

# The President's Corner

Having attended the inaugural meeting in Maroochydore way back in September 2008 here I am 14 years later taking a turn at wearing the Presidents hat.

I sincerely thank Geoff Morris for his wonderful leadership over the past 3 years and I only hope I can continue to further the C200 Series Association for all those who fly with her.

What a wonderful ride it has been over the years getting to know a whole new 'family' of aviation and Cessna enthusiasts.

David's and my involvement started with the need for a Secretary/ Treasurer. At a point in the inaugural meeting or should I say, a pregnant pause, I recall nudging Crawford and saying we could be Secretary/ Treasurer couldn't we?? So up went our hands and here we are having loved every minute of involvement since.

Currently the Covid bug and its mutations are wreaking havoc on everyone's movements and plans but we will continue to make plans and prove we are adaptable when having to change them. One does hope that it will have run its race before too much longer so travelling can resume somewhat as we knew it.

Our membership remains stable with some leaving us and others joining. I am not sure which is the greater issue, aging aircraft or aging members. We have

lost some members as they have sold their aircraft and hung up their wings. However, it is exciting to see we have some younger members coming on board and we look forward to welcoming them to future Fly Ins.

Sadly, Warbirds over Wananaka has been cancelled for a second time which means our proposed Fly In plans had to revert to plan B – lucky we had one - fingers and toes crossed that we will be able to Fly In to Parkes NSW in May – details are in this Newsletter thanks to Tricia and Robyn.

Our airstrip YMWD is always available to anyone flying by and there is always a bed or two and a cold beverage for travellers. Same goes for those driving by.

I would love to hear from you at anytime with ideas for Fly Ins and other things for your C200 Series Association. The phone is always on unless I'm out of range and in that case leave me a message and I'll get back to you a.s.a.p.

Let's all get out and about in our aircraft as much as we can this year and see how many random catch ups we can have. It's not a competition.....but it could be!

Wishing you all blue skies, tail winds..... good luck with that one.... and safe flying.

*Cheers, Annie*



Annie Hayes, President

## Parkes (YPKS) Fly In

**Friday 20th to  
Monday 23rd May 2022**

Registration Form - page 17



## Inside Today:

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# Member Get to Know – Eddie Edwards



YAK 2000

As a kid I was fascinated by aeroplanes for some reason... it's not in my genes, as both parents turned down all offers to go for a flight with No1 son ...

As a young boy I was consumed with knowing more about flying, and found the main source of information I had was about model aircraft. I would read about and dream of building and flying model planes as a child.

The passion of model aircraft gripped me for over 40 years.

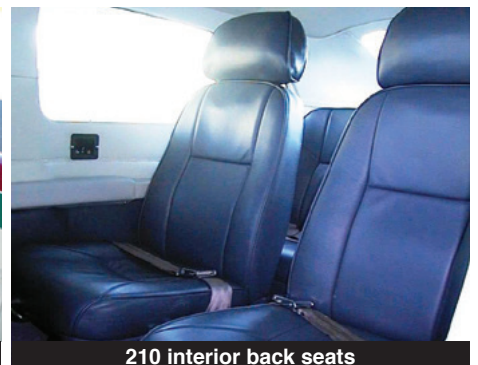
I went on to become probably Australia's longest running Radio Control competition aerobatic pilot – 10 years of world championship participation around the world and also competing in many European championships along with winning many Trans Tasman and various state and national championships.

My experiences with the models helped a lot with my eventual move to full size flying, and the model aircraft/ hobby industry became an important part of my business career. When I started to fly the YAK55 in aerobatics it was the same as flying my models, the only difference was I was sitting in it !

All the control inputs and the maneuvers are the same, so I was able to learn quickly and naturally. I was lucky enough to win a couple of State Aerobatic Championships in



YAK Colours



210 interior back seats



210 Panel



210 front Tyabb



C210 and YAK at hanger 2017



## Member Get to Know – Eddie Edwards, continued...

advanced category flying the YAK55.

I don't fly the YAK as much these days. When I was competing I would fly 2 or 3 training flights a day on the weekends or when I could. Now I just fly it for fun, and enjoy hooning around getting my fix...

As a youth I had thoughts of becoming a professional pilot, but lack of funds and the need to maintain my motorcycles and hobbies I ended up in land surveying and later working in the NT. Later, a career change to retail toys and hobbies.

While working in Alice Springs around 1972, I got my first taste of flying at the Alice Springs gliding club. Then later I went to Tocumwal and soloed on day 2 with just over 3 hours total time.

I have since flown gliders at Omerou in NZ, (ridge soaring) and back at Tocumwal and Benalla.

Finally after many years raising a family and building my business (Retail Toys and Hobbies), I decided it was time to get into full size at 41 years of age.

### From my logbook -

- 24 July 1993 First Flight in C172 Barwon Heads Vic.
- 24 Sept 1993 Solo @7.7 Hours
- 09 Nov 1993 GFPT @ 23.1 Hrs
- 25 Feb 1994 Purchased C182 RG (VH-BLK)
- 02 March 1994 PPL @ 55.5 Hrs
- 16 Sept 1994 Night Rating
- 30 Dec 1994 Tailwheel and Aerobatic Endorsement ( Decathlon )
- 01 Aug 1995 Command Instrument Rating
- 30 Dec 1997 Sold the C182RG and purchased C210 (VH-EDZ)
- 12 Feb 1998 Test Flew YAK55 ( single place competition A/C ) after importing it from Russia and upgrades at Camden NSW.
- 07 Mar 1998 Competed in VIC Aero Champs on ferry flight home at Wangaratta – 2nd in Basic.
- 03 Oct 2003 Won NSW Aerobatic Championships Temora - Advanced
- 03 March 2004 Won VIC Aerobatic Championships Wangaratta – Advanced

I don't fly the YAK as much these days. When I was competing I would fly 2 or 3 training flights a day on the weekends. Now I do it for fun ....

Although I loved the C182RG and had

some great flights, my family was growing up ( 2 kids) I wanted something that would carry more and go faster. What else but a C210....

I spent a year or more searching the usual for sale magazines. I even looked up the USA registry and sent a mass mail out to see if anyone would bite, but not much came back. I was looking for a Turbo model. Who does not want more power ... I did end up with a non turbo which I am more than happy with.

My eventual purchase was a 1983 C210N that was based at the Gold Coast. The aircraft had been away on a trip and was caught outside in a bad hail storm. So with skin and glass damage it was offered to me Via the insurance company to buy as is. My LAME from Moorabbin had heard about this aircraft, so he went up to inspect it and suggested that it was a good deal considering the high level of equipment it carried.

A permit to fly was obtained in 1997 and flown back to Moorabbin where it spent 12 months being pretty much disassembled and re built to "as new" standard.

### History of C210N now registered – VH-EDZ

Imported via a ferry flight from USA in 1989 TT 1489 Hrs registered in Australia as – VH-XNH

#### ORIGINAL EQUIPMENT as purchased:

- Factory Air Conditioned
- ARC Autopilot and radios
- Bendix ART 161A Weather radar
- Codan 8528 SSB HF Radio

- King KN63 DME
- King Radar Altimeter
- TCM IO 550 Fitted 1993 Airframe Hrs 2125.9
- 6 Point Engine mount kit.
- Hartzell Scimitar 3 blade propeller
- Flint Tip Tanks – now can carry 455 Lt useable.
- Dual Vacuum pumps and dual alternators.

### Ferry Flight to Moorabbin - 1997 TT 3181.2 Hrs — Rebuild included:

- New upper skins, wing bolts, corrosion proofed, new paint, new glass, new metal instrument panel, new radios, new leather seats, new carpet , headlining interior Etc. Etc.
- Insight Strikefinder display
- GAMI Injectors
- JPI Engine analyser.
- Trimble GPS
- Garmin radios
- Delivered to Barwon Heads in 1998 Re registered as VH-EDZ

#### Later improvements include –

- Garmin 430 /530W
- STeck 55X Autopilot
- Dual USB charge port in panel
- ADS-B Transponder
- SIDS completed and all new control cables.
- LED lights all round.



Cessna 210 in Flight



Javelin re birth Jan 13 YS FZ115



William Creek Trip Sept 2015

## Member Get to Know – Eddie Edwards, continued...

Jan 2017 – TT airframe 3,955.8, Tacho time on engine 1839.8 - IO-550 Engine overhauled.

New- 2 X Alternator, 2 x Vac Pumps, Starter, Prop Governor, Engine Isolators, All Engine control cables, heater and outside air cables, Oil Cooler Cleaned, Magnetos, fuel injection, full exhaust system, all new ducting, all new engine flexible hoses, full firewall forward re wire,

I was determined to run the new engine in properly.

The first 4 hours were run at the engine re builders while monitoring all temps & pressures for any abnormal readings.

After minimal ground testing I launched into a series of high power, high manifold pressure runs to ensure the cylinders were properly bedded in.

I would get up early ( unusual for me) for the cool and low turbulence conditions of the morning, and go belting across western Victoria and between 500 and 1000 ft AGL while keeping an eye on cylinder temps and burning 90+ LPH of fuel per hour.

I actually began to have fun thrashing around at low level at indicated speeds of 170 to 180 Kts.

At 25 Hours from overhaul oil use stabilized / stopped.

This engine now performs wonderfully. More power than ever before and runs really

sweet and smooth. My LAME cannot believe how clean the oil and plugs are running now, with no metal showing in the filters now I am hoping for a long and happy engine life.

I have used the C210 for work travel over the years. Many trips to Bankstown and Moorabbin at all hours of the day and night, and experiencing all kinds of weather. Having both weather radar and storm scope was having the best of both worlds. The radar showing precip. intensity and the storm scope showing lightning and also seemed to be a good indicator of severe turbulence. I guess it is the static induced with the uprising and sink of the air masses. Most of these flights were solo. Night flying while dodging storms and icing is not a lot of fun for a passenger, let alone pilots. But this is what I trained for and being a bit of an adrenalin junkie I found it exciting...

I do also like many pilots, love going fast on motorcycles and racing cars.

My most exciting aviating experiences included unknowingly flying into a fast developing thunderstorm over Canberra. What looked just like some rain on the radar, ended up as a wild ride. At night, smashing rain, severe turbulence causing the autopilot to disconnect and losing and gaining thousands of feet altitude in a short time.

I have a well earned respect for ice. It is about the only danger I am not able to foresee. I am getting better at noticing the look of ice

clouds, but at night it is no use. A trip with friends in my C182 was an early lesson. Max weight and on climb to the north of Melbourne we hit a massive patch of ice. I had full power at max climb speed and we were still going down. Then the prop was collecting ice and was now out of balance and started to shake the plane. No option but to reduce power, so we were going down ..... Luckily we had terrain clearance to let down and wait for the ice to melt off with chunks flying off the prop. The rest of the trip was a non event.

I have never had a bad mechanical experience so far – fingers crossed.

I am looking forward to working less and making many flying trips around the country. After years of being a “ghost member” of the C200 club, I attended the Lightning Ridge flyaway and had a great time, so looking forward to more of those as well.

There are lots of good looking new “plastic” aircraft around these days, but our venerable metal Cessna’s are still very capable and can do more than most others in terms of functionality and toughness, useable load and ability to cram everything including the kitchen sink into them. Be assured they will be around for a long time yet.

Organizations such as this club are important to “keep em flying” as they say... keep up the good work.

*Eddie Edwards*



Lennox Head NSW in C210



William Creek Trip Sept 2015



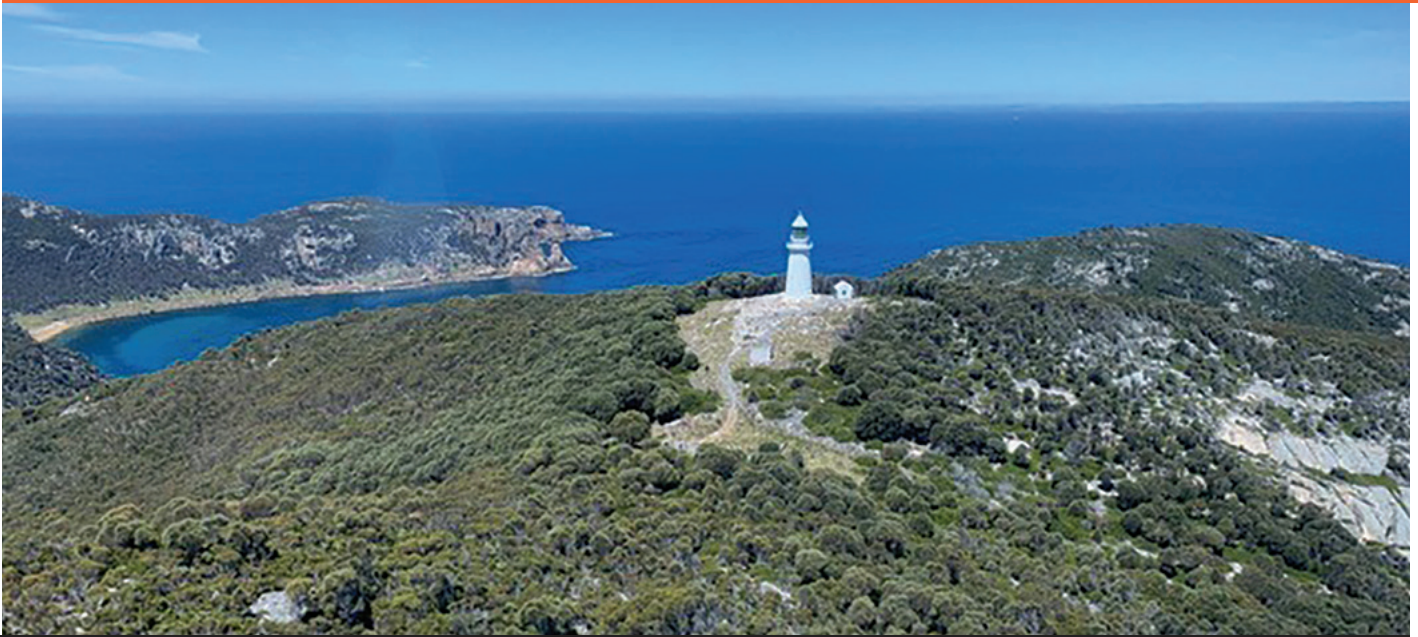
Krill Yak Custom + Big 7



Aircraft at hangar 2



# THE ROGERS' FAMILY TRIP TO TASMANIA



Light House Deal Island

## PART 1 MUDGEE TO FLINDERS ISLAND

The whole trip came about because Ralph Aikin made the following grand statement @ Eastertime while visiting us in Mudgee: “I don’t want to spend another Christmas in Qld – it is too hot - I want to go to Tasmania where it’s cooler!!”

He and Barry Costa (also visiting us in Mudgee at the time) then came up with a plan to take the Costa’s boat down to Tassie, park it at the Royal Hobart Yacht Club during Dec ’21 & Jan ’22 – so they could all use it for accommodation while visiting and touring the Apple Isle.

Then & there we, (Mark & Kate Rogers) wanted a piece of the action. We invited ourselves to meet up with them in Hobart, somehow!

The rest is history. Ralph Aikin, Patricia Kenney and their personal boat suppliers, Robyn and Barry Costa, never made it to Tassie!

### But we did!

It became apparent that it may not be so easy for the Queenslanders to get to Tassie. But Mark and I continued with our planning and things morphed. We asked our two adult sons if they wanted to join us? “A free holiday? Too right we will join you !! said Jack 26 and Ollie 23

In the meantime, Mark started making phone calls to some of his fellow aviation business associates;

Mick Gribble of Alpine Airwork, who, when he heard about our plans to fly from mainland Aust to Tassie in the chopper said “Mate, you definitely need to stop at Flinders Island for a look around, it’s magically untouched down there, you will love it!”

Mick then put us in touch with Frank Hildebrand of

Flinders Island Air Charter based out of a private airstrip at Lady Barron – who was immensely generous with his time over the phone and in sharing some ideas.

### LOCAL KNOWLEDGE

- Private Airstrip Lady Barron ICAO: YLDB 1400M gravel runway
- Aviator Accommodation at the Airstrip Sleeps 12 pax, all rooms have ensuite P: 0428 552170 E: vhcrrn@iinet.net.au
- Flinders Island Car Hire (you definitely need one) call Justin: 0415 505 655
- <https://visitflindersisland.com.au>
- <http://furneauxtavern.com.au> (meals and accom)

Mark needed a Twin Engine Check ride before we headed off in the Agusta 109 (that’s a whole other story!! You see, all along we were planning on flying over the water in our recently purchased Bell 407 fully equipped with floats (which Mark was fully endorsed in) – but after purchasing it in July 2021 from Dallas Texas, it had succumbed to ‘COVID WOES OF FRIEGHT LOGISTICS 2021’ and did not arrive in Australia until 20th Dec (and then to Mudgee between Xmas and New Year)

Therefore, we headed to Mangalore to see Ray Cronin at Kestrel Aviation who happily ticked all the boxes after a thorough running through of the ‘twin engine’ checks with Mark while in the Agusta’s pilot seat. Ray and Eleanor also generously accommodated the chopper over the Xmas period, while we visited family in Melbourne.

Searching for Jet A1, (logistically) just before we flew over the edge of mainland Aust for Tassie, we found Leongatha in VIC, coincidentally, home to Lenny Gwyther & Ginger Mick! Well, their statue, that is!

I first heard about this amazing story on Conversations with Richard Fidler. When Mark told me we were refueling in Leongatha – I knew we HAD to go into town and pay our respects to Lennie & Ginger Mick.



Lenny Gwyther on Ginger Mick

9 Year old Lenny Gwyther rode his beloved horse, Ginger Mick, from Leongatha VIC to Sydney NSW for the opening of the Sydney Harbour Bridge 3 Feb 1932 – 19 March 1932

Now, how do we get into Leongatha you ask? Well, Leongatha is serviced by a Taxi – I know because I googled it, found their phone number, rang it and confirmed YES, I would be able to get a Taxi from Leongatha Airport into Leongatha !! “Best laid plans,” I hear you say! I did try, twice! No Taxi ever turned up!!

Conveniently, visiting the airport at the same time, to drop off his son, with a freshly obtained Private Pilot’s License, for a navigational flight was ‘Dad’ a Cathay Pacific Pilot (based in Hong Kong) home for Christmas. He very kindly offered to drive us into town. Then when he heard about Lenny Gwyther, his curiosity got the better of him – so joined us for lunch and a beer at McCartins



## PART 1 — MUDGE TO FLINDERS ISLAND

Hotel, we walked through the park to meet Lenny & Ginger Mick. Then back to the airport, courtesy of our friendly Cathay Pacific pilot.

Now, it REALLY was time to make our way to Flinders Island!! No sooner had we had taken off from Leongatha airport it seemed we were at Wilson's Promontory about to head out over Bass Strait.

The colour of the water simply blew us away. It was every shade of blue and green you could imagine. I'm not sure why, but I wasn't expecting such an array of gorgeous blues. I thought I had seen total beauty of the ocean up north in QLD & NT and WA, but this water, in the southern part of Australia was on par, if not better. Breathtaking.

We followed groups of little islands all the way across, the largest being Deal Island, which Frank had suggested we land for a look around. It is part of the Kent Island National Park and has Caretakers living on it at all times, however, it is not open to the public, as a rule. We did obtain permission to land on the Island (also known as Snake Island according to Google Maps) for lunch, a look through their small museum and a possible walk up to the lighthouse, however, this permission was rescinded, due to COVID and the NP trying to keep track of ALL entries into the State. Our first entry point for Tasmania had to be at Flinders Island Airport, to be 'checked in' by the Bio Security Staff. We, of course, followed protocol!

As you will remember a few of the states opened their borders leading into Christmas. Tasmania opened on 15th Dec 2021 – with certain provisions in place for acceptance/entry. Ours at the time were:

- Obtain a PCR test (and receive a negative result) within 72 hours of entry into the state
- Register your intent to travel to Tasmania on the TAS e-Travel portal listing Who, When, Where & How you were coming

AS you will also remember, obtaining a PCR test AND receiving your results within that 72 hour period proved to be a haphazard and often very disappointing practice around that time – many a Christmas trip or summer family holiday had the rug pulled out from under it due to receiving unexpected negative test, not being able to obtain a test OR NOT receiving your test results in a time to get on the flight. We were hearing some horror stories of 12 & 15 days wait for results to be processed – oh my goodness the magnitude of the task ahead hit us like a fully loaded semi-trailer around the 27th December 2021.

Meticulous planning was required. Leave it to Mark. Up he got at 5am on 28th December and walked 3.5 blocks in downtown Melb to a Russell St testing station (it wasn't due to open until 8am but again I refer to 'those horror stories') The rest of us get the phone call at 6 am – Mark is 2nd in line and others are slowly arriving "Get up and come NOW!" were the orders. Which we did and by the time we arrived we joined the queue at approx. 15th. Now there was just an hour and a half to stand and wait for some action. Some of the 'punters' who had the luxury of being in a group, wandered off to get their morning hit of caffeine, others were sitting reading a book, some were standing chatting; the one common denominator... we were all waiting. That line continued to grow and

grow and grow and by the time 8 am rolled around Mark, Jack, Ollie and myself were extremely grateful to be somewhere near the front – we were out by 8.20 am!

Phew that's over. Boom, we did it! Yeah us! Lots of fist pumping!

'Anxiety Plus', our next hurdle is getting our results back with-in 48 hours! AND there are 4 of us, what are the chances?

4 Test results to wait for .....

4 Negative tests we NEED to be able to go to Tassie.

What will we do if one of us comes back with a Positive result? What can you do? Plan for a disappointment or Plan for 'All Systems Go'?

The answer for Mark is 'a given' in Mark's mind; All systems Ahead (or Steam Ahead)

We wake up on Departure Day. Kate and Ollie have received their results overnight.....Negative!!

Right, onto the train at Southern Cross Station, Platform 2 for Mangalore at 7am for a relaxing trip to pick up the chopper. Relaxing, who are we kidding? We don't even know if we will be heading off, we still need 2 more negative results, what about all the bookings we



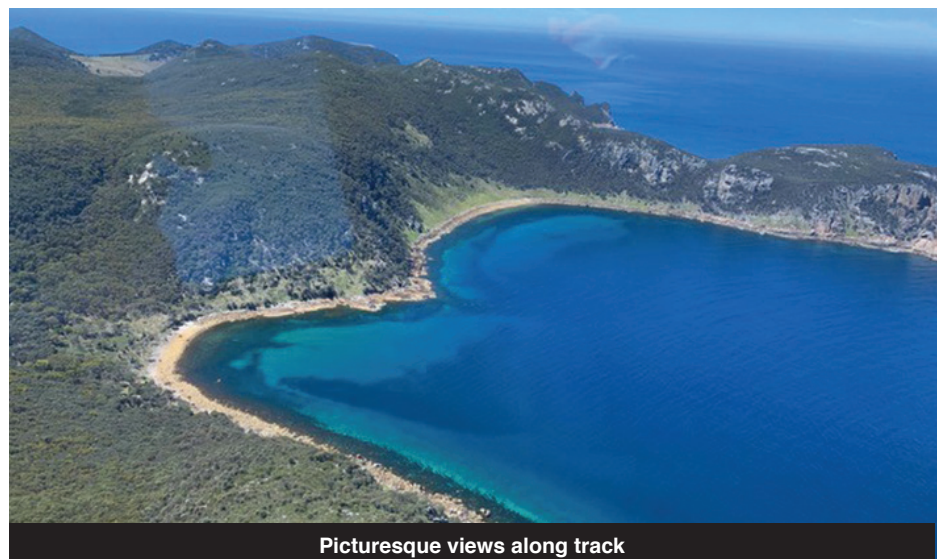
Ollie Rogers sightseeing



Mark & Kate flying in their Helicopter



Ollie looking out at White Mark area



Picturesque views along track



## THE ROGERS' FAMILY TRIP TO TASMANIA ISLAND PART 1, continued...



Kate with the Cape Barron Geese in Lady Barron

have made, we have passed the cancellation parameters. I wonder.....?

We are just pulling into Kestrel Aviation's base when PING, PING sound two phones.

Drum roll please.....

**TWO MORE NEGATIVE RESULTS!  
WE ARE GOOD TO LAUNCH!**

How about that? The last ten days we spent in Melbourne, catching up with family for Xmas, attending the boxing day sales in the city, going to Day 2 & 3 of the Boxing Day Cricket Test between Australia and England at the MCG.....the list goes on AND somehow, by some miraculous or divine intervention; we DID NOT CATCH COVID 19! I don't know how we did it! (or, Didn't do it!)

We land at Flinders Island. It's windy. It's beautiful. It's exciting.

Bio Security gives us the ALL CLEAR.

Kate takes delivery of the Hire Car and sets off driving for Lady Barron. Mark and Ollie & Jack refuel the Chopper and fly it to Lady Barron Airport. We check into our rooms, we regroup and HEAD FOR THE CLOSEST BEACH!

It's called Yellow Beach, the water is cool, it's refreshing, we have it to ourselves and it's just so nice to be here.

It's been 6 weeks since Flinders has received any rain. Prior to that they were having a very good season. It looks dry and windswept to our untrained eye as we take in the vista of gentle slopes covered in tall straw coloured grass. And cows. There are a lot of cows. Happy, healthy looking contented cows. They get ferried off the island, over to Devonport when it's time to sell which must dig into the profits, but the farmers do receive a subsidy for farming and transporting cattle onto and off Flinders Island.

We spotted some Cape Barron Geese. What a specimen. They are a fair lump of a bird, grunting/honking away at the cows who they are sharing the paddock with. They can fly too, it's hard to believe such a solid looking bird can fly, but they do and do it well. They seem to get around in pairs at first glance. Later in our trip, we witness family groups in the 100's on Hummock Island AND are warned of a snake nearby our group of four by the grunting and chasing by the Cape Barron Geese.

We spend a bit of the morning exploring the southern small settlement of Lady Barron. Mark and I walk early, out onto some rocks and disturb a flock of seabirds. It doesn't take long to carry out the reconnaissance and I mean NO disrespect as I am from a small country town – I love it! I already want to stay longer.

We move onto Whitemark (north west from Lady Barron) as we are to check into our Air BNB at 2pm. We want to get our grocery shopping done and a walk around the main street while the shops are still open. It's New Year's Eve, Friday, and they won't be open tomorrow it being a Public Holiday. We have been informed about the various business's opening days/hours on the island for the holiday period. It's best to be safe than sorry.

We visited the Bowman's history Room. Bowman's Store (E.M. Bowman Co Pty Ltd), has serviced the island for 100 years with the history room being established in 1996 to celebrate the 75th anniversary of the Bowman Family's history on the island. It housed an amazing collection of shop items, photographs and account books from 1921 onwards. I mentioned previously, Kate grew up in a small town of 600 people, however, she also grew up within a small family business not too dissimilar to the Bowman's Store. She had a lovely time in their history room.

That night we are back at the Furneaux Tavern to celebrate NY with the locals. We eat dinner and join the crowd outside to mingle and listen to some live local musical talent. A lot of the locals do not turn up. They are steering clear of us holiday makers! The imports from mainland Australia. COVID is still making its presence felt. We DO meet a couple of friendly locals. They DO want to share their smiles and stories (just not their handshakes yet). We learn about a good walk to go on tomorrow and meet up with a fellow helicopter pilot/business entrepreneur Darryl Taylor who sailed into Lady Barron that afternoon with his extended family.

It wasn't a late night, there are bloody sand flies on the prowl. We were seeing something flying around during the course of the evening – we just don't want to believe they were the biting insect kind! We saw in the New Year and retired for the night. We had a beach walk to do in the morning.

To Stacky's Bight, approx 1.5 hours return. Our starting point is Killiecrankie Beach. It's a gorgeous day, just a tad windy. So it's a hard slog walking along the beach into the wind. It's a unique experience for us. We are inland people. Unexpectedly the beauty, ruggedness and clear, clear water was a joy to behold. We discovered an empty beach, now out of the wind, inviting water with blue skies overhead. A picnic morning tea courtesy of our Jet Boil was partaken of and a thorough investigation of our small private paradise. Driftwood, a Kayak and a geological masterpiece in the form of a rock and tree tipped archway looking out onto the ocean we discovered. But like all 'good things', our adventure had to come to an end. We reluctantly turned back and headed for Killiecrankie and our esky, we had worked up an appetite for lunch.



Flinders Island Airport Whitemark  
Jack & Kate



Walk to Stacky's Bight



# Top Spots to Drop-in or Stay

## Queensland

**Description** On the Burnett River and 70nm inland from Hervey Bay, Gayndah is well known for its citrus production and rich grazing country.

**Airstrip** YGAY, S 25° 37' E 151° 38', 06/24 bitumen 1265m long.

**Fuel** Nearest fuel is at Bundaberg, Maryborough or Hervey Bay.

**Operator** Gayndah Shire Council

Phone: 07 4161 1377

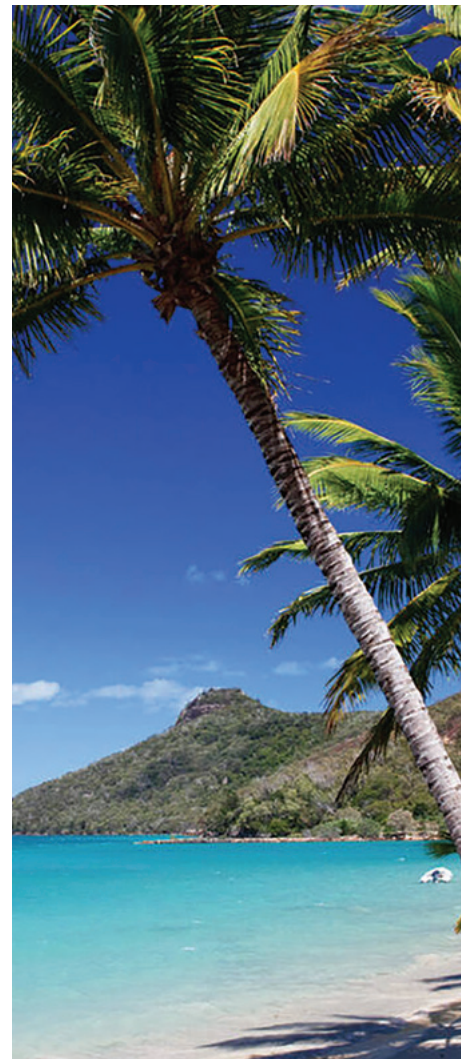
**Accommodation** Six motels and two caravan parks are listed on the website noted at the bottom of the page, together with owners' names and phone numbers.

**Attractions** The Gayndah Museum is unusual and extensive. It is housed in four separate buildings, the central one being a Georgian brick cottage built in 1864 on the present site. Others include part of the old Ban Ban homestead which was salvaged and moved to the site in 1975. The old Barambah Creek School was moved to the Heritage Precinct in 1992 and is being restored.  
—The Precinct also includes one of the most extensive machinery and steam collections in Australia. Many steam, diesel and petrol motors, tractors and implements have been restored to working order. The display includes a working sawmill.

—Ban Ban Springs, 26km south of Gayndah, are a series of springs at the end of the Seven Sisters hills (Bin Bin Range) and are a major indigenous dreaming site. Ban Ban was a sacred site and has a Dreamtime association with the Rainbow Serpent, which is believed to have originated there. It is the birthplace of the Wakka Wakka tribe; elders of this group are still living in Gayndah.

**History** European settlers moved into the area in 1847 and the town was established two years later. Small communities soon developed in Byrnestown, Wetheron, Gooroolba, Binjour and Iderway. Initially a sheep grazing region, it has now developed into citrus production.

**Further Info** [www.queenslandplaces.com.au/gayndah](http://www.queenslandplaces.com.au/gayndah)



**PINNARENDI** ELEV 2450  
**FULL NOTAM SERVICE NOT AVBL**  
 QLD 180218S 1445300E UTC +10 YPNA  
 AD OPR Ronald John Atkinson, 22971 Kennedy Highway, Mount Garnet, QLD, 4872. Email: coffee@thebrickoven.com.au. PH 0419 201 622. UNCR

**PASSENGER FACILITIES**  
 Cafe/mobile phone coverage.

**AERODROME OBSTACLES**  
 TWR HGT 2,501FT AMSL BRG 320 DEG M 2,100M FM ARP.

**PHYSICAL CHARACTERISTICS**  
 09/27 51c Grass. RWY LEN 1550M WID 30

**ATS COMMUNICATIONS FACILITIES**  
 FIA BRISBANE CENTRE 124.6

**CTAF 126.7**

**ADDITIONAL INFORMATION**  
 Animal hazard (kangaroos and cattle) exists.

**CHARTS RELATED TO THE AERODROME**  
 WAC 3219.

**POONCARIE** ELEV 153  
**AVFAX CODE 2223**  
 NSW 332223S 1423505E UTC +10 YPCE  
 AD OPR Shire of Wentworth, PO Box 81, Wentworth, NSW, 2648. PH 03 5027 5027. ARO 0429 CERT  
 660 096 H24. Website: [www.wentworth.nsw.gov.au](http://www.wentworth.nsw.gov.au).

**REMARKS**  
 1. AD charges apply.  
 2. Access AVBL in accordance with Council AD conditions of access and use. Refer to website.

**PASSENGER FACILITIES**  
 PT/WC.

**AERODROME OBSTACLES**  
 1. Lit Mast 376FT AMSL located 1,427M SSW of 06 RWS end infringes HZS.  
 2. Lit Mast 417FT AMSL located 1,270M SSW of 06 RWS end infringes HZS.

**PHYSICAL CHARACTERISTICS**  
 06/24 054 35c 5700/580 (84PSI) Gravel WID 18 RWS 90

**AERODROME AND APPROACH LIGHTING**  
 RWY 06/24 LIRL PAL 120.6  
 RWY 06/24 PTBL(1)  
 (1) EMERG only  
 RWY 06/24 edge light spacing: 90M.

**OTHER LIGHTING**  
 TWY LGT: Blue edge.

**ATS COMMUNICATIONS FACILITIES**  
 FIA MELBOURNE CENTRE 122.1 2000FT

**CTAF 126.7**

**ADDITIONAL INFORMATION**  
 Animal hazard exists. Increased number of kangaroos, birds of prey and pelicans may be present in VCY of AD.

**CHARTS RELATED TO THE AERODROME**  
 WAC 3458.





# Tech Talk Report By Tony Brand

Over the past few years, I have observed a welcome resurgence in newcomers to our general aviation industry. The newcomers (mainly around mid-age) learnt to fly and we are now assisting them with procuring their first aircraft. Over the years, I have recommended to all aircraft owner & operators to join their aircraft type clubs / associations so they can learn more about the operation & maintenance of their aircraft from their type group's published newsletters / magazines, on-line forums and personal social events.

The following short tips & recommendations I hope will help our newcomers to find their feet & set them in a direction to operate their aircraft legally & in a professional manner that will ultimately lower their operational costs and help them prevent and unfortunate events.

A daily inspection on an aircraft should start with a review of sections of the aircrafts maintenance release (MR). The pilot / aircraft owner must keep in front of the maintenance required for the aircraft.

- 1 1A Section 1 Next periodic inspection / 100 hourly required due date / time and any maintenance required
- 2 Engine oil & filter change mandates
- 3 Also, other maintenance requirements that may fall due during the course of the MR issue period. Such as Instrument & Transponder calibrations (CAO 100.5 App1 Clauses 3, 4, 5, 6 & 14).
- 4 Section 2 "Endorsements" The pilot in command of the aircraft must be aware of any endorsements. Some of which may legally or practically prevent the operation of the aircraft for a particular flight or operation of actually ground the aircraft forthwith.

The person issuing the MR may have made some endorsements at the time of the MR issue. An example of this is

- There is no fixed 406 MHz ELT system installed therefore a serviceable hand-held ELT must be carried. For some operators (refer to CAR 252A). Yes a serviceable hand-held, so you should be aware of or confirm the portable unit that you most likely required has a battery and AMSAFE registration that are in date and the unit appears to be physically reachable and serviceable.

- If more than one person flies the aircraft, especially on an individual basis they may have made an endorsement such as the sole landing light is unserviceable. So this would now prevent night operations of the aircraft until it is fixed and the endorsement is cleared on the MR.

- Section 2 of the aircraft MR is effectively part of the aircraft logbook. It can be used to certify for all types of work that has been carried out on the aircraft between maintenance release inspections. EG Engine oil changes that have been called up in Section 1 (maintenance required). The correct way to make a certification in Section 2 of the MR is as follows:

- In the 'endorsement section' create a new running endorsement number and then state an engine oil change is due as per section # 1 or if it's a 25 hourly non mandatory oil change. An engine oil change is desired. Then in the 'clearing endorsement of section 2 - write in the endorsement item number for the one you are clearing and simply state 'An engine oil change was carried out'. As an engine oil change & even oil filter change is covered in schedule 8 pilots approved maintenance, you as a pilot can then certify for the oil & filter change. So simply sign for the work in the certification column, print your name with your CASA ARN and alongside your certification and add the current airframe hours and date.

- Now back in section 1 where the engine oil change requirements have been made. Tick the item  and once again put carried out and sign & date it and add the airframe hours.

- Tips for engine longevity.

- Keep the initial cold start RPM in the area of 500 to 600 RPM for at least 30 sec to 60 seconds. After that raise the RPM by approx 100 RPM each minute until a smooth running RPM is achieved.

- Always THINK about what type of surface the propeller is spinning over. eg Am I over, water, sand, loose stones etc. The higher the propeller RPM the more it will suck up from below it, it will erode it and / or put nicks in it that will cause stress razors that will have to be blended out

In order to keep it short, I will endeavour to add tips to all future articles from me. I will also compile them into one article down the track and am happy to share them with all.

Thank you, Tony Brand

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

15,554.8 (25)
15,577.5 (50)
15,604.5 (75)

**RACWA REV 1 MAINTENANCE RELEASE**

AIRCRAFT TYPE Cessna 210N      No. RAC **62756**  
 VH- JGA

This maintenance release has been issued by virtue of Regulation 43(7) (a) of the Civil Aviation Regulations and except where it ceases to be in force by virtue of Regulation 45 or Regulation 47 of the Civil Aviation Regulations shall remain in force until the expiry date or aircraft time in service shown whichever is earlier.

EXPIRES <u>30</u> / <u>9</u> / <u>20</u> OR <u>15,628.9</u> AFHS = <u>F\$</u>	
Date	Aircraft TTIS
ISSUED BY <u>HORSHAM AVIATION SERVICES PTY LTD</u>	
Certificate of Approval No. 1363	
Time <u>11:15</u>	Date <u>30-9-19</u>
Signature <u>T Brand</u>	A.M.E. Licence/Authorisation No. <u>150663</u>
Operational Category <u>Charter</u>	<input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR Night <input type="checkbox"/> VFR Day
Place <u>HORSHAM</u>	
Aircraft TTIS at issue <u>15,528.9 AFHS</u>	

Maintenance requirements - The following maintenance, in addition to daily inspections is required to be carried out on the aircraft during the period for which the maintenance release is expressed to remain in force, in order to comply with requirements or conditions imposed under the Civil Aviation Regulations (including CASA Regulations 43, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100) and the CASA Maintenance Schedule.

Item No.	Maintenance required	Due at date / Aircraft TTIS	Complied with, entered & Certified in Log Book or Part 2 of MR	Date
1	Carry out an Engine oil change @ 50 ESHs TIS or max intervals of 4 months (the sooner)	15,578.9 30-1-20 30-5-20	<u>ES</u> <u>10 @ 15577.7</u> <u>813416</u>	12/10
2	ADJ/GC/UTS/AL Primary Flight Control cable checked & inspection	18-1-20		
3	Cessna SID operations #6, 11, 16 & 18 are out	7-7-20		
4	Recommended fire extinguisher weight check with CAB 7	30-3-20		
5	Please record any engine oil uplifts in Part 3 of this MR	CO @ each engine oil uplift		

THE AIRCRAFT IS RESTRICTED TO VFR FLIGHT UNTIL AN IFR RADIO PERIODIC INSPECTION HAS BEEN CARRIED OUT.	Signature and Date <u>T Brand</u> 30-9-19 <u>813416</u>
CARRY OUT ENGINE OIL CHANGE @ 15,578.9	

Item No.	Clearing Endorsements	Clearing Signature, Licence No./Authority No. & Date
1	ENGINE OIL CHANGE c/o @ 15577.7	<u>T Brand</u> 813416 12-10-19



# BENSBACH P.N.G & BACK in a Cessna 206



In September 2018 Jenny & I were invited to fly on an adventure to Bensbach P.N.G barra fishing with our friends, Frank and Leslie Lewis. The Lewis' had lived and worked in P.N.G for many years and were fluent in Pidgeon English. Bensbach is in remote Southwest of P.N.G and close to the Indonesian boarder.

So, after the 182 fly-in to Thursday Island, we departed Horn Island in our son, Andrews' 206 JDA and Lewis' Cessna 182 ROP on Monday morning bound for Daru Island P.N.G to clear customs. We had to bribe the customs local man with a carton of XXXX as it was a public holiday and he wanted 3 times the usual fee – (as you do!)

Flying over Torres Strait was glorious – beautiful blue seas fringing lots of small islands and coral reefs. From Daru to Bensbach was an hour's flight over jungle and large rivers. Lots of smoke at time, as the locals were burning off in the dry season.

We had very good mobile phone reception in the air as Saibai and Boigu Islands were both in Qld Territory.

We landed about 5 minutes in front of the Lewis' (big mistake!) and as I was backtracking down the strip, swarms of natives with bush knives, kids and dogs all came excitedly towards us. A hurried call to Frank on the radio "what will I do?" A quick reply came back "Sit tight and wait for us. This is a common welcome in P.N.G!"

Our fishing lodge was basic but very tidy and clean and good meals and bar. We were the only guests there other than a helicopter pilot flying in goods and parts.

On my bucket list was to catch a barramundi. I have been fishing many times in North Qld, NT and the Kimberlies – but always a good day late – "should have been here yesterday!"

We set off each morning about 6am in two punt boats with a local driver and helper in each punt. There was a fog on the river which was wide at times and then narrowed down and covered in Para Grass.

The fishing was good and we landed about 16 Barras and a similar number of big catfish. Frank and Leslie both caught the biggest barras. One of the native crew shot one with his bow and arrow in a tidal channel and also shot a large pig with his bow which ended up in the village cooking pot for the evening feast that night.

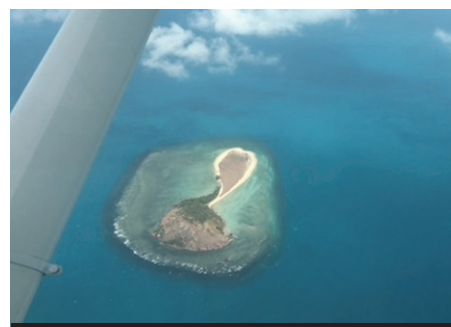
The trip was a great eye opener for me. Jenny had spent time in P.N.G in the early 1970s visiting an aunt and uncle. I was surprised at how backwards this part of the country was – no roads, only river traffic. Fuel and most trading came in by river traffic mostly from Indonesia.

Our boat boys filleted and packed our 4 eskies to take home.

We had an enjoyable flight back to Horne Island and cleared customs.

Thanks to the Lewis' we had an adventure of a lifetime.

by Ross Bates



Flying over Islands in Torrens Strait



Catfish caught by Ross



Frank and Guide



Barramundi shot with bow & arrow by guide



Siesta time



BENSBACH P.N.G & BACK in a Cessna 206, by Ross Bates, continued...



Narrow part of river



Another Barra



Locals checking out the Cessna206



Leslie all smiles with this catch



Preparing fish for lunch



Jenny's prized catch



# NT Fly Away Part 4 by Ralph Aiken & Patricia Kenney



Yanna playing Didgeridoo

Leaving Gove Airport can be a busy exercise. Early morning departures sees lots of aircraft taking off for many remote aboriginal communities. C210s, C206s, Cessna Caravans and light Twins all juggling to get out onto the strip for departure. Mark and Kate in their helicopter departed about an hour and a half before us, smart. Our destination was Jabiru and Mark told us he was going to mooch along the coast instead of going direct. It sounded like a plan so we decided to do the same and then once we got to Maningrida, we would turn south to head direct to Jabiru.

Ralph liked the idea, you know, "land on the left water on the right". Another gorgeous flight. About 40 miles out of Maningrida we got a text from Mark and Kate saying they had landed on a beach nearby to brew a cuppa and to keep an eye out for them when we flew by. We discovered later that they were also doing a spot of fishing. Apparently they saw us fly over but we didn't spot them. Please to report that they didn't catch any fish as that would have been the last straw and how decadent.

Well Jabiru we discovered appears to be a town in decline. The town is surrounded by Kakadu National Park and attracts plenty of tourists. It would appear that with the Ranger Uranium Mine being closed in 2013 due to occurring financial losses, it has really impacted the town. We believe the Federal Government is about to sink big funding into the town, so let's see what happens. We stayed at the Crocodile Hotel and with Covid and a lack of staff it was a real disappointment and desperately in need of some major TLC. Imagine this, the airport is 8klms out of town. No taxis in town, no bus service and no possibility of a pick-up from the

airport for love nor money. We found none of the accommodation in Jabiru would offer a pick-up service and the only way to get from the Airport to town was to hitchhike or have a friend in Jabiru.

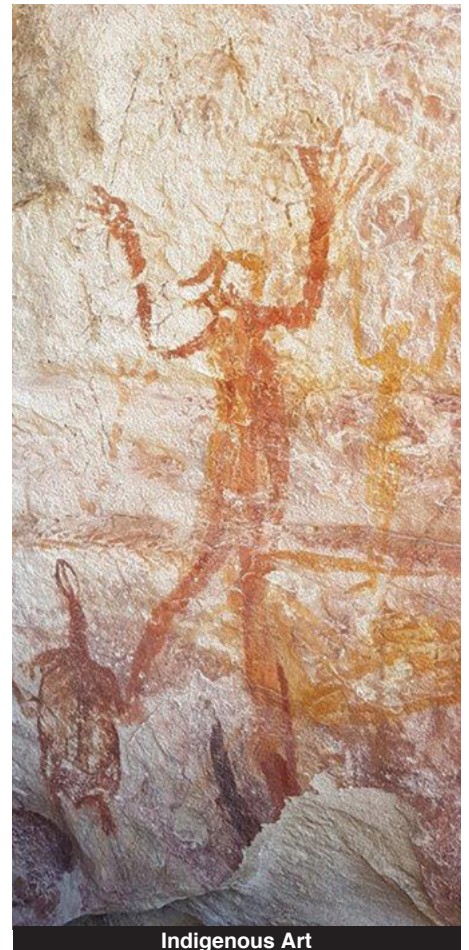
After our stay in Jabiru it was onto Mt Borradaile, a short 15 minute flight north of Jabiru. Davidson's Arnhemland Safari Lodge is only a 10 minute walk from Mt Borradaile Airstrip, but of course, we were met by the staff from the lodge and our guide to be was Richard. Then it was into an old open air troop carrier and driven to the lodge, checked in and allocated our cabin. The cabins were very comfortable with two large rooms, a large king size bed and living area in the first room and ensuite with toilet and shower in the other. Two huge overhead fans kept the cabin nice and cool. Outside a reasonable sized deck area to sit when the midges and mossies are asleep. We were lucky enough to have a babbling creek in front of our cabin, which made it all rather idyllic. A short walk away is the main building where meals are served and also a large area for reading, drinking coffee, etc.

Davidson's Arnhemland Safaris is a registered aboriginal sacred site in an exclusively leased 700 square kilometre area nestled against the Arnhemland escarpment. It is fringed by idyllic billabongs, flood plains, paper bark swamps and monsoonal rainforests and has been occupied for over 50,000 years. It is littered with magnificent galleries of rock art as well as burial sites.

About an hour after we arrived Mark and Kate flew in, buzzing the lodge at low level, fantastic sight. Once they were settled Richard (our guide) picked us up in the old open air troop carrier to view the first lot of some wonderful rock art. Of the three days we were at the lodge days followed a similar pattern. Richard would



Indigenous art walk at Arnhem land



Indigenous Art





Ralph surveying the land

collect us after a scrumptious breakfast and we would head out to view rock art, short walks in the bush or out to the billabong onto a flat bottom boat and a cruise through the creeks and wetlands. Then it was back to the lodge for a delicious lunch and then back to our cabins for some downtime.

At about 3.30pm Richard would be around for our next excursion. One afternoon was spent fishing on the billabong and most of us managed to catch a barramundi, but all caught fish had to be released. One evening was spent on the billabong having drinks and nibblies whilst we watched the sun go down. Saw some nice sized crocodiles on the banks of the billabong sunning themselves and the odd one lurking in the waters close by the shore. Plenty of wild pigs, what an environmental pest they are.

We talk about the billabong, but to me it was like an inland sea, enormous, however we were told as the dry weather comes on it would start to recede rapidly. The bird life on the wetlands was incredible. Definitely a bird spotter's paradise.

Most afternoons we would go swimming in a

lovely flowing creek nearby the camp as midday temperatures were around the mid to low 30s and the little creek was crystal clear and so refreshing after a full day of trekking around in the heat. Richard said no crocodiles in this creek unless they have learnt to climb rock walls, how reassuring.

All too soon and sadly our three days of exploring this wilderness was over and continuation of our trip in TIU restarted. We were heading back to Burketown, overnighing there and then over to Cooktown where we were meeting up with Geoff and Sue Morris who were flying up from Mt Gambier and to continue the next part of the trip with us. Mark and Kate were also off in the helicopter heading for Seven Spirit Bay for the next part of their journey.

On our return flight to Burketown, Ralph was just flying direct. We had to make an unscheduled stop at Boorooloola for fuel, forced on us by a fairly strong headwind. Ralph said we could have made Burketown but fuel reserve would have been marginal. Anyway, Boorooloola's landing fee is \$75.00 so watch

out you intrepid flyers. In Burketown we were able to go on the Stargazing Tour. It was brilliant and viewing the stars from the salt pans in pitch blackness was amazing. The tour company setup up their own telescope where we could all view another galaxy.

The tour also included a chat with some indigenous folk including the surprise appearance of the activist and elder of the area Murrando Yanner (who wasn't that old) who came along that particular night to play his didgeridoo. We found him very charismatic, lots of laughs and most interesting to hear his views, some of which made lots of sense. Other indigenous men who also lived near Burketown all their lives gave an insight into their lives, all under the stars with a nice warm fire at our backs.

The following morning it was rise and shine and looking forward to catching up with Geoff and Sue Morris in Georgetown. The earlier part of this fly away can be referred to in the previous Newsletter No.26 (Spring 2021) Part 3.

**Ralph Aikin**



Telescope at Burketown



Sunset nibbles on the billabong - Kakadu



# MY FLYING by Don MacDonald

I'm a new member having only been flying my 210 for 18 months, I previously flew a 182 for some 20 years and have around 4000 hours, mostly spent in Western NSW.

I'm loving the 210 and as I dictate this email, I am flying over the flooded darling river which I can highly recommend to all members, as this spectacle usually only happens once in a decade.

Bourke to Wilcannia is good now as the peak is currently around Louth, with only a couple more weeks till Wilcannia will peak.

I'm planning a trip to Tasmania in a month or two, so if any members have any tips on good stops or handy information, I would really welcome it.

Thanks  
Don Macdonald



Don's 210

## Aviator Humour

**WHERE DOES A MOUNTAIN CLIMBER KEEP HIS PLANE?**

– IN A CLIFF HANGER

**WILL INVISIBLE AIRPLANES EVER BE A THING?**

– I JUST CAN'T SEE THEM EVER TAKING OFF.

**WHAT KIND OF CHOCOLATE DO THEY SELL AT AIRPORTS?**

– PLANE CHOCOLATE

**A MAN PARACHUTED OUT OF AN AEROPLANE, AND HIS SHUTE DID NOT OPEN.**

AS HE HEADED DOWN FOR ALMOST CERTAIN DEATH, HE SAW A MAN COMING UP TOWARDS HIM THROUGH THE AIR FROM THE GROUND.

AS THE MAN ZOOMED PASSED, HE YELLED OUT DO YOU KNOW ANYTHING ABOUT PARACHUTES??

NO THE MAN YELLED BACK, DO YOU KNOW ANYTHING ABOUT GAS STOVES??

**I TRIED TO SUE THE AIRPORT FOR MY LOST LUGGAGE.**

– I LOST MY CASE.

**WHY DID THE STUDENT STUDY IN THE AIRPLANE?**

– BECAUSE THEY WANTED HIGHER GRADES

**WHY DID THE LIBRARIAN GET KICKED OF THE PLANE?**

– BECAUSE IT WAS OVER BOOKED.

**WHAT HAPPENED WHEN THE PILOT PASSED THROUGH THE RAINBOW DURING HIS FINAL TEST?**

– HE PASSED WITH FLYING CLOURS.

## 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-ROP, 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

Noel and Kath Hoy, P210 VH - PJK Tregagle NSW

Austin and Annie, C182. VH- DGE Tregagle NSW

## Chicks Chatter by Suzy Tilley

Stand by for the next instalment of the Tilleys' Meningie mishaps. Life is never dull in that household

### What's Hot...

- Medical renewals
- Covid Restrictions being relaxed
- Annie's new hip and
- getting back in the air



### What's Not...

- Covid and its mutations.
- Masks.
- Having to cancel fly ins.
- Moorabbin's warehouses



## Parkes (YPKS) Fly In

Friday 20th to  
Monday 23rd May 2022





## **C200 series Fly In to YPKS**

### **20th – 23rd May 2022**

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

#### **Friday 20/5:**

(if early visit the HARS Parkes Aircraft Museum for Tea and Coffee for a donation)

- 1330: Arrive in time for the bus transfer from Airport to Bushman's Motor Inn
- 1800: P/u & Travel by bus to the Railway Hotel for a A'la carte finger food welcome
- 2130: Return to Motel

#### **Saturday 21/5:**

- 0900: General Meeting in Conference room at Bushman's Motor Inn
- 1000: OzRunways presentation by Ellen Franklin.
- 1200: Lunch – Bushman's Conference Room
- 1300: Walk approximately 300 metres to Henry Parkes Centre for Tour of King's Castle Elvis, Henry Parkes Centre, Moat House and the Henry Parkes Museum. (Closes at 1545)  
Return to motel at your leisure
- 1700: Drinks on the Lawn BYO or purchase from the bar.
- 1800: Dinner – Bushman's Motel

#### **Sunday 22/5:**

- 0900: p/u and transfer to tour Peak Hill and The Dish.
- 10.00: Tour of the Peak Hill Mill with a guide
- 1230'ish Lunch @ The Dish Cafe
- 1400: Continuing to tour The Dish and take in viewings/movies/displays
- 1600: p/u and transfer to Bushman's Motor Inn
- 1800: Dinner – Bushman's Motor Inn

#### **Monday 23/5**

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

*Please understand that this a proposed itinerary and may still subject change & to any COVID restrictions.*

**Phone Robyn 0408 752 053 or Patricia 0407 012 014 if you have queries.**



# Parkes (YPKS) Fly In

## Friday 20th to Monday 23rd May 2022

### 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			\$300 pp	
Friday Meals/Tours	Included in registration			
Saturday Tours/Meals	Included in registration			
Sunday Tours/ Meals	Included in registration			
			<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, Patricia Kenney P.O. Box 29 BLI BLI, 4560  
 Email [coordinator@c200series.com.au](mailto:coordinator@c200series.com.au)



# Cessna Books available for purchase

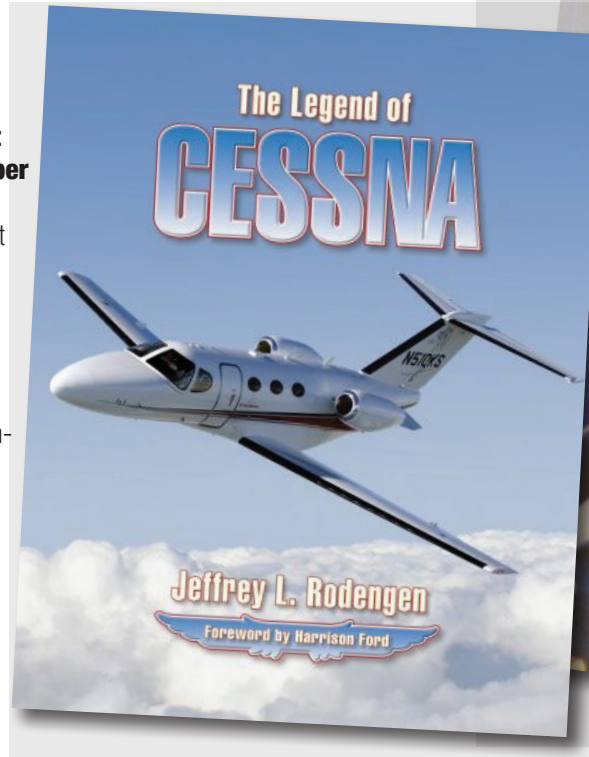
**David Crawford has 2 different books available for members as per the photos.**

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.

## 2021-2024 Committee

<b>President</b>	Annie Haynes	0418 853 635	<a href="mailto:president@c200series.com.au">president@c200series.com.au</a>	VH-OAT 210N
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<b>Treasurer</b>	David Crawford	0408 800 778	<a href="mailto:treasurer@c200series.com.au">treasurer@c200series.com.au</a>	VH-OAT 210N
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	- Printer	John Weston	0414 421 400	<a href="mailto:jrw2808@gmail.com">jrw2808@gmail.com</a>
<b>Website Co-Ordinator</b>	Steve Davis – Talked about Marketing?			



## **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.**

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 Shorrock**

**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)

**2. 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. A fundamental condition of these fuel discount schemes is that all participants are fully paid-up financial members of the Cessna 200 Series Association. All participants must mention your membership status.**

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 **\$800 to \$1,000+ 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 Shorrock 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.	V	H
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:** 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@c200series.com.au](mailto:treasurer@c200series.com.au)    OR**

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

**☎: David Crawford 0408 800 778**