

The President's Corner

Welcome everyone to your 25th edition of the C200 series newsletter.

It seems hard to believe that here in Australia we have had borders open and shut on numerous occasions with many forced to stay at home unable to travel away in our aircraft or any other mode of transport.

As we all know a vaccine is now being distributed which hopefully means that we will be able to get back to some sort of normality and resume our activities that we all love and have missed over the past 12 or so months.

In the last newsletter I took the opportunity to list all of our previous fly-ins which hopefully rekindled some fond memories for you of those events. Unfortunately, I am unable to reflect on what should have been great adventures from our 2020 fly ins to New Zealand and the Western Australian.

Now it is time to be positive, so plans have been made and so now you will have all received communication for a fly-in to Lightning Ridge (YLRD) 23rd – 26th June 2021. As I and many others have never been to YLRD it promises to be a great few days and a perfect location for our first trip for 2021.

Future fly-ins are enthusiastically being discussed by the committee and will be communicated to you all when they are finalised.

Continuing with a positive note I would like to welcome the following new members to our club and as all of you certainly look forward to catching up them hopefully at our next fly in to Lightning Ridge in June.

- Todd and Angela Peach C210L VH- FMT
- Peter Christopherson
& Janelle Morris P210N VH – P XK
- Gary & Christopher Zauner U206G

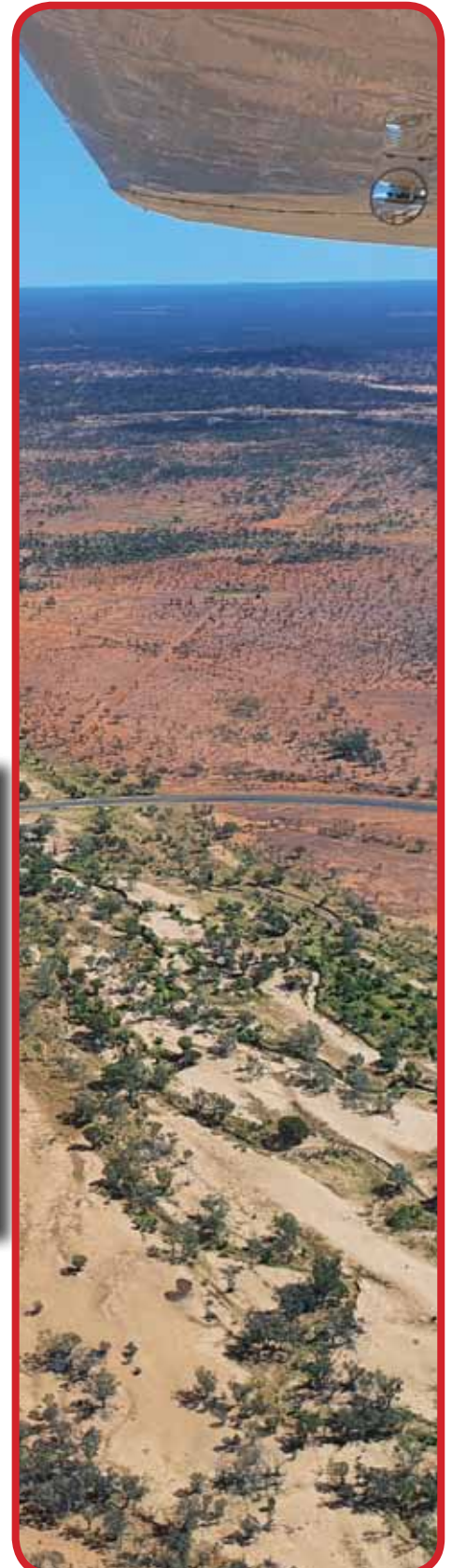
- Frank & Leslie Lewis C182E VH – ROP
- Tim McGavin P210R VH – YLS
- Don Macdonald C210N VH – TFE

I would like to take this opportunity to thank the committee for all their time that they put into the running of this club, but in this edition I would like to make a special “shout out” to a couple of members who have done an outstanding job in getting your newsletter out each edition with excellent contents whether it be news, stories or members journeys.

Pam Mc Cabe, she must spend endless time and energy phoning, emailing and texting everyone to get our articles written on time, so that she can then send them off in a timely manner to Neil Richardson to format, articulate and generally make them readable so that the rest of us are able to enjoy the read.

Please enjoy this edition and look forward to seeing many of you at Lightning Ridge,

Safe Flying. Regards, Geoff Morris



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COVID-19 and TIU by Ralph Aikin



Tim's beast at Naracoorte

In October 2020 COVID-19 was in full swing and panic stations. NSW and Victoria were in lock down mode. South Australia was opened to Queenslanders, subject to an approved border pass from SA Police.

TIU, my C210, was due for its annual inspection on 5 October plus a panel upgrade which, had been arranged with Tony Brand at Horsham Aviation Services some months before the outbreak of Coronavirus. Now a simple flight to Horsham, Vic became a bit of a dilemma as to how I could fly the aircraft into Victoria without becoming a criminal and having to isolate for 14 days in Victoria and then another 14 days getting back into Queensland. Of course, our friends at CASA were of no comfort at all – no exceptions.

Tony Brand gave me a contact for the Border Task Force in SA and after speaking with them and completing a form, which was approved by them, a plan formed.

I was to fly the aircraft to Naracoorte, SA. I would track Gympie direct to Cunnamulla, refuel and then fly into South Australia, no stopping in NSW and direct to Naracoorte. Once there Tony Brand would fly over from Horsham and pickup TIU and take her back to his workshop, about a 20 minute flight. He has exemptions for his work – essential services.

So far so good, but as the aircraft would be down at Tony's for approximately 4 weeks, how do I get home?

Then came Cam Russel to the rescue in VH-CRL. It just so happened that his aircraft was also due for its annual almost on the same day as mine at Horsham. Subject to no hidden problems his aircraft would only be in Horsham for 2 days and he very kindly offered me a lift back to Gympie on his way home to Blackall. A little out of his direct

track home, but he said “no problems”, even though I said he could drop me at YTWB, where I could catch a coach and train to get home – what a guy. So, it was all systems go, yahoo. Cam was also going to duplicate my flight to Horsham.

About 10 days out from departure Tony Brand phoned me and asked if I could bring down a couple of passengers. Turned out that Steve Weber's aircraft VH-YLS had been sold to Tim McGavin in Noosa and Tony had been doing some major refurbishment work on the aircraft and it was ready for pick up. Tim and his pilot Lee Morgan needed a lift down and also needed to avoid all the restrictions Covid had thrown up. All of you who went to the Horsham Fly-In will remember the excellent tour of Cobram Estate by Rob McGavin, who is Tim's brother. Small C210 world.

So, the date was set, departing YGYM on Sunday 4 October. Now our friend the weather

decided to play its hand just when we were all organised. This is not an unusual occurrence whenever I decide to drag TIU out of the hangar. On checking the weather, it appeared Naracoorte was due to be hit by some significant weather coming in on the Sunday we had planned to arrive. I didn't want to be flying into it and Tim didn't want to get caught down there either as he wanted to turn around and fly home the next day. A decision was made and we blasted out of Gympie at 6am on Friday. A good decision as the weather was perfect all the way and the flight uneventful. Of course, we had the mandatory headwind, only averaging around the 10kts mark. Thankful for small mercies. I was happy to have the company and the flight passed very quickly. We talked about aeroplanes, mainly C210s for most of the time. Morgan was a wealth of knowledge (ex-airlines and instructor) and good to have along.



TIU Panel



Cam and Ian at Sheperds Hut

We touched down in Naracoorte around 2.00pm and Tony and Cam were there waiting to greet us. Once the initial greeting was over Tim, Lee and Tony were crawling all over VH-YLS. Tony was giving them a thorough briefing on the aircraft and it wasn't long before they were airborne doing a check flight and running through systems and operations. I must say YLS looked magnificent. I think, new engine, paint job, interior upgrade and Dynon panel made for a very impressive looking C210P. To say I was a little envious when she blasted skywards is an understatement.

Cam and my stay in Naracoorte was great fun and saw us returning home a few kilos

heavier than when we arrived thanks to hosts/friends and club members Annie and David plus Judy and Ian who all live in the area. Initially we rang Annie to find out about accommodation in Naracoorte. Well next thing we are their guests and no arguments staying with them on their property at Lucindale – so we booked Annie and David up from Sunday until Thursday when we hoped to be departing. However, when we decided to depart Queensland earlier due to weather considerations, we needed to find accommodation for a couple of nights as Annie and David were over attending an Airshow/Fly-In at Robe. We managed to get one night's motel accommodation at

Naracoorte. The town's accommodation was all booked up by police and border patrol due to Covid. Who said all businesses were suffering due to Covid-19.

Well, up stepped Judy and Ian and we got to stay with them on their property until Annie and David returned. I have had the privilege of staying with the James on their beautiful property before and still they welcomed me back, maybe they felt sorry for Cam. Cam was in seventh heaven on the farm, asking Ian a myriad of questions about the farm and you know what these farming guys are like when they get together blah,blah,blah.

Judy and Ian took us over to a neighbour's



Breaking In!



Judy's Garden

farm. Every year at this property they have "Art in the Farm", where locals come and show/sell paintings, pottery, sculptures and that sort of thing, plus there is local music, food and drink for us non arty people. I did see this in full swing last year, however, this year they were curtailed by coronavirus. Still, they managed a big barbeque and an even bigger bonfire. They seem pretty big on bonfires in this area but never found out why, maybe something to do with the weather, which had become quite inclement and cold. It was around the 10 degree mark and I noticed even Cam was wearing long pants, probably the only pair he owns.

The following day Ian took us for a drive around the property. I got to open and close gates whilst Ian and Cam sat in the vehicle and talked farms and farming practices. The countryside at the time was looking beautiful. Plenty of rain, equaled plenty of feed and heaps of very fat sheep. We saw Ian's airstrip and cross strips (Cooranga). The airstrip, hangars and aircraft are all kept in excellent condition and a real credit to Ian. Then there is the most impressive garden around the farm house that Judy attends to very carefully – Mrs. Green Fingers.

Then it was time to head over to Annie and David's home, and another bonfire although a bit more controlled than the last one and



Bonfire!



The Cessna group gathering

a scrumptious barbeque that we ate inside due to weather. Lots of nice people and good conversation. Annie and David also keep their aircraft on the property and have a hangar and a nice long airstrip there. David took us for a drive around his property and from a high vantage point, has a lovely outlook over the surrounding countryside. It's a perfect place to sit and admire the view and have nibbles and wine, which, I am sure they do from time to time. Annie makes just the best sourdough bread and Cam and I were hoping his aircraft would be ready real soon as we could feel the expansion of the belly busters.

Annie and David took us on an interesting drive to Mt Gambier. Saw the Blue Lake and the Sunken Gardens. We stopped off at President Geoff's house in Mt Gambier hoping for a cuppa but he wasn't home, typical, so we thought we would go in and help ourselves. We didn't know he had video surveillance and got caught in the act by the President himself on his phone app - have a look at the photos. 3 would be crooks. It was a real hoot when trying to do the dastardly deed and Geoff phones Annie and says 'what do you guys think you are up to'. Another misadventure. That's Annie's hammer I have in my hand in the photo, not sure why she carries a hammer in her handbag.....

Wednesday lunch was down at Robe. Annie had arranged to meet up with our friends and members, John and Susie Tilley, Bob and Pam McCabe, Ian and Judy James. It was great to catch up and particularly good of the group to drive all the way down to see us. A very social mob in SA. We started off at a local beer brewery, then on for a light lunch. After that Tilley took us men folk for a drive in the Landcruiser to see some of the sites and local landmarks. The women went off shopping "say no more". We met up later at a local pub, which had a great atmosphere and a nice fire keeping all the patrons warm. It was a big day and eventually we all departed our separate ways.

While we were all having a good time Tony and his men were getting Cam's aircraft ready and had delivered it back to Naracoorte so we were good to go on Thursday or so we thought. What's that they say about weather and flying.....

So we were stuck in Naracoorte another day, however, the next day it was "oh what a difference a day makes". We were airborne early and in Gympie before lunch without having to stop for fuel. The flight was smooth and the weather improved the closer we got to the Queensland border. Cam's aircraft is a Cessna 210N turbo, with a 550 vitto engine. It goes like a rocket and with a little tailwind we made Gympie in no time at all. I think from memory we did the trip in 4 hours or a little under, fantastic. I noticed the ground speed at 7500' was hovering around the 185kts but did touch 200kts at one stage.

And that was the end of a most memorable week. Hospitality down in South Australia was second to none thanks to our special friends/club members. Weather confirmed that I prefer Queensland on that front. I am sure I could comfortably live down in that part of the world but the problem is the food, it is so good and it wouldn't be long before I would be bigger than Ian's prize cattle.

Cams company? Just the best as always keeping one entertained and a wealth of information.

Oh, and TIU now has a beautiful Dynon Avionic panel that Tony, Peter and the team from Horsham Aviation Services fitted. Have a look at the photo it's so flash and I am really happy with the job. Neil Richardson (my mate and member from Rocky), said after seeing the photos, "how is an old fart like you going to learn how to drive that". Guess what Neil.....

Ralph Aikin

My Flying

By Neil Richardson



One of the joys of editing the newsletter is writing a piece to “fill in space” when we are a bit light on. So, I don’t consider this article to be exciting or enlightening, but rather padding

Most of you know me already. I started learning to fly in 2000 as I was doing a lot of travel for my own work in Central Queensland. Always interested in flying since I was a kid, I dismissed any notion of doing it for a living as I was Red/Green colour-blind (Well it’s called deficient now – not blind)

But after getting involved with a local architect who was building an RV6 I got the flying bug again and Toni bought a me TIF for a birthday present. I even put that off thinking “why would I bother” but when I did the TIF I then wondered why I waited so long!!

Took me 3 years to get my PPL – Having 2 kids in the intervening years slowed things down. When I got my licence in 2003, I started hiring a 172 to travel and being in a small town was struggling to get a plane when I needed it.

So, I bought a local 172XP in 2004 and did about 600 hours in that including my PIFR and CPL. Wanting something bigger to take the family in, in 2007 did what I was told not to do and bought the plane for the once a year family trip. The 210. At 36 years old I was in the younger part of the 210 owning demographic and still working full time now in my own business cannot always get away to the Fly ins. When I do, as Steve once said, we drastically lower the average age of the Club !!

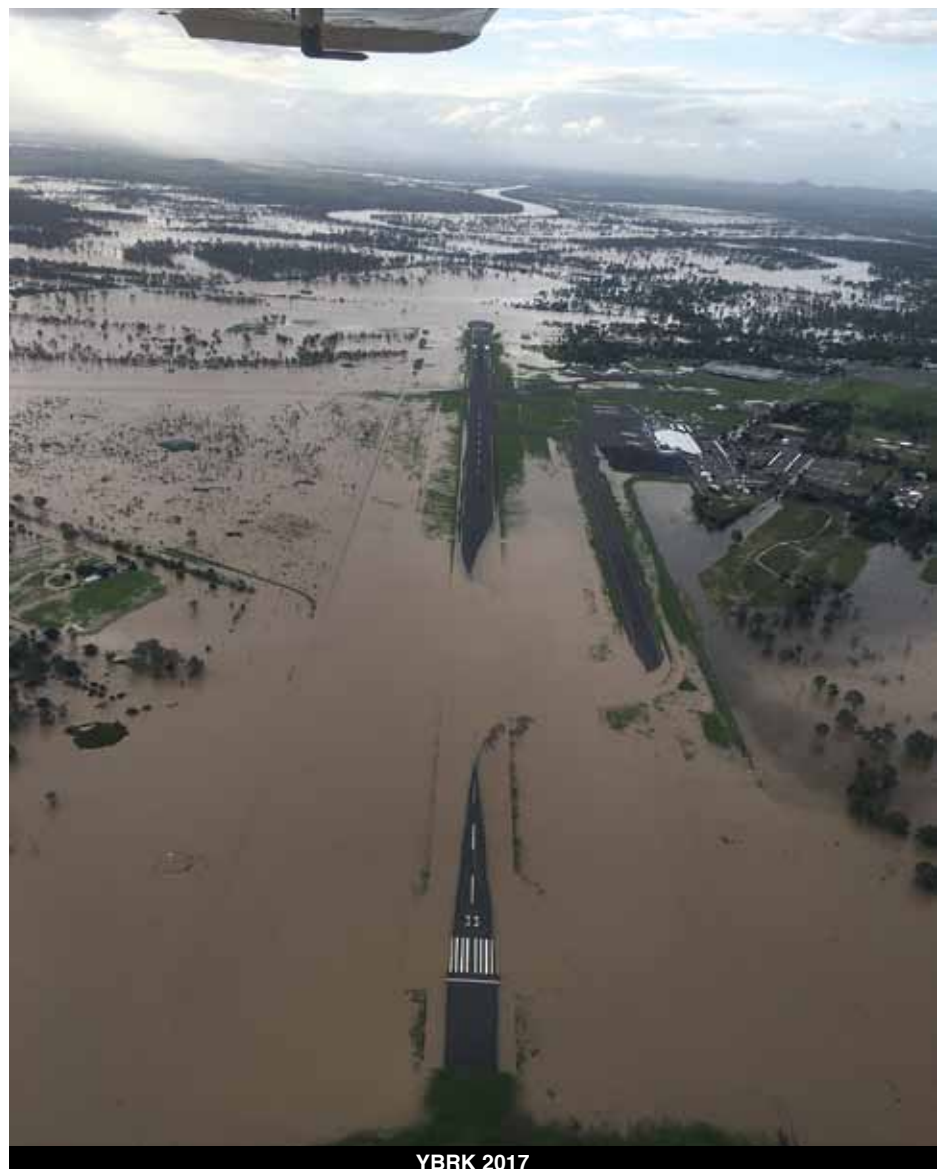
We don’t do many family trips in it but have clocked up over 1000 hours in CSD since 2007. It is used mainly for work but did a lot of trips to Brisbane for the boys’ swimming over the years.

I had a major panel upgrade in 2011 and have just finished paying for a Continental reman engine to go in in the next few months.

Having given up on a hangar at

Rockhampton airport, in 2009 we bought a rundown small farm to build an airstrip on and eventually built our house and office etc. also. So, the plane has certainly changed our lives in more ways than one. The C200 Association visited Pandora during the 2018 Rockhampton Fly-In.

I always take photos out the window when I am flying and started posting them on my Facebook page. I did some flights over some local flooding as early as 2008 and started getting a following from that. The most recent floods in 2017 saw my photos go “viral” in the true sense of the word with hundreds of



YBRK 2017

My Flying – By Neil Richardson, continued...



My Pair



YMEN Pickup 2007



Pandora

thousands of views from all over the world. Amazing stuff! The Rockhampton airport closes in major floods but my strip is high and dry.

My youngest son Liam, who Neil Shorrock subbed the Junior Vice President at Dubbo some time back has always had a keen interest in aviation and would fly with me at any chance he got. He got to solo stage as a "schoolies" present from us but when the funds ran out, he stopped flying. One day he might take it up again. He is now working as an apprentice LAME at Rockhampton airport and one day might buy a plane to work on and fly himself.

So that is about it for me. Some photos attached of the plane, property, floods etc.

Cheers – Neil Richardson



C200 at Pandora

Robe Fly-In By Judy James



G'day' g'day from SA!

Well in 2020 we Croweaters were banned from travelling west and were unwilling to go east so we managed to have a couple of gatherings in the beautiful historic seaside town of Robe in our states south east.

Both events were motivated by some Queensland members who were keen to escape Anastasia's dictatorship.

Ralph and Cam came as the advanced party in early October and in early November Trish joined Ralph to collect his plane. Admittedly they did fit us in as part of aeroplane upgrades and servicing which was carried out over the border in Horsham by Tony Brand and his team.



Once the boys had left their planes at Naracoorte for Tony to deal with the use of a vehicle kindly supplied by David and Annie they came to us at Cooranga for a sleep-over on the Saturday. We took the boys for a drive about 60 kms south for a bonfire/barbie held annually by good friends as part of an art weekend at Cluain. Of course, the main event had to be cancelled due to the big C but no probs, we gathered in appropriate numbers at Cluain and thoroughly enjoyed the SE hospitality.



As our spring had been so good on Sunday we were able to show off our area which was looking at its best and Ian took our visitors on an extensive farm tour before they departed for Crawford's.

As daylight saving had started overnight, I waved goodbye to our guests and spent the rest of the day trying to change the time on our hard drive recorder. Grrrrrrrrrrrrrr. Wouldn't you think that I would have conquered it by now! It has to be done twice a year!!

Having not seen the boys for a few hours we caught up again on the holiday Monday at Holmwood (Crawford's) for more hospitality. Thanks A & D.

We had to wait 2 days for the major SA Cessna drive-in at Robe on the Wednesday where McCabes, Tilleys, Crawford's, James and the Queensland boys gathered for a catch up at the Robe Brewery. Much fun was had tasting their boutique beers and also the Robe Gin - very nice! Suzy kindly gave the last available bottle of gin to Cam so that he could take a SE memento back to his wife. Good work Susie. Our gathering was finalised with a casual lunch and we dispersed till next time.



Next Time - November 7th & 8th

This time our South Aussies gathered in honour of Trish coming south with Ralph (to pick up his plane) and so that we could catch up with them both. Some new blood was also added with Thelma Pye joining us. It was lovely to briefly get to know this semi local south east identity.

We assembled in Robe at our accommodation very capably organised by Annie our coordinator extraordinaire and boarded a bus to go to dinner at Mayura Station the home of Wagyu beef in SA.

The one-hour journey to Mayura allowed for us to reacquaint with each other and on arrival we were ushered into a private room where the chef explained the genetics of the Wagyu imported from Japan. We then enjoyed excellent refreshments and a wonderful 4 course meal - three beef courses and an excellent dessert. Yum. This weekend and others have definitely contributed to my CC's (covid curves!)

Robe Fly In – By Judy James, continued...



As with many fly-ins it was back on the bus to Robe well satisfied with the evening. Of course, some of us sat up later than was necessary to rehash a lovely evening. Sully Judy and Annie.

Sunday morning we gathered once again for more food and chat, kissed (that would be air kissed) everyone and once again dispersed.

We loved these little catchups, but less than 5 hours sleep doesn't work for me - next time I must remember to go to bed when the evening is over.

Till we meet again have fun and look forward to getting your covid jab. Cheers to all

Judy James



Chicks Chatter by Suzy Tilley

What's Hot...

- At last, a June Fly in
- A few Fly in Mates catching up in August & November. Yeah!!
- A certain lady hitting 70!!!
- Australia's handling of Covid-19
- Not having to renew membershipuntil 2022.
- Facebook - chance to see what some of our members are up too!!
- Netflix - how would we have coped without it in Lockdowns.
- Attendances at Footy matches back on!!!



What's Not...

- Our C200 Co-ordinator keeping her special birthday quiet!!!
- Constant shutting of borders by certain Pollies.
- Our Victorian buddies in their lengthy Lockdown!
- Still not accomplishing the art of Zoom Meetings by Committee!
- Sadly a few regular fly in members unable to attend June Flyin!
- Men who don't put down toilet seat!!!! (just throwing this in for the Lady Members)

FLYING FOOD!



Coffee with crunch

For delicious coffee snaps, preheat oven to 170°C (150°C fan-forced). Beat 125g soft butter, 1¼ cups brown sugar, 3 teaspoons roast coffee (we used Melitta Blue Mountain Style Medium Roast Coffee), 1 egg and ¾ cup each plain and self-raising flours with an electric mixer until smooth and creamy. Drop rounded teaspoons of mixture into balls and place on lined oven trays. Flatten slightly and top each with a coffee bean. Bake for about 15 minutes or until browned. Cool on trays.

Peanut Butter Choc Chip Cookies (Makes 20 Prep 10 mins (+cooling time) Cooking 15 mins)

- 1 cup (280g) crunchy peanut butter
- 1 cup (220g) brown sugar
- 1 egg
- 1 tsp baking powder
- 100g dark choc bits.

Preheat oven to 180 degrees C. Line 2 baking trays with baking paper. Use an electric mixer to beat the peanut butter and sugar in a bowl until well combined. Add the egg and baking powder and beat until well combined. Add the choc bits and stir to combine. Roll tablespoonfuls of mixture into balls. Place on lined trays, allowing room for spreading. Flatten slightly. Bake, swapping trays halfway through cooking, for 10-12 mins or until light golden. Set aside on trays to cool.

THEN ENJOY!!!!.

Tech Talk Report By Tony Brand



Dear Cessna 200 series members. I hope that those that have been directly affected by covid are starting to see some return to normality. I would just like to start with an update & verification of recently issued airworthiness directives. .

For our Cessna 210G & T210G thru to 210M and T210M series owners by now in accordance with (IAW) AD/CESS210/2020-03-16 carry thru spar lower cap inspection requirements (visual, Eddy current) inspections & preparation & priming / inhibiting should have been carried out on your aircraft IAW Cessna SEL-57-08 Revision 1 (compliance was due within 60 days after the 9th March 2020. Note: this AD is not applicable to the later N & R models or variants or any earlier 210 series with lift struts.

Members that operate a legacy Cessna 100 or 200 series with lift struts that are not the earlier fuselage embedded type of strut and utilize a lift strut fuselage attach fitting that exits the fuselage the FAA has recently issued AD/2020-18-01 forward cabin door post bulkhead at strut attach fitting.

Our CASA raised an AD on this subject back in the mid-90s to address cracks found in the lift strut fuselage attach bulkhead. I believe our Australian aircraft maintenance engineers were then first to find these cracks in the Cessna 100 & 200 series aircraft. It is only now that the Americans have issued an airworthiness Directive (AD) on the same subject. Unfortunately, due to what I believe is a lack of input from our CASA standards department in consultation with the FAA re this newly issued AD we have ended up with a situation where the numerous Australian registered aircraft that have been

repaired using approved data and repair kits by Australian aeronautical engineers and maintenance facilities is not recognised in the new American AD.

The new American AD only recognises the Cessna service kits (SK) that only become available years after numerous Australian registered aircraft had been repaired using other means. To this end I have been in consultation with CASA and to date have only received what I would call a ridiculous outcome in writing. That was that each Australian registered aircraft that has been modified with a repair scheme other than the Cessna service kit would require its owner to consult with the FAA on their own individual basis to obtain an alternate means of compliance to this newly issued AD.

This CASA employee has since resigned. Another industry experienced CASA employee has indicated that CASA do have the right to step in and sort the problem for the Australian registered aircraft concerned. This new AD must be complied with by the 12th November 2021 or within 200 hours after the effective AD date which was 12th November 2020. Both of these ADS can be found on the CASA website. <https://www.casa.gov.au/> .

Could I please ask you to contact your local Federal Member re the following?

Having now been a participant in the aviation industry for 43 years. I can verify and assure you (in my opinion) that CASA is at an all-time low when it comes to their members of staff with actual real time experience in general aviation (GA) in areas they personally administer. This starts right up the top with # 1 (pending a new one) and flows all the way down through their ranks. The service we once easily obtained now take weeks and months and even then, it's one hell of a fight to obtain

a fair reasonable outcome. I believe this to be on both the maintenance and flying sides. The request to your local Federal Member is that upon the appointment of the new Director of Air services (DAS). The new director should meet the general aviation peers to listen to our concerns and work toward correcting this current CASA situation.

My other concern is that FAC airport (Moorabbin, Bankstown, Archerfield etc) lease holders are evicting established aviation business (7 recently on Moorabbin & 8 on Bankstown) so they can bulldoze the business sites and build industrial commercial premises that are then utilised for profit from non-aviation related enterprises. Some one jokingly said 6 months ago all we are going to be left with at Moorabbin is a tower, 1 runway at the front of it and hangars back to the west only as far the Royal Victorian Aero Club facility. Unfortunately with the land that has been taken over to the west now and already redeveloped & what's planned they could not have been any closer to the truth. Once these airports are built on for commercial industrial there will be no turning back and we will have lost these national assets for ever. To that end could I please ask your local Federal MP to ensure that the Federal Government starts policing these airport lease holders to prevent any further non-aviation related development that would impose aviation activities into the future & destruction of federal infra-structure.

Looking forward to catching up with you at a future fly in.

Our last fly away was the Victorian Labour Day long weekend in March 2020.

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

Central West Queensland

Sept 2020, By Robyn Shorrock

Travel restrictions and State Borders had just lifted, and Patricia Kenney and Ralph Aikin had been planning a central fly away for some time so now the time was right, and they asked us along.

So off we go, Patricia and Ralph in their 210 from Gympie and Neil and self in our 210 from the Gold Coast meeting Patricia and Ralph in Charleville to refuel and have some lunch in town. Sadly, the town was quiet with shops closing at midday, which surprised us as it appeared that there were plenty of people around.

Time to fly onto Quilpie for a couple of nights. What a difference a few nautical miles makes as we arrived at a vibrant town even in the middle of COVID lock downs. Local Police were on border control, after producing our Drivers Licenses, we could move out of the airport grounds but a Dad and his young daughter who has also flown in were knee deep in paperwork after skipping from VIC across NSW into QLD, a no no and hefty \$4,000+ fines each. See footnote.

We can highly recommend the Quilpie Heritage Inn and hosts Paul & Yvonne who had only been in residence since November 2019. Along the grape vine we had heard great reviews about their Brazilian BBQ, booked and settled into social distancing in the beer garden learning a new card game from Patricia and listening to music. Dinner arrived COVID style, a plated healthy serve of chicken and pork ribs.

We can also recommend the little servo in the main street. These guys opened on the 24th March as COVID hit. They have adapted and survived producing quality food and service. With people able but unwilling to work in the town, they were really worried how they would do table service and then they had the "Miracle of COVID" and did not have to do table service and have thrived since doing takeaway. Long hours but they are still in business.

From Quilpie we flew with packed lunches to Eromanga to partake in a great tour of the Eromanga Natural History Museum. Great to see huge fossilized bones and interesting other bits and pieces from the prehistoric past of OZ.

Accommodation in the fairly new Cooper's Country Lodge with supplied continental breakfast is great and again is highly recommended, we will be prepared on our next visit with a BBQ pack as they have a great kitchen room and BBQ setup. We were run into the pub for dinner where COVID rules were strict, the huge meal was tasty and of course the beer cold.

From Eromanga we flew on to Bedourie where the only servo, supermarket and tavern had burnt down in the early hours of the morning. Our accommodation in a separate building had survived. Rob Dare the publican had the old-fashioned pencil booking book and as such we had a roof over our heads that night as many others would in the weeks and months to come. A swim in the artesian pool cured a few aches and pains and a further swim in their huge pool restored our health to head to the pub for dinner. Bedourie is a big fuel stop for those heading off to Birdsville and beyond. Resourceful Rob was already on the phone and was organizing portable containers of IOR fuel.

Lunch and refueling was at Windorah. The police once again were on boarder patrol wherein we had to produce the Driver License before we could pass outside the gates. They would have been listening out over the airwaves and heard our arrival. Not a lot has changed in Windorah, the flies were about, the tourist info place full of information and the little shop across from the pub had everything and the grass was green in the park.

Longreach was our last destination. More recommended accommodation in a glam tent at the Mitchell Grass Retreat. Out in the paddock not far from the airport (and can be seen from plane on landing/taking off). You are provided healthy homemade breakfast and Patricia had ordered a fabulous BBQ pack which we had obviously to cook ourselves from a well-appointed kitchenette and BBQ. This retreat was very new and will be a great addition to Longreach accommodation appeal. All you needed was a herd of Elephants to walk past out the front and you could have been anywhere, perhaps even Africa.

Longreach has a new "Light and Sound Show" and is a must on your next visit to the QANTAS museum. No photos sadly (not allowed) but a terrific show all on the side of the big jet that is parked there. The Jet now also has a cover over it as seen in the photo. The light show is produced by the team who do Vivid in Sydney, so you know it is quality.

Patricia and Ralph have past clients in just about every corner of Australia and we were asked out to a property BBQ a little out of town that was owned by the local BP refuelers Tim & Sandy Rayner. More amazing Australian bush hospitality was enjoyed on the final night of our trip.

In summary, it was great to have got out and about on a trip well planned and highly recommended. Should you wish to experience it your self you will have to contact Patricia for details. Total flying time was 12.1 hours.

Footnote. Airstrips with refueling facilities along the QLD border adjoining NSW were locked facilities with a number to call for service with that number being either the local Council/refueler but more likely the local Police Station, so no surprise who turns up to check your bonafides of where you have been and come from. Yes, the police.

Thanks Patricia and Ralph for the invite, we enjoyed it immensely.



Enroute



Between Quilpie & Windorah



Eromanga



BBQ deal

CENTRAL WEST QUEENSLAND September 2020 – By Robyn Shorrock, continued...



Mitchell Grass Breakfast



Mitchel Grass Tent



Mitchell Grass Tent Accommodation



Eromanga with guide



Eromanga delights



Eromanga fossils



Qantas Museum



Longreach Sunset



Eromanga Musuem



Refueling Long Reach



Windorah



Beetoota fire



Qantas Roof



Sunrise over the levy bank Beetoota



Enroute



Enroute



Beer Garden Quilpie



Quilpie Brazilian BBQ



Pano Quilpie

YLRD Fly-In — JUNE 2021

The initial itinerary is a guide only but rest assured we will be covering as much of Lightning Ridge as we possibly can in the time we have as a group. Personally I haven't been there but from those who have it is maybe worth another day or two if you have the time.

I have been guided by locals plus Tricia and Robyn who have done the Ridge over more than once. I personally can't wait.

There will be buses to get us around as usual and I believe that other points of interest are walkable in our 'down' time.

Lightning Ridge is not a big regional town and we need to get our bookings into the Wallangulla Motel who are being very accommodating with arrangements for our Fly In.

Looking forward to seeing you in Lightning Ridge for another great gathering of C200 fans.

PS David and I had a fabulous time at the recent C182 Fly In to the Barossa Valley in SA. A great group of aviation buddies who were all desperate to catch up after the COVID hiatus. The chatter at dinner on the first night was at dangerous decibel levels. Also rounded up a few 182'ers interested in joining us in YLRD – standby!

Cheers, A

Initial Itinerary Lightning Ridge (YLRD) Fly In 22nd – 26th June 2021

- | | |
|-----------------------|---|
| Tuesday 22nd | Arrivals and transfers to Accommodation |
| Wednesday 23rd | Late arrivals or sleep in.
Meeting
Lunch
Town Tour
First Shaft lookout for drinks and nibbles
Dinner at Bowling Club – Asian. |
| Thursday 24th | Discover Lightning Ridge
– presentation at Black Opal Heritage Shed
Chambers of the Black Hand
Lunch
Artesian bore Baths, therapeutic and relaxing or stroll the streets.
SPARK – open air movie, so be prepared to rug up!
Dinner – Piccolo – Italian. |
| Friday 25th | All day tour to Grawin – includes smoko and lunch
Dinner at Bowling Club – Western. |
| Saturday 26th | Departures |

For more info contact: Annie 0418 853 635

Lightning Ridge (YLRD) Fly In

Tuesday 22nd – Saturday 26th June 2021

Registration Form

Name:

Email:

Mobile

Attendees:

Pilot

Pax 3

Pax 1

Pax 4

Pax 2

Pax 5

Aircraft Type:

Aircraft Registration

ETA Date:

Time: Wallangulla Booked

Registration numbers – please advise the no. people in your party attending each event

	Activity	No.people	Cost	Total
Registration			\$350 pp	
Tuesday	Dinner at own cost			
Wednesday Tours/Meals	Included in registration			
Thursday Tours/ Meals	Included in registration			
Friday Meals/Tours	Included in registration			
			Total \$	

Payment by EFT: BSB 633 000 A/C 135 455 806

Email EFT receipt to coordinator@c200series.com.au

Dietary requirements:

Indemnity:

I, the undersigned do hereby indemnify the Cessna 200 Series Associations and the members, officers and agents thereof associated with arranging the 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

Please send completed forms to:

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

Email coordinator@c200series.com.au

Annie's Mobile: 0418 853 635

Cessna Books available for purchase

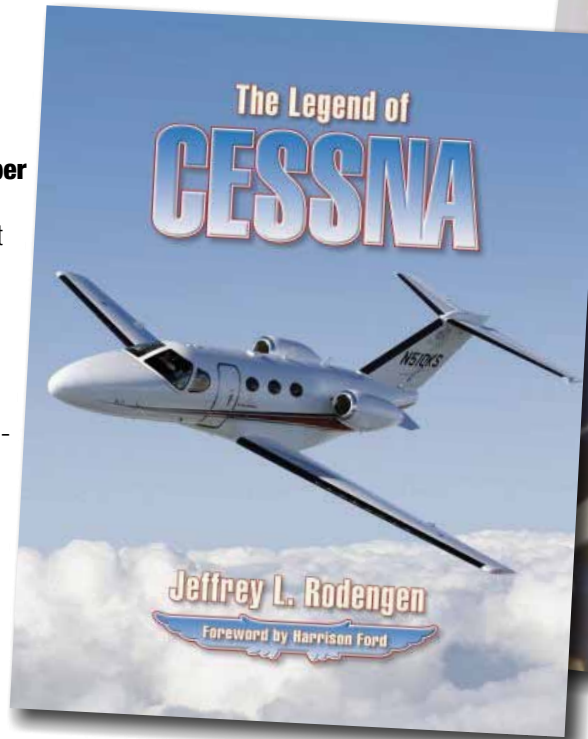
David Crawford has 2 different books available for members as per the photos.

The Legend of Cessna is an excellent book for enthusiasts and covers from beginning to end 2006. Limited copies available to members for \$55.

There are several copies of Chuck McGill's book and they are priced at \$45.00 for members and \$50.00 for non-members.

There is a \$5.00 cost for postage, but they are available at fly-ins where postage is not an issue.

Please contact David Crawford treasurer@c200series.com.au if interested.



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 its 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/ to download a form and email to 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/ . 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

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 , 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 then download and complete their Credit Account Application form then email to Anne McNaught 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
or
 Post to: Treasurer, C200 Association, PO Box 297, Lucindale S.A. 5272
 ☎ **0408 800 778**