

# The President's Corner

Welcome everyone to your 26th edition of the C200 series newsletter.

I am very pleased to report that our fly in to Lightning Ridge was a huge success with 12 aircraft and 27 attendees.

The program of events and attractions were well planned and organised by both Robyn Shorrock and Patricia Kenny and delivered with expertise as usual by Annie Haynes our events Co Ordinator.

We had heard many good things about Lightning Ridge, and it was pleasing to hear that everyone absolutely enjoyed the trip and experience.

Amongst those who attended Lightning Ridge was Eddie Edwards from Barwon Heads in Victoria who has been a member of our club since 2014 but hasn't been to a fly in or met any of our members, so it was great to catch up with Eddie and look forward to seeing him at future events.

It was also terrific to see fellow aviators from the C182 association join us and very pleasing to see that they were also very keen to join our club as members which we certainly welcome.

A special mention to Neil Shorrock who has been working tirelessly behind the scenes securing new suppliers and even better fuel discounts for our members with Aero refuelers, World Fuels Services and now IOR which are all listed in member benefits. So well done Neil, we really do appreciate it.

Membership renews are due on the 31/10/21 for the next 3 years at \$330

couple/Family and \$220 single. I think you will agree that this is excellent value considering the benefits of our Group insurance Policy along with the Fuel discounts that are also on offer for C200 members.

Our next fly in and AGM is to Parkes in October. At the time of writing this I am uncertain if it will indeed go ahead due to the Covid-19 situation that has engulfed our Nation once again, especially NSW.

I was caught up with the new Delta strain by being placed into a 14-day isolation after my return from Lightning Ridge to fly back into South Australia. So, all I can advise at this stage is that your committee will keep planning the event and keep you informed as we get closer to the time

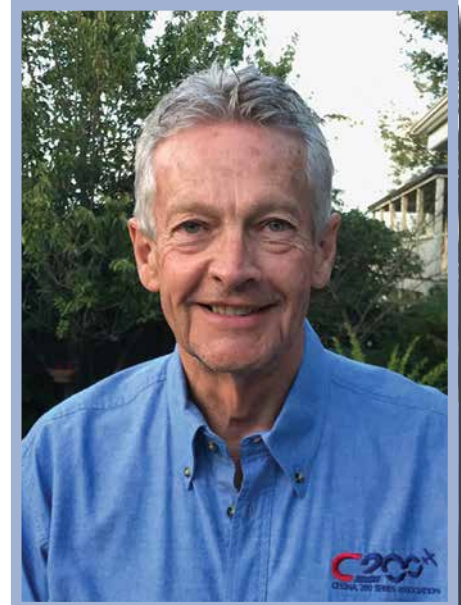
Future Fly ins that have been discussed are as follows

- Parkes NSW 5th, 6th, 7th & 8th October this year.
- Wanaka NZ 15th – 17th April 2022
- Alternatives for the above event being Orange /Bendigo/Darwin (Although later in the year)
- WA October 2022

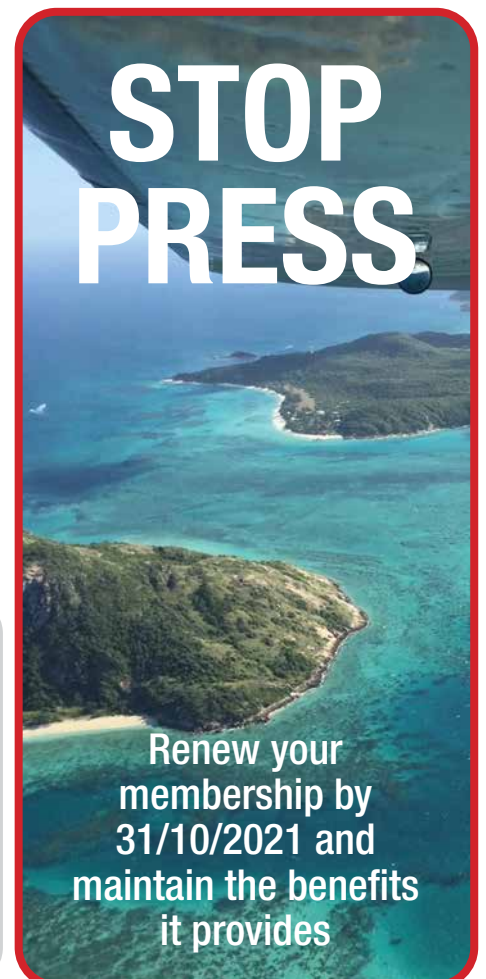
Enjoy the articles in this edition and lets all keep a positive attitude and look forward to seeing as many of you all at Parkes in October.

Safe flying

Safe Flying. Regards, Geoff Morris



Geoff Morris, President



**STOP PRESS**

Renew your membership by 31/10/2021 and maintain the benefits it provides

## Inside Today:

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# 50 Fun Fly Part 1, by Robyn Shorrock



Daydream

We were to celebrate our 50th wedding anniversary on a wonderful African safari watching Wild beasts wander before our eyes sipping a G&T..... BUT courtesy of COVID our plans like many others had to change. Amazingly enough, the borders remained open, and travel was available to island hop up the Qld coast. Planning commenced, sadly our first choice Lady Elliot was fully booked till November... then flying onward and upward north planning to stay at least 4 nights at each destination.

Our C210 was perfectly prepared by the pilot (Neil) and we headed north on Anzac day flying to Gladstone where we caught the ferry across to Herron Island. The pilot didn't find his sea legs as we made a rough crossing where he joined many burying the fish. Heron has wonderful coral and turtles when it's their season to be there. As we were to find staffing shortages were to be a huge problem for all the Islands we were to visit as they are so reliant on backpackers. Herron is known for the ability to reef walk and snorkel directly from most units.

From Herron we took a wild launch dingy riding camel style to Wilson Island, a short 20 minutes away to the north. A small private island with only 12 glam tents (we had a maximum of 10 guests while there) a long house and quiet gourmet luxury. The weather wasn't that kind as the ocean roared and we embraced the wild weather with beer, wine and bubbles along with interesting company.

Back to the mainland. The weather in Gladstone was good but heading north to our next island was going to be a different matter. To get to Daydream Island you need to land at the Shute Harbour air strip. We caught up with the weather at the of the southern end of the Whitsundays and with the aid of the Hamilton Island air traffic controller and



Daydream



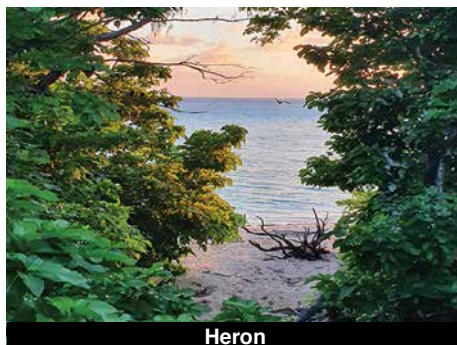
Wilson Is long room



Morton Bay



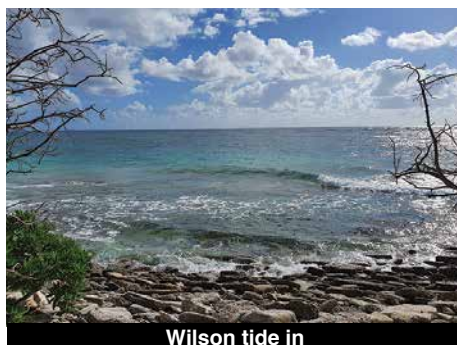
Heron Clams reef walk



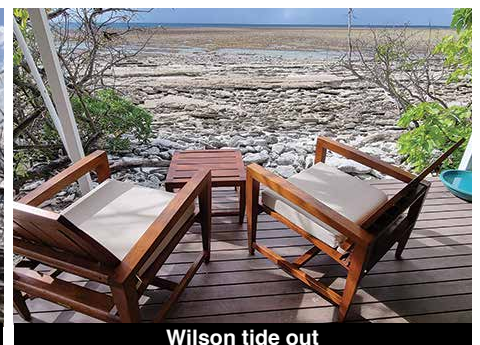
Heron



Wilson Island



Wilson tide in



Wilson tide out

## 50 Fun Fly — Part 1, by Robyn Shorrock, continued...

2 helicopter pilots, several 500ft orbits, we managed to land safely into sunshine. One of the ground airport workers kindly drove us into Airlie Beach to catch the ferry with 5 minutes to spare. Daydream is now owned by the Chinese and have restored her well after being directly hit in 2017 by cyclone Debbie, 263 km/h winds and tidal surges.... yes, they lost lots of trees and coral but not the wallabies. You can still find quiet secluded spots to enjoy island life. Even Lovers Cove is set up with great music and a bar to enjoy the spectacular sunsets. They have built a wonderful coral reef within the island accommodation and are still helping restore coral colonies and research. We had a great time and with super tasty food.

Onward and further upward to Townsville to our planned 5 nights stay on Magnetic Island. Of course, another ferry trip over, smooth going this time as the route is sheltered. What a great place. We found most tours fully booked but rang and left our name and were lucky enough to catch a couple of cancellations to enjoy a snorkeling trip partly around the island and to the SS Adelaide, the most Insta posted boat last year. We also enjoyed a 3-hour jet ski tour where the pilot/captain often forgot he had a pillion passenger. Here was a great opportunity to see Maggie from the ocean side. To get around we hired a car, not a barbie car but a bright yellow shoebox sized Fiat with a very suspect gearbox! We look forward to having the opportunity to return one day as there is lots to see including the koalas as many areas were still closed off due to the heavy rain earlier in the year. Staffing a huge problem here as well with restaurants etc closed. However, we were able to book into a magic little place called Saltwater and would highly recommend it and also their Nelly Bay fish and chips shop.

Further, much further north we headed to the icing on the cake Lizard Island. Requiring preapproval to land we flew over our amazing Great Barrier Reef to the island on what appeared to be a busy day as there were many planes coming and going. A very special place, great accommodation and amenities, super tasty food especially the sourdough and cultured butter! All you have to do is put your name down and book a dingy and head out to a secluded beach where you can snorkel and see lots and lots of coral, hundreds of clams in all sizes and colours and even pat turtles as they munch on sea grass. Beautiful clear water, a bit windy but apparently that is normal. Of course, there are the extra activities you need to actually pay for which included fishing



Red Empore



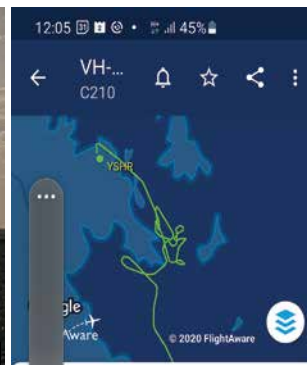
Coral Trout



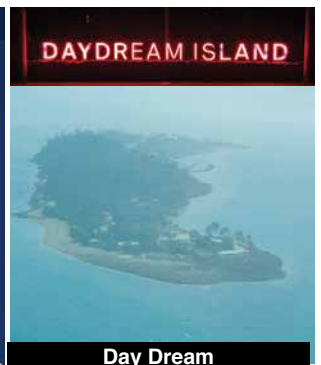
Reef fishing



Wilson Island Moon



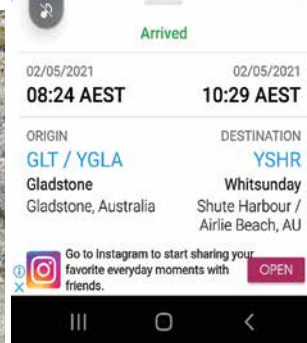
Orbits



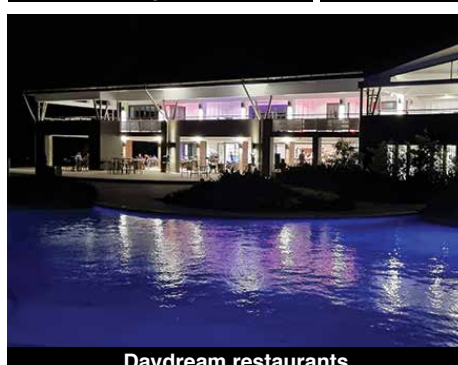
Day Dream



Red eye crab



Lovers cove



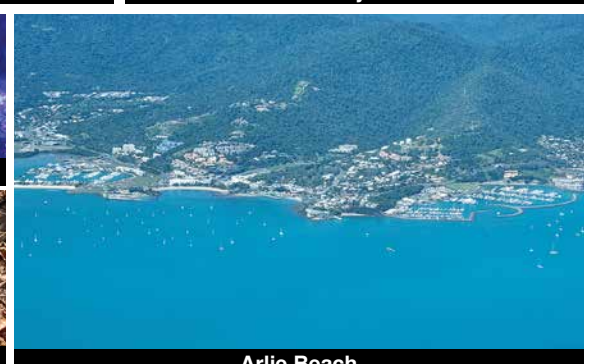
Daydream restaurants



Arrrrr Day Dream



Clown Fish



Arlie Beach



Why Lizard got its name

# 50 Fun Fly By Robyn Shorrock, continued...

where the pilot sort of had his sea legs to catch not only a Red Emperor but a Coral Trout, both a decent size. When we first booked we were asked if we didn't mind a couple of gate crashers....of course not at all. Firstly, Patricia Kenney and Ralph Aikin in TIU made plans (Patricia had wanted to go to Lizard and had earlier cancelled a booking due to COVID) and then we heard from Sue and Geoff Morris in SRM that they were making the flight north from Mt Gambier. The party of six celebrated enthusiastically our anniversary for several days with much attention also from the restaurant manager Paul. As it turned out, Paul on our arrival knew the sound if a C210 as well as many other aviation related details and was excited that our 210 had landed. He became obsessed with every detail and then when 2 more 210's arrived he was ecstatic. A highly recommendable place for every reason let alone the fact that you can land there with the normal huge landing fee waived.

Of course it didn't end there.....



**Yellow Fiat**



**Jet Ski**



**Lizard Is**



**Burdikin River**



**Sunset Lizard Is**



**Burdikin River**



**From Accom. Magnetic Island**



**SS Adelaide**



**Lizard Is**



**Ralph, Patricia and Sue**



**The Celebration LI**



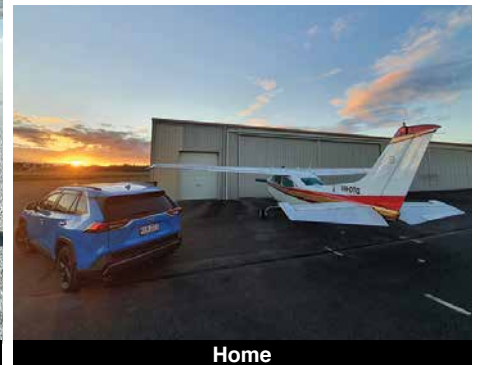
**LI**



**R & R**



**A sad farewell to Lizard Island**



**Home**

# Camping trip: July 2021 By Annie Haynes

## When the country heads to the country

So we had a chat with the usual group of farming friends and made plans for a camping trip to Cloncurry and a side trip for us to Townsville to visit Maggie one of our grandies.

Great idea but in steps MR COVID and scuttles our plans at the last minute. Back to HEMA for more outback adventure ideas but best stick within SA. Lucky for us there's always plenty to see in our fabulous state and much of it off the 'black' which suits this group.

Priority is now to have a pie – yes a pie – at the Farina bakery before it closes for the season.

Farina is a railway siding on the old Ghan line. For years now a group of volunteers have been visiting the 'town' and slowly restoring it. They initially found an underground bakers oven and decided to see if it worked. It did so the volunteers found themselves with daily fresh bread while they were working out there.

The bakery was such a success the next thing you know there is a tent selling all manner of bakery products to the hoardes of nomads passing through on their winter escapes. It is a few years since we were last through Farina so it was fabulous to see the progress of the restorations within the town to say nothing of the new purpose built bakery which naturally is in keeping with the town.

The pie was quite delicious as anticipated and the fruit loaf purchased was the best I've ever had. Well done to the volunteers who make Farina their home between May and July each year. All bread is baked in the underground oven, but they have installed a couple of state of the art ovens in the new bakery for baking all other goods. I highly recommend a visit.

To get to Farina which is north of Lyndhurst we spent our first night at Mambray Creek a great campsite run by National Parks between Pt Pirie and Pt Augusta – a pastoral property in the past. Very pretty and sheltered. Roast lamb was on the menu that night for the 10 of us who converged for the beginning of the trip. Much laughter and a tippie or two was a good start to our adventure.

Next day had us heading off through Melrose for a quick coffee and onto Alligator Gorge.

Before descending into the Gorge there's a sign that suggests no trailers or caravans – should have paid more attention to that one! We were very pleased when the smoke and the horrid burning smell from the brakes dissipated. Gave us time to walk down a couple of hundred steps plus a 2km loop walk, cool the brakes down and clam the nerves. We engaged both brains and 4WD to head up out of the Gorge a lot more comfortably

than we went in. A most worthwhile detour but next time 'Gladys Glamper' will loiter at the top! She's no light weight at 2.5 tonnes.

One of those near misses that teaches us a good lesson!

Pressed on up to Hawker for fuel and then a drive through the beautiful Moralana Creek which on the day provided rainbows wherever we looked. The Flinders Ranges never fail to please.



Witchelina (old building rock walls)



Witchelina (old building rock walls)



Checking out another geological formation



Wave rocks in the Gawler Ranges



Helpful South Australian refuelers



Campsite for Gladys & Larry

## A camping trip in July 2021 – Annie Haynes, continued...

Our destination that night was Moolooloo Station. Wound our way into our lovely campsite but the weather still wasn't cooperating particularly for campers in swags as it was a bit damp. Best keep dinner simple, so a very tender beef fillet was the order of the night with a salad and some baby chats in butter.

Following day took us on a drive through Moolooloo country and into historic Blinman via one of the wonderful old mine sites in the area. What those pioneers did astounds me. True grit! The stone buildings are a credit to them - still standing and stunning stone masonry. A pity they didn't find the fortunes they were seeking.

A bite to eat and a coffee at the Blinman bakery – they do a traditional Cornish Pasty with meat and veg one end and Apple at the other, quite a treat. After a shower at the caravan park it was time to head back to camp at Moolooloo for another night and a wonderful camp dinner of marinated chicken pieces and a freshly made coleslaw. Eating is clearly a priority!

Upward and onward to Farina for that urgently needed pie before the bakery closes for 2021.

Having achieved that it was time to head west to Witchelina Nature Reserve for another couple of nights. The drives on this property are second to none for interest and stunning scenery. The detailed booklets provided also give an excellent insight as to what you are actually seeing. Crawl and I will be heading back there at the earliest opportunity. This place is also a geologists dream. Two fabulous nights spent there before we continued west to Mulgaria another Station owned by Naracoorte/ Avenue Range locals. Having stopped to have a chat to Rob the owner, he suggested we pop out on a track until we came to a wide creek bed which would be a most suitable camp. Spot on and the weather was the best yet so everyone thoroughly enjoyed this camp complete with delicious spaghetti bolognaise and a fancy sticky date pudding with custard! Our team are a wizz at meals.

Next day we pressed on down to the Borefield track and into Roxby Downs to top up supplies – you can never have enough food on a camping trip and I have no idea how and or why we seem to be able to eat it – which the bathroom scales attested to on our return!

This rendezvous in Roxby was where we heard about the SA lockdown from 1800 that night so we high tailed it out of there and camped off the highway on Bulgunnia Stn which is east of our destination to Mulgathing Stn. These two stations along with Commonwealth Hill Stn are one cluster of the MacLachlan's Jumbuck Pastoral Co.

Darren Wilson, the current Mulgathing Manager is an old friend having managed Plumbago Stn in the northeast of SA for 15 years, so it was a great opportunity for us to catch up and also the reason we were allowed out there. The Mulgathing Shearing Quarters were a welcome retreat the next night for the chaps in swags and having stoked up the Donkey Boiler we all enjoyed steaming hot showers and were able to rinse out the smalls.

The fireplace in the Mess proved to be a winner and

the fabulous mulga wood available made for a delightfully hot fire which kept all punters cosy and happy.

The kitchen facilities were also fabulous in the inclement weather so we opted for 3 nights of lockdown out there. We took advantage of this for more elaborate meals as we didn't have to dodge the rain. Night one we devoured a haunch of roasted lamb with vegies, night two very delicious chicken cacciatore with rice and corned beef with all the trimmings plus caramelised pears and apples with custard the final night. Darren joined us each night for drinks, dinner and balderdash.

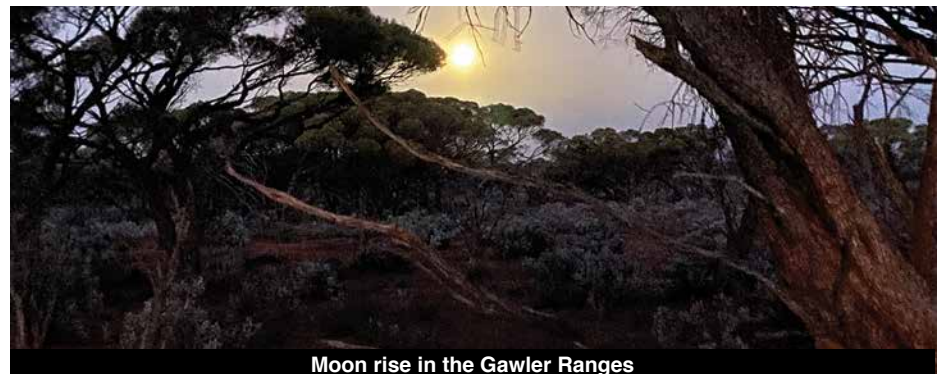
Lamb marking was in full swing at Mulgathing so of course 'Dad's Army' couldn't help themselves and headed out with Darren the next morning. Lucky the mustering pilot had left earlier or he could have found himself with instruction too! A fun day much to the amusement of the five 20 year old Jack/Jill/eroos. Mind you, I think they were amazed by how fit 'Dad's Army' is and how much they did to assist in pulling down and setting up the yards.

As we never wish to outstay our welcome – fish go off after 3 days – we bid the Mulgathing team farewell and headed south to the main gate and down onto the

railway line just east of Malbooma. At this stage the camp saw one couple head for home. The wind and rain had won and they were pleased arrive home 14 hours later. The rest of us travelled further east across to Kingoonya where we refuelled, scrutinised by 3 'locals' before heading south into the Gawler Ranges. Others stayed a night with us before they too headed for home and then there were two. Crawl and I stayed put for another two nights R&R before heading further south through Pt Augusta, Burra and Morgan to Murbko. This river front spot at a friend's property was a great way to finish our trip with a perfectly still night and balmy temperatures. This night was also the end of the SA lockdown.

Another farewell and we're on the road again with 'Larry Landcruiser' and 'Gladys Glamper' covered in that fabulous red dirt which we will hopefully have washed by the time you read this.....that is, if it ever stops raining – BTW that is not a complaint, we're farmers and they can never get enough of that stuff.

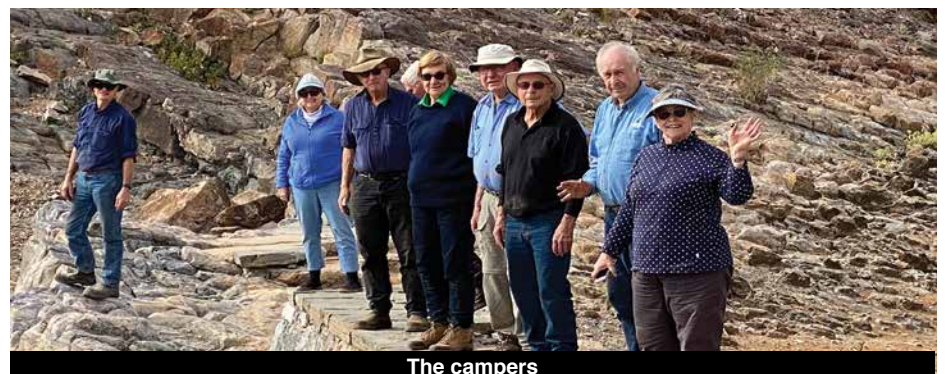
I must say that 'Gladys' certainly came into her own keeping us dry and cosy each night. Almost felt guilty.....no, not really!



Moon rise in the Gawler Ranges



Larry Land Cruiser & Gladys Glamper



The campers

# Lightning Ridge (YLRD) FLY IN By Annie Curtin



**Tuesday 22nd – Saturday 26th June 2021**

## A NEWBIES REPORT

My husband Austin is the new owner of a Cessna 182. We were pleased to be invited to the C200 YLRD fly in, our first fly in, by an experienced member of the C200 Club, Noel Hoy and his wife Cathy. This was an exciting invitation on many levels. It meant leaving Lismore which in these restricted times is exciting.

Lightning Ridge is a famous outback NSW mining town. Famous for its mining of world class opals in a remote, harsh landscape and the colourful characters who chase the elusive opal windfall. Having never visited Lightning Ridge before this was an exciting adventure.

Noel is a very capable pilot with a speedy C210 Cessna. For Austin the opportunity to fly with an experienced pilot in a sophisticated C210 was of great interest. From Lismore, the North Coast of NSW to Lightning Ridge, the outback of NSW was a one and a half hour journey on a perfect day.

After the C200 club meeting we were all inducted as associates into the Lightning Ridge District Bowling Club. Reciprocal club rights and some complimentary drinks were thrown in with our membership. The Lightning Ridge Bowling Club is the social hub of the town. The evenings were pumping with locals and visitors all patronising the club.

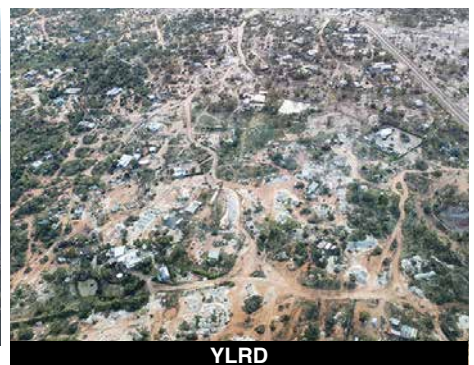
A tour of the town followed lunch where the history and quiriness of the town were explained to us. Residents of Lightning Ridge have their “camps” which they are known by. The camps are creative in their styles and consist of “found” items cobbled together in an eclectic variety of designs. There is an appeal in a townscape with a lack of any regular homogenized dwellings. The camps are all a bit crazy and fun.

The evening welcome soiree was at the new Busy Bees Café and there was the buzzy atmosphere that prevails on the first night of an old friends reunion.

On Thursday, we embarked on a Discover Lightning Ridge tour, including a visit to the Black Opal Heritage Shed and the Chambers of the Black Hand, an art installation within underground chambers. Over 700 eclectic carvings and paintings were created by miner and artist Ron Canlin.



Getting there



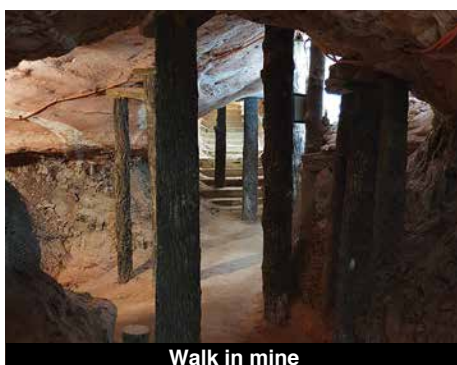
YLRD



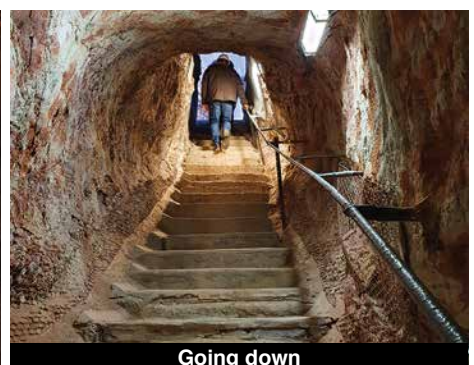
Tricia Kenney



David Crawford



Walk in mine



Going down



Gaye Saull



What dreams are made of

# Lightning Ridge (YLRD) FLY IN, by Annie Curtin, continued...

In a labyrinth of hand dug chambers Ron came to realise that his art skills outweighed his fossicking skills and turned his hand to creating this highly unique art exhibition in the subterranean tunnels 19.6 metres underground.

Opals are of course, sold everywhere. We visited a stylish opal shop, where opal cutting was demonstrated. It became clear that what we didn't know about opals after this visit to Lightning Ridge would fit on a postage stamp. We were learning a lot!

After lunch many of us partook of the waters at the Artesian Baths for a restorative and relaxing soak. A Lightning Ridge highlight.

The Opal movie evening at Stark was illuminating and informative followed by a delicious dinner at Piccolo.

Friday was a full day tour to Grawin and a three pub crawl around outlying miners camps.

Our coordinator extraordinaire Annie had managed to diplomatically ditch the annoying Thursday bus driver and we now had informative and fun Borko (the boss) and his sister Nat from Outback Opal Tours guiding us around.

The pub crawl and tour to Grawin highlighted the eclectic mines, the itinerant lifestyle and the dedication to plugging away and searching for the elusive gems amongst the patch.

Our fossicking experience convinced me that you need the patience of the fisherman and your eye on the long game to succeed as an opal miner. It is a solitary life appealing to quirky under the radar characters.

The Lightning Ridge Post Office boasts over a thousand mailboxes and there are two ATMs to accept cash deposits from successful miners. Sales of opals found by miners are transacted in cash keeping business under the radar.

A special thanks to Annie and her executive assistant David for all they did in organizing the C200 fly in. Every detail was expertly arranged. As a newbie and organizer myself, I appreciated the attention to detail and looking out for everyone.

Attending my first fly in to Lightning Ridge was a unique and special experience. The hospitality and warm welcome from Noel, Cathy and the C200 attendees was very appreciated.

The 2021 YLRD fly in certainly lived up to the C200 association motto of "flying, fun and friendship."

Thank you!

Annie Curtin



Well feed at the Busy Bee



David Crumm



Opalized Mollusk



Lunatic Hill Mine



Presentation by Jenni Brammell



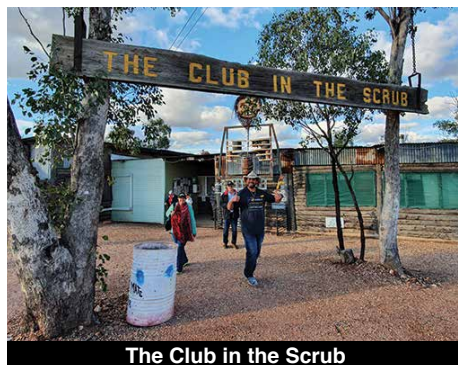
Artesian Pool



Eddi Edwards



ANZAC Memorial



The Club in the Scrub



The Glen Garry Hilton



Noel Hoy & Geoff Morris



Going down Black hand



Going up Black hand



A Grawin "Camp"



Grawin Bus Shelter



# Tech Talk Report By Tony Brand

## C200 SERIES MAINTENANCE REPORT AUGUST 2021

### Don't lose sight of the basics

Hello to all our members and hope you are keeping well and occupied & keeping your sense of humour during these trying times.

With COVID around us most of have not been near our aircraft as much as we normally would. To that end I would suggest we try to ensure they are given the TLC they require so they will not let us down when we finally get flying again.

A few of the obvious basics such as checking and adjusting the tyre pressures as required. Ensuring NLG oleo static heights are within limits & carrying out an airframe lubrication as required. The lubrication requirement obviously varies depending on whether the aircraft is hangered or not and the type of environment it lives in.

Unfortunately, general airframe lubrication is one area we regularly see that is not carried out often enough. We have a range of products that we routinely use. You will find direct reference to them in the Cessna Service Manuals. If you study their contents and capabilities they will align or exceed the products that are stated in the manuals. They have also been tried and proven over the last 30 years in our facility. These products are:

**1. WD-40** - made in Australia and can be purchased from the local supermarket / automotive product supplier (Repco, Bursons etc). I believe it has a high concentration of fish oil and I like to spray it liberally on the chrome sections of oleos to soften any sticky gummy oil residues that after I have sprayed & softened, I wipe off with a rag. What's left is a lovely clean surface that has a clean wet looking finish. This finish is important as the strut primary seal has to move up and down over this surface. This surface can actually get too dry if AVGAS or detergents are used and when this happens the strut seal, due to higher friction, will roll and destroy itself causing the loss of internal oil & air / nitrogen pressure.

**2. WURTH HHS 2000** – 330 gram aerosol product # 0893 106. This has proven to be an excellent lubricant for control surface hinge and flap roller bearings, door hinges & door latches & catches. To that end any mechanical linkages / rod ends and bellcrank bearings & flush type fuel caps etc. It has an excellent operating temperature range -25C to 180 Celsius which is important for the likes of control surface hinge bearings / airframe control systems. The aerosol has a carrier that initially thins the ingredients for excellent application penetrating qualities. Once penetration has taken place it then evaporates leaving the high quality lubricant in the right place to do its job. It can attract dust so it is important to use it sensibly. So, the less applied outside the designated area the better.

**3. WURTH ULTRA 2040** – 340 gram aerosol product # 0890 085 500. This has proven to be an excellent penetrant type PTFE lubricant that does not attract dust. It is very good for piano type hinges typically found at the elevator trim tab (all Cessna's) & aileron hinge points on the 100 series aircraft. If you did live in a very dusty environment this product could be used for all lubricating purposes.

**4. WURTH SILICON SPRAY** – 367 gram aerosol product # 0893 221. We use this product on the likes of control wheel shafts (after cleaning them with Shellite or an AVGAS moistened rag). It's also used in other areas where nylon / plastic bearings & bushes are used or where rubber / plastic seals have to move over or against metallic or plastic surfaces, such as induction air box, butterfly valve seals. One of its advantages is it does not attract dust.



In the absence of the following mentioned product WD-40 or engine oil would be better used than nothing.

With extended periods of engine inactivity. It is important the engine oil is kept as fresh as possible (the less run time on the oil the better) & ideally Camguard added. Normal percentage of Camguard is 5% however up to 10% is acceptable. This will provide the maximum possible corrosion prevention / protection.

### Internal airframe corrosion prevention

Only a small percentage of Cessna single engine aircraft were what we call factory corrosion proofed. Factory corrosion proofing was an expensive option and probably only 5% of the 200 series Cessna and as little as 3% of the 100 series Cessna were produced with this option that significantly aides in protecting the inner surfaces including all skin lapped areas etc against surface corrosion. Unfortunately, we still see non factory corrosion proofed aircraft that have never had their internal surfaces sprayed with any type of inhibitor. As a consequence, their internal surfaces have varying levels of surface corrosion depending upon the environment the aircraft has lived in.

When I worked for Schutts (Cessna dealer on Moorabbin) we advised and generally sprayed the internal surfaces of all the new aircraft assembled and put on the register. This early effort has significantly reduced internal surface corrosion & expensive repairs that can be associated with rectifying surface corrosion. I suggest that at your next annual inspection you ask your maintenance provider about the internal surfaces of your aircraft / investment to see if they need inhibiting and obtain their advice on the right inhibitor to use in the right area.

On a lot of Cessna 177 & 210 (cantilever wing aircraft) that we have seen for the first time we have had to cut additional holes in the lower wing skins & add additional inspection panels to enable access for corrosion rectification especially along the wing spar caps which are a high bred alloy and more vulnerable to corrosion. In most cases these aircraft were found with no internal inhibitor. Prevention is better than cure. It can take a bit of effort and does involve handling smelly oily substances (that not everyone wants to so) so you may have to persevere to get the job done.

Look forward to catching up soon. Safe flying.

*Tony Brand*

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

# GEORGETOWN ON Part 2 by Geoff & Sue Morris

We left Mount Gambier, in bad weather, rain and low cloud, just what you want when heading off on a flight, to meet up with Tricia and Ralph and later Robyn & Neil on Lizard Island. It was to be a long trip for the first day to Winton via Broken Hill refueling. We left the Mount in 9 degrees, Broken Hill was blowing a gale and freezing and arrived in Winton after 5pm to 35 degrees and beautiful weather. Broken Hill gusts were so bad that as we departed over the field a light plane coming in had flipped on landing – not a good start to the trip.

Winton was a hive of activity. The town was booked out and getting a meal at the Tattersalls Hotel was a cueing event. The next day we had arranged to meet Tricia & Ralph at Georgetown for lunch – that was the plan anyway. On landing in Georgetown, the weather in Cooktown was deteriorating and the boys were weighing up whether to try and get in, but we needed additional fuel if we had to turn around. By the time we organized the refueler, time had ticked on, and it was getting too late if we couldn't land in Cooktown.

Decision – where to stay. Like Winton and everywhere up north, the town was booked out although the Pub had rooms – better than sleeping in the plane. The rooms came with added extras, holes in walls and doors and patches where there had been holes. The food was really good apart from the mossies. The hospitality of the town was amazing, the couple that seemed to own much of the town were so friendly and obliging. Nothing was too much trouble to assist us even lending a car to go to and from the airstrip.

The next morning, we had an uneventful flight into Cooktown but unfortunately, we only had a one-night stay at our fantastic accommodation at the Sovereign Resort, and a quick look around the town that afternoon and the next morning before flying out to meet Robyn & Neil on Lizard Island – a memorable 3 days for us.

We departed Lizard Island in gusty warm weather and headed back inland with the nose pointed towards Charters Towers. Tricia had done her homework and arranged morning tea at a station stay – Pinnarendi. What a fantastic find. The station has a small camping ground, one cabin, a great little café with homemade goodies, a pizza oven and homemade sourdough bread baked in the pizza oven. And most importantly – great coffee.

After a short break, we lifted off, next stop

Charters Towers. Robyn had organized the accommodation at Kernow, which was an old mental asylum – a massive complex of buildings on 200 acres, that an English couple, who lived in Hong Kong owned, who had been in Australia to check on progress last year were Covid 19 stranded. They are doing an amazing job with the project. Our accommodation surrounding the pool was very comfortable. But like all other hospitality in CT, they were desperately short for staff – a common complaint throughout all of Qld, even Lizard Island. We found it difficult to find places to eat in CT. Cafés were few and far between, restaurants – send the search party, and the hotels had limited opening times for meals.

We had a morning at the Texas Long Horn Ranch, which we would highly recommend - when you find your way there. DO NOT TRUST GOOGLE MAPS. We ended up on dirt tracks at the back gate of the Ranch's next-door neighbors. Apparently, there is a gazetted road that has never been made. But Mr Google thinks it has.

The Ranch Tour took us up close and personal to the Longhorns and the Asian Water Buffalo and Bison plus many other species they hold, finished off with a welcomed cuppa. An amazing 'hobby'.

The next morning saw us all depart each in our own direction. The Morris' off to Proserpine to meet up with friends for a couple of days and then onto Quilpie. Again, the hospitality of people in these out of the way places is fantastic. The owner of the Motel picked us up from the airport and kindly offered his 4WD to us for the afternoon to take in some of the sights – he just needs to get the groceries done first!

We ventured out to Lake Houdraman or 'The Lake' as the locals call it. What an oasis. The birdlife was beautiful, let alone the water lilies in flower across the lake. Again, caravans and campers everywhere. We then drove out to Baldy Top Lookout which gave you a great 360-degree view over the countryside. Quilpie is also suffering from lack of staff, many travelers, work gangs and no one to look after them. We dined at the pub along with everyone else – the only place in town to get an evening meal.

From there it was back to Broken Hill to refuel the plane and ourselves – love the café at the airport there. Great food and friendly service. Then onto Lake Mungo Lodge for the night along with 3 other planes from the Hunter Valley region. It was a great spot situated in the national park but again the place shut down during the day as they did not have enough staff to maintain reception or cafe. We decided

to walk to the visitor's center – and although it was hot, we were told it was just down the road a bit. They lied! Plus, they did not mention that it was unmanned and did not have water available either. Nothing that water, a shower back at the bungalow, a nice dinner and a bottle of red didn't fix.

We then headed for home the next morning after breakfast at the Old Warf Café in Pooncarie. Again – hospitality plus, great food and lovely, cosy and warm on a freezing morning with complimentary pick up from the strip.

Then it was off home to family and waiting pooch, Chester. An amazing trip, again. We pinch ourselves to be so fortunate.



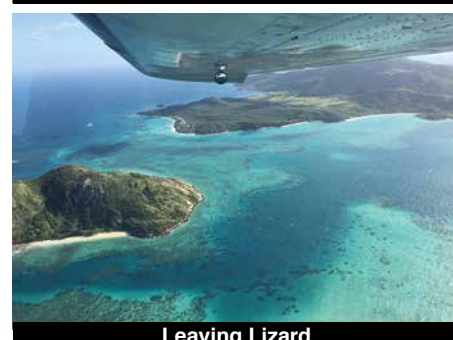
Georgetown parking



Georgetown Pub



Cooktown



Leaving Lizard

GEORGETOWN ON. Part 2 by Geoff & Sue Morris, continued...



Lizard Is Parking



LI Balcony Drinks



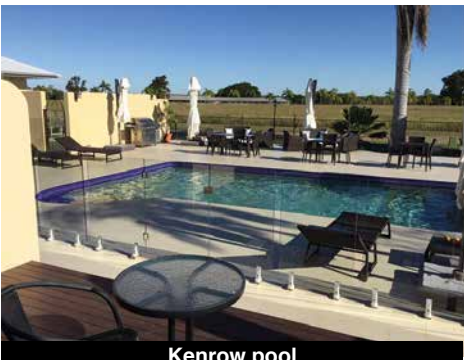
Lizard Is strip



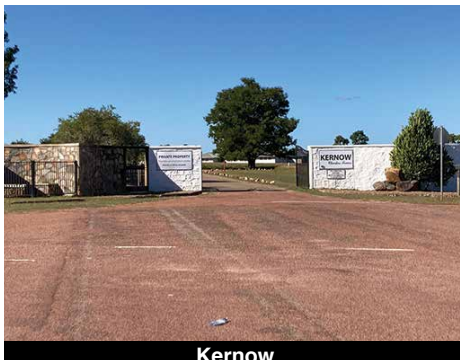
Pinnarendi Cafe



Pinnarendi Parking



Kenrow pool



Kernow



Longhorn Tour



Longhorns



Lake Houdraman



Lake Mungo parking

GS	TRK	GPS ALT	UTC	QNH [YMTG]	FL ANXT
--	212°M	250'	08:51Z	1023 hPa	212°M
DTG	BRG (TO)	ETE	ETA		Cancel
5.5nm	355°M	--	--		DCT YMTG



Map



Old Warf Cafe



Pooncarie

# NT Fly Away Part 3 by Ralph Aiken & Patricia Kenney



East Alligator River

Eleven years ago Ralph and I planned a flying trip to the NT, in particular, Davidson's Arnhemland Safari Lodge at Mt Borradaile, NT. Unfortunately, due to circumstances we had to cancel the trip, which was a great disappointment.

I had met Max Davidson, the operator, some 30 plus years ago when travelling through the NT for work. A girlfriend and I were staying at a friend's holiday house at Channel Point when we met Max who took us under his wing and looked after us in this remote part of NT. Of course in those days Davidson's Arnhemland Safari Lodge was non-existence and it was only a number of years later that Max started the camp with a good aboriginal friend of his.

We decided that the time was right to reinstate the trip and an added incentive were our good friends from Mudgee (Kate and Mark Rogers, who many of you will know from previous fly-ins) were also planning a trip to Davidson's Arnhemland Safari Lodge in their Bell Longranger helicopter. We setup an itinerary and planned ETD of 1 May 2021.

This is how the trip panned out. As always, whenever Ralph pulls VH-TIU out of the hangar the weather changes, always for the worst. Why is it so? Departure date looked very bad with a severe weather event going to occur on 1 May, so the weather forecasters were predicting. Even a couple of days prior to departure light showers and low dark clouds were drifting onto the coast. So the decision was made to depart one day earlier than planned and as it turned out a very wise move. Ralph filed an IFR plan and we were airborne at 8.00am on Friday 30 April. Slight change to our itinerary in that we needed to find one extra night's accommodation somewhere. Barcardine was our first choice but alas the town was booked out. The Albert Motel in Longreach had a few rooms left so we grabbed one.

Once we cleared the ranges the weather improved to beautiful clear skies and every 5 minutes, Ralph kept screaming out tailwind, tailwind! In fact, we did the journey Gympie to Longreach in exactly 3 hours. Ralph said that is the quickest we have ever done this trip. Normally it's a 3.5 to 4.0 hours journey. Refuelled at Longreach and said hello to our friendly refueller, Sandy Rayner, tied down TIU and then over to the Qantas museum to have some lunch. It was only three months ago we were in Longreach with Neil and Robyn Shorrock on a flying trip around Queensland, so we felt no need to do any of the touristy things. The Albert Motel was clean and tidy but definitely showing its age. We ate that night at the Birdcage Hotel Bistro which was really pumping. Lots of young ones dancing and drinking, so much for Covid distancing, but great to see everyone having a great time. Plenty of locals plus young station hands who had come to town from outlying properties to celebrate Friday night, being the start of a long weekend, mixed with tourists on Outback Bus Tours, contributed to standing room only.

The following morning, we had breakfast at the Bakery and then a leisurely departure for Winton. No sooner "gear up" than it was "gear down". We didn't fly very high on this leg and got some lovely views of the landscape below. Dinner that night was at the Tattersalls Hotel. We ate outside as it was such a beautiful evening and all the road and curb side work that was going on at the last C200 fly-in was finished and looking great. The dinner was excellent and after the main there was no room for desert.

The following morning we took off for Burketown. Weather was perfect and, tailwind, tailwind. It's really the only time Ralph gets visibly excited whilst flying. As we flew over this vast landscape we spent our time trying to pick out remote stations on our track and wondering what sort of existence they were eking out down



Tour Transport – Kakadu



Big Salty – Arnhem Land



Lunch stop on tour Kakadu



Ralph – with Barramundi



Star gazing in Burketown

there. After about two and a half hours the little town of Burketown (approx. population 250) popped up on the nose, thank you "George". Coming in on finals I noticed three crocodiles sunning themselves on the river bank. No engine failures right now please. Neither Ralph nor I had been to Burketown before so were looking forward to exploring even though we would only be here for one night. Unfortunately no tours were running when we arrived. We were keen to go on the Stargazing Tour, but the salt pans just out of town where they do the viewing was still very boggy due to the late wet. So that was a disappointment and then we discovered that the Pub and Café were not open as it was Labour Day weekend in Queensland. Suddenly Ralph stopped saying tailwind, tailwind and started yelling, no food, no food! Even more dear to his heart than flying. Paul and Amanda from the Savanah Lodge where we were staying came to the rescue. They rustled up some great Pizzas for their guests and we washed it down with some beverages from their bar. The Savanah Lodge has very clean, comfortable accommodation. Paul runs Savanah Air and he and Amada were most hospitable.

The following morning it was an early breakfast and up, up and away. Destination Gove and Ralph planned to track out to the coast and then follow the coast at 1,000 ft up past Port McArthur, Port Roper over the islands around Groote Island continuing onto Gove. He had a theory, land on the left, water on the right and we couldn't go wrong. It worked!

What a magnificent flight. Weather was perfect and lots of beautiful deserted beaches, interspersed with the odd aboriginal community, most of which had large airstrips. Stunning clear blue waters, unpolluted as far as we could see all the way up to Gove, plus tailwinds, tailwinds.

We had two nights in Nhulunbuy staying at

the Walkabout Lodge. Enjoyed our stay there and really liked the feel of this small town, which is centred around a bauxite mine and has a deep water port. The town is surrounded by spectacular beaches but with warnings posted about crocks and sharks we decided the hotel's pool was the safest bet for swimming, although Ralph had lots of problems with the childproof gate. In Nhulunbuy we met up with Mark and Kate, who had arrived the previous day. They were doing a big six week trip in the helicopter and we had arranged to rendezvous at Nhulunbuy. On the first night we had a meal at the Nhulunbuy Boat Club. It needs a mention just for its location. Situated right on the beach with just the most magnificent ocean/coastal views. What a way to spend the evening with a cold drink and watching the red sun sinking down behind the endless ocean. Food was pretty good too, fillets of fresh Barramundi, chips and salad. We found the locals at Nhulunbuy very friendly and obliging. Nothing seemed too much trouble for them. A must see whilst visiting Nhulunbuy is the Buku-Larrnggay Mulka Art Centre located in the Aboriginal community of Yirrkala, just 19 kilometres from Nhulunbuy.

### A COFFEE DIVERSION

We flew into this property for morning tea on our trip home from up north with Geoff, Sue, Neil and Robyn. Situated 144nm North West of Charters Towers. A 1600 metre grass strip, all weather camera all in excellent condition. Pinnarendi Station can be found on Oz Runways and in ERSA.

We stopped for morning tea and had just the best coffee, barista style, and excellent home made cakes, hospitality second to none. Ron is a keen aviator and like most country folk doesn't mind a chat.

Pinnarendi Station Stay & Cafe is a family run small business established in 2016. We have owned and run businesses here since 2009 both in agriculture and earthmoving. Prior to that we lived and worked here with Ron's Mum, Sister and Brother, while maintaining a job at Undara. Where we met...

Ron is a fifth generation Atkinson farming this land. We take a great deal of pride in our history and in our land and would love to have the opportunity to share the awesome adventure that is life here at Pinnarendi.

We still run cattle here, we run a mob of about 100 head of breeders, they are mostly Brahman and Brahman x Red Brangus. We are in the process of reducing our herd to a more manageable size and we have now introduced a Charolais Bull into a select number of older cows. He won't cover all our cows though, we will still keep the majority Brahman.

We love food! The caravan park actually came about by the need for Ron and Nadine to cook delicious food for people! So, The Brick Oven Cafe was born...

Ron loves sourdough, be it bread or pizza base! You can check out his bread making style most Sundays, between Easter school holidays and October! He also loves to smoke meat - all different types and cuts of meat, although for him, "it's hard to go past a good set of salt & pepper ribs!"

Nadine loves to bake delicious cheesecakes, homemade bickies, pickles and jams. She also makes scrumptious breakies and lunches, that are flavoursome and nutritious.

*Ralph Aikin*



Pinnarendi

# MY FLYING CAREER

by David Crawford

I had my first flying lesson in November 1964. It all started when my father asked if I would like to learn to fly. He had wanted to fly for a long time because he was sick and tired of driving between our two rural properties which were 800 kilometres apart. At that time the roads were nowhere near as good as they are now, and of course motor vehicles were very basic at that time. Although he wanted to fly, he did not want to go through the process of learning.

I was still at school at the time, and I was taking my flying theory books with me so that I could get through the material and pass the exams. At that time the theory course for Adelaide was only available by correspondence from two providers, one in Melbourne and the other in Perth. Hand written assignments had to be posted for marking – it was a tedious task.

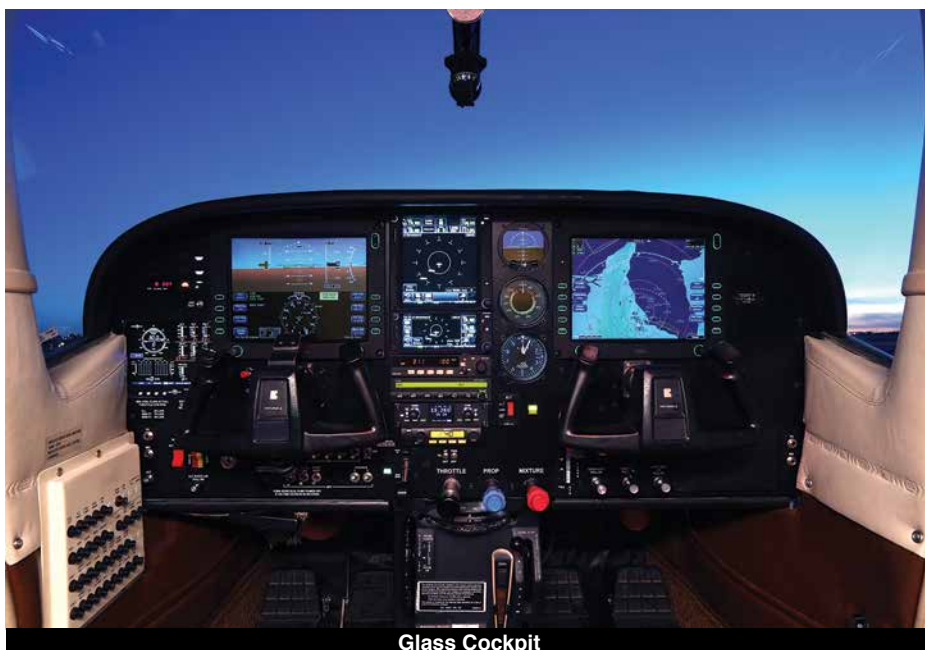
An order was placed for our first aircraft, a brand new 1965 Cessna 182 – VH-DNL - that was delivered in May 1965. It was classed as being very well equipped for the time – it had a 360 channel VHF radio, a 5 channel HF radio and a manually tuned ADF. It was 1968 before I got my night rating, called a Class 4 Instrument Rating.

It was a great aeroplane, and it is now owned by Andrew Lott a stalwart of the C182 Association and hangered at Renmark so I see it quite often. It has been repainted in its original colour scheme, but with upgraded radios. I had the opportunity to fly a circuit in it in August last year when Annie and I were at Arkaroola – thanks Lotty.

Although its main use was for travelling between the two properties, we did trips to Alice Springs, Darwin, Perth, Launceston to name a few. Unfortunately, my father died unexpectedly in 1970 and the running of the properties became my responsibility.

By 1974 the 182 had accumulated 1500 hours and I wanted something different, so the next aircraft was a brand new Piper Seneca. It was a great aircraft for space, but not for speed or load carrying capacity, but I really enjoyed it for the six years that I owned it. It is now based in Albury, but I have not seen it since I sold it.

I then went into partnership in an early model Beechcraft 36 (serial number E50) with a farming friend. Its avionics were fairly basic but adequate. It was in this aircraft that I did my Instrument Rating and Commercial Licence in 1984. I had completed the commercial subjects in 1972 because I wanted more knowledge but I did not bother with the flying part at that time.



Glass Cockpit



VH-OAT



Home 'Holmwood'

## MY FLYING CAREER by David Crawford, continued...

The partnership worked reasonably well, but my friend decided to give up flying so we sold the aircraft and I bought my current aircraft, a Cessna 210 VH-OAT, and took delivery in early 1985. It was just over two years old with about 700 hours total time, but it was in South Africa. It was flown to Australia and I took delivery in early 1985.

The 210 is the best aircraft that I have owned. It is fast, can carry a good load, and has a great range. I have paid more for avionics upgrades than the original purchase price, but that's just aviation isn't it?

I have been all over Australia during my flying career, as well as a tag-along trip to Papua New Guinea. Annie and I are foundation members of the Cessna 200 Series Association and we have thoroughly enjoyed our involvement and particularly the people we have met at fly-ins and other events. Interestingly, Annie and I are the only C200 members who have been to all fly-ins since the Association was formed.

Over my flying career I have managed to log about 120 hours per year, but that has been lowering since Annie obtained her licence and C210 endorsement. Now, when it is a VFR day

I get to sit in the right hand seat, but when the weather is crap I am allowed to have the left hand seat.

We have scaled back on rural land and now live on a property just west of Lucindale in SA. We have a single airstrip that is aligned to the land, not the prevailing wind, so we get plenty of

crosswind practice. I have converted one of the sheds to become the hanger, and when I pull the aircraft out it is only about 40 metres from the back door of the house.

We look forward to many more C200 fly-ins and to catching up with the friends that we have made along the way.



Witchelina

## New Members Since July 2019

Todd and Angela Peach, C210L VH-FMT, joined July 2019  
Garry and Christopher Zauner, C206G, joined October 2019  
Frank and Lesley Lewis, C182E VH-RDP, joined December 2019  
Tim McGavin, P210R VH-YLS, joined July 2020  
Don Macdonald, C210N VH-TFE, joined January 2021 (formally John Lillyston's)  
Bruce Brownlie, T210R ZK-TRO, joined May 2021. Adding to our NZ membership.  
Ross and Jenny Bate, C182T VH-TSS, joined July 2021  
Roger and Suzie Toole, C182P VH-DGC, joined July 2021

## Chicks Chatter by Suzy Tilley

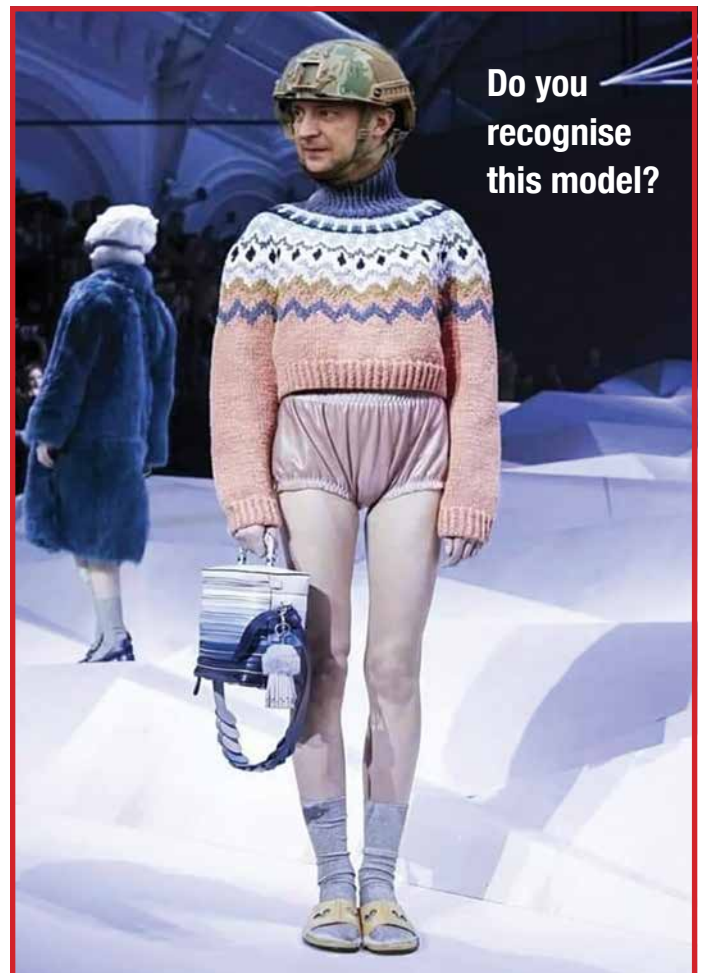
### What's Hot...

- Lightening Ridge Flyin
- Living in a Covid free place.
- Enjoying watching the Olympics guilt free while in lock down and the weather is so bad that outside jobs are out of the question!
- Being fully vaccinated.



### What's Not...

- Selfish bastards who won't abide by Covid restrictions.
- Camping in the Outback with sleeting rain and gale force winds.
- Covid



## **C200 series Fly In to YPKS** **5th - 8th October 2021**

### **Initial itinerary** **subject to change and COVID Permitting**

#### **Tuesday 5/10:**

- 1330: Arrivals and transfers from Airport to Bushmans Inn Motel
- 1730: Pre dinner drinks followed by dinner – venue TBC

#### **Wednesday 6/10:**

- 0900: AGM in Conference room at Bushmans Inn
- 1030: p/u and transfer to Henry Parkes Centre for Tour of King's Coat of Arms Elvis Exhibit
- 1200: Lunch - Henry Parkes Centre.
- 1330: p/u and transfer to Bushmans Inn
- 1500: OzRunways presentation by Ellen Franklin
- 1800: Drink and Dinner – Venue TBC

#### **Thursday 7/10:**

- 0900: p/u and transfer to tour Peak Hill and The Dish.
- 1200'ish: Lunch @ The Dish Cafe
- 1400: Continuing to tour The Dish and take in viewings/movies/displays
- 1600: p/u and transfer to Bushmans Inn

#### **Friday 8/10:**

- 0830: p/u and transfer to Airport for departures.

**Special thanks to Robyn and Tricia and Lesley for their investigative work on this Fly In.**

Please understand that this proposed itinerary is subject to any COVID restrictions.

There are restaurants and cafes currently closed in Parkes, due COVID.

We are in contact with the Visitor Centre in Parkes and will advise venues as they are secured.

**Phone Annie if you have queries 0418 853 635**

but I'm pretty sure she won't have a clue until much closer to the time.



# Parkes (YPKS) Fly In

Tuesday 5th – Saturday 9th 26th October 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: Bushmans Inn Booked .....

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

Activity	No. people	Cost	Total
Registration		\$250 pp	
Tuesday Dinner at own cost			
Wednesday Tours/Meals			
Thursday Tours/ Meals			
Friday Meals/Tours			
		<b>Total \$</b>	



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

Email EFT receipt to [coordinator@c200series.com.au](mailto: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 .....

**Refunds Policy:** Refunds cannot be guaranteed for late cancellations.

**Please send completed forms to:**

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

Email [coordinator@c200series.com.au](mailto:coordinator@c200series.com.au)

# Cessna Books available for purchase

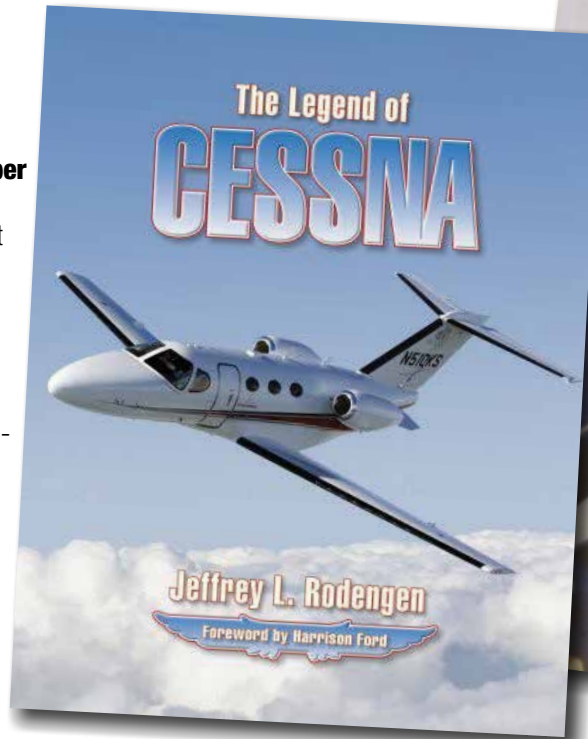
**David Crawford has 2 different books available for members as per the photos.**

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.



Thank you once again to all our contributors. As always we are totally indebted to John Weston and his team, including magazine designer Donald Keys, for the final layout of this Newsletter and its superb reproduction.

## 2019-2021 Committee

<b>President</b>	Geoff Morris	0408 259 968	<a href="mailto:president@c200series.com.au">president@c200series.com.au</a>	VH-SRM T210N	
<b>Vice President</b>	Ralph Aikin	0438 416 068	<a href="mailto:aikin_kenney@bigpond.com">aikin_kenney@bigpond.com</a>	VH-TIU 210M	
<b>Secretary</b>	Robyn Shorrock	0408 752 053	<a href="mailto:shorair@bigpond.com">shorair@bigpond.com</a>	VH-DTG T210N	
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	Patricia Kenney	0407 012 014	<a href="mailto:kenneyaikin@bigpond.com">kenneyaikin@bigpond.com</a>	VH-TIU 210M	
	Pam McCabe	0427 851 259	<a href="mailto:pammccabe@internode.on.net">pammccabe@internode.on.net</a>	VH-ODU 208	
	Garth Bartlett	0428 103 023	<a href="mailto:garth@bilyaragroup.com.au">garth@bilyaragroup.com.au</a>	VH-FMX P210N	
	Neil Richardson	0418 184 701	<a href="mailto:neil@njr.com.au">neil@njr.com.au</a>	VH-CSD 210N	
	Tony Taggart	0414 351 693	<a href="mailto:tago@netspace.net.au">tago@netspace.net.au</a>	VH-VVT T210G	
	Suzy Tilley	0419 837 330	<a href="mailto:suzytilley@gmail.com">suzytilley@gmail.com</a>		
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- Printer		John Weston	0414 421 400	<a href="mailto:johnw@westonprint.com.au">johnw@westonprint.com.au</a>	

## **Benefits to Membership**

We welcome new and renewing members to our small but active club that has been in existence since 2008. Our 2 fabulous fly ins each year in different parts of the country is well attended and usually supported by a guest speaker and a Tech talk and or 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. Owners of any aircraft brand or model are welcome to join.

The 31st of October 2021 is the roll over date for existing members to renew your 3-year Membership Subscription for the Cessna 200 Series Association (C200 SA). Please use the form attached herein or in latter Newsletter and then email it to [treasurer@c200series.com.au](mailto:treasurer@c200series.com.au).

**Membership Subscriptions– Single \$230, Joint Membership \$330- 2 people from any one family.  
(Note, Early Bird subscriptions received and paid by 31/10/2021 pay \$210 and \$300 respectively).**

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 200 series aircraft is extremely competitive and may also benefit members with other aircraft types. Your membership also entitles you to the 2 issues of our Newsletter each year and finally, there are fuel discounts available – see details below. The savings from the insurance and fuel discounts are substantial and certainly will handsomely recoup your membership cost.

For new members wishing to join, your membership will be effective immediately and renewable October 31st, 2024. For those continuing their membership, remember to do so on or before 31st October 2021 to benefit from our group Insurance scheme and fuel discounts. Your C200 SA looks forward to your continuing membership of this friendly flying group.

### **AVIATION FUEL DISCOUNT UPDATE (as at 22/6/2021). Information supplied by Neil Shorrocks**

**1. World Fuel Service (WFS). AVGAS A discount of 12 cents per litre (cpl) and Jet A1 a discount of 15cpl applies off regularly updated Posted Airport Prices (PAP) from approx. 46 locations nationally.**

**For an account and AVCARD use link below then contact Australian Sales Account Manager Brayden KETTLE as follows. M: 0435 310 973 E: [bkettle@wfscorp.com](mailto:bkettle@wfscorp.com) W: [www.wfscorp.com](http://www.wfscorp.com)  
<https://aviation.wfscorp.com/flight-department-credit-application>**

**NOTE: 1.** 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.** Members with cards issued prior to June 2021 should check with Brayden for currency due to an IT system upgrade.

**2. IOR. AVGAS & Jet A1. A discount of 10cpl applies to both off regularly PAP from approx. 30 locations nationally.**

**For an account and Fuel Tag use link below then contact Head of Aviation Bryce Morland as follows. T; 07 3895 4484 M; 0400 019 253 E; [Bryce.morland@ior.com.au](mailto:Bryce.morland@ior.com.au) W; [www.ior.com.au](http://www.ior.com.au) Important. Write on bottom of page 2 of Account Application under Fuel Tag Order that you are a C200 SA Member.  
[https://www.ior.com.au/wp-content/uploads/2018/09/20170830-ACCOUNT-APPLICATION-V.iii\\_.pdf](https://www.ior.com.au/wp-content/uploads/2018/09/20170830-ACCOUNT-APPLICATION-V.iii_.pdf)**

**3. Aero Refuellers (AR) a Division of K&S Corporation Limited. AR offer a discount of 7cpl at their 27 locations as per list updated regularly.**

For an account use link below then contact Account Manager Anne McNaught T; 02 6054 2200

E; [admin.aerorefuellers@ksgroup.com.au](mailto:admin.aerorefuellers@ksgroup.com.au) W; [www.aerorefuellers@ksgroup.com.au](http://www.aerorefuellers@ksgroup.com.au)

**<https://www.aerorefuellers.com.au/wp-content/uploads/2020/09/Aero-Refuellers-Credit-Account-Application-Form.pdf>**

**Important. In all applications above you MUST mention your C200SA Membership to the submitting party.**

Finally, I encourage everyone to embrace and utilize these BENEFITS that are available to Members. Unless we USE them, we will LOSE them. Besides the aircraft Insurance savings, fuel savings alone could be in the region of \$400 to \$700+ PA per 206/210 etc aircraft flying say 80 to 100 hours PA.

**Remember, the greater fuel volumes we build, the greater our negotiating power so act now.**

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

Neil Shorrocks 0428-752066

## Membership Application 3-year period

OCT 31st, 2021 - OCT 31st, 2024

Name/s:	1. 2.
Address: (Residential)	
Address : (Postal)	
Mobile # Home #	
Email Address:	
Aircraft Registration: Name Registered in.	VH
Aircraft type: (model, mods, etc)	
Pilot Ratings & Endorsements:	
Introduction source	
Signature:	

**Membership Subscription    \$230 Single Membership**  
**\$330 Joint Membership (2 people same family) both 3 years**

**NOTE 1:** Early bird subscriptions received and paid by to 31<sup>st</sup> October 2021 pay \$210 and \$300 respectively.

**NOTE 2:** Pro rata fee structure may apply for new members after 31/10/2021.

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

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

Send forms to: Email: [treasurer@200series.com.au](mailto:treasurer@200series.com.au)    OR

Post to: Treasurer, C200 Series Association, PO Box 297 Lucindale SA 5272

 David Crawford 0408 800 778