun go down. The crew had built a great bonfire – plenty of wood to use. Back to the boat after dark. Up anchor and cruise to Raft Point.

We had a rough night cruising with rough seas and woke on Friday 31/5 with 2 other much bigger ships anchored in the harbour. We took a scenic jet boat ride around the coast line and islands waiting for tide to be right to go to Montgomery Reef. Much of our movements are dictated by the tides. Up anchor and we cruise to Montgomery Reef. We are so fortunate to be in a smaller boat as it has access that the other bigger ships don't.



I can only say that Montgomery Reef is amazing! Seeing the way the water drains off the reef during the lowering of the tide, you would swear the ocean was simmering. The sea life scamper in the water. Sharks, turtles, fish, all being dragged into the deeper waters and then the influx of birds feeding on the fish left behind. We took a helicopter ride over the reef, which really gives you a spectacular view of what is happening. Much more than from sea level. Again, the aviators in our group were amazed at the accuracy of the pilot landing on the top of our boat so softly you didn't even know you were down. As the pilot said, he had an office with an amazing view. We then took the tenders up the channel to see the marine life close up, with many turtles, sharks etc. We were still anchored when the tide changed to fill the reef back up again.



We have dinner cruising to Dugong Bay with a warning of rough seas again.

Saturday 1/6 our first venture for the day was a cruise on the jet boat into a small creek (and another croc sighting) into a rainforest for a rocky walk up to a water hole and waterfall. Judy was going on the walk but was too busy chatting and forgot to put her shoes on! It could only happen to Judy. She has been entertaining all with her antics including how to unseat at the dinner table under the table. Fortunately for Judy, another passenger, who was staying on the jet boat lent her a pair of shoes so she was able to make the journey.



The water hole was a bit chilly and some, Sue included, opted out of the swim. We had to walk through a creek where there had been a crocodile attack some 5 years earlier and we were warned to stay on dry rocks. The crew that were guiding us were very vigilant keeping an eye out.

After lunch we all went on the jet boat for scenic cruise up Cyclone Creek (so named because it provided shelter to boats during cyclones with its high cliffs) to look at all the rock formations - amazing colours and patterns. The one outstanding feature of the whole cruise has been the amazing colours and formations of the rocky terrain.

We then went onto the horizontal waterfalls - amazing. The sight of the tide going out creating such a spectacular sight. We were only able to go through the larger entrance as to go through the narrow opening the water rushing through can only have a variance of 1 metre. This day it had a

variance of over 2 metres. The boats they use for the falls are powered by 900HP – all the rev heads were very impressed. Sue was more impressed with the accuracy of the driver of the boat as the cliff walls were close at times.

Back onto our jet boat as we powered through the many islands along the coast to catch up with the Kimberley Quest and cruise to Yampi Sound for the night.



Early 6.30am breakfast for a Sunday, although we are all now quite used to being up early. Again, onto the jet boat and onto Croc Creek waterfalls and our last climb up to a spring for our last swim. It was a 45 degree climb to get there and the water was mighty cold, but as it was our last swim, we had to take a dip. This used to be the sight of where BHP employees would go for some R&R. There is still the old BBQ there, old bed frames from where they used to spread out their swags, and a tree of memorabilia, which includes some from Ginger Meadows.

Back to meet up with the boat and the long haul to Broome which we are told will get rough with an expected arrival of 2am. On the way we pass Cape Leveque lighthouse and Matt, the Chef gives a Croissants demonstration to keep us entertained and tasting straight from the oven - even better.



Our last day starts much the same with breakfast and a goodbye to the wonderful crew who diligently looked after us for the cruise. Our luggage is loaded into a tender and we are ferried into the Broome beach for a wet landing. Yes, over the back of the tender and wade knee deep into the beach to board the coach into Broome.

Kimberley Bound continued...



We said our goodbyes to Judy and Ian who were catching a flight back to Adelaide and Ralph, Tricia, Frank, Sue & Geoff stayed in Broome for another couple of nights before flying back to Kununurra where we parted ways with the Aitkin crew flying to El Questro and Morris' to the Bungle Bungles.

We flew the circuit of the Bungle Bungles and then landed at the Bellman strip. We were surprised at how well maintained the strip was. It is well used, so would have to be maintained. We were booked to stay at Savannah Lodge for 2 nights and they had someone meet us and transport us to the lodge. Savannah Lodge is an Eco Lodge, with 22 eco cabins which would have been great if the nights weren't

soooo cold. The hub of the complex is the dining room with a fantastic deck, open fire and of course a bar.



We did a tour of Cathedral Gorge the next morning. What an amazing place this was. The walk in was fantastic, as all the scenery is, in the Bungles, but nothing can describe the Gorge. I expected to see a symphony orchestra playing over the water. In the afternoon we ventured to the Echidna Chasm. The rock formations were so different to the Cathedral Gorge. Palm trees grow up the dry creek bed and when you enter the Chasm you feel the walls around you as if they are closing in. Very spooky, but nature at its best.

The next morning we headed off early, first to Halls Creek to refuel and then onto Alice Springs for another refuel. Our destination for today is Ross River Resort. I think they use the Resort word loosely – perhaps in times gone by it was. We were collected from their strip by the manager. She had kindly driven a sweep across the strip to make sure there were no obstacles. Driving into Ross River was like stepping back in time. The cabins were built in the 1960's and still look the same on the outside. Luckily the inside

had the comforts of home. The old homestead is full of memorabilia and the manager gives you a brief history of the place. We had a lovely home cooked meal in the homestead and then venture outside to a fantastic fire pit to chat to the other guests before retiring. Both managers were very passionate about the history of the Resort and their hospitality was second to none. Definitely worthy of a stay.

With a quick look around the next morning at some of the other parts of the station, it was out to the strip, and up and away. We made a detour to come back over Lake Eyre, as we may never see it in flood like this again. Where to now? We had discussed Coober Pedy? Mildura? No – we decided it was time to head for home.



Junior Vice President Update



As some of you know, back in 2014 at our Dubbo Fly-in, our President at the time, Neil Shorrock dubbed Liam Richardson the Junior Vice President.



Liam has continued his aviation passion with flying lessons and went solo in June in a Cessna 172. The flying to first solo was paid for by the normal financiers (Mum & Dad) instead of a Schoolies trip at the end of Grade 12. For the rest he has to pay his own way.

How to do that? Liam has recently started

a School-based Apprenticeship as a LAME at Rose Aircraft Engineers in Rockhampton. Photo taken at time of going to print working on Dad's 210 over school holidays. He's been forced to do a few days free labour as payback by the abovementioned financiers to keep the annual costs down.

Pilot Safety

Photos of the very recent Pilot Safety Training module held at Bankstown over the weekend of 5-7 July 2019.

At the time of writing, most attendees were still on their way home or continuing the trip with some other travels so will have a more detailed write-up of the weekend in our next issue.



Inspecting nose gear retraction system



Damaged tappets



The class



Paul New

FLYING
FOOD!



EXTRA VIRGIN OLIVE OIL CARROT CAKE WITH EVOO 'ICING'

For those of you that did go to the Horsham Fly In will know we had the most wonderfully delicious lunch in the most sublime secluded location at Cobram Estate. One particularly tasty & interesting piece of lunch was our desert pictured here that was rather yummy. I asked about the availability of the recipe from Kevin our wonderful chef, quiet simply he said he made it and it was online. For those that did and those that didn't attend, here's the link that will lead you directly to Cobram Estate and our desert of Olive Oil Carrot Cake <https://cobramestate.com.au/recipe/extra-virgin-olive-oil-carrot-cake-with-extra-virgin-icing>. There are also heaps of recipes by Master Chef runner up Matt Sinclair that include Olive Oil. Enjoy!

Robyn Shorrock.

Method:

For the Carrot Cake

- 3 cups plain flour, plus a little more for the pan
- 450 grams of carrots, peeled and finely grated
- 3 large eggs, at room temperature
- 1/3 cup of nonfat buttermilk, at room temperature
- 2 cups of sugar
- 1 1/2 cups of Cobram Estate Light Extra Virgin Olive Oil
- 2 teaspoons baking powder
- 1 teaspoon baking soda
- 1 teaspoon salt



For the 'Buttercream'

- 3/4 cup icing sugar
- 6 tablespoons Cobram Estate Light Extra Virgin Olive Oil.

Method:

1. Preheat your oven to 160 degrees Celsius. Grease a large cake tin with a drizzle of extra virgin olive oil. Dust with flour, tap out any excess and set aside.
2. Whisk together the carrots, eggs, buttermilk, sugar, and extra virgin olive oil in a large bowl. Whisk together the flour, baking powder, baking soda, and salt in a medium bowl. Stir the flour mixture into the carrot mixture until completely combined. Transfer the batter to the prepared pan.
3. Bake for one hour and fifteen minutes or until a cake tester inserted in the center comes out clean. While the cake is baking, prepare the buttercream by thoroughly and vigorously whisking the icing sugar and extra virgin olive oil together. Unmold the cake onto a cooling rack and let cool completely before icing. (Optional) Garnish with carrot ribbons or cleaned carrot tops.

CHIA SEED CRISPS

(easy peasy) by Judy James

This is a great recipe for when going flying & is yummy plain, buttered or with cheese.

- | | |
|---|-------------------|
| 1/4 cup chia seeds | 1 cup water |
| 1/4 cup sunflower seeds | 1/2 cup sea salt |
| 1/4 cup pumpkin seeds | 2 Tbsp flax seeds |
| 1/4 cup oats | 2 Tbsp oil |
| 1/4 cup spelt or buckwheat or any flour | |

1. Combine and leave for 30 mns.
2. Spread onto baking paper – makes one baking tray.
3. Mark into squares.
4. Bake @ 150 degrees (fan forced) for 40 mns..



Birdsville 1st Flood Event 2019 by Robyn Shorrock



17th March, St Patricks Day 2019 was bright in the life of VH-DTG as she headed towards Birdsville to witness the first river flood waters event. Ron and Diane Garvey accompanied us. (Our Rockhampton fly in guests).

The water had receded somewhat on our way to Birdsville however the patterns created were amazing and mesmerising. I wasn't sure whether I had wanted to see water coverage or the aftermath of the green growth, wet soil and receding water. From Windorah to Birdsville it was patterns of green, grey, red and reflected light off the water. We stayed overnight in the Pub with great hospitality from Ben and his team. Fly in guests were the norm as roads were still unpassable. (Ben was hoping to drive to Mt Isa, the next day for supplies, a 16 hour round trip with several deviations in place.)



Next morning we headed west towards an isolated Big Red (to get some aerial photos) then turned south crossing the SA boarder as this is where Ben had said we were going



to see the water and that we did, there was water as far as the eye could see both sides from 2,500 to 3,500ft. We flew low level past Pandie Pandie, Alton Downs, Clifton Hills following the Warburton River to Lake Warrandirinna then to top northern end of the Warburton Groove where we could see lake Eyre just starting to fill, quiet amazing that you can clearly see the rivers outline not that it was clearly defined, it was somewhere there!

This had been a wonderful opportunity to have witnessed such a unique event with a quick lunch stop at Eulo (airstrip is 100m from Pub) on the way home. Our trip was about 2 weeks after the Atkin/Kenney visit and about 2 weeks before the Morris visit.

Refuelling at Cunnamulla, weather was checked and there appeared to be a large weather event sitting directly over the Gold Coast Airport. We watched radars, we flew on, we watched radars, we flew on and it was

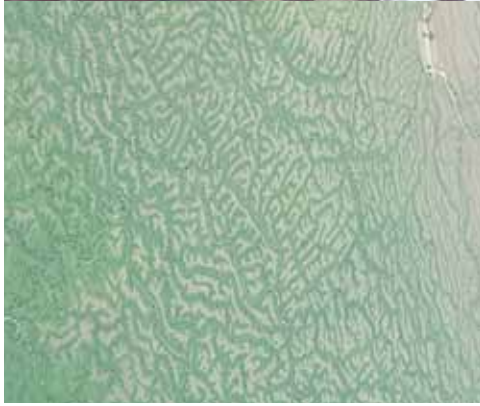


still in the same place when we arrived on the coast 2 hours later. Many RPT jets were in holding patterns as Neil navigated us around another storm above Beaudesert and then the control tower brought us through it all with many a repeated instruction that we were still VMC weren't we... to eventually landing on a rather wet flooded runway. We then watched as 7 RPT flights landed and 5 grounded ones took off in very quick succession back dropped by a spectacular sunset after the cell moved on.

Robyn Shorrock



Birdsville 1st Flood Event - *continued*



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

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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 Books available for purchase

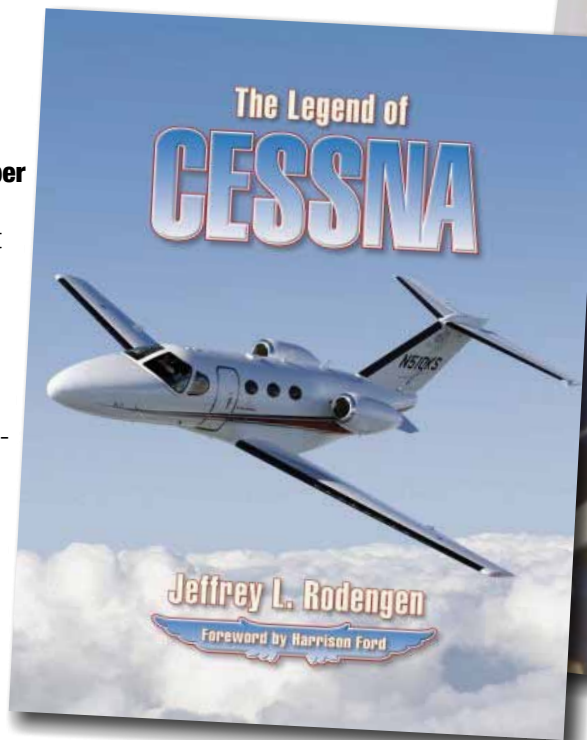
David Crawford has 2 different books available for members as per the photos.

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.

2018-2019 Committee

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Membership.

3 years pro rata membership (from 31/10/17) now available

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 Shorrocks 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**, cvanniekerk@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