

The President's Corner

Along with the rest of the world, I awoke this morning to the sad news that Queen Elizabeth II had quietly slipped away overnight surrounded by her family. Whether your allegiance is to the Crown or a Republic one must acknowledge that she reigned with the most amazing dignity, humility and aplomb for three score years and ten. I firmly believe women like her are born not made.

May King Charles III have learnt from his lengthy apprenticeship the best way to follow in his dear mother's footsteps. RIP Queen Elizabeth II.

Unfortunately, since our last newsletter you have been notified that we have sadly farewelled no less than three members. Ken and Glenda Parker and Roger Toole. David and I were unable to attend the funerals of Glenda and Roger but we did get to Warrnambool earlier this week to celebrate the life of Ken. Sue Morris came with us and we met up with Tony Brand and the Searles who accompanied the Parkers on many a Fly In. Our thoughts are with the families, both of whom I have been in touch with.

Way back in May we enjoyed a great Fly-In to Parkes thanks to Trish and Robyn for their great organization. You'll find the report within the covers of this Newsletter.

While on Fly-Ins, Geoff and Sue Morris have a fabulous fun filled weekend lined up for us in November and again the details are between the covers. I am looking forward to catching up with you all again that weekend. Remember to pack your party shoes.

For those who participated in Module 1 of the C200 Pilot Safety Training I urge you strongly to get in touch with Nigel Wettenhall at Deniliquin to do Module 2. The benefits are great not only more

understanding of your aircraft and how to fly it in various situations but there's an insurance benefit if you have completed both modules. I highly recommend Nigel but he is trying to retire so don't leave it too much longer.

David and I have recently returned from a fun Fly Away. We went as far north as Cobbold Gorge with fellow aviators. Extremely well planned by our past President and I'm sure Sue had significant input, but be warned if Geoff suggests you join in, he may not be coming with you...well not until the last couple of nights. Read the run down of the trip Geoff 'renege'd' on...again between these covers.

I think it fair to suggest we are all looking forward to some fine sunny Spring days after what can only be described as a long and chilly winter. As farmers in SA we could well do with some of the rain the east coast could have done without. Hard to get it just right.

Covid is still ticking along but not in our faces as much and then of course the introduction of Monkey Pox brings no joy and the threat of Foot and Mouth is simply terrifying for Australia and its rural industry. We all need to be vigilant in our daily doings for some time to come.

Staff shortages continue to plague all industries not the least of which is the daily issues for hospitality given the number of people travelling again.

Our association has money in the bank, some younger members and a great Fly-In planned. We look forward to welcoming all who can make it to YMTG in November.

As always, safe flying, blue skies and the hope of tail winds!

Cheers, Annie



Annie Haynes, President

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Karen the pool queen

nursing very sore toes and in need of a cup of tea and a nice lie down all was well. The following day we went on the Gorge tours. We walked around Cobbold Gorge and across the fabulous glass bridge with our guide pointing out various native foods and plants that either keep you alive or kill you in an instant. We also opted to do the Gorge on a paddle board! Queen of paddle boards has already written to Father Xmas! Highly recommend at trip to Cobbold Gorge, it is a wonderful development and Australia's youngest gorge.

Like all previous stops and those to come the shortage of staff is affecting them greatly both in opening hours and what they can offer. Nothing to see people making beds and cleaning in the morning and those same people are serving at the bar or dining room well into the evening. It's a tough gig and they're certainly earning their keep.

When we had arrived at Forsyth we were the only aeroplanes at the strip but when we were taken back to the airstrip there were at another dozen aircraft of all sizes from a twin Comanche to Jabirus.

A small detour to Pinnarendi where there is a lovely wide grass strip and a path to walk through to a fabulous little café. This is brought about by the ingenuity of young farmers to add extra income to their farming exploits. Add to this a caravan park and it makes a big difference to



Security at Quilpie

the bottom line. The enthusiasm of the owners was refreshing and the scones were hot out of the oven and the jam and cream topped them off deliciously. This delightful young couple deserve all they get. Don't miss this stop if you're in the area.

Time to head south again and Charters Towers was our next stop. Our accommodation was at Kernow Towers otherwise known as the old Assylum. No need to comment it's all been said.

The apartments were simply amazing and quite roomy all facing the pool area. We headed out to dinner the first night but opted to eat in the next night utilizing the BBQ and enjoying the surrounds. Off to the shops again this time to find a good butcher and to top up our supplies. You may have heard of Titleys the country outfitters. Even the boys came out with a parcel this time.

Now there was also a visit to the Texas Longhorns which are extraordinary beasts but not appropriate for a commercial operations. The owners have capitalized on the history and interest of these animals and there amazingly wide horns at a time when the beef industry is breeding away from the horned animals to prevent bruising when being transported and the safety aspects of cattle handling. However this niche tourism project is going very well for this couple and is worth a visit when in YCHT. People are innovative.



Crawf & Forsters challenge the Tree of Knowledge at Barcaldine

Time to hit the coast so down to Bundaberg, pick up the mini bus and off to stay at Bagara on the beach. Not there for five minutes when we realise none other than Neil and Robyn Shorrock are in town staying down the road testing out their new camper, yes another one. Great to see them both and we enjoyed a lovely catch up over dinner. Also did a trip up to Agnes Waters and 1770 which is a quaint seaside escape with sensational views from many points. Fish and chips is always a must by the beach and 1770 didn't disappoint.

Well, we really are heading homeward at this stage and our next night is to be Narromine which was very pleasant but we are shocked by how chilly it was. Back into the jeans, jumpers, jackets and beanies!

On our way to YNME a casual glance at Flight Radar 24 suggested we were finally to get the company of our tour organisers Geoff and Sue. Poor Geoff had been hit quite hard by COVID and not feeling fit to fly until now. So good to finally have them with us and after booking in to the motel at the airstrip we called for the taxi to take us in for celebratory drinks and dinner. Together at last.

Morning dawned and with it the promise of a not too bad day. That was short lived and by the time we returned from breakfast down town Narromine the cloud base was rather threatening and the icing level left us with no choice but to sit it out for the day. We were very lucky that the motel wasn't booked out and we were able to rebook our rooms for a second night plus there is an excellent building housing kitchen, dining and lounge area that was made available to the group. We were also offered the use of a vehicle which was gratefully accepted and off into town to pick up dinner. Next morning the weather was looking more promising for a departure so we all trotted off to town for breakfast at a great little café Soul Depot which had also supplied us with a selection of frozen meals for the previous evening. Back to get loaded and refuelled before a look around the Narramaine aviation Museum which like so many is staffed by aging volunteers but what a magnificent job they have done. The layout is excellent and a credit to all. The weather was



Cheeky Cirrus passing OAT



Oop's Bugged at Packsaddle



All hands required - Annie wasn't PIC!



Charters Towers and the 3 Amigos

beginning to close in again so in a flurry and with haste we were keen to get airborne and out of Narromine. We farewelled Mark and Karen here as their diaries didn't allow for the extra day.

The final hurrah is North Bundy Station where we were greeted by Lisa and Peter McCrabb and their daughter Emma. What a wonderful and generous family. Again enterprising country people value adding to their property offering B&B accommodation to the aviation community and others driving by. Sunset drinks at the highest point of the 30,000acre property which happened to be about 30cm higher than the lowest point but a lovely view and an eagles nest way up in a tree. Back for a delicious lamb roast and sticky date pudding with butterscotch sauce... YUUUMMM. Full tummies and time for bed.

We bid fond farewells to all the next morning after a delicious breakfast and took off pointed homeward. Time to consider a diet of celery and carrot sticks and a few AFD's. What fun we had. Great company lots of humour and belly laughs. Thanks to all for making it a memorable adventure. Many thanks to Geoff and Sue for all their hard work and also for keeping us on track daily even when they weren't with us.

Annie Haynes



Sunset at Cobbold Gorge



Dinner at Cobbold Gorge with our new besties



Crawf and the Headlams at the War Memorial marble clock in Barcaldine



Cobbold Gorge



The only Glass Bridge in Australia at Cobbold Gorge

2022 Fly-In & Runway Dinner –



Turning Final



Right Downwind

2022 saw the fourth time I have attended the runway dinner at Whitsunday Airport at Shute Harbour. This time was the first time my whole family joined me and what we think was the first time all 4 of us have been in the plane together for 6 or 7 years. Former C200 member Steve Baxter started the trend a few years ago when he invited Toni & I up to join him at the dinner when he had his house there.

The airport owners and management do such a fantastic job of organizing this event. Where else can one go and have a fancy dinner on an airport runway? In 2021 the weather was not kind so many planes couldn't get in and the dinner was held in a hangar.

In 2022 I tried to get a big group together with plans to have 7 or 8 planes fly up from Rocky and be part of the "Pandora Crew" at the dinner.

Friday 9th September saw less than ideal weather in Rockhampton. Brad & Kym flew their Cirrus up from Sydney and picked up James and Jasmine in Gympie and were to land at Pandora, but the weather meant they ended up in Rocky. Chris and Emma were also due to fly their RV6 from Caboolture to Pandora on the Friday but elected to delay to Saturday and flew Caboolture to Rocky where they met all four Richardsons, Brad & Kym & James & Jasmine at Rocky.

Another 3 or 4 planes were meant to fly from Rocky on the Friday as their owners had accommodation for the Friday night, but the weather meant they all drove up in rain on the Friday to Shute Harbour. Chris & Pauline, Michael & Judy, Paul & Judy and Danny & Marion all took the bitumen boeing sadly.

The weather on Saturday was absolutely perfect for the flight up. Whales were even spotted on the way. All three of us landed at Shute Harbour within minutes of each other. The runway closed at 1:30pm and dinner preparations were commenced by the airport management.

While all others stayed in Airlie Beach, the Richardsons stayed at the caravan park adjacent to the airport where it is then possible to go walk the airport, beer in hand once the runway closes. A highlight for sure.

The dinner was an absolute hoot and we ended up with 18 of us together in the "Pandora Crew".



Hangar House



Dinner



Shenanigans

Airlie Beach By Neil Richardson

By morning the runway was open again with no trace of the previous night's festivities. All 3 aircraft headed off together via a scenic flight over the beautiful Whitsundays and arrived back in Rocky once again in very close proximity.

I headed back to Pandora after fuelling, Chris & Emma back to Cabollture and Brad & Kym dropped James and Jasmine back in Gympie before continuing on to Byron Bay for a few nights on the way home. The bitumen boeing crowd ended up back in Rocky over the next day or 2.

A wonderful event not to be missed if possible. Need to get in quick for tickets and accommodation for next year!

Cheers Neil



Pandora Crew



Clear Prop



The Spread



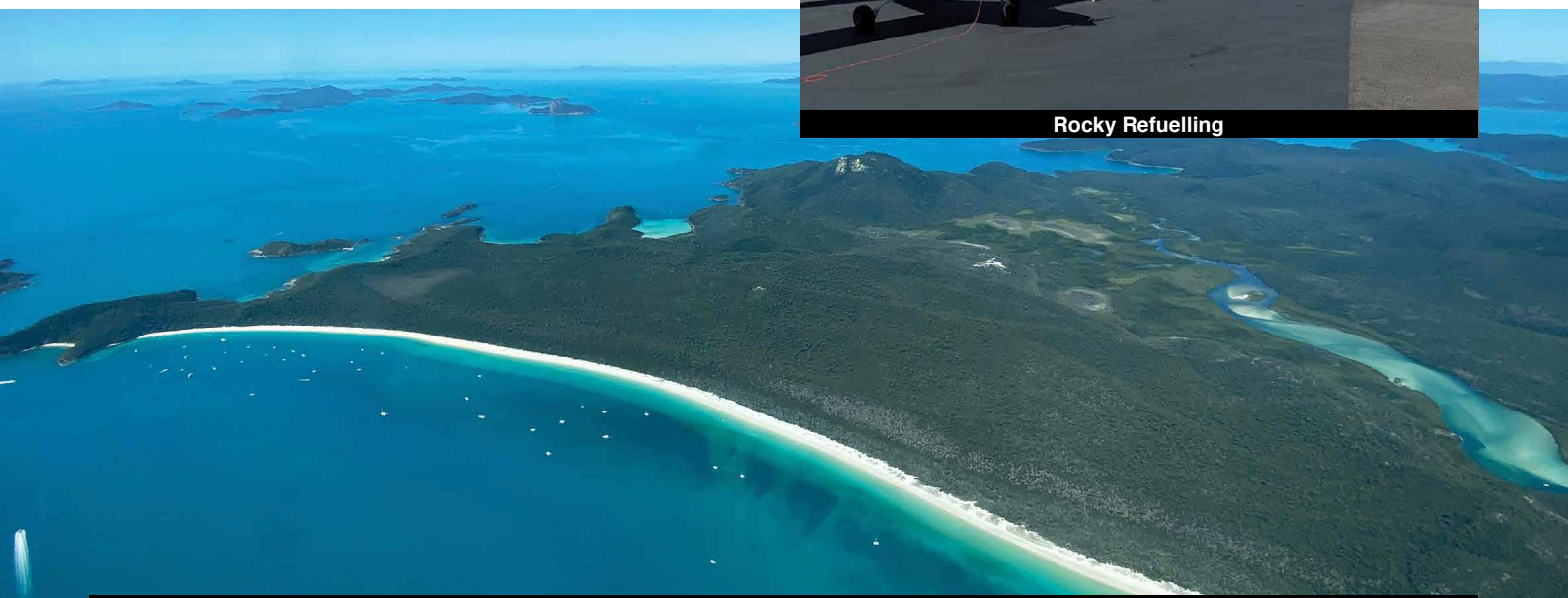
Rocky Refuelling



Richardsons



Airport Walk



Whitehaven

Tech Talk Report By Tony Brand



SEPTEMBER 2022
CESSNA 200 SERIES
SPEED, SPEED, SPEED

I would like to raise awareness to a few basic facts that are a must especially when we are operating an aircraft below 500 feet AGL.

Unfortunately the result of inattention or simply not being taught or aware continue today just as much or even more than when I started looking at / reading Aviation Safety Digest back in the mid-sixties.

We must always remember and never neglect the following

1. **A wing requires speed (IAS) to work.** So, the vital rule is the three SSS's SPEED, SPEED & SPEED. . Not necessarily an excess of it but enough to handle the aircrafts situation (ie Straight & level or in a turn). Without enough speed the aircraft will turn into a brick and the aircraft occupants into meat bombs. The lack of the 3 SSS's continually catches pilots out because of the following.
 - a. An engine power distribution / failure on take-off. The average reaction time in this unexpected event is in the area of 3 to 4 seconds. In which time the aircraft may decelerate and stall unless the stick / elevators are briskly moved forward ideally to achieve an initial split second point of zero gravity. I personally just after take-off when at a safe height just above the runway lower the nose of the aircraft and let it accelerate up to at least 105 knots in my C210. If I need a good rate of climb I will maintain at least this 105 knots (due obstacles) until its safe to increase the speed up to 120 knots. This extra speed gives me a safety margin and some reaction time, thus reducing the risk of stalling the aircraft close to the ground should an unexpected problem arise.
2. **So, as we have / should have been taught the stall speed increases with angle of bank.** The turn on to final is all too often where pilots get it wrong. Generally, its due to overshooting the base leg with a greater turn then required to align the aircraft with the runway. Once again carry some safety speed during turns when close to the ground.

- i. Gravity always acts vertically down
- ii. Lift always acts perpendicular to the wings

3. **Keep that slip & skid ball centred** (its good practice to do this through all stages of flight except when you are intentionally slipping the aircraft for any reason). If we do not keep the ball centred on the turn to final there is a notable risk that one wing will stall before the other and the aircraft will suddenly roll uncontrollably on its back (even when we have an IAS just above the stated stall speed for that angle of bank).

A good minimum safety margin speed to use when we are below 500 foot is 1.404 times the aircrafts clean stall speed V_s (in the case of a P210R its 1.404×73 knots = 102.5 knots). Remember this speed ($1.404 \times V_s$) for your aircraft as it's a good minimum speed to use in my opinion to provide a safety buffer for up to a 30° turn onto final, an engine failure and as an initial climb speed. Once we are established on a stabilised final approach, we can then adjust our speed to our normal / desired final approach speed.

Through my job as a LAME and after hours as a RA-Aus instructor / CFI I fly regularly with a wide range of both young & old pilots. The young ones will either get it right or not (generally if not they haven't yet learnt the basics). It's the same with the older pilots but as they have aged it appears they have forgotten or they have just been simply lucky to date. About 1 in 5 I fly with actually scare me to a point where I will say my bit and if required physically correct the circumstance. These statistics are not good. I watch / you can see daily reviews on aircraft crashes that have just happen around the world on You-tube. About 50% of them have been caused by not observing the basic points I have covered.

Yes, it all comes back to the 3 SSS's – SPEED, SPEED & SPEED.

A WING / AEROPLANE IS ONLY A BRICK WITHOUT IT.

Tony Brand
Director / Chief Engineer Horsham Aviation Services
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A Landing Without Wheels

By Kelvin Rogers



As pilots we are always aware of the possibilities of the unknown . On the 27th June 2020 I had the experience of the unforeseen happen!

It was a great day for flying , I thought I must go for a local flight {YHML} with maybe a few circuits to keep up with competency . I did the daily on the aircraft {VH-DSV} C210 and pulled the aircraft out of the hanger. Did a fuel and water check and with 90 litres of fuel in total was all set to go.

I was the only person {Pilot} in the aircraft and was looking forward to 30 or 40 minutes of flying. I gave a radio call on CTAF, began to taxi out to runway 35 did a few more checks and with no other aircraft in the circuit I lined up on the runway, checked the temperature /oil pressure , flaps set, checked for other aircraft and commenced procedure for take off rolling down the runway ,65 knots slight pressure on yoke and a smooth lift off. Retract undercarriage set power settings for climb out.

It was a really smooth flight with a couple of other aircraft in the vicinity, I flew at around 2300 feet 500 feet above circuit height as I began to join crosswind for runway 35 with power reduced to around 120 knots joining downwind for runway 35 everything was

very uneventful . As I was downwind I did a few checks, extended the undercarriage WHEN I heard this sound that I will never forget. That sound that no one wants to hear. A loud bang that I could hear through my head set. I thought what was that! As most Cessna 210s have a reflective mirror on the left wing I immediately looked and to my horror I could see one of the main gear legs swinging in a vertical position not where it should be.

My initial reaction was this isn't going to end well!

I was thinking of what could be done to rectify this, by this stage I had flown well past the circuit area. I retracted the undercarriage to see if there was a possible malfunction. All wheels went back up and the gear doors all closed. I decided to lower the undercarriage again to see if all wheels would lock down. As I lowered the gear I could hear this grating sound, the left main wheel was still hanging in a vertical position and swinging. I was still flying at around 110-120 knots and was mindful of my fuel situation. I had no choice now but to put out a distress call which I did on both CTAF and Melbourne centre. I received a response from the Aero club radio to which I responded, then I received a call from Melbourne.





As you would be aware as pilots in a situation like this you are the person that makes the decisions and what actually happens is what you do as pilot in command .

I flew the aircraft over the Aero club apron area with people starting to gather outside, their reply to me over the radio was that the left main wheel was hanging {something I already knew}

Melbourne asked me of my intention and I replied that I had minimal fuel and my intention was to make a wheels up landing on the grass beside runway 35.

Their response was to hold off until the emergency services arrived.

Here I was flying around in an aircraft that was flying beautifully and I was going to have to do a crash landing! I wasn't concerned about myself as the undercarriage would lock up OK and I thought I could make a safe skid landing .

I could see all sorts of blue flashing lights over towards the taxi ways and main apron. I called up Melbourne again who were constantly asking me of my situation and intentions, I replied that I would have to land very soon as I did not want to run out of fuel and have to land in a farm paddock!

As I turned onto final for runway 35 I thought bugger now I am about to bend this plane which has served me well {Cost a lot in maintenance! } I did a long final which gave me time to set up airspeed and altitude so that would result in a better outcome for me and the aircraft.

As I approached airspeed was the most important thing, I was out about 200 meters from where I wanted to touch down, I was familiar with runway lighting and wanted to touch down where the ground was flat. I slowly pulled back on the control and shut the motor off! Silence!

A few feet off the ground I glanced at the runway beside me, kept the aircraft straight and touchdown! The aircraft stayed straight and then stopped! I was OK ! I sat for a minute and glanced at the approaching emergency service vehicles coming my way. I opened the door and with the aircraft on its belly climbed out onto wet ground, I stood up and looked at the aircraft , I could see that one of the blades on the prop was bent back to the engine cowl but other than that I could see very little damage.

I was checked with details given to the Police and was also given a medical check by the Paramedics .

It was something that you could not have foreseen and I was fortunate to be at an Aerodrome that I was familiar with not only for

the fact that I was home but also the fact that I could still have access to the aircraft and the recovery.

The total distance the aircraft travelled from ground strike to final stop was 59 meters.

The next step in this unfortunate incident was to notify QBE as it was a weekend it was difficult to find someone to contact I did find a number and made notification of what had occurred.

Geoff Bingham the person who was responsible for the C210 Insurance scheme contacted me and gave me confidence in what was about to happen, we were able to move the aircraft from its current position which had the Aerodrome closed! After lifting the aircraft up in slings that was supervised by Charlie Vine from Flightek Naracoorte, the wheels were able to be pulled back manually and locked into position making it easy to move the aircraft back into the Hangar.

I was contacted by QBE'S Assessor Phillip Stacy who after a few days came and did to assess the repairs needed. Phil is an experienced pilot himself and was a great person to deal with . I felt QBE were extremely fair and good to deal with and I would certainly have no hesitation in recommending them if you require Aircraft insurance.

I had a choice of repairer and would have liked Charlie Vine to do the repairs. However, we were in the middle of an extreme lock down due to COVID and interstate border crossings were strictly prohibited.

Phil Stacey recommend Dave Marshall From Riddles Creek just North of Sunbury who has a specialist repair business and can make just about anything! Including panels that you may require for your aircraft and sills and runners which are extremely difficult to make. {The thing I like about these Cessna's they are repairable and parts can be remade}

Dave was given the contract for the repairs which took just over a year. He did a brilliant job of the repairs and I have so much respect for the quality of workmanship and overall finish of the whole job. He went over and beyond what he had to do and I thank him sincerely for that.

Keith from Aero paint Australia {Horsham} was given the contract for the painting and did a brilliant job of that! I would certainly recommend Keith if you require any painting done to your Aircraft.

Keith painted the whole fuselage which he did not have to do, but did it to get the best possible finish which I might add QBE were happy to accept.

Yours Sincerely, Kelvin Rogers.

Fly-In to Parkes

By Judy James



All parked up at Parkes

C200 series Fly-In to Parkes 20th – 23rd May 2022

Well we finally made it to a fly-in that didn't require any forms to get permission to enter a state, or to be locked in a state where we didn't live, or to fly 'under the radar' to get home. Yay!!

This fly-in was special to us as it got us back into the air at last because we had somewhere to go in relative safety Covid-wise now that we're fully vaccinated. The elderly need to be cautious you know!

Well done to Robyn and Trish for a well organised, relaxing get together that allowed us to catch up with old and new faces without having to be up too early or in bed too late.

Our Parkes Adventure started early Friday with an uneventful three hour flight from Cooranga to Parkes taking in the green paddocks and the water lying about that had resulted from so much rain in the eastern states. An easy peasy trip arriving at Parkes at about midday where we possibly should have looked through the HARS Parkes Aircraft Museum – it was reported to be excellent by those who did fit it in, perhaps next time- but we delayed that while enjoying the chat with the other arrivals whom we hadn't seen for what seemed a

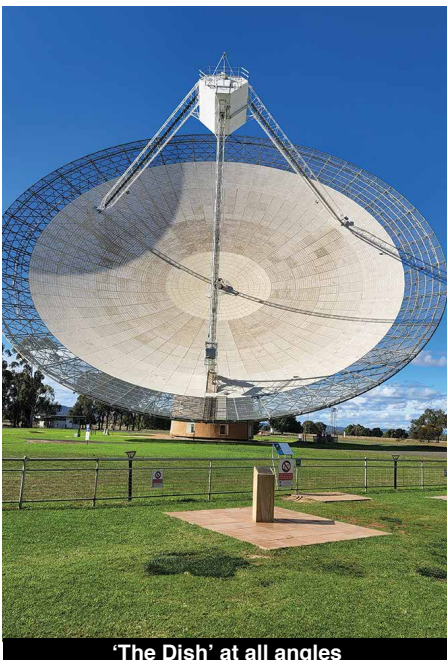
long time and of course then the bus arrived to transfer us to the very comfortable Bushman's Motor Inn.

Once settled in we stretched our legs and walked down to the nearest supermarket about a kilometre away for supplies. Sadly after the leg stretching exercise I managed to measure my length in the gutter by not lifting my feet. No harm done but it was a great way to stop traffic as concerned young men came to a skidding halt to assist the grey haired lady in the gutter – how embarrassing!

Friday night we all enjoyed a finger food meal at the Railway Hotel. Best finger food I've had and we were able to mingle and sit and chat. My enjoyment was possibly enhanced by the discovery of a cocktail called Fruit Tingle. Yum.

Saturday morning saw us all in the conference room at the Bushmans for a one hour general meeting. This was followed by an OzRunways presentation by Ellen Franklin. Not being a pilot or navigator I skipped this presentation and opted for a bit of retail therapy but the aviators found the presentation to be excellent with everyone learning a lot or a little. Well done Ellen.

After a sandwich lunch we farewelled Mark and Kate Rogers and ambled (with great care) 300 metres up the hill to the Henry Parkes



'The Dish' at all angles



'The Dish' back



'The Dish' front



C150 at the HARS Museum Parkes



HARS Museum Parkes 'Lockheed Orion'



Henry Parkes Museum



Henry Parkes Museum



Henry Parkes Museum



Henry Parkes Museum



Henry Parkes Museum



Here we go Here we go



Pre dinner drinks at the Bushmans on a cool night for Queenslanders



At the Bushmans keeping warm

Centre which had a mixture of fascinating memorabilia, an Elvis exhibit, a Moat House replica and the motor museum. It was all very well presented and well worth the visit. Something for everyone.

With so much excitement may of us ambled (carefully) down the hill back to the Bushmans for some rest and recreation.

The Bushmans were having a lot of trouble finding staff but they still provided a lovely dinner.

A highlight of the dinner for me was sitting at a table getting to know the almost unrecognisable David Crum (who seems to be the exception to the rule by removing curves during Covid whereas most people have

managed to add a few Covid curves), Warren and Richard Wadick and Eddie Edwards. What good value these amusing chaps are.

Sunday found us on the bus to tour Peak Hill and the Dish.

Our ever efficient tour leader Robyn took our coffee orders so that they would be ready on arrival at Peak Hill but sadly there were staffing problems in Peak Hill also as the café was shut and even their phone was 'out of order' so we battled on without our morning coffee fix for a very interesting guided tour of the Peak Hill Mill. We all learnt where to dispose of badly behaved people – just put them into the highly corrosive waters at the old mine site and they'll dissolve. Beware.



What they were gazing at



Window Gazing Peak Hill



The Railway Hotel friday night



Neil Richardson with Geoff and Sue Morris at The Railway Hotel



Saturday night at the Bushmans



Robyn Costa and Ralph Atkin



Dave Curtin & Laurie Donoghue in Dubbo on the way to Parkes



Sleepy Heads



Star couple Frank & Leslie Lewis taking a breather.



Sue Morris at the Peak Hill mine



Big afternoon now waiting for the bus

On to the Dish for a delicious Guinness pie or quiche lunch with the biggest and best chips ever.

One of our very special members who holds a very important position on our committee nearly missed lunch as she was catching a few zzzzeds on the back seat of the bus. We all disembarked, obviously very quietly, and the bus was duly locked. Apparently when locked no one can embark or disembark. Luckily Robyn and our driver had to return to the bus and discovered their trapped passenger who hadn't been able fit the exit button. At least it wasn't hot.

Post lunch there was a bit of retail therapy, a look at the displays and an informative movie about our solar system and beyond. It's too hard for me to grasp the concept of infinite space so that will have to be left to others but the film certainly described the vastness of the universe.

Back to the Bushmans from the Dish and a rest prior to Dinner.

Thanks must go to the proprietors of the Bushmans who made us so welcome and comfortable with what was clearly minimal staff. Sunday night they had to call on family and friends to help and some of our good members also helped with clearing tables. It showed how small business people can be so badly affected by staffing issues while they are trying to keep their businesses viable in these post Covid times – nothing is back to normal yet.

We all transferred back to the airport at about 8:30 for departure following an excellent and relaxing fly-in to Parkes.

Thanks and well done to our co-ordinators and hopefully we'll see you all in Mount Gambier in November.

Judy James



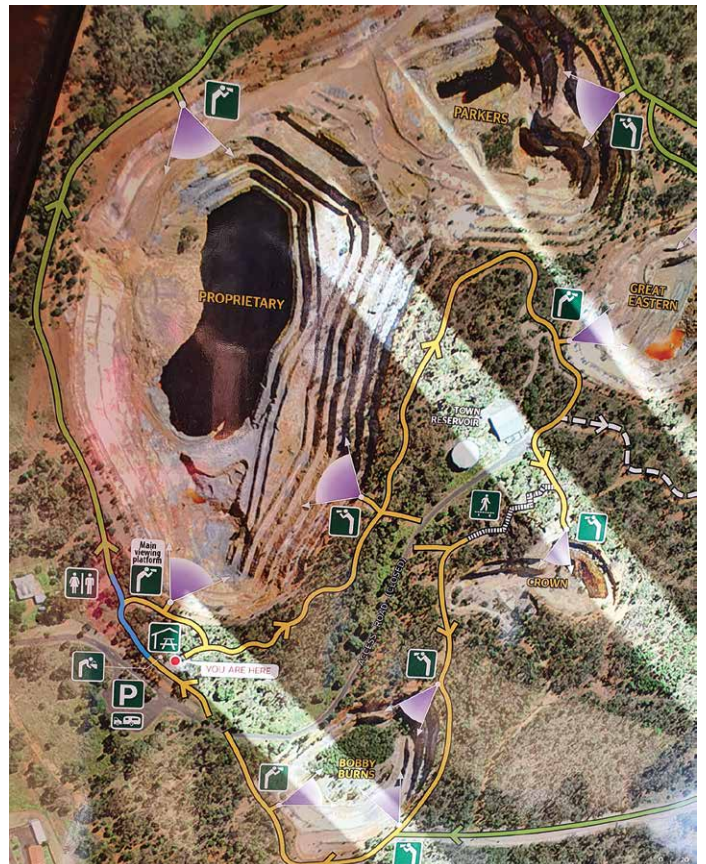
Commencing the Peak Hill mine tour



Peak Hill open cut mine + landscape



Peak Hill Mine entry



Peakhill Mine map



Peak Hill open cut



Peak Hill Mine

Cessna 200 Series Association NEWS

CESSNA 200 SERIES ASSOCIATION

It was suggested at the Parkes fly-in that the Cessna 200 Series Association should support the work of the Aircraft Owners and Pilots Association of Australia (AOPA) by becoming a member. The idea was supported by all of those present.

The C200 Association is now an Association Member of AOPA. That means for any of our members who are not members of AOPA can join, or renew, at the Affiliate Membership rate of \$129.00 per annum compared with the Regular Membership rate of \$159.00. Membership can be subscribed to for up to five years, with discount increasing for each year.

AOPA represents and advocates for General Aviation in Australia and they would welcome the support from new members.

The website link is www.aopa.com.au

Chicks Chatter by Suzy Tilley

What's Hot...

- Bob McCabe OBE – over bloody eighty – looking good too.
- Accidental C200 catch ups with members while flying around the countryside - David and Annie with Neil and Robyn.
- Meeting the new owner of VH-IEG – Rob from Eulo. Young and going to sign up.
- Seeing VH-ECW in Quilpie – great reason to have a chat with past member Jeff Holmes.



What's Not...

- Queen Elizabeth II hanging up her tiaras RIP
- Fly Aways without our Group Captain due COVID – good to have you back on deck Geoff Morris and Nurse Sue

Dave and Pete were a couple of drinking buddies who worked as aircraft engineers in Darwin, Australia.

One day the airport was fogged in and they were stuck in the hangar with nothing to do.

Dave said, 'Man, I wish we had something to drink!'

Pete says, 'Me too. Y'know, I've heard you can drink jet fuel and get a buzz.

You wanna try it?'

So they pour themselves a couple of glasses of high octane booze and get completely smashed.

The next morning Dave wakes up and is surprised at how good he feels. In fact he feels GREAT! NO hangover! NO bad side effects. Nothing! Then the phone rings. It's Pete.

Pete says, 'Hey, how do you feel this morning?'

Dave says, 'I feel great, how about you?'

Pete says, 'I feel great, too. You don't have a hangover?'

Dave says, 'No that jet fuel is great stuff -- no hangover, nothing. We ought to do this more often..'

'Yeah, well there's just one thing.'

'What's that?'

'Have you farted yet?'

'No.'

'Well, DON'T - 'cause I'm in bloody New Zealand'



Amusement Corner.

Abe and Esther are flying to Australia for a two-week vacation to celebrate their 40th anniversary. Suddenly, over the public address system, the Captain announces, "Ladies and Gentlemen, I am afraid I have some very bad news. Our engines have ceased functioning and we will attempt an emergency landing."

"Luckily, I see an uncharted island below us and we should be able to land on the beach. However, the odds are that we may never be rescued and will have to live on the island for the rest of our lives!"

Thanks to the skill of the flight crew, the plane lands safely on the island.

An hour later Abe turns to his wife and asks, "Esther, did we pay our \$5,000 PBS pledge check yet?"

"No, sweetheart," she responds.

Abe, still shaken from the crash landing, then asks, "Esther, did we pay our American Express card yet?"

"Oh, no! I'm sorry. I forgot to send the check," she says.

"One last thing, Esther. Did you remember to send checks for the Visa and MasterCard this month?" he asks.

"Oh, forgive me, Abie," begged Esther. "I didn't send that one, either."

Abe grabs her and gives her the biggest kiss in 40 years.

Esther pulls away and asks him, "What was that for?"

Abe answers, "They'll find us!"

A man was getting a haircut prior to a trip to Rome. He mentioned the trip to the barber, who responded, "Why would anyone want to go there? It's crowded and dirty and full of Italians. You're crazy to go to Rome. So, how are you getting there?"

"We're taking United," was the reply. "We got a great rate!"

"United!" exclaimed the barber. "That's a terrible airline. Their planes are old, their flight attendants are ugly and they're always late."

So, where are you staying in Rome?"

"We'll be at the downtown International Marriott."

"That dump! That's the worst hotel in Rome. The rooms are small, the service is surly and they're overpriced."

"So, whatcha doing when you get there?"

"We're going to go to see the Vatican and we hope to see the Pope."

"That's rich," laughed the barber. "You and a million other people trying to see him. He'll look the size of an ant. Boy, good luck on this lousy trip of yours. You're going to need it!"

A month later, the man again came in for his regular haircut. The barber asked him about his trip to Rome.

"It was wonderful," explained the man. "Not only were we on time in one of United's brand new planes, but it was overbooked and they bumped us up to first class. The food and wine were wonderful, and I had a beautiful young stewardess who waited on me hand and foot."

"And the hotel?"

"Well, it was great! They'd just spent \$25 million refurbishing and now it's the finest hotel in the city. They were overbooked too, so they apologized and gave us the presidential suite at no extra charge!"

"Well," muttered the barber. "I know you didn't get to see the Pope."

"Actually, we were quite lucky, for as we toured the Vatican, a Swiss Guard tapped me on the shoulder and explained that the Pope likes to meet some of the visitors, and if I'd be so kind as to step into his private room and wait, the Pope would see me personally. Sure enough, five minutes later, the Pope walked in. As I knelt down he spoke to me."

"What did he say?"

"Where'd you get that dreadful haircut?"

Angel Flight needs you!

Angel Flight Australia is a charity which coordinates non-emergency flights assisting country people to access specialist medical treatment otherwise unavailable to them because of vast distances and high travel costs. All flights are free of charge and assist passengers travelling to or from medical facilities almost anywhere in Australia.

Angel Flight can also provide compassionate flights for family members, and transport medical supplies.

Angel Flight has conducted over 50,000 Angel Flight missions, helping those in need of non-emergency medical treatment for a wide range of conditions.

At present we have a high demand for volunteer pilots in all areas, and we need your help so we can continue to provide our important service.

Our volunteer pilots are required to have more than 250 hours as a 'Pilot in Command' and more than 400 hours total aeronautical experience; a current aviation medical certificate and all relevant experience and endorsements for the type of aircraft they will be flying.

Sydney Cessna pilot Allen Hilton has been volunteering with Angel Flight since 2007 and has undertaken more than 600 volunteer flights providing help where help is needed for people in rural and regional New South Wales.

"During the past 15 years flying my C177B, the Cardinal has proven to be ideal for conducting Angel Flights. The high wing and low wide door access is particularly suited for passengers with restricted mobility as well as loading small children," Allen said.

"As an Angel Flight pilot I have a purpose to fly to assist and meet some very decent people from many rural and regional destinations. Often to airfields that I would probably wouldn't get the reason to fly to, if not for conducting an Angel Flight," he said.

Pilots can undertake as few or as many volunteer missions as they want and form life long friendships with many of their passengers.

To help offset the pilots' operating costs Angel Flight Australia subsidises fuel used on flights, negotiates the waiver of landing fees at many supporting airports around the country, and arranges the credit of any air navigation charges thanks to the support of Airservices Australia.

If this sounds like you, please visit www.angelflight.org.au to register or call us on 073620 8300 for more info.

We can't wait to hear from you!



New members since last edition

Tim and Dermot Murray from Bourke



Attention!

Renew your membership and maintain the benefits it provides.

C200 series Fly In to Mount Gambier

18th - 21st November 2022

Itinerary subject to change

Friday 18/11:

- 1400: Transport on the hour to motel. Geoff Morris 0408 259 968
Southgate Motel, 175 Commercial St East, Mount Gambier ph: 08 8723 1175
- 1800: Bus collection from Hotel to Herberts Winery, Mt Gambier
welcome drinks and finger food - Beverages at own cost
- 2130: Bus return to motel

Saturday 19/11:

- 0900: Bus collection from motel for a 2 hour town tour
- 1130: Cave Garden precinct for a walk around
- 1230: Lunch @ Little Rippa Brewery
in the country hamlet of Yhal on the outskirts of Mt Gambier
(tea & coffee included in cost, other beverages for purchase)
- 1430: Kilsby Sinkhole (this is listed in the top 5 attractions in SA)
Sinkhole Gin Distillery
- 1630: Return to Hotel
- 1800: Board Bus to the famed Barn Steakhouse for dinner
(Beverages at own cost)
Guest Speaker TBC
- 2200: Bus return to motel

Sunday 20/11:

- 0900 AGM – Southgate Motel
- 1000: Tech Talk
Or
- 1100: Aquifer Tour of Blue Lake pumping station (motel pick up) 1 hour
- 1215: Transfer to Nelson from Aquifer Tour
- 1330: Vic time Glenelg River Cruises
1hr 45min Cruise from Nelson, Victoria on the Glenelg River
Picnic lunch aboard boat, beverages available for purchase
- 1500: Vic time Bus return to motel
- 1800: Bus collection for the historic Jens Hotel for dinner
(at own cost)
- 2100: Bus return to motel

Monday 21/11:

- 0830: Bus Transport to Airport

Phone Patricia 0407 012 014 or Sue 0407 218 840 if you have queries.

Mount Gambier (YMTG) Fly In

Friday 18th to Monday 21st November 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: Southgate Motel Booked

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

Activity	# Attendees	Cost	Total
Registration Early bird by 3/11/2022		\$300.00 pp	
Registration non member		\$350.00pp	
LATE registration after 4/11/2022		\$350.00pp	
Friday /Meals		Included in registration	
Saturday/ Tours/ Meals		Included in registration	
Teck Talk		Included in registration	
Aquifer Tour		Included in registration	
Sunday/ Tours/ some Meals		Included in registration	
TOTAL			\$

Payment by EFT: BSB 633 000 A/C 135 455 806
 Email EFT receipt to coordinator@c200series.com.au

Dietary requirements:

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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:

Email: coordinator@c200series.com.au
 Telephone: Patricia Kenney 0407 012 014

Cessna Books available for purchase

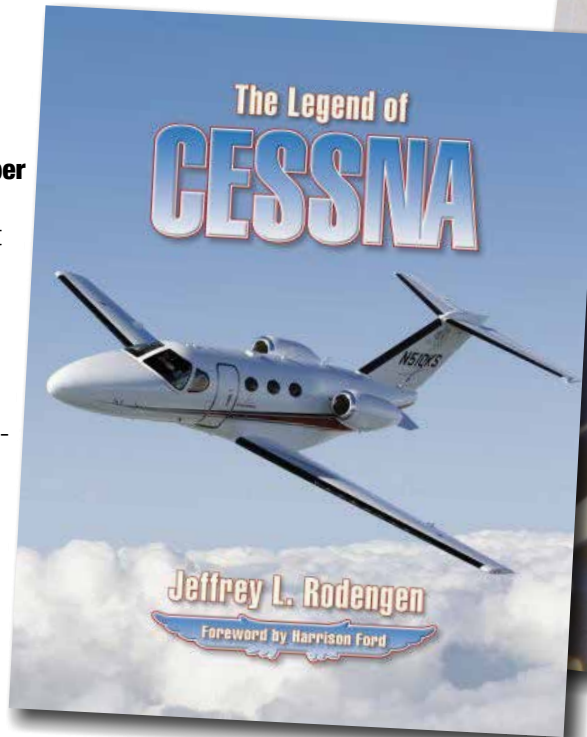
David Crawford has 2 different books available for members as per the photos.

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

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

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

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



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

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Website Co-Ordinator	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.

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 W: 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 W; 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

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 W; 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 OR

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

☎: David Crawford 0408 800 778