

## The President's Corner

Under normal circumstances I would be reporting on our Fly in to New Zealand which was to include the renown warbirds over Wanaka air show on the Easter weekend last April. Unfortunately, as we are all aware Covid19 put a stop to this trip as were most travel plans for 2020 worldwide.

Our PST module 2 was also cancelled and we will be back in contact with you once things are back to normal and we reorganise this course.

As I am unable to reflect on the NZ trip, I thought I might be able to jolt some pleasant memories of the great times and guest speakers you have experienced with fellow members and friends on our past fly in's. How many have you been on out of the 23 so far?

- 2008 - Maroochydore
- 2009 - Naracoorte and Mudgee.
- 2010 - Longreach and Mackay
- 2011 - Albury and Toowoomba
- 2012 - Shute Harbour and Arkaroola
- 2013 - Griffith and Alice Springs
- 2014 - Warrnambool and Dubbo
- 2015 - Port Lincoln and Canberra
- 2016 - Charleville and Wollongong
- 2017 - Broken Hill and Echuca
- 2018 - Rockhampton and Hunter Valley
- 2019 - Horsham and Winton
- 2020 - NO FLY IN's

Your committee was still hopeful of being able to plan and put together our Spring fly in across the Nullarbor to WA. Unfortunately, this has also had to be cancelled as various borders are still closed at the time of writing this report.

I know everyone will be eager to know what plans and destinations we will be now planning for 2021 so stay tuned and as soon as your committee makes some decisions, we will be sure to let you all know.

Because there is no fly in this spring due to the pandemic the committee has recommended for safety reasons to postpone the Annual General meeting until 2021 recommending that all office bearers and positions remain unchanged for the next 12 months.

Your committee has chosen to extend the current membership period for 12 months. Membership renewal now due 31/10/2021.

Your committee has also voted to make a minimal increase in the membership fees from \$210 for singles to \$230 and from \$300 for joint memberships to \$330. Any new members joining between now and 31/10/2021 will pay the new fees and be covered until the next renewal period 31/10/24.

We are confident that members will recoup any fees by taking advantage of our very competitive insurance scheme for those with C200 series aircraft and the Fuel discounts available.

More information about the fuel discounts in this Newsletter..



**Please see 'Stop Press' on Page 11 in this issue for details.**

We would also like to encourage each of you to introduce prospective new members to join our club as we welcome owners of any aircraft or model to join and be involved in this great club that we have. For your convenience a Membership application is on the back page of this Newsletter..

Hopefully everyone is able to get some flying hours up during this worrying time and maybe catching up with other members within your own states as we are in SA.

Please enjoy this edition of your C200 series newsletter, stay safe and healthy and I certainly look forward to catching you at our next Fly in wherever that may be.

*Your President Geoff Morris*

### Inside Today:

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# Aerial Firebombing in South Australia



Aerotech Australasia became involved in Aerial Fire Bombing in the 85/86 season with two Airtractor301 aircraft (radial powered) & 300 gallon capacity followed by two Airtractor401 with 400 gallon capacity in 86/87. The 87/88 season saw the first of the turbine powered Airtractor502 (500 US gallons). Prior to this aerial operators had been informally bombing since the early 70's.

Following the initial contract Aerotech moved to larger aircraft with the Airtractor502 & then the Airtractor802 (800 gallons). We continually worked to upgrade the fleet & introduced the Air Tractor802F model. The Bombers we choose as part of our fleet for aerial firefighting are the world's largest "Single Engine Air Tankers which offer the following:-

- All up Weight 16,000 Lbs
- Load capacity 3,100 litres
- Response Time 3 minutes
- Reload Time 2 minutes
- Range 800 nautical miles
- Horse Power 1,650
- Fuel Burn / Hour 300Lts per hour
- Fuel Endurance 5 hours
- Max water delivered 37,000 Litres per hour

It is purpose built for firefighting. This time also saw the development of special computer operated doors & technology which gave the airtractor far greater firefighting efficiency than ever before.

The introduction and adoption of the practise of Aggressive Initial Attack, which is the immediate deployment of aircraft at any report of fire was the first example of the South Australian now world leading & highly successful Rapid Initial Attack philosophy.

Aerotech have established bases across the state at Adelaide Hills, Mt Gambier, Pt Lincoln and Hoyleton. Pilots & crew at these bases are on standby throughout the season. There are also another 34 additional loading bases situated across the state with water, fuel & loading capabilities. Currently there are 14 fixed wing fire-bombing aircraft on contract.

Aircraft, loading equipment, fuel trucks etc. are contracted to the CFS for the fire season which is approximately 5-6 months each year, depending on the season weather. Each base on standby is supported by a CFS Air Attack Supervisor who controls the operation from a helicopter (Eurocopter) or a fixed wing aircraft. Each bomber has a designated number i.e. 581, 582 with the 5 indicating South Australia, the 8 the aircraft size and the 1, 2 or 3 etc. for individual identification.

During the season fire danger ratings determine the level of urgency. They are calculated each day considering temperature, wind, humidity etc. The rating is circularised each evening for the following day. The aircraft are on standby fully loaded with water & foam plus fuel. Immediately on report of a fire an Air Attack Supervisor & Aircraft Bombers are despatched to the scene. The role of the aircraft is to contain, restrict the fire growth & as protection of assets until ground resources have the situation under control. The aircraft are stood down when the fire is under control.





Pilots are required to have a Fire Bombing Rating & a minimum of 1000 flying hours. Pilots are rostered so that they meet the requirements of hours flown & days off.

Claremont (our main fire-bombing base) was established as a base to provide coverage for the Adelaide Hills zone. It currently has 6-8 aircraft based there and also the Air Crane.

## A TYPICAL DAY AT CLAREMONT ON A FIRE BAN DAY

Depends on the daily fire rating start time, is somewhere between daylight to ??.

All aircraft are pre-flight checked, loaded, and fuelled for immediate response.

Pilots carry an overnight bag because they could be deployed anywhere across the state. All aircraft are fitted with survival gear – emergency beacons, full time tracking (TRAC plus), first aid, water etc.

On report of a fire Air Attack Personnel become airborne in a helicopter. Simultaneously the bombers become airborne. The fire report includes nature of fire (grass, house, scrub etc) & pilots are provided with a radial (heading) & distance from the designated base. This ensures we can track direct to the fire. Smoke is not always visible. Two bombers are dispatched together & a further two to follow once the original aircraft have arrived at the scene. This is to provide continuous bombing. Ideally we have an aircraft available to the Air Attack Supervisor all the time. Fire Bombers are supported by the Air Crane providing a first strike capability of 18,000 Lts. Further aircraft will be despatched as required. This is to provide constant bombing. The Air

Attack Supervisor remains over the fire and directs the operation.

In Sth Australia the role of the aircraft is integrated with the overall task of bushfire suppression and to support ground based resources.

South Australian CFS current aerial firefighting resources are as follows:-

- 15 Firebombing aircraft (14 Air Tractor 802's & 1 high volume Aircrane)
- 10 observation & co-ordination aircraft located around the state (both rotary &

fixed wind)

- 38 recognised aerial firefighting base locations
- 14 Helibases throughout Mt Lofty Ranges
- 12 Volunteer Air Support Brigades for loading the aircraft
- Ability to relocate aerial firefighting resources in line with actual fire risk
- Ability to access aircraft from other states & territories under the NAFC resources sharing arrangements.

By Bob McCabe



# Reminiscing: people, places, planes...



*Reminiscing continued...*



**Arkaroola**



**Ayers Rock**



**Broken Hill**



**Canberra**



**Longreach**



**Mudgee Group**



**Rockhampton**



**Rocky**



**Shute Harbour**



**Warrnambool**

*Reminiscing continued...*



**Broken Hill**



**Rockhampton**



**Canberra**



**Charleville on departure**



**Echuca**



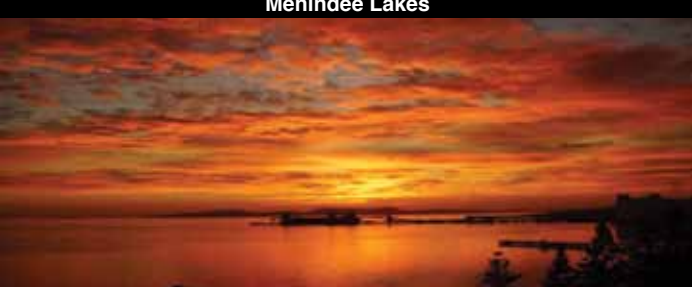
**Maroochydore**



**Menindee Lakes**



**Mudgee**



**Port Lincoln Sunrise**



**Shute Harbour**



**Warrnambool**



**Wollongong**

# My flying by Ian [Biggles] James



**I have to search my brain back to last century – the swinging 60's in fact to the time when my passion for flying was ignited.**

Back then I had a ride in a de Havilland Beaver aircraft which was one of the crop dusters operating on the farm. As a result of this flight I decided that flying was the way to go and my initial licence was obtained following training at the Naracoorte Aero Club in the early 70's. Further training resulted in obtaining an instrument rating and a commercial licence.

Naturally once I had the licence I needed something to fly so my first plane was a Piper Cherokee 235 which proved to be very useful in dramatically cutting the travelling time of 12 hours to a cropping property we had in the far west of the state. This plane was subsequently replaced with a quicker Cessna 210.

After several years I sold the Cessna 210 replacing it with a twin engine Beechcraft Baron for the longer distance flying considering that 2 engines may be better than one when flying over water quite often. I possibly also wished to extend my skills!

The change to the Baron meant that an aerial workhorse was needed for the SE property so a Bunyip Ultralight [still quite experimental] was purchased. Mine was one of the first off the production line and David Crawford purchased one just before me. It's unclear what the history of David's Bunyip is but after several owners I believe that mine has ended up in a museum.

I clocked up 450 hours in this little aircraft which was excellent in smooth air but in windy, rough weather it certainly got the

adrenalin pumping and was best left in the hanger!

Due to what would best be called family concerns I relented and sold the Bunyip and purchased EFE, a Cessna 172 which is still the workhorse on the farm and can step up to the plate when the Baron is out of action. She's even been to a C200 Series fly-in to



Arkaroola. She's very reliable but it's best to take a packed lunch if we have to go far.

In the late 80's a trip to Broome resulted in arousing an interest in flying helicopters. After we had landed at Broome a Bell Jetranger landed right in front of the terminal. We negotiated with the pilot for a ride and following a flight over Cable Beach and the surrounding area I was completely hooked on the idea of learning to fly a chopper. Once the licence was obtained and finding helicopters difficult to hire I purchased a Hughes 300.

One trip of interest in the chopper was a flight to Parafield for servicing and due to bad weather I had to land at Murray Bridge airport for fuel where I was approached by a young fella who requested a lift with me to Parafield. After being airborne for a short time the weather over the Adelaide Hills caused a diversion to Mannum where my young passenger knew some people. We landed near their house, had a lovely lunch and with slightly improved weather once again set off for Parafield. The deal was that pilot Ian was to navigate and my passenger was the spotter for power lines and obstacles. He did an excellent job as we lived to tell the tale. On reaching the Dam Wall [Parafield approach point] the tower informed us that the airport was closed due to bad weather! After some circle work at the DW and considerable 'discussion' with the tower special VFR was finally granted.

Many years later at a C200 Fly-in John Tilley's pilot Chris Pfitzner looked vaguely familiar – it was the young fella looking just a little bit older. What a small world.

One little trip I took with Jude in the early days was to Mt Isa and on to Longreach. On landing, Jude being a hater of any heat reached for her chilled diet coke from behind the seat, managed to hit something sharp and the pressure sent coke spraying everywhere. Luckily the door was open and Betty Baron's wing got a good hosing down. Oh dear. Divorce material! Jude would suggest that it is lucky we weren't married at the time! There is much for a new passenger to learn when travelling with a very fussy pilot.

Nowadays the helicopter is still my aerial motorbike around the farm and the Baron and Cessna 172 are still used by my grandson Alec and me.

After nearly 50 years of flying my passion for flying, which locally earned me the nickname of Biggles, has probably diminished and some would say it has transferred to land based motor cycles – more dangerous but heaps of fun.

By Ian [Biggles] James

# Cross Border City Airport In Covid-19 Times



The Gold Coast Airport (YBCG) where we are based, straddles the QLD & NSW border with the border line cutting across the middle of both Runways (RWY).

For users, this created a predicament when in March, QLD where we live, closed the border to NSW.

This meant that half of each RWY was in each State, see map.

So here is a couple of scenarios that could have happened, but did not, luckily, so far.

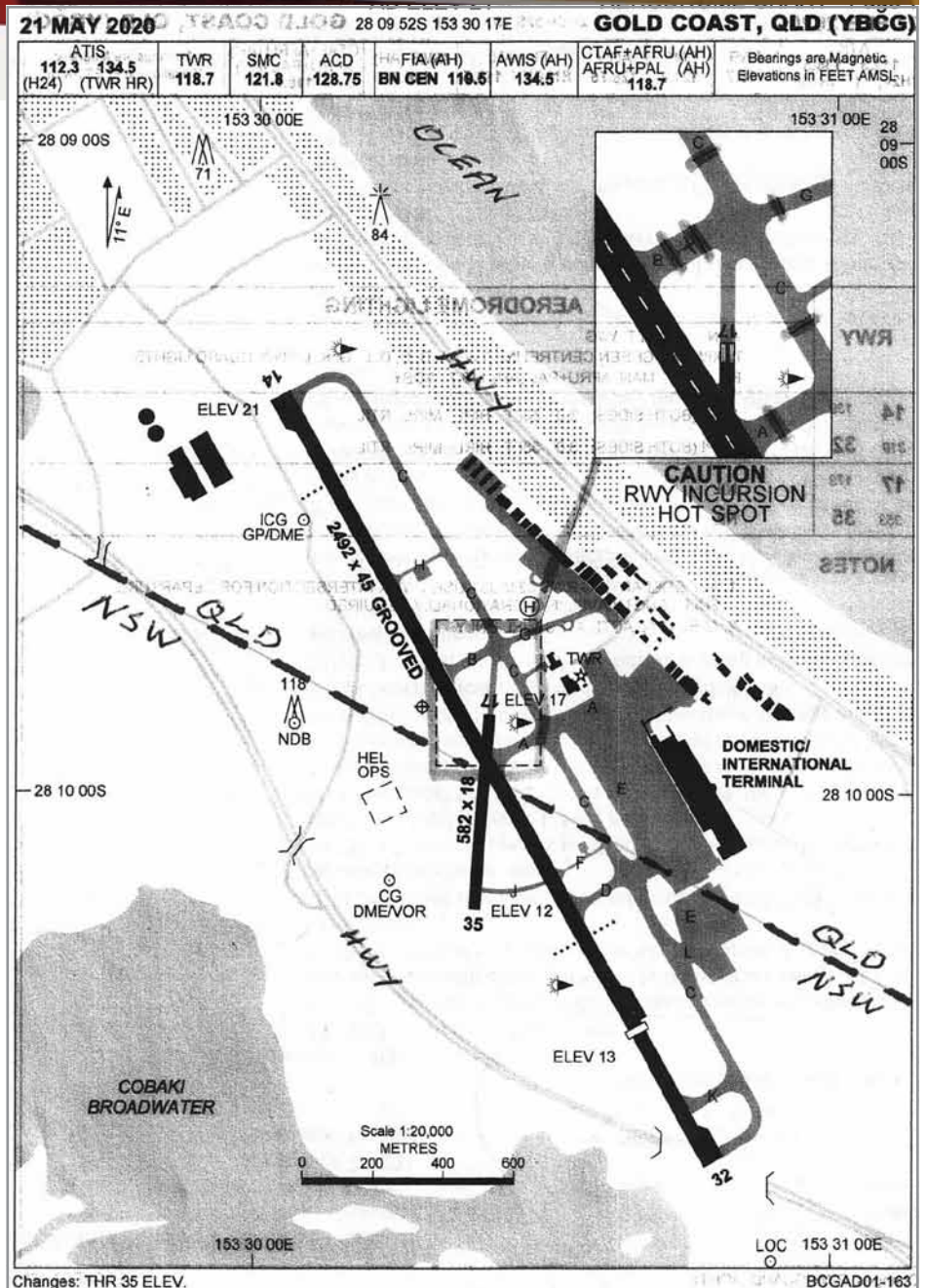
Scenario 1. I commence take off on RWY 14 in QLD, cross border line into NSW and strike a fox and abort takeoff coming to a stop in NSW. I vacate aircraft but as I am now marooned in NSW, do I have to go into quarantine or not???

Scenario 2. I take off on either RWY within QLD, fly to an NSW destination then return to QLD. Keep in mind they are tracking me the whole time and the YBCG Control Tower tip off the AFP (Police) and yes, they pounce on me to show cause of entry into QLD. Again, do I have to go into quarantine or not???

The technical answer to both scenarios above is YES, I must go into quarantine unless I have issued and carry a valid QLD Entry Pass 'A' which was applicable at the time and had genuine reason to travel into NSW. Luckily in my/our case we have both Commercial and Agri Business exemptions.

However, I have heard of others being checked at YBCG and other near border town airports and been turned back without a Pass and by not proving appropriate cause of entry.

by Neil Shorrocks





# Tech Talk Report by Tony Brand



Dear Cessna 200 series members; I hope you are all well and maintaining your sense of humour during these changed & somewhat difficult times.

I am sure a lot of us are flying our aircraft less at the moment. So it is very important to keep fresh engine oil and I would recommend Camguard in our engines to prevent internal corrosion. Internal corrosion RUST can / will lead to the failure of the camshaft and lifters and higher oil consumption due to corroded cylinder bores. It also adds notable expense. At engine overhaul / bulkstrip due to the replacement / salvage of other ferrous engine parts, such as internal gears, con-rods, crankshaft and cylinders.

I recommend 25 hour or 4 monthly oil changes, whichever comes first.

Used / aged engine oil has higher levels of acids and moisture in it and the only way to rectify that is to start fresh again. Fresh oil definitely pays huge dividends and Camguard has been proven to approximately half the ferrous content in used engine oil (spectro-analysis results).

If your aircraft engine has not been started for weeks. I would suggest you keep your initial start-up rpm as low as 5 to 6 hundred for the first minute, followed by 6 to 7 hundred for a further minute and then gradually stage warm the engine increasing its rpm every minute or so. The reason is it can take up to 2 minutes for oil flow to reach some moving internal components of the engine such as rocker arm / shafts and valves. So the fewer number of movements the less wear.

If you have mains power available where you park / store your aircraft connecting a battery maintainer charger, such as a Bosh C7 (which will do either a 12 or 24 volt battery 3.5 amp output) or a Projector PN AC250B (will only do a 12 volt battery 1.6 amp output) will extend your batteries life by approximately three times, typically 3 to 10 years. A solar solution is also an option / alternate. At the moment with our current exchange rate a replacement 12 volt battery (RG35AXC) sells for \$750 and a 24 volt (RG24-15) for \$1,188 + GST. The mentioned battery charges are available from automotive

outlets such as Bursons. There is no need to remove your battery from the aircraft to connect the maintainer charger to it. Just remove the battery box lid and connect direct to the battery terminals. An option is to install a fused maintainer / charger connection point that can be accessed with the engine cowls on etc to make life easy. I am sure your local maintenance organisation can assist with this.

If you own a Cessna 210M (series) or earlier model canter levered wing Cessna 210 (series) the FAA has just extended the wing main carry thru spar AD inspection calendar time compliance via an AMOC (alternate means of compliance) through to the 9th September 2020. If you own a Cessna 210 N or R series model aircraft this wing carry thru spar visual / Eddy current inspection AD is not applicable to your model aircraft.

Heading in another direction. In my opinion our industry is continually being squeezed out due to space reduction and increasing on site costs of airports, such as Archerfield, Bankstown & Moorabbin. The Moorabbin airport commission has just announced that they are closing down aviation activities in a large area on the western side of Moorabbin airport that will directly affect / close 7 active well established GA businesses. The aviation closure is so they can develop the land for industrial / non GA factories. To the best of my knowledge Federal governments have never policed the activities of these airport lease owners since they were privatised. I have recently been advised it costs as much as \$24,000 to keep a C210 hangared on Bankstown and \$14,000 per annum on Moorabbin.

As an aircraft maintainer, owner / operator I have observed numerous small flying school closures in particular throughout country Australia and a reduction in CASA delegates, such as aeronautical engineers, flight test officers and weight control personnel. Of late it's becoming extremely difficult to obtain a CASA concession or alternate means of compliance against an airworthiness directive or a section of regulation. I believe that most of the CASA personnel in their Canberra Head office, that have been involved in CASA regulatory re-writes in the LAME licencing,

maintenance, charter / RPT categories & flying school areas and those that now more often than not refuse our AMOC & exemption / concession applications have never worked a day in General Aviation. If we cannot turn this lack of relevant experience situation around we will see more industry participants forced to leave our industry. I regularly speak to the Federal Minister of Transport aviation adviser, the current & previous chairman's of the CASA board in an attempt to turn this CASA top end lack of general aviation experience problem around. The good news is the change process has been initiated.

Could I please ask all our Australian based Cessna 200 series members as general aviation participants to approach / lobby your local Federal members of Parliament to request changes are made within CASA to obtain more GA experienced personnel, to fill the positions in top end roles in CASA's Canberra office. Also to request that the FAC airport lease owners abide by their charter to maintain aviation activities without compromise. Once they close runways and aviation related infrastructure there is no going back. Your local Federal member should then consult the appropriate minister to pass on our concerns. I believe I need your additional support to affect any change.

These two major industry problems have gone on for too long and have now reached a point where our industry simply cannot / will not recover resulting in no more general aviation as we knew it.

Your help in this area would be greatly appreciated. It would also be nice to think that future generations (our grandchildren) could have a chance at the opportunities in aviation that we have enjoyed.

Come on Aussie come on please ..... and make the effort.

Thank you and please stay safe. If you require any aircraft maintenance advice or assistance please give me a call.

Tony Brand  
Director / Chief Engineer  
Horsham Aviation Services  
LL 03 53811727 M 0418811737

# Mind Your (Aviation) Language by Ceri Bartlett

## What's in a Name?

Our everyday lives are peppered with things named after the person who invented/discovered them – think of the humble sandwich, named after the 4th Earl of Sandwich, an eighteenth-century English aristocrat who ordered his valet to bring him meat tucked between two pieces of bread. Others began to order ‘the same as Sandwich!’ It is commonly said that Lord Sandwich was fond of this form of food because it allowed him to continue playing cards while eating, without using a fork, and without getting his cards greasy from eating meat with his bare hands. Such words are called Eponyms.

So what eponyms are there in the world of aviation?

### Fahrenheit

– named after the physicist Gabriel Daniel Fahrenheit (1686-1736).

### Celsius

– named after the Swedish astronomer, Anders Celsius (1701-1744)

### Volts

– named after the Italian physicist Alessandro Volta (1745-1827)

### Amps

– named after Andre-Marie Ampere (1775-1836)

And more specifically aviation...



### Pitot

The pitot tube was invented by the French engineer Henri Pitot in the early 18th century and was modified to its modern form in the mid-19th century by French scientist Henry Darcy. It is widely used to determine the airspeed of an aircraft, water

speed of a boat, and to measure liquid, air and gas flow velocities in certain industrial applications.



### Dzus Fasteners

DZUS turnlock fasteners—named after their inventor—William Dzus (pronounced “Zeus”) refers to a type of proprietary quarter-turn lock fastener that is often used to secure skin panels on aircraft – making it easier to take off and put on cowls.

### Murphy's Law

“Anything that can go wrong, will go wrong.”

The notion that one should be prepared for the worst possible scenario might have been linked to the occupation of Captain Edward Murphy (1919-1990), who was an aerospace engineer who worked on safety-critical systems. Nevertheless, as we all know, Murphy's Law is equally applicable to daily life. Things simply go wrong at the worst possible moment.



### The Venturi

The venturi (and the venturi effect) is named after Giovanni Battista Venturi (1746–1822), an Italian physicist.

### Jacuzzi

Surprised to see this in the aviation section? Most people think of a Jacuzzi as a whirl-pool, and some would know that Candido Jacuzzi (1903-1986) invented it – so yes, it's an eponym, but how is it related to aviation? Italian-born Candido Jacuzzi was the youngest of seven brothers and six sisters. When the family emigrated to California in the early twentieth century, it seemed that they would prosper from aviation engineering. But in 1922, when the Jacuzzi monoplane crashed, the Jacuzzi boys were forbidden by their mother from developing these skills. The brothers went on to work in the field of fluid dynamics, and when one of the children of the family was stricken by rheumatoid arthritis, they developed a pump that could be used to produce the therapeutic effects of swirling bubbly water in a home bath tub. In 1968, Roy Jacuzzi, a third-generation member of the Jacuzzi family saw the commercial potential of the whirlpool bath. And so the modern Jacuzzi came into being.

This single-seat monoplane of 1920 was powered by a 35 hp Fort T engine. The aircraft made a few short flights in 1920, but experienced major cooling problems. Repowered in 1922 with a 50 hp Roberts 4-X and with a redesigned tail, on its first take off attempt the propeller touched the ground and shattered, the resulting vibration shook the radiator loose. The aircraft never flew again.

Had the Jacuzzi brothers been more successful in their aviation endeavours, we may be conjuring up a completely different image today of a Jacuzzi.



# Important News for Members

## Editors Note

Did you know you can help the editing team by submitting any information/articles that would interest other members. Have you been anywhere interesting - probably not at the moment, but perhaps you have a new grandchild or a new set of teeth??? Even articles that aren't entirely aviation related are welcome. Your assistance will really help keep your Newsletters interesting and fun.

## STOP PRESS

Important notice regarding your Membership Extension.

### Membership - Current

Due to the implications of COVID-19 on many aspects of our lives, your committee has resolved to extend the current membership period by 12 months.

Renewal will now be 31/10/2021 and will run through until 31/10/2024.

The benefits of the Insurance Scheme and the Fuel Discounts are not affected by this extension.

### Membership – New Members

Any new members joining between now and 31/10/2021 will pay full fees - \$230 Single - \$330 – Joint membership – any 2 members of 1 family.

Payment will take new members through to 31/10/2024 – a bonus with full benefits where applicable.



## COVID 19 = 2020 FLY IN'S CANCELLED = BOOHOO!

What a plane wreck! Lots of cancellations leaving members in hope of crossing the Tasman early 2021 to enjoy the postponed tours they have booked for after WoW. Fingers crossed!

WA Fly In is on hold as we're not allowed there either. Keep your tongues in the right position and let's hope we can go in Autumn 2021.

Our poor Victorian members are in serious lockdown because there are some very naughty people there who think they can do as they please. Bastards!

Maybe each state would like to organize a Fly In? We could have a competition of tall tales.

As none of us know when the world will be free of this insidious virus, there is little we can do but tow the line and keep fit and well. Do get tested if you have any symptoms.

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

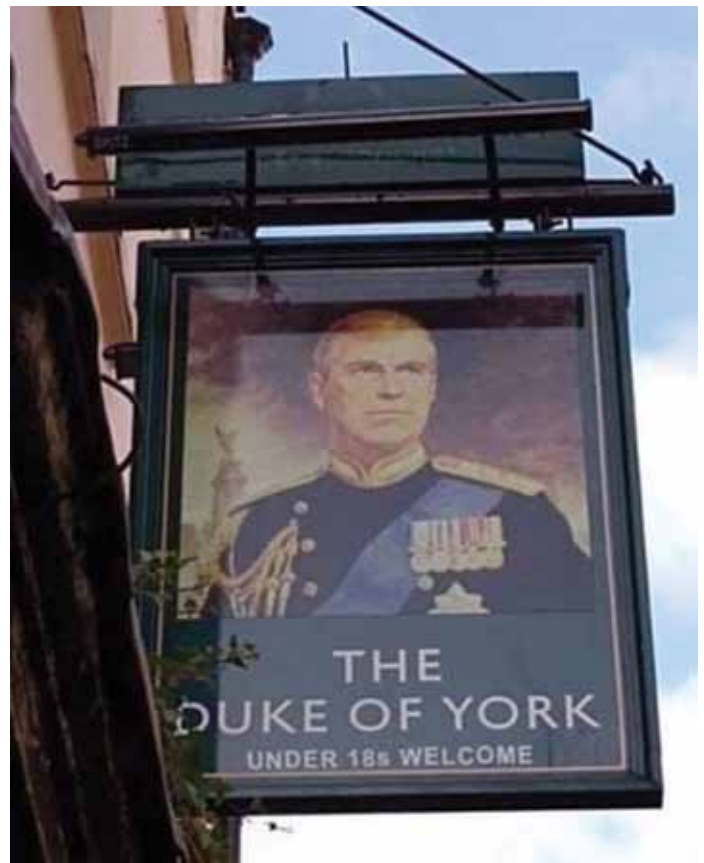


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# COVID-19 Isolating with the Tilleys



**How does one describe in a few written word, several months of continued mishaps and funny situations whilst the Tilleys isolated on their Farm? But of course, there were good times too, and guess what, we still “like” each other.**

Now, try to imagine two totally different people thrown out of their usual daily routine, isolating together on a farm 26 kms from the nearest town and a decent cup of cappuccino. One a workaholic and the other a “Runaround Suzy”!

Well the workaholic fitted in easily. Continued to rise up at 7.00 a.m. every morning. Then off in the ute to go and annoy his staff and puddle around in who knows what. Telephone ear plugs attached off he goes happy “as a pig in the mud”.

I ask you who wants to get up at 7.00 a.m. when it just 6 degrees and the added comfort of an Electric blanket! As I am a City Slicker, my day begins about 9.30am!!

In the early days of isolating we were not travelling into Meningie too often. I filled in the day cooking up treats and chatting to my closest neighbours - 6 bulls in the paddock whilst hanging out clothes on the Hills Hoist. Washing had become my favourite past time – rainwater, plus fresh air drying big improvement on Apartment living and dryers.

Another big change this one not so good - we are no longer going on our planned 42-day cruise, sailing from Singapore to Athens. Tilley (who wishes to live forever) cancelled prior to the cruise line cancelling hence only Credit. Swell I say when will I get the Live Forever Tilley to chance taking off on an Overseas trip again. Tooo Tooo risky, rather stay down on the farm.

Which he loved telling everyone, “I used to come home to an empty house, now she

is there waiting for me with dinner cooked (roasts and all). Plus I forgot to mention the daily call about 4.30 “What’s for dinner Doodsy”.

Of course this was only the start of isolating more to come!!



And boy did we have fun. A revamp of the kitchen previously did not include a Dishwasher, this decided once again by “himself”. He personally told me that he would always help with the dishes – Wrong! However, he did buy a new oven and stove top. This ready for the Chief bottle Washer and In House Chef to cook all the much wanted roasts and cakes he dreamed of now I am shackled to the farm and not waltzing about!!!

My first roast was a chicken which after 10 minutes in 180 degree oven turned black. Shite what’s wrong with the oven?? Managed to scrape black skin off and slow cooked on 100 degrees. Soooo! Of course next day decided to check oven (whilst Tilley out playing Farmer) put it on 160 degrees with no food inside to see how quickly it heated up. Whilst relaxing and waiting to see what happened - It happened alright!! There was a loud bang and sound of smashing glass. OMG I think some one has shot a bullet through the window. Nervously returning to the kitchen, I find that the oven front door has exploded into a millions of tiny glass pieces. NO more roasts for a while.

On contacting the “Stove Manufacturer” we discovered my clever husband , by resetting the clock timer after a power surge inadvertently had pre set the oven on self cleaning which normally requires a temp of about 10 degrees. My trying to cook at the higher degrees was reason for burning and then the explosion. But good news Tilley opened the wallet and we now have a flash “Miele” which automatically returns to correct time after a power surge lucky me!!!

Due to no family gathering as usual over Easter, Tilley decided perfect time to remove furniture from now unwanted property to new one . Wonderful, I now held a new position in case I thought I might have a relaxing Easter. A “Furniture removalist”. When after 3 days of hard work, the new outfitting of the property complete, Tils decided we should sleep there overnight, too tired to drive 50 kms back to our other property. How fantastic an idea, but “Oh, Tilley what do we do for dinner? We have no food here”. “Not a problem I will see if Meningie pub is doing takeaways during shutdown”.,

This required a 35 km trip into town and a 35km trip back. My maths said 70 Kms compared to 50 kms. Great idea!! We head in and back ready to celebrate with takeaway food, a bottle of wine and a dozen oysters.

Uber driver in action...



There begins the next chapter of “Isolating with the Tilleys” ... I eat six oysters and state I think they taste a bit weird. Tilley downs one and says I think I will throw the rest out!! Throw being the operative word. He started throwing up about 12 midnight. Plus doing you know what!! Of course, being an unused property for quite a few years, You guessed it!! After one flush, toilet system did not work again. Guess who was on bucket duty!!!! At least for several days he stayed in and did not go racing out at 7.00 a.m.

## COVID-19 Isolating with the Tilleys continued...

Here we go again. Myself not being used to cooking on Gas now realize it works quicker than Electric stoves. I managed to burn 2 lots of boiled eggs! Yes burn, they actually turn black and so do the saucepans. Tried to clean the saucepan the first time, but then when I did it all over again in a few days I hid the saucepan and eggs because you can imagine how much mileage Tilley would have enjoyed sharing with others about this little accident!!

Next mishap (for want of a better word) could have been more disastrous. When the fab Miele Oven turned up Tilley organized for the Electrician to come and fit it and with the help of one of his staff he removed the old one including the smashed door outside. Of course not his fault, but when they took the new one out they removed the packing and left plastic straps etc. on the ground just outside the back door,. Of course Mr. Checker upper " had to go outside to see what mess they had left around and went topsy turvy over the strapping and saved himself by placing his right had out and managed to collect the broken glass door.

Blood everywhere and a trip into the Meningie Hospital for stiches and a cleaning out of the wound thankfully turned out well.



The funny side of this trip was as follows: -

I am in surgery waiting for the Dr with Tilley when a rather large buxom young woman with Purple Hair, tights and T-shirt walked in. Trying to kill two birds with one stone. I asked the young woman, do you think when the Dr comes in could I have a script for my pills as I am running out. The terse reply was "I am the Dr". Shite!! But she did a great job!

And so the weeks rolled on with basically total boredom for me, and progressively the Tilley's becoming almost alcoholics. I love

country life but sadly realize it needs to be in small doses. Luckily, the football returned to TV to give some entertainment as sadly our much-loved Netflix was not available due to no Wi-Fi on farm. However I found a fellow artist next door in the nearest property (6 kms) away and Wednesdays became our painting day.

So as the opportunity arose for us to return to Adelaide I was there!! Tils has continued to go back and forth and my last note re our isolation is this. The Electric Blanket on our bed was a Godsend as only top end of house was heated.

So when I was not there to share the bed I suggested Tils turn my side on to stay warm. As usual my suggestion was not taken up. But only last week as he climbed into our apartment bed next to me, he said... "I took up your suggestion re turning on the electric blanket on your side, I actually missed the warmth of your "large body next to me". Now if that isn't love what is!!!

Say safe one and all. But if things get worse and I we need to go back isolating down on the farm, it was not so bad.

Suzyxx

## Chicks Chatter by Suzy Tilley

### What's Hot...

- Life in the fast lane has now become slow.
- More family time for those with family within the state.
- Home projects being attended to
- Appreciation of minor things in life
- Home cooked meals ??
- Less spending
- SA, NT & Qld can travel & visit. Hope it lasts.
- Time to catch up with good books.
- Going out to dinner is an occasion not a norm



### What's Not...

- Airport parking & landing charges —Be warned: Some airports are now charging a much higher commercial rate if the aircraft is registered to a Company name compared to a non-Company individual name. In Canberra this is as much as 30%.
- NZ & Wanaka trip cancelled. Boo Hoo
- WA very doubtful —again Boo Hoo
- Missing social interaction – need to hear from you.
- Committee's efforts on Zoom Conferencing
- Overloading on Netflix (any great programme recommendations?)

FLYING FOOD!



### Thai Chicken Balls

- 500g chicken mince
- 1 garlic clove, crushed
- 2cm piece fresh ginger, peeled, finely grated
- 3 fresh kaffir lime leaves, finely chopped
- 1 tablespoon chopped fresh mint leaves, plus extra sprigs to serve
- 1 tablespoon chopped fresh coriander leaves
- 2 tablespoons fish sauce
- 1 tablespoon lime juice
- 1 tablespoon brown sugar
- 1 small red chilli, seeded, finely chopped
- 1 tablespoon peanut oil
- Lime wedges, to serve

**Step 1** Combine mince, garlic, ginger, kaffir lime leaves, mint and coriander in a bowl.

**Step 2** Using clean hands, roll level tablespoons of mixture into balls. Place on a large plate. Refrigerate for 30 minutes.

**Step 3** Meanwhile, place fish sauce, lime juice, sugar and chilli in a small bowl. Stir until sugar dissolves

**Step 4** Heat oil in a large, non-stick frying pan over medium heat. Cook meatballs, in 2 batches, turning, for 10 minutes or until light golden and cooked through. Serve with dipping sauce and lime wedges, sprinkled with extra mint sprigs.



# Cessna Books available for purchase

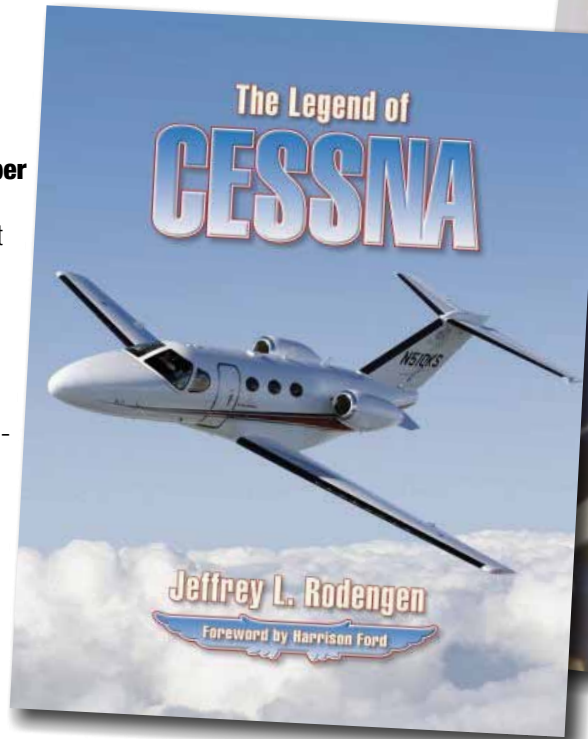
**David Crawford has 2 different books available for members as per the photos.**

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.



As always our sincere thanks to Donald Keys for the layout and John Weston for the printing and superb production of this Newsletter.

## 2019-2020 Committee

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## Benefits of Membership

We welcome new members to our small and active club which is now in it's 13th year. Our two fabulous Fly Ins each year to different parts of the country are well attended and often include a guest speaker and a technical aspect be it a lecture or a hands on demonstration. It is important to note that friends and associates of members are also encouraged to join our membership whether they own an aircraft or not. We also welcome members with aircraft other than the C200 Series.

New members are encouraged to fill out the Membership Form on the next page or go to [www.c200series.com.au/membership/](http://www.c200series.com.au/membership/) to download a form and email to [treasurer@c200series.com.au](mailto:treasurer@c200series.com.au)

Existing members please note the new renewal date is 31st October 2021.

### **Subscriptions– Single \$230, Joint Membership \$330- 2 people from any one family.**

Your membership offers the benefit of information exchange and fun to be had at our Autumn and Spring Fly Ins and our group insurance scheme for members flying 200 series aircraft is extremely competitive. Membership also entitles you to 2 issues of the C200 Newsletter annually. The Newsletters are full of aviation and club information. Hard copy of the Newsletters are sent to you by post and are available online [www.c200series.com.au/newsletters/](http://www.c200series.com.au/newsletters/) . The fuel discounts as detailed below are also huge value to members. I'm sure you'll agree that the various savings on offer will more than cover the membership fees and that's before you get to the fun of this successful flying group.

For new members joining between now and the renewal date 31/10/2021 your membership along with any benefits applicable will be effective immediately.

The Cessna 200 Series Association looks forward to welcoming you to our successful flying group.

### **AVIATION FUEL DISCOUNT UPDATE (as at 20/4/2020).**

Neil Shorrock has secured and consolidated the following fuel discount arrangements for members.

1. **World Fuel Service (WFS).** A discount of 7 to 10 cents per litre (CPL) off regularly updated Posted Airport Prices (PAP) for Avgas and Jet A1 at up to 18 locations nationally.

WFS intend aggressively extending their Outlet locations with YBCG (Gold Coast) one of those hopefully. Therefore, if there is scope for WFS at your location, let me know and I will forward contact details.

To benefit from this arrangement, click on

[https://world-kinect.com/sites/default/files/2020-04/Kas\\_WFS%20Credit%20App-FD\\_v4.pdf](https://world-kinect.com/sites/default/files/2020-04/Kas_WFS%20Credit%20App-FD_v4.pdf)

then download and complete the 'Become a Client Form' (BCF) excluding 'Financial Information' for now as their team may ask for this at a later stage in the process.

Under 'Product request' on page 2, tick **AVCARD** which is their Carnet Card. Then email form to WFS contact **Christo Van Niekerk**, [cvanniekerk@wfscorp.com](mailto:cvanniekerk@wfscorp.com) , mobile 0435-310 973, 03-8639 0230 where you must mention you are a C200 SA member. Also ask Christo for a copy of their current Operated Locations and CPL off PAP.

**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)** a Division of K&S Corporation Limited. AR offer a discount of 7 cents per litre at their 27 locations as per list updated regularly.

To benefit from this arrangement go to [www.aerorefuellers.com.au](http://www.aerorefuellers.com.au) then download and complete their Credit Account Application form then email to Anne McNaught [anne.mcnaught@aerorefuellers.com.au](mailto:anne.mcnaught@aerorefuellers.com.au) Then call Anne McNaught 02-6041 1599 wherein you must mention you are a C200 SA member and ask her for a copy of their current Location and Contact Guide.

Finally, I encourage everyone to embrace and utilize these **BENEFITS** that are available to Members. Unless we **USE** them, we will **LOSE** them. Savings could be in the region of \$300 to \$600+ PA per 206/210 aircraft flying say 80 to 100 hours PA.

Should our volumes increase 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

OCT 31st **2020**- OCT 31st **2024**

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:**  \$230.00 Single Membership - 3 years  
 \$330.00 Joint Membership (2 people same family) 3 year period

NOTE 1: Pro rata fee structure may apply for part term for new members.

NOTE 2: New paid up members joining prior to 31/10/2021 enjoy Membership to 31/10/2024

***NB: Group Insurance Policy due 31st October Annually***

- Direct deposit:**  BSB 633 000 A/C 135 455 806  
*(preferred)* Surname as description/reference  
 Cheque (Payable to C200 Series Association)

**Send forms to:** Email: [treasurer@c200series.com.au](mailto:treasurer@c200series.com.au)  
**or**  
 Post to: Treasurer, C200 Association, PO Box 297, Lucindale S.A. 5272  
 ☎ **0408 800 778**