

## The President's Corner

Winton's fly in early September was certainly a surprise package marvellously put together by Patricia Kenney and Robyn Shorrocks. They left no stone unturned or "Dinosaur" when shaping this event which was well organised and executed giving all participants a fantastic and educational weekend.

Ian and Judy James from Lucindale had starter motor problems at Broken Hill on their way to Winton Friday morning. After several attempts Ian got his Beechcraft started but decided to return to Naracoorte where his local LAME diagnosed the problem and had the part shipped in and replaced by mid-morning on the Saturday. Departure for YWTN was dialled in again and we all welcomed them to our Saturday night dinner. Well done Ian & Judy on making the effort to get Winton.

There were some rather strong winds and stories for some members who had to head south on the Monday morning after Winton. One story that I heard was that it took a Caravan some 8 hours to get back to Adelaide. I am pretty sure some of those stories will be talked about for some time at future fly in's.

With planning for our 2020 fly away's well under way it is going to be a great year so make sure you get your diaries in order for both of these events. By the time you receive this newsletter all bookings and itineraries

will have been finalised for New Zealand so hopefully we will see many of you at Warbirds over Wanaka.

WA is also well under way and promises to be a great trip. Sue and I are planning to probably take a few days going over by stopping at places like Ceduna, Forest, Kalgoorlie, Wave Rock, Dutch Lilly but we are still to planning the trip home which will most likely be along the Great Australian Bite.

Late December the Sub Committee finalised the PST module 2 with Deniliquin flight instructor Nigel Wettenhall which has been sent out to all members. If you haven't responded, I urge you to do so.

Finally I would like to advise the general membership that Garth and Ceri Bartlett are in the process of retiring and therefore closing down a large proportion of their business. Taking this direction Garth has decided to step back from the PST sub Committee and as the club Technical Advisor due to time constraints and personal reasons.

I would like to thank Garth for his personal efforts in getting the PST module 1 and to a large degree Module 2 up and running for the club. As Garth stated he will still be an active member going forward, so we wish both Garth and Ceri a well-deserved retirement and hopefully we might see your P210 at a few of our club fly in's.



As they say when one door closes another door opens, so I am pleased to announce that Tony Brand from Horsham Aviation Services has accepted the roll as our club's Technical adviser which your committee is excited about and Tony's first newsletter "Tech Talk" is featured inside this issue. So thank you Tony for accepting the roll and look forward to your articles.

Till next time

Stay Safe in and out of the air.

*Your President Geoff Morris*

### Inside Today:

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## WoW – NZ Fly-in



Thurs 9th – Mon 13th  
April 2020

# Winton Fly-In Report by Keith & Liz Powell



Just like the author of the Horsham fly-in report we were guests of Ralph Aikin & Patricia Kenney on the Winton fly-in. As you know Ralph & Trish's enthusiasm for flying is infectious and compelling so that when we were offered the opportunity to be guests at the fly-in we embraced it.

Having flown into Winton on Thursday we were refreshed and relaxed when getting acquainted with the members and guests as they arrived at the Outback Motel.

## Friday

### Rangelands Sunset tour

Vicki & Luke from Outback Spirit Tours coached us out to Rangelands (some 15 kms from Winton ) for a walk on the Rangelands rifts, a stunning array of corridors and caverns carved out of ancient rock by millions of years of erosion. Over drinks and nibbles we witnessed a stunning sunset capturing the red heart of the outback and then it was back to Winton for a BBQ dinner in the grounds of the Waltzing Matilda Centre.

## Saturday

The morning started early with the AGM followed by morning tea and a short stroll to the Waltzing Matilda Centre. Rebuilt since the devastating fire in 2015 the centre is a tribute to the iconic ballad Waltzing Matilda and the spirit of the outback. A huge thank you to Jenni and her staff for making us all so welcome and for the gift packs.

Then followed a town tour by coach, with Vicki and Luke, and back to our accommodation

for some R & R before one of the highlights - a camp oven dinner at the historic Winton Club.

Site of the first Qantas board meeting in 1921 the building has been resurrected by a small band of volunteers and donors and operates as a non for profit club. Our crew decked out in their best western gear:- boots , cowboy shirts and hats enjoyed pre dinner drinks and nibbles. Costume prize went to Sheriff Tony & Di Taggart.





## Winton Fly-In Report continued...



We enjoyed a delicious camp oven dinner and were regaled by special guest David Elliott with the story of the discovery of dinosaur bones on his property. Steve Davis - podcaster, marketer and a fellow guest of the club provided humorous anecdotes at the expense of some of those present. Then followed the inimitable Greg North, bush poet whose hilarious rendition of The Man from Snowy River in 15 different accents and headwear closed off a memorable evening.

We enjoyed dinner at Tattersalls Hotel before enjoying some relics of the screen at the Royal Open Air theatre.

### Monday

Fond farewells to our newly made friends. You are a great group of likeminded aviators and enthusiasts and your inclusiveness has been so warmly appreciated.

Keith & Liz Powell



### Sunday

Fresh from a great evening we travelled by coach to the Australian Age of the Dinosaurs exhibition outside Winton. The project is astonishing and is testament to the vision, drive and selflessness of David & Judy Elliott. It was a highlight of the weekend and a shining light in Winton's future.





## Winton Fly-In Report continued...



AJ & Steve Davis



Bob & Pam McCabe



Cam Russell Barry Dean Ray Thorning



Chris & Jenny Pfiltzner



David Crawford & Annie Haynes



Di & Tony Taggart



John & Suzy Tilley



Ian & Judy James



Judy & David Elliot



Keith & Liz Powell



Majorie & Damon Pagani



Noel & Cathy Hoy



Patricia Kenney & Ralph Aikin



Robyn & Neil Shorrock



Sue & Geoff Morris



## Winton Fly-In Report continued...



Entertainer - Geoff North



General Meeting



Need a push back





## Winton Fly-In Report continued...



WINTON ATTENDEES September 2019 — **MEMBERS:** Patricia Kenney, Ralph Aikin, David Crawford, Annie Haynes, Barry Dean, Ray Thorning, Noel Hoy, Cathy Hoy, Ian James, Judy James, Bob McCabe, Pam McCabe, Geoff Morris, Sue Morris, Damon Pagani, Marjorie Pagani, Neil Shorrock, Robyn Shorrock, Tony Taggart, Di Taggart, John Tilley, Suzy Tilley. **GUESTS:** Liz Powell, Keith Powell, Steve Davis, AJ Davis, Chris Pfitzner, Jenny Pfitzner.



# Cobbold Gorge by Ralph Aikin



**We had heard a lot of good things about Cobbold Gorge as a tourist destination and we decided, with friends, Liz and Keith Powell, to investigate.**

Situated in the heart of the Gulf Savannah region, it was just a short 2 hour flight from Longreach tracking 345 degrees to the airport of Forsyth. A great sealed strip with a nice dip in the middle of the runway, not that it would worry any of us C210 flyers as the strip is 1210m in length and very well maintained.

No tie downs, but fortunately for us the weather at the time was very benign. I understand it can get quite windy here. The town of Forsyth is approximately 2nm away and has a population of 80 people.



Patricia had organised a pickup by the pub and we were all soon in the Goldfields Hotel having a nice cold beer and lunch and enjoying the friendly atmosphere. We were later to learn that the pub and motel are owned by Simon Terry who owns the property where Cobbold Gorge is situated. It wasn't long before a 4WD bus arrived to pick us up and 45 minutes later after traversing a very dusty road we arrived at Cobbold Village.

This little oasis is tucked away within the rugged sandstone formations of North Queensland on a remote cattle station. Cobbold Village provides all the modern comforts including ensuite accommodation, drive through and powered van sites, camping and self-contained sites, a licensed bistro and bar, laundry facilities, infinity swimming pool and much more.

I must say the bistro served great meals at a reasonable cost considering the location. Nearly all the staff we were in contact with were those grey nomads that do a season stint before moving on. Nearly all I met had been working here for a number of seasons and it showed that it was a really happy camp. In October the Gorge closes down for the wet season.

Apart from the Gorge itself, Cobbold provides guided tours and also allows you to immerse yourself in the natural wonder of a truly unique Outback Queensland holiday destination. Lots of walking tracks. Discover the wildlife, birdwatching, canoeing and even mountain biking.

We took the opportunity to take an all-day Ultimate guided tour. It was amazing to traverse this rugged land by a specially built 4WD bus and a guide with a wealth of knowledge. All the old stories about the early settlers and how the place came to be was a real insight into this amazing place.

In the early evening it was off to Cobbold Gorge for a slow boat trip up the gorge. Cobbold Gorge is Queensland's youngest gorge and fed by several springs keeping the water level constant all year round. In places the gorge is only 2 meters wide but surrounded by spectacular cliffs that are 19 metres high from the waterline. I read, 30 metres from the bottom of the water to the top of the escarpment, so don't fall off the boat.... The boats are aluminum and quite narrow so they can negotiate the narrow gorge with its sharp turns. Powered by a little ecco friendly electric outboard motor. It's a silent run up the gorge, which adds to the mystic of the trip.

The following day we did a few of the bush walks. One up to the lookout for panoramic views of the surrounding country. Later that day we did a standup paddle board trip up the gorge. This was all Liz's idea and at first when she told me I was not too happy as like all of our little group I had never done this discipline before.

We were lucky enough to have the gorge to ourselves and the guide who took us gave a good briefing, however, he made us all really nervous about what to do and what not to do on a standup paddle board. It seemed only natural we would fall in at some stage.



## Cobbold Gorge continued...



Well off we went and apart from a few minor collisions in the narrow part of the gorge all went well and no one fell in but not through lack of trying. It was just fabulous gliding up and down the gorge being surrounded by the calm and stillness. I would have loved to have done it again. Needless to say I had to eat humble pie that night at dinner – thanks Liz.

Well our three nights were over and it was back to the plane and off to the Undara Lava Tubes for another adventure. After

three wonderful nights in Undara we flew to Hughenden to refuel. The refueller, Peter, kindly gave us a lift into town and whilst there we visited the Flinders Discovery Centre and lunched at the FJ Holden Café, which has a bit of Holden and Elvis memorabilia on the walls that gave us something to entertain us while waiting for our orders. At midday we got a lift back out to the aircraft with Peter. Then it was time to head for Winton and the C200 Fly-In.

Ralph Aikin



## C200 Tech Notes by Tony Brand

I have recently been asked and agreed to fill the position of technical advisor for our Australian Cessna 200 series club. I would like to thank Garth for the years he has spent in this role.

I have noted that Garth is now one of several advisors for the Cessna Pilots Association of America of which I am sure many of our C200 series members are a member of. It is great to see the CPA magazine returning to its former status after the passing of John Frank who was a friend I very much enjoyed swapping notes with. He is very much missed.

A few recent service bulletins that are of interest to our members are:

**1. Textron Aviation (Cessna) SEL 57-08** (issued 01.NOV.2019) that appears to replace SEL-57-06 Cessna 210 cantilever wing series (C210G thru to C210R) including turbo & pressurised models accordingly. Wing carry thru spar inspection requirements. This latest SL indicates that if you have complied with the previous SEL-57-06 you do not need to reinspect to show compliance with this latest SEL. Strangely enough it does not indicate that it rescinds to replaces SEL-57-06 (which mandated Eddy current inspection). This latest SEL gives guidelines as to how much corrosion can be removed in different areas of the spar. If it is only surface corrosion found and not stress or exfoliation corrosion and less than

0.010 inch. my interpretation at this point is no Eddy current inspection is required (only a visual inspection with a x 10 magnifying glass). Once again the latest SEL gives no guidance or recommendation to ensure that Model C210G thru M with the exposed carry thru spar and joining cabin roof skins in seeing a good quality external sealant job is carried out on the upper cabin roof and wing root areas to prevent water entry / corrosion. I will contact Textron's Beth Gamble (aeronautical engineer who wrote all the Cessna SIDs and has been working on the carry thru spar SEL) re some clarifications & recommendations.

**2. McCauley issued ASB 273C**, on the 30.JAN.2019 Re the failure of a needle roller bearing PN A-20028 that can lead to an engine over speed, metal contamination & engine failure that potentially could trash a newly overhauled engine and propeller. If you have had a McCauley CSU repaired, overhauled or renewed since early January 2017 and through to February 2019. You need to research this ASBs applicability to your CSU. We have heard of and seen pictures of at least 15 to 20 cases identified in Australia. Some did lead to engine failures and engine rebuilds and others were caught in the nick of time. The bearing in question is identified with a BA-59 stamped in its housing and have been failing anywhere from 30 to 130 hours TSN.

I have also learnt that the same McCauley PN

bearing from a different supplier stamped with a SCE-59 is also proving to be a problem and failing in the same manner at 600 to 700 hours. To the best of our knowledge these bearings could have been installed in a McCauley propeller governor from mid 2015 onwards. There have been at least 5 confirmed cases. Stuart Ashton from Ashton Aviation Services who overhauls our propeller governors (CSUs) has advised CASA and has been lobbying McCauley to take some action but at this point nothing has been released. The good news is there is one good manufacturer of the bearing PN A-20028. This manufacturer identifies their bearing with a stamp reading USA-INA. These bearings have always run though and beyond a complete TBO without any problems.

If you think you have had a McCauley governor overhauled, repaired or renewed since mid-2015 it would be worth talking with your LAME & if required Stuart Ashton of Aston Aviation Services. Looking the other way may lead to an expensive life-threatening situation if your CSU has either of the two above mentioned bearings of concern installed. The governor inspection bearing replacement is not an overly expensive exercise.

A Google search will find all of the above mentioned service bulletins.

Happy flying & safe landings

Tony Brand

Chief Engineer, Horsham Aviation Services



# ADD-ON TO OSHKOSH – 2018 by David Crawford



Continuing from our trip to Oshkosh etc, Annie and I departed the group in Seattle and flew too Fairbanks, Alaska. Overnight in Fairbanks and then onto a coach to Denali. We had a walk around the area, watched a dog sled team and contemplated doing a flight around Mount Denali. At the time the cloud base was looking like we may not get to see very much. As so often happens, by the time that we would have been airborne the weather had cleared considerably.

Next day, onto the coach for the trip to Seward, the port for Anchorage, to board the Holland America Line ship Noordam, our home for the next week. Annie and I were both a little concerned that we would not feel comfortable amongst nearly 2,000 other passengers and 800 crew. It was our first time on a ship of this size. Our concerns were unfounded because we only saw a handful of other passengers at any one time. The crew were excellent, the food was great, and plenty of it.

The first day was all at sea, but the next day we sailed in to Glacier Bay, a huge national park, where we were able to admire the glaciers and also see, and hear, calving of the glacier.

We awoke the next morning in the port of Haines. We wandered around and went to an aviary and watched American Bald Eagles amongst other birds. There was also a museum that had hundreds of hammers, and a couple of other museums.



Sailing was mainly at night, and the next morning we awoke berthed at Ketchikan. We opted to go on a tour to see bears. We were told on arrival that there had been no sightings for a few weeks, but one had been sighted earlier that morning. We set off along the boardwalk and our guide stopped and pointed in the thick vegetation where some leaves rustled – that was meant to be a bear! Anyway, we slowly continued our walk and then much to our delight, there was a bear with her cub only a few metres below us. We watched as she caught a fish and was sharing it with her cub. A great morning.

More cruising, and the next morning we awoke in Vancouver. Debarking was easy, and we transferred to our hotel for one night. Interestingly we did not have any passport checks. We filled in the day on a hop on – hop off bus around Vancouver. I could not get over the floatplane activity. There were dozens of Cessna Caravans and Turbo Otters in and out of the harbour all day. For our first cruise, Annie and I really enjoyed it.



Next morning we were picked up and taken to board the Rocky Mountaineer rail service to Banff via an overnight stop in Kamloops. A very comfortable journey, but we missed a lot of the scenic beauty along the way because of smoke. Apparently there were over five hundred fires burning throughout British Columbia. So much so that when we went to Lake Louise all we could see was part of



the lake. On a clear day we would have seen two mountains beyond the lake and a glacier between the two. The next day was on a coach to Columbia Icefield to walk on a glacier.

We rode a cable car to the observation deck to look back down on Banff, but the visibility was still poor due to the smoke. It was then off to Calgary for an overnight stop before flying to San Francisco. We did walk to the Calgary Stampede venue, and were blown away by the vastness of the site. We were too late for the stampede, but it would be an incredible event to see.

Friends of ours had driven from Vancouver to Banff two or three weeks prior to our trip, and the photos they took included bright blue and clear skies

San Francisco was interesting, although once again visibility was poor. Travelling over the Golden Gate bridge, the top of the towers were in cloud. We spent the best part of a day at Alcatraz prison – an eerie place. A lot of work is needed to be done to maintain the building.

When in San Francisco one must travel on a cable car. We did and it was well worth the long queue.

From San Francisco it was back to Sydney and then Adelaide. A fantastic trip had finally come to an end.

If anyone, with even a slight interest in aviation, has not been to Oshkosh then put it in your diary as a must do. It has been suggested that the Cessna 200 Association may have Oshkosh as a destination in 2021.

David Crawford





# Noel's War Stories by Noel Hoy



First I should point out that I am not a writer but as a result of a conspiracy between John Tilley, Pam and maybe others, here I am writing an article for the magazine of my newly joined Cessna 200 Association. Please forward all complaints to the said conspirators.

July 1977 saw my flying lessons begin at Illawarra Flying School at Bankstown Airport and very soon I had purchased a used Cessna 172M (VH IQC) which took me uneventfully through to PPL and beyond to 1983. Well, actually there was one notable event. In April 1981 after arriving in Los Angeles, (the day Reagan was shot – I didn't do it), I hired a Cessna T182RG for a circumnavigation of mainland USA along with my two younger brothers and another friend. Bear in mind that Australia was still on full reporting for all flights over 50 NM back then. So what a relief to find that I actually did this entire trip without lodging a single flight plan (too complicated) and not only that, flew into many of their major airports as well. Their ATC was astonishingly good and only on two legs did we have to divert due weather. Amusingly, most of the controllers thought I was British!

1983 saw a brand new, nicely equipped, 1982 Cessna 210N (VH HOC) acquired. This beautiful machine was operating on line at Chieftan Aviation (yeah dumb idea, I know) and was subject to several conditions which

included not cross hiring to any other outfits on the airfield. Long story short, around 1984 this and several other conditions were breached when an instructor took a guy for circuits at Hoxton Park, a small airfield (now a housing estate) about 10 NM west of Bankstown. On downwind, the engine began to splutter and these two guys later reported that one fuel gauge read empty and the other between empty and one quarter.

So the instructor (clever fellow that went on to fly for Qantas) decided to return to Bankstown, (despite there being an avgas bowser at Hoxton). So they made it to final approach at Bankstown but when the flaps were extended, the engine promptly quit and it was decided to ditch in the Georges River instead, where upon the aircraft sank a short while after landing and I'm told that the two dudes were sitting on top of the mostly submerged wing arguing as to who checked the fuel! So the insurer wrote it off, then sued various people (took years), I bought the wreck and repaired it, including a new King radio stack, and flew on through to 1993 and managed to get the time to do my instrument rating in 1988 and Commercial Pilot License in 1990.

Turns out that John Tilley bought this machine from the guy that I had sold it to and operated it for many years. John tells me that it was an excellent aircraft and had no airframe corrosion apart from some of the seat frames, thanks to being factory corrosion proofed! I understand that it is still in service at Kununarra, but with a different callsign.

So having sold my Sydney based transport business in the late eighties, I decided to do, among other things, some commercial flying and purchased a 1981 Cessna 414A (VH FKH)

from Esanda (after they had re-possessed it). It was the queen of the piston charter fleet in those days so I never had problems getting clientele, mostly corporate or government people, some of them very full of their own importance which always amused me. Plenty of war stories during this time but they're best told with cold beer. After about 8 years, I eventually tired of all the BS that goes with commercial operations and sold it to a non-aviator guy and flew it for him for a few years privately. They are a great aeroplane in many respects but those TSIO520 engines are really working hard and managing the temps was always a challenge (LOP hadn't made its way into my vocabulary yet).

So went a few years without any wings until I received a call from an old friend from Bankstown days offering to sell me his beautiful 1974 Shike AeroCommander



500S (VH JPO). I once hangared beside it and knew it was an excellent machine so I couldn't resist. So from 2005 through to 2013 really enjoyed this amazing machine but I did miss the pressurisation. More war stories here too but they also need cold beer and maybe red wine, especially the one about the emergency exit window that departed the aeroplane passing 7,000 ft on departure from Essendon following maintenance. It's ok, it was a Saturday morning and it landed on a soccer field, but the kids were playing on the adjoining field, so nothing to worry about really.

Which brings me to my current affair with a 1978 P210N (VH PJK). Back to single engine after 20 years in twins helps my angst at the fuel bowser. The previous owner had it fitted with a Vitatone 550N turbo-normalised engine (Garth did the job) that is set up to run LOP in cruise so at FL180 it will TAS 205kts burning 59 lph with CHTs in the 310 to 350 range....what's not to like! Previous guy also upgraded the avionics and a new leather interior so that just left a full glass panel for me to do (ouch). However, Tony Brand and





## Noel's War Stories continued...



his very capable team did a wonderful job of installing a dual Dynon HDX system, including a third standby screen, digital autopilot/flight director, engine management, mapping and a host of other maintenance and upgrades and mods etc. If I live long enough, I might get to learn the full capabilities of all this stuff, but suffice to say it is truly amazing and what an absolute pleasure it is to fly.

So, I reckon I have bored you enough if you have made it this far. But I do want to say how lucky I am to have experienced 42 years in GA where you meet so many outstanding

people at all levels and the learning process is ongoing. Joining with all you good people in the C200 Association is yet another chapter and Cath and I look forward to lots of gatherings, fly ins etc. Lastly, I am thinking of creating a new war story that involves flying from Hobart across to Queenstown and then a tour of NZ and home via Lord Howe and or Norfolk. This of course could involve beer, and both red and white wine I think! Anyone interested, give me a hoy (dad joke).

Cheers, Noel Hoy

# WoW NZ Fly In Thursday 9th – Monday 13th April 2020

## Initial itinerary

### Thursday 9th

Arrivals including transfers to Wanaka.

1800 Welcome BBQ @ Brian and Anns' holiday home in Wanaka.

0800 Transfer to Airfield for the day

### Friday 10th

0700 Day free to explore Wanaka

OR Head out to the airfield for WoW practice day.

1800 Transfer to Waterfront for the Flying Display

1930 Dinner at The Trout

### Saturday 11th

0800 Transfer to Airfield for the day

1800 Dinner, your choice—in or out – at own cost.

### Sunday 12th

0800 Transfer to Airfield for the day

1800 Pilots Dinner at Airfield

### Monday 13th

0730 Transfer to Brian and Anns' Nokomai Station for the day

1600 Transfer to Rydgges Queenstown

1830 Transfer to the SS Earnslaw for dinner and tour to Walters Peak.

### Tuesday 14th

Air services terminated; resume own navigation; frequency change approved.

For more info contact:  
Annie: 0418 853 635

*Thanks to BMG Aviation for their continued sponsorship of our newsletter.*



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**Keep an eye on  
our Facebook page**





# WoW NZ Fly In

## Thursday 9th — Monday 13th, April 2020

### Registration Form

Name.....

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

Email address.....

#### Attendees

.....

.....

Airline .....

Flight No and Date:..... ETA: .....Oakridge Resort ☐ Rydges Qtwn 13/4 ☐

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

Activity	Number of people	Price	Total
<b>Registration</b>		\$300- includes transport and some meals	
Thursday night – BBQ @ Hores		Included in Registration	
Friday night – Dinner TBA		Included in Registration	
Saturday – Dinner		At own Cost	\$0
Sunday – Pilots Dinner @ Airfield		Included in Registration	
Monday Evening – Cruise on SS Earnslaw to Walters Peak and Dinner		\$140 per head	
<b>TOTAL</b>			

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](mailto:coordinator@c200series.com.au) or Surname and Call Sign on back of cheque

Special requests – dietary requirements etc.....

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#### 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](mailto:coordinator@c200series.com.au) Annie's Mobile 0418 853 635



# Central Australia<sub>by</sub> Robyn Shorrock

## Central Australian and a West to East Simpson Desert Crossing (September – October 2019).



Henbury Meteorite Crater

Our second fly in for the year was to Winton Qld, wherein Neil & I drove once again as we were to meet up with Cathy (daughter) & Justin McCormick, Sally (first cousin) & Paul Rogers (whom some of you may have met when we were at the Wollongong fly in) and Sue & Geoff Morris (our Cessna 200 President).

From Winton we travelled to Alice Springs via the East McDonalds, the West McDonalds staying at Kings Creek Station where it rained and our walk up Kings Canyon early in the morning was freezing and wet.

Then onto Ayers Rock (Uluru) where we spent a memorable night enjoying an amazing dinner under the stars at Bruce Munro's Field of Light and Geoff's Birthday, a pretty special night (where we had a table all to ourselves).

Off we went South to Mt Dare via Rainbow Valley, Lambert Centre (Centre of Australia) and a couple of other amazing Central OZ locations, missing Chambers Pillar & the Old Ghan railway due to a car destroying road.



Desert Sand

motor bike riders who had a member collapse from heat stroke and exhaustion requiring urgent helicopter retrieval. Lastly we were to encounter a group of 16 CYCLISTS doing the Desert Challenge on normal bicycles with huge wheels. We were aware of these guys and had planned passing spots that however went out with the sand and new plans were made. This troop really knew how and what to do which made our passing of the 16 riders (tooting horns and banging on car doors "Tour De France" style) and their 42 support cars that included the army by our 4 vehicles on the 5 or 6 occasions a breeze. All groups were travelling in the opposite direction to us making things difficult and somewhat risky.

1136 sand hills crossed, Eyre Creek still flooded with what was left of a beautiful wild flower garden and with a detour in place still, 4 amazing nights under trillions of stars and our tents surrounded by the foot prints of the



Crossing The Simpson Desert

At Mt Dare it was time to fuel, food, and water up as we headed out on an awful road to Dalhousie Springs, sadly over run with mosquitoes.

Now the adventure was to begin, our 5 day 4 night crossing West to East of the Simpson Desert via The French Line and QAA Line. Temperatures rose up to 40, the wind blew unseasonably from the east pushing up the soft sand on the lip of the sand hills making the going really tough on one particular day. We were to encounter firstly a group of 12 female motor bike riders "Doing it for Dolly" who still had a little to learn about two way radio etiquette, next another group of male



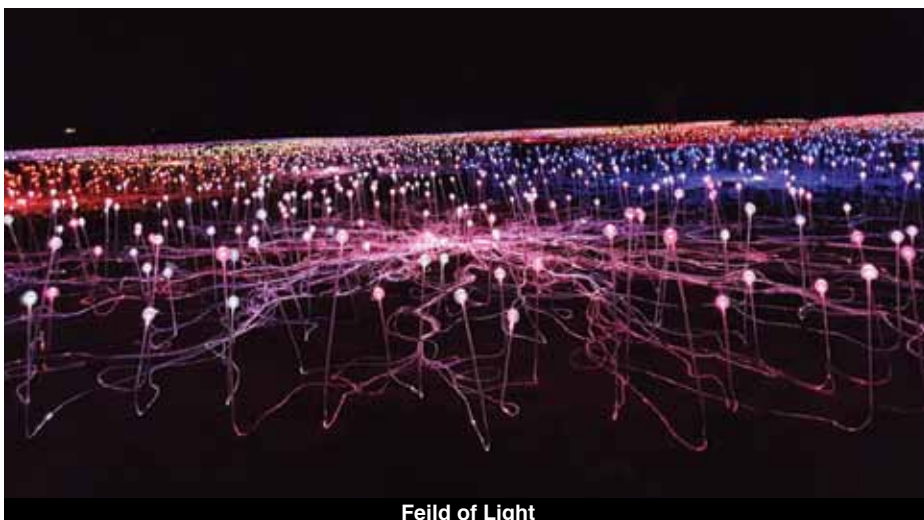
Nighttime inhabitants



## Central Australia continued...



Lambert Center of Australia



Field of Light



Finke River Running Waters

desert inhabitants. Arrival into Birdsville was deflating and hot and it ended our 28 day 7100 km journey. Due to the extreme heat it was planned that we would book into "The Lodge" (next to the Pub & run by the caravan park, new donga style accommodation with the most spectacular commercial kitchen) where we had our (brought forward) farewell dinner after a team decision to cut the last 5 days out of our trip due to unseasonal heat. We all headed home to reminisce on a great adventure and plan the next one.

This is the 2nd time we have done a trip similar to this (crossing desert east to west-the hard way) so if anyone wants to know all the in's and out's of remote and desert crossings in a 4WD with or without a Camper trailer (we have a Patriot) give us a call as crossing one of the toughest and hardest desert crossings in the world is no mean feat and you absolutely have to be well planned and prepared.

Please enjoy the selection of photos which are just a hand full of the hundreds taken by us.

Robyn Shorrock



Mobile phone reception



## Central Australia continued...



Ayers Rock back view



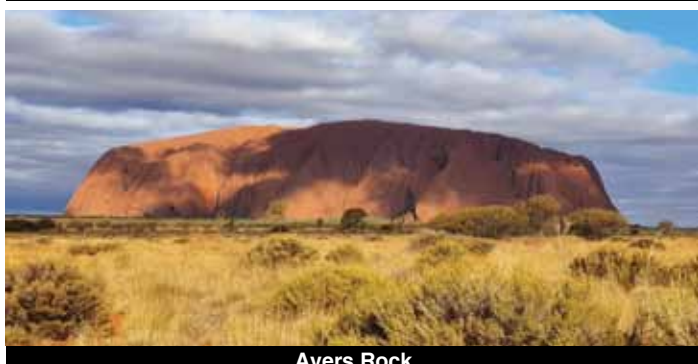
Mt Dare



Ayers Rock Sunset



Simpson Desert Sign



Ayers Rock



On the road



Big Red Finish



Red Mulga



Clay pan Cars



Simpson Desert Bike Challenge



## Central Australia continued...



A Desert Camp



The Ocher Pits



Middelton Hotel



Finke River 2 Mile



Eyre Creek



Fink River Crossing



Passing the bike challenge



President Geoff's Birthday

## THE END

BY THE TAIL ENDERS

### Car 1 to all

We heard the call,  
To join the Shorrock tag along.  
12 months in advance  
We had to plan,  
We couldn't take anything to chance.

### Car 1 to all

We'll meet at Winton.  
Here's the check list,  
You'd better tick 'em.  
Neilo with his essentials,  
Robyn with her tips.  
They certainly know how to plan their trips.

### Car 1 to all

First day, Neil's off like a shot  
To Boullia and the Min Min light.  
We hit the Plenty and boy is it hot.  
As the cars soldier on  
Not a sealed road in sight.

### Car 1 to all

At the border  
Prado had a flat  
And Oh! No! – the shocker.  
With all male hands on deck  
She was soon spickety speck.

### Car 1 to all

As we travel the backroads  
The cars battle on with their loads.  
Robyn points out the sights,  
Amazing, fantastic, pure delight.  
Each and every day  
Neil leads the way.

The cruiser gets bogged,  
but the Prado saves the day,  
So on we plod.

### Car 1 to all

Up early each day for the next treat,  
Gorges and chasms and sand in our feet.  
Rough, rocky roads,  
Dry river beds deep,  
Each night we make it  
For a well deserved sleep.  
The sunsets so clear  
As the boys throw down a beer.

### Car 1 to all

There were days to remember  
With the sand up to the fender.  
The campfires burnt bright  
And a little smokey too,  
But each morning we woke  
To a wonderful view.  
From the dead centre  
To the Simpson,  
Where the sands were  
supposed to be crimson,  
We trailed along behind  
Until we get to Birdsville  
At the end of the line.

### Car 1 to all

There has been many memorable times.  
Up the sand dunes we climbed.  
From watching the riders cycle by  
To hearing the 'OH! Shit!', Sal did cry.

### Car 4 to all

I think we have alluded  
To thank you all for being included.  
What a fantastic trip we have had,  
And to be invited along  
We were so glad.  
Thanks to one and all  
Especially to Neil and Robyn,  
For all their attention  
And all their detailed plannin'.  
So as we all leave,  
That's something else up our sleeve.  
And as we go our own ways,  
May you all have safe and happy days.

Written by Geoff & Sue Morris



# Moorabbin to Winton by Di Taggart

## From Moorabbin to Winton and Return *An odyssey 3rd Sept - 12th Sept, 2019*



**As you all know by now, I'm not the most relaxed small aircraft passenger – BUT - I'm really working very hard at it.**

Having the iPad on my lap watching and following our flight plan has helped me as it keeps me occupied during the flight and checking the ground to map, when clear of cloud, is good.

Arkaroola (ARK) was our first overnight stay. The day was not the best. The cross winds, when we arrived at ARK just after 13:00, were so fierce that Doug Sprigg suggested landing at Belcanoona and he would pick us up. However, he had left a car for us at ARK and he was doing his own air tour to Lake Eyre at the time and would not return until 18:00 and so it was not a viable option. The landing, after two aborted attempts, was 'forgettable'. As TT said, "that was the worst landing followed by the best recovery of my flying career". Of course, at moments like this you either have a Minty or an audience. We did not have a Minty!

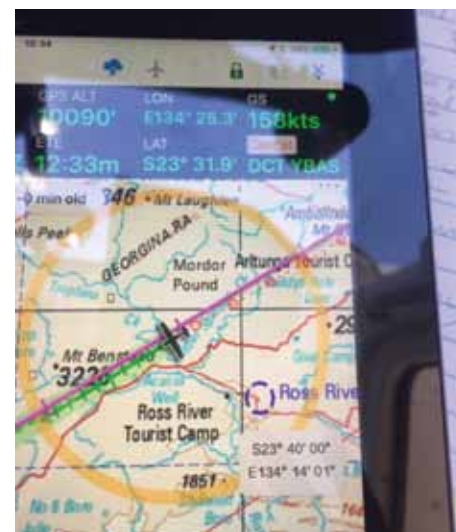
We spent two delightful days at ARK and then departed for Stonehenge, (YSTO) via overflying Cameron Corner and landing for fuel at Windorah. (Fuel was a problem because after spending \$30K on pump repairs and servicing it still required the attention of the refueller to come and get it going for us).

YSTO is 55 minutes south of Winton. The airport was fantastic, considering that the town population is 20 small families. The airport is a 250 mtr walk from the centre of town, ie the Pub and our Donga accommodation. An interesting place. A very happy and friendly experience. One highlight was the 100 year old State school with just 3 students.

And so to Winton. Good accommodation, good company and very interesting, informative and different. From the rebuilt Matilda Museum, to the truck museum, the sunset on the Jump Up and the magnificent Dinosaur complex out of town. A well put together weekend enjoyed by all.

After the nonstop weekend Tony and I headed off to Kings Canyon via Boulia and Alice Springs and Gosses Bluff. Boulia for fuel and overnight. The tiny town was packed with people returning home from Birdsville. Colourful. Lots of stories to be had if our encounter with a motor bike couple is any guide. \$50 call out for fuel was a bit rich!

Next day into Alice Springs for a fuel stop and what turned out to be an action packed departure. We were on an IFR plan and so were under the control of ATC at the tower. Tony advised the man that he was unfamiliar with the airport and sought some taxi guidance. Given. But what was not given was any departure instructions, but a take off clearance was provided. And here starts the excitement. The first sight of something of substance, other than the MacDonnell ranges themselves, is the Pine Gap facility. The friendly tower controller gave me a left turn instruction which put me on a course straight at the Pine Gap Restricted area. We're IFR and can't just make our own arrangements, we must follow instructions. Next minute a woman comes over the radio, I thought she was from Pine Gap, bleating about the radial we are on and do we know that we are headed for the restricted area and turn to a heading of 330° and climb



to 5500', a non IFR level. So we start doing that, she then comes on again, more urgently now, telling us that we are going to penetrate the restricted area and turn further north to 360° and what is your height. EEEEEK we've flown through the 5500' and approaching 6500'. Sorry about that!. Next we are told to turn left track direct Gosses Bluff 8000'. Pine Gap slides by on our left but no pictures are taken. The fall out later is a phone call and a survey followed by another phone call and a slap for penetrating the restricted area by less than ½ mile. Tony's defence was he was just following instructions and the bloke in the tower was pulled off his seat and the woman took over. There is a lesson here, and TT is happy to tell anybody who is interested about





## *From Moorabbin to Winton and return continued...*

how he would handle a departure from Alice Springs in future so as to avoid the ignominy of an unintended transgression of Restricted airspace.

Gosses Bluff is worth the look and a RH circumnavigation gave me a really good view. And so on to the Kings Creek Station (YKCS) and our stay at Kings Canyon Resort. A ball's up but not of our making and later resolved. But again, knowing what's going on is important. If these property managers want to make their way on the local and/or International tourism stage they simply have to get their Act together.

We landed at YKCS, but because we were staying at the Kings Canyon Resort, we were charged \$75 landing fee (gravel strip). I think that it was a rip off. The YKCR (Resort) airstrip is closed because the resort owners don't want to 'maintain it'. So if you want the Resort and not the Station there are several things that you need to do because they are 30km apart. You have to confirm, re-confirm and re-confirm again, with KCR, your accommodation booking and your airport pick up from YKCS before you go, and be prepared to pay the \$75 fee for NOT staying at KCS.

All that aside, and apart from TT falling over 3 times on the Canyon Rim walk and causing me major heart palpitations the 3+ hour walk was spectacular and a real highlight.

We departed YKCS for the 30 minute flight vs 4 hr drive to Ayers Rock and what a beautiful site it is from afar, with the Lake



Amadeus, The Rock and the Olga's to the right and Mt Connor to the left. Quickly into and out of Ayres Rock with a full tank of fuel en route to Renmark via Cadney Homestead for morning tea. (Pity there is no windsock), overflying William Creek (Fly capital of Australia). Not much water in Lake Eyre - and Leigh Creek for fuel.

And so into Renmark. What a friendly and clean town. Just loved it. Stayed overnight and headed home the next day. Apart from the



landing (and recovery) at YARK the flying was incident free and the weather was brilliant.

Leaving Renmark for home was interesting. Rough as gust with blustering winds and getting cold. We arrived at YMMB safe and sound – not that I had any doubt about that. The weather in Melbourne was freezing. Having the beautiful weather for the previous 2 weeks and coming home to this was a real bummer. Back to the normal routine.

We are not going to NZ as we are heading to Europe to pick up the tours that we were going to do this year but for Tony being unwell, forcing our postponement of the trip. We can't do both.

So looking forward to WA – see you all then if not before somewhere.

Di Taggart





# Love it or hate it by John Zimmerman from "Air Facts" [airfactsjournal.com](http://airfactsjournal.com)

Every airplane model has a personality; some even have a stereotype. The V-tail Bonanza is either a joy to fly (according to owners) or a doctor killer (according to the internet). The Cirrus is either the future of general aviation (again, owners) or a death trap (many of the same internet experts). Beauty is most certainly in the eye of the beholder when it comes to airplanes.

So when a friend recently asked what I thought of the Cessna 210 Centurion, I hesitated. I felt qualified to offer an opinion since I flew one for about five years in the early 2000s, but I also felt obligated to go beyond clichés. I have very fond memories of the 210, but it is a love it/hate it type of airplane – its strengths are unique, and its weaknesses are maddening. (Note that I'm excluding the pressurized P210 model, which is an entirely different animal, and exhaustively analyzed by Richard Collins here.)

## Love it

First, the reasons to love a Cessna 210. While many pilots obsess about cruise speed or short field takeoff length, I always found the 210's incredible load-hauling ability to be a breakthrough in performance. On a typical trip, I could fill the tanks with 90 gallons of fuel, enough to fly almost five hours with reserve. Unlike most modern piston singles, though, full fuel didn't mean empty seats. I could still put almost 1000 lbs. in the cabin, and I often did. That meant four 200 lb. adults and lots of baggage, something that isn't possible with most Bonanzas or Saratogas. With less than full fuel, I could stay in the envelope even with six adults and bags. The back two seats in a 210 are not exactly spacious, but they work well for shorter flights or for kids.

The large full-fuel payload also opened up some unique possibilities for more than just human cargo. With one of the middle seats removed, the cabin could accommodate all kinds of gear. I once flew two people and a complete, 4 ft.-long cornhole set (Google it – it's a lawn game) to Put-in-Bay, a small island in Lake Erie. Some friends in an Aztec and a 182 couldn't find a way to make it work, but it was easy in the Centurion. For the same reason, many check-hauling operations flew 210s for years, criss-crossing the country at night with cabins stuffed full of canceled checks. With the strut-free high wing, cargo loading was painless. The 210 was the original "if it fits, it ships" airplane.

The flexibility in the cabin led to another character trait: its truck-like handling. Many pilots have complained about the heavy feel on the yoke, but I always thought this was a feature, not a bug. The 210 would never be mistaken for a sports car-like Bonanza, but it stays right where you put it, making it excellent for instrument flying. And with full deice

available – we called it "known ice" before Cirrus popularized FIKI – you can really travel in it.

A trip into Washington Dulles one day in 2004 sold me on the airplane. First, I had the pleasure of flying an honest-to-goodness holding pattern, one of only two I've ever flown for real in my 24 years of flying. ATC was nice,

but it was clear that I needed to spend some time in the penalty box while the unbroken line of airliners blew past me. Of course I was IMC, of course there was a little ice, and of course there were a few bumps over the eastern edges of the Appalachian Mountains. I won't say it was fun, but it was certainly no big deal in the 210. The TKS deice fluid kept the wing reasonably clean and the airplane stayed steady in the light to moderate turbulence.

When I was released after four turns in the hold, the controller asked what speed he could expect from me on final. I knew he was bracing for an inconveniently low number, so I was proud to surprise him with 150 knots. The 210 I flew, a 1980 model with no rear gear doors, boasted a maximum gear speed at the bottom of the yellow arc, so I used the landing gear like a speed brake. Coming into Washington, I kept the power up until three-mile final, then dropped the gear and ten degrees of flaps. In no time I was slowed below 100 knots and made a smooth landing on the two-mile long runway at IAD. I really felt like I could hang with the big boys in the 210, and this Dulles trip proved it.

Passengers seemed to enjoy the 210 as well. With no wheels or struts in the way, the view out the window was unparalleled and sightseeing on a long trip was good fun. Without my saying anything, passengers' noses always seemed to be pressed against the glass right after takeoff. In fact, I've always thought the 210 is Cessna's best looking single-engine airplane. Loyal Cardinal owners may disagree, but it just looks sleek on the ramp.

## Hate it

Airplanes, like life, are all about compromise and the 210 is no exception. High on the list of reasons to hate the airplane is maintenance. A new owner who approaches annual inspection

with a 172 mindset will be quickly disappointed. The fuel system is complicated, turbocharged models need a little extra TLC, and some parts are hard to find. Many 210s have also lived hard lives as freight airplanes and have the skimpy maintenance history to prove it.

Without question, though, the weak point of a Cessna 210 is the landing gear. It's a complicated dance to get those wheels folded into the fuselage of a high-wing airplane, and the resulting system demands good maintenance. An inexperienced mechanic who misses a minor squawk can create a much bigger problem when one wheel doesn't come down in flight. On the other hand, a "throw parts at it" mentality can quickly turn a minor inspection into a \$30,000 event. Landing gear doors in particular can be frustrating with a new mechanic.

From the pilot's perspective, there are also compromises. Compared to a Cirrus SR22, Cessna's top-of-the-line single is complicated, with gear, prop, and cowl flap controls to manipulate. A typical after-takeoff flow for me in the 210 was to count 1-2-3 twice: three handles and three levers. That meant gear up, flaps up, confirm cowl flaps open; then throttle reduced, prop RPM reduced, mixture leaned. In a Cirrus the only thing to do is raise the flaps and enjoy the view. Certainly all those levers are manageable in the Cessna, but it does require extra work – work that can quickly add up during single pilot IFR flights. The accident record shows that quite a few 210s land gear up every year, and while some of those are caused by mechanical failure, many are caused by inattention and poor procedures. Such an accident isn't possible in a Cirrus.



The gear is innovative, but complicated. (Photo courtesy of Bruce Burley)



Those cantilevered wings can haul a lot of fuel and passengers.



## Love it or hate it continued...

### Not coming back

The original Cessna 210 was certified 60 years ago, and went through dozens of design changes over its 27-year run. What started out as a bump-nosed airplane with strut-braced wings evolved into a sleek cross-country traveler. And yet 33 years after it went out of production, there is no modern version of the Cessna 210. Cessna brought back the 172 and 182, but not the 210. Why?

The unfortunate reality is Cessna couldn't make a 210 today – at least not one that would sell. Cessna always hinted that the fully cantilevered wing was expensive to make, and it's notable that all of the single-engine airplanes currently manufactured by Cessna feature strut-braced wings.

Even if the 210 were made in 2019, the full fuel payload would probably be significantly lower under current certification standards. With 26G seats and extra soundproofing, the post-1997 Cessna 172s and 182s have about 25% lower useful loads compared to pre-1986 models. And with new 172s selling for over \$400,000, it's easy to imagine a million dollar 210. Would anyone want a weight-limited, retractable gear piston single for \$1 million? Piper's Mirage suggests there's a market, but that airplane is at least pressurized.

We'll never know, because Cessna took the opposite approach, buying the Columbia 350/400 series and trying to out-Cirrus Cirrus. The result was failure and another shuttered production line, even though the airplane was a great performer. Maybe the answer is a high performance high wing, not a low wing composite?

For now, the Centurion flies on as an older but still refined airplane. For the owner who's serious about maintenance and proficiency, it offers good cruise speed, huge load-hauling capabilities, and honest flying qualities. I'm not sure I want to own one again, but I'd sure love to fly one again.

by John Zimmerman



*(First day as a pilot...)*

**CONTROL TOWER:**

*Can you give me your position?*

**ME:**

*I'm next to a cloud that looks like a lion.*

**CONTROL TOWER:**

*Can you be more specific?*

**ME:**

*Simba.*

## Chicks Chatter by Suzy Tilley

### What's Hot...

- Number one was James's after having to return home for repairs. Still came to event.
- Fabulous Dinosaurs Venue
- Western Dressup dinner, everyone getting involved.
- Award for best dressed - no opposition – The Two Sharp Shooters
- Fabulous entertainment with "Bush Comedian" and Guest Speaker Owner of Dinosaur property .
- Great to see an old mate "Cam" turned up!
- Best Whats Hot of all , hard to find any 'What's Not'



### What's Not...

- Backtracking to locate a missing mobile
- Another member betting \$5 it was back in owners room.
- Owner taking on the bet for \$5 if it would be found & not left behind
- Phone found....in the room.... Now to handle the bet.... Not a gambling man.
- Due to weather BBQ at Ranglands cancelled but substitute one held in town.

FLYING  
FOOD!



### Protein Balls

1 Cup Oats  
1/2 Cup Peanut Butter  
1/3 Cup Honey  
1/2 Cup Chocolate Chips  
1 Scoop Choc Protein Powder  
2 Tbsp Chia Seeds  
2 Tbsp Flax Seeds

Mix  
Chill  
Roll  
Eat



## 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](http://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](http://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](mailto:admin@aerorefuellers.com.au)

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



# Cessna Books available for purchase

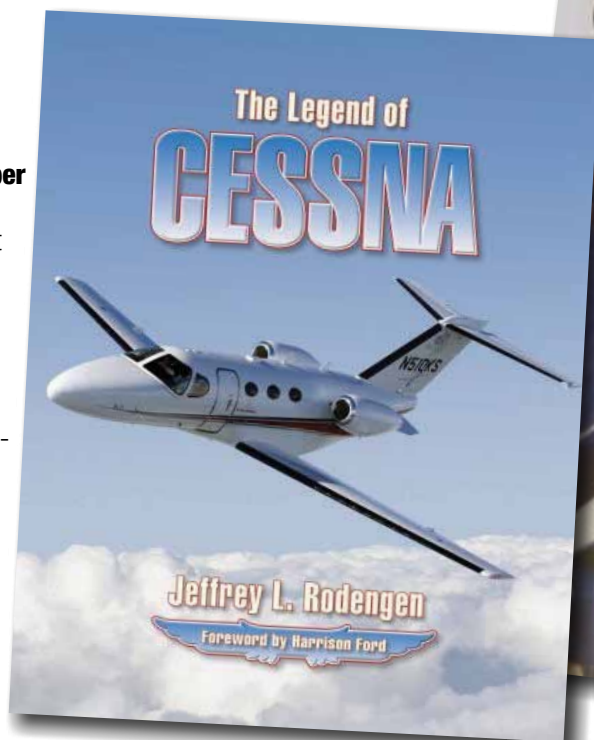
**David Crawford has 2 different books available for members as per the photos.**

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](mailto: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.**

## 2019-2020 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](http://www.c200series.com.au) to download the form and then email it to [treasurer@c200series.com.au](mailto: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](mailto: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](mailto:treasurer@c200series.com.au)