

The President's Corner

Welcome to our Autumn Newsletter 2023. Don't know about the rest of you but this year is on a roll barrelling along like an aeroplane in an spin...

Need to power off, neutralise ailerons, opposite rudder, elevators forward, then power up and resume straight and level flight through 2023. Conversely, deep breath, strap in, hang on, and enjoy the 2023 ride.

David and I enjoyed our 'should have been Easter 2020' trip to New Zealand over Xmas travelling in both Islands and having a great catch up with members Brian and Anne Hore at their Nokomai Station south of Queenstown and yes, it's hilly! Unfortunately our timing was not good to catch up with our other NZ member Bruce Brownlie as his daughter was being married in Auckland that weekend and we all know a wedding is a very busy time for any family.

However, we had a private tour around Wellington with the city's best guide. None other than our VP Ralphs' sister Sandra. We wouldn't have seen half what we did had we been left to our own devices. Also found where Ralph gets his humour from, his sisters are hilarious!

Our photos remind us that the weather was overcast for most of the time, but how lucky were we after hearing the news the past few weeks.

We enjoyed Christmas in the Bay of Islands with stunning views from our accommodation and a delicious meal at a restaurant on a jetty out over the water.

Having visited Bluff the southernmost point of NZ we finished our trip off with a flight to Cape Reinga the northern most tip. All in all a lovely 3 weeks.

Back to C200 business...at our Mt Gambier General Meeting we discussed the fact that we have a number of younger members who have yet to attend a fly in. Those present do fully understand the demands of business and teenagers as it is not that long ago that we were in that same boat. However, it got the meeting talking about succession and how best to involve these valuable members in a way that will suit their current situation. After much discussion the meeting had the idea to take a fly in to you the younger members. I will really appreciate any feedback on this idea. Stand by for location ideas or better still offer some.

I am very excited about our forthcoming Tassie trip that Tricia and Robyn have put together. A weekend full of interesting activities and delicious food. I hope many of you will make the effort to come and enjoy it with us. Check the details inside this issue.

You know how we all love CASA, well, I have been watching a few of their online seminars recently, the latest about the importance of flight planning, weather and NAIPS. I must say I thought it was excellent and I gleaned some valuable information and reinforced some more. These safety seminars are recorded and made available in the Pilot Safety Hub on the CASA website for anyone who may be interested to have a look. <https://www.casa.gov.au/resources-and-education/pilot-safety-hub>

Clearly enough from me.

See you in Launceston.

Safe Flying

Cheers, Annie



Annie Haynes, President

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The Fly-in that Wasn't – by David and Rab Headlam

In November 2022 the C200 Club held a fly in at Mt Gambier SA. Imagine my disappointment when I went to the Mt Gambier airport to see how many 200 series Cessna's were sitting on the tarmac – and not one to be seen!

I had however, been lined up to help serve drinks to the visitors from near and far at David and Trudy Herbert's vineyard on the Friday evening. What a great gathering of friendly people.

We (my wife Rab and I) were invited to join the C200 crew on Saturday night for dinner at the Barn Palais Steakhouse and enjoyed the company of people who had travelled from near and far by car, commercial flights and hire cars because of the adverse weather pattern we were experiencing. Geoff and Sue Morris certainly know how to put together an interesting program for the members of the 200 group and at least were present for the function! (This is a sly dig at the wonderful trip they organized last year which they unfortunately couldn't take part in due to Covid! This trip was written up in the C200 newsletter last year by President Annie Haynes).

During dinner Geoff Morris conducted an interesting interview/chat with Bob McCabe about his aviation business which shows how businesses grow and develop with the right nurturing.

On Sunday morning, following the AGM, I was able to join in once again at a "Tech Talk" by Tony Brand from HSM Aviation Services. Tony has a wealth of knowledge about all aspects of owning and operating light aircraft and it is a great asset to have Tony doing this as well as writing for the C200 newsletter.

Rab and I were so impressed with the members we met, those already known to us and the way the 200 Association is run that we have since joined up as members (even though we fly a Beechcraft) and are looking forward to enjoying more events and fellowship in the future. Thank you for your hospitality in November.

David and Rab Headlam

Footnote: I am a firm believer that GA and Aero Clubs in particular need as much support as possible from interaction and cross-membership or reciprocal activities as the aviation community at our level is quite small.



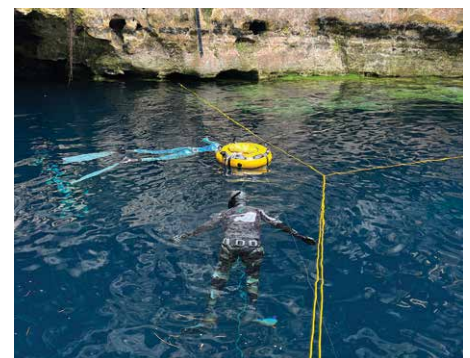
The Geoff Morris and Bob McCabe Interview



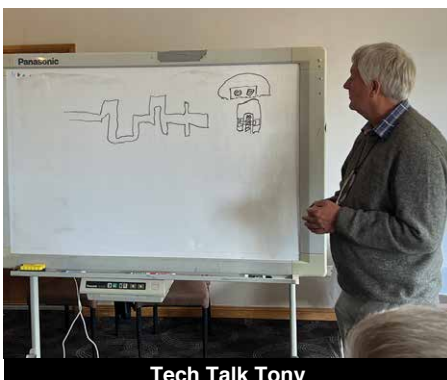
Blue Lake



Kilsby Sinkhole Access



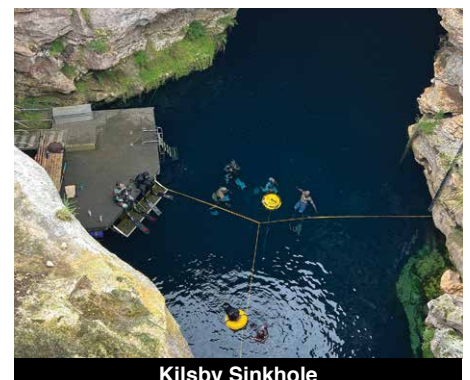
Kilsby Sinkhole Diving



Tech Talk Tony



Kilsby Sinkhole Viewing



Kilsby Sinkhole

Mount Gambier Fly-in – by Neil Richardson

18/21 November 2022

Well, Toni & I made it to both fly-ins for 2022. Possibly a record for us. Mount Gambier ended up tagged onto the end of a short New Zealand holiday and we thought, “while we were down there” we may as well attend. Geoff & Sue Morris had told us so much about the place over the years that we were keen to check the place out. Half-jokingly looking for somewhere cooler to live during summers, Mount Gambier could now be on the list!

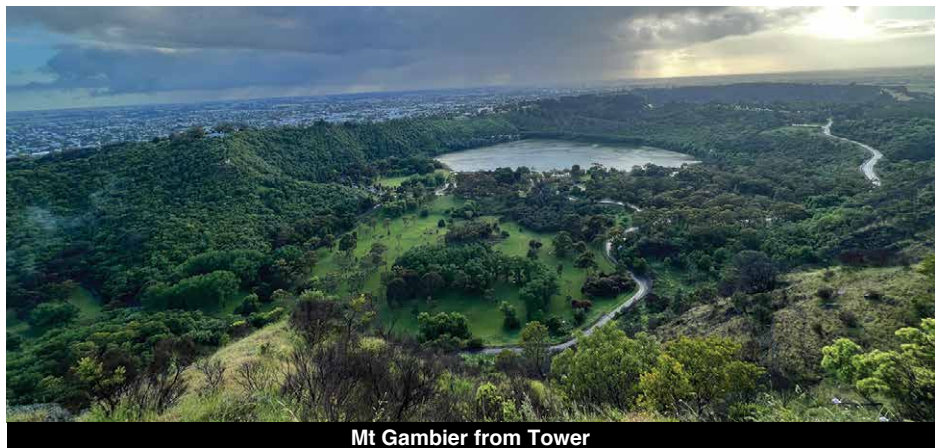
The Mount Gambier Fly-In also set a record of its own in an unfortunate fashion. It became the Mount Gambier Drive-In, as alas, not one aircraft flew in. Forecast bad weather combined with the fact that most attendees were relatively local, resulted in this turn of events.

Friday

We arrived late to the party on the Friday and unfortunately missed out on the tour to the Morris’ business empire (car shed) for the tour there. One day....

All attendees were staying at the Southgate Hotel, a lovely large venue, unsurprisingly on the southern side of town. Everyone met up finally while waiting for the bus on Friday night where we headed off to Herberts Winery. The winery is where the Aero Club assisted with drink sales for the non-wine drinkers.

It was an A-Mazing time there with some fun and games in the hedge maze grown by the Herberts. Very excellent finger food was provided from a local vendor, the ingredients of which came from the Morris distribution empire, as would have most foods consumed over the weekend.



Mt Gambier from Tower

Meeting for the bus again on Saturday morning we were greeted with cold and showery weather, but it did not stop us from enjoying the day and most activities were completed dry. We headed off for a tour of the Blue Lakes (which didn’t look real blue at the time) and the town in general. We stopped and walked down into the Umpherston Sinkhole which was very interesting and one of many sinkholes in the region due to the limestone geography.

Lunch was at the great Sorrentos Café in town who sold some great local brews and we also walked around the Cave Garden in the CBD which was another fabulous sinkhole. Off in the bus to Kilsby Sinkhole for the afternoon.

The Kilsby Sinkhole is a must-do for anyone visiting the area. It is by booking only and the family shows you around the fascinating sink hole on their own sheep farm. It is regularly used by cave divers and training for Police divers. The sinkhole was once used for secret weapons

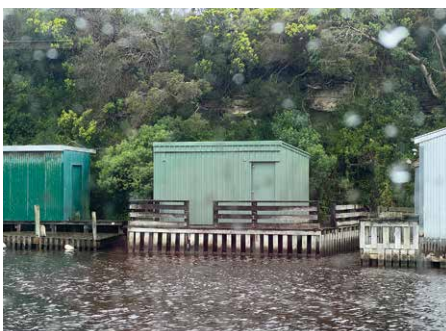
Of perhaps as much interest to us aviators as the engineering aspects of the weapons testing, was the Kilsby Sinkhole Gin, made by the family using water from the sinkhole. Taste testing was in order and many bottles were purchased.

Saturday night we were on the bus to The Barn, a vary large function centre/restaurant just out of town. We enjoyed a great room to ourselves and an initiative of Geoff, a Q&A talk where Bob McCabe enthralled us with his tales of the Aerotech business and in particular an oil spill cleanup off WA in the early 1990’s

Sunday

Toni and I took the opportunity early in the day to walk up to the Centenary Tower and view the Blue Lakes in all their finest blue in a sunny break, before the day’s formalities kicked off. A very rewarding walk it was.

The Cessna 200 Series AGM was held on Sunday morning, followed by the Tech Talk by Tony Brand. While



Fishing Shack



Kilsby Sinkhole Platform



Glenelg Shacks



Herberts Maze



Kilsby Sinkhole Gin Tasting



Lady Nelson

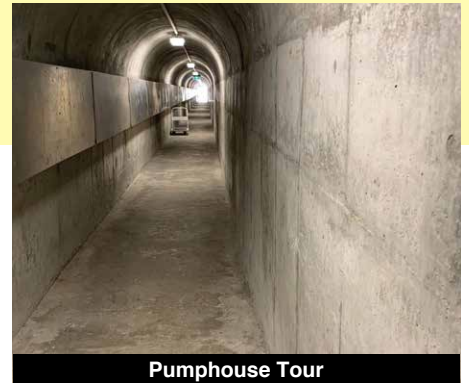
Mt Gambier Fly-in continued...



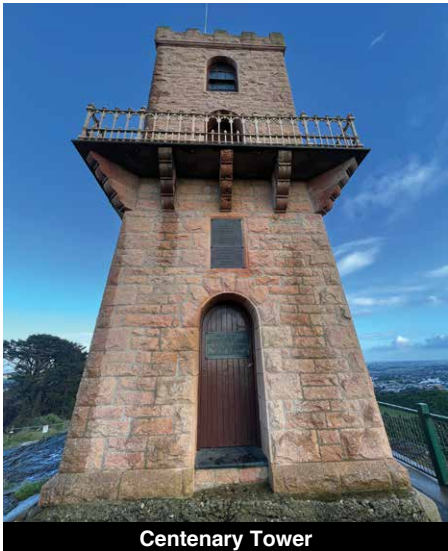
The Aquifer Tour



Pumphouse Tour



Pumphouse Tour



Centenary Tower



Pumphouse Tour



Pumphouse Tour

keen aviators enjoyed the Tech Talk, it seems the non-aviators who went on the Pump Station tour at the Blue Lakes enjoyed an equally as informative talk on the waterworks of Mount Gambier.

Back on the bus late morning, we set off for the town of Nelson which was actually in Victoria. A rare occurrence at a Fly-In where we took in the sights of 2 states over the course of the weekend. Nelson appears to be a very popular beach side destination for Mount Gambier residents, with Geoff proudly showing off his fishing shack aka secret mens' business hut.

We had a great cruise on the Glenelg River with a picnic lunch on board, seeing the many shacks and huts along with river. A quick beverage at the Nelson Hotel followed the cruise. Then all back on the bus for home.

Sunday night we went to Jens Hotel in the Mount Gambier CBD for dinner. We all then said our good-byes after the bus trip home as everyone was going their separate ways in the morning.

Monday

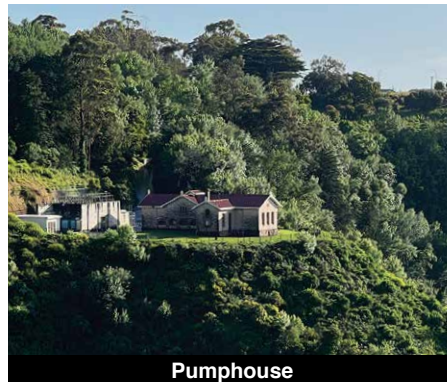
Toni & I drove to Melbourne to catch the RPT home. At 11am in Ballarat the "feels like" temperature was minus 3. When we landed in Rockhampton at 8pm, the local "feels like" temperature was 36. What a contrast !!

The Mount Gambier Fly-In was a great event organised by Geoff & Sue Morris. It is always nice to have a fly-in where a member lives locally.

Neil Richardson



Glenelg River Tour



Pumphouse



Umpherstone Sinkhole Breif



Umpherstone Sinkhole



Geoff The Boss

Mt Gambier Fly-in continued...



Pumphouse Tour



Aquifer Tour Demo



Aquifer Tour very small lift



Dinner at The Barn



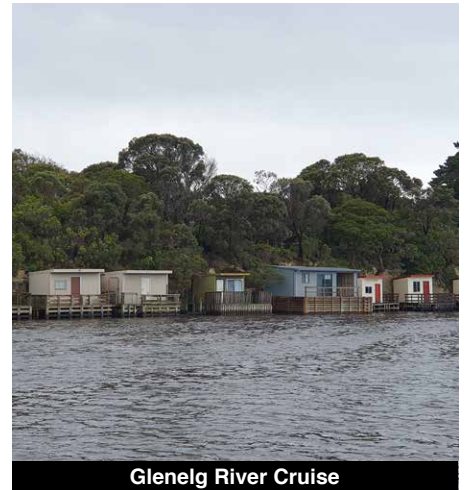
Glenelg River Cruise



Glenelg River Cruise boarder crossing



Glenelg River Cruise boarder crossing



Glenelg River Cruise



Mt Gambier Blue Lake

Mt Gambier Fly-in continued...



Kilsby looking under and along the sinkhole



Kilsby Sinkhole Stairs



Going down the wet slippery ladder



Sinkhole training facility



Herberts Wine Welcome



Herberts Wine



Kilsby Sinkhole Intro

Mt Gambier Fly-in continued...



The Cave in middle of town



McCabes & Tilley's wonder where they were



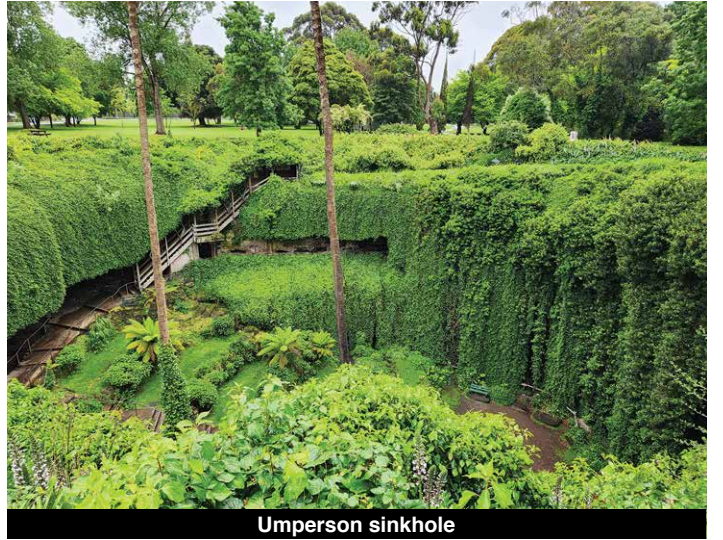
The Taggarts



The Maze winner is Toni Richardson



Umperson sinkhole



Umperson sinkhole



The End

WESSEX 31B by Barry Costa

It is 2.30a.m., so black outside you can see your reflection in the dim red glow of the attitude indicator, the Radar Altimeter is steady on 35 (that is 35 feet above sea level). The hover is stable with the cross hairs in the centre of the circle (think of a VOR but here the bars represent forward on sideways motions). The back seat crew have the dipping sonar 250ft below the Wessex pinging for a submarine contact.

I call to the co-pilot, who is having his turn on the controls, 'Altitude' as we start to descend, he applies power, the Rad Alt red light illuminates as we descend through 30ft ASL, I call 'MAX POWER', we continue to descend, I scream, 'GIVE IT MORE', then 'TAKING OVER' followed by 'BANG'. That is the noise of the salt water activated floatation bags in the wheel hubs going off. We have hit the water setting off the bags.

The back seat crew scream 'shit' as the water splashes through the sonar well.

The power, somewhat above max contingency has got through to the rotors. We are now rocketing up. Reduce power, keep airspeed to zero. We don't want the sonar buoy to whip out of the water and bash us. We stop the climb at 200 feet ASL. Try to keep the helo in a hover attitude as the back seat 'raise the ball' (retract the sonar). Rain is belting the aircraft. It is windy as all crap, we see the reflection of scud (low cloud). The sonar operator, a Royal Navy exchange Fleet Chief Petty Officer, comments 'this happened back in the UK and the engine failed after 2 minutes due to salt ingestion' – I said 'shut up'.

We got the ball retracted, sent an Urgency call to Mother (the aircraft carrier HMAS Melbourne) set course to Her and returned to our transit altitude of 125 feet ASL.

Having informed the ship that our bags had inflated and will have to be deflated before we land, (they are about 12 feet in diameter and keep our IAS to about 45 knots), the ship tells us they have no spare floatation bags and we will have to hover above the deck while they get a ladder and remove the bags. The weather front that hit us and caused the decent is still buffeting the ship. We shared the hovering in crap



Barry at the HARS Parks Aviation Museum



Barry Reminiscing with the actual Wessex 31B that he flew that is now at the HARS museum at Parkes

WESSEX 31B ...continued

conditions while the bags were removed. An RAAF Orion P3 aircraft that was hunting the sub with us sent through an apology for not warning us of the front. They were too busy getting the Orion 'Under Control'.

So that's a little story about the Navy's Wessex31B that you may have seen at the HARS museum in Parkes.

Primarily an ASW (anti submarine warfare) aircraft with a dipping sonar that could go down 400ft, she could carry a torpedo or depth charge. Has a 13500lb AUW. Powered by a Napier Gazelle 1400 SHP turbine the Wessex had a cruise of 90kts and endurance of 2 hours 20 minutes without external tanks. Our normal sortie was 2 hours and we often landed back on the ship with a 10 minute reserve (or less !). Despite having the appearance of a lumbering giant the Wessex was quite manoeuvrable and impressed at many an air show.

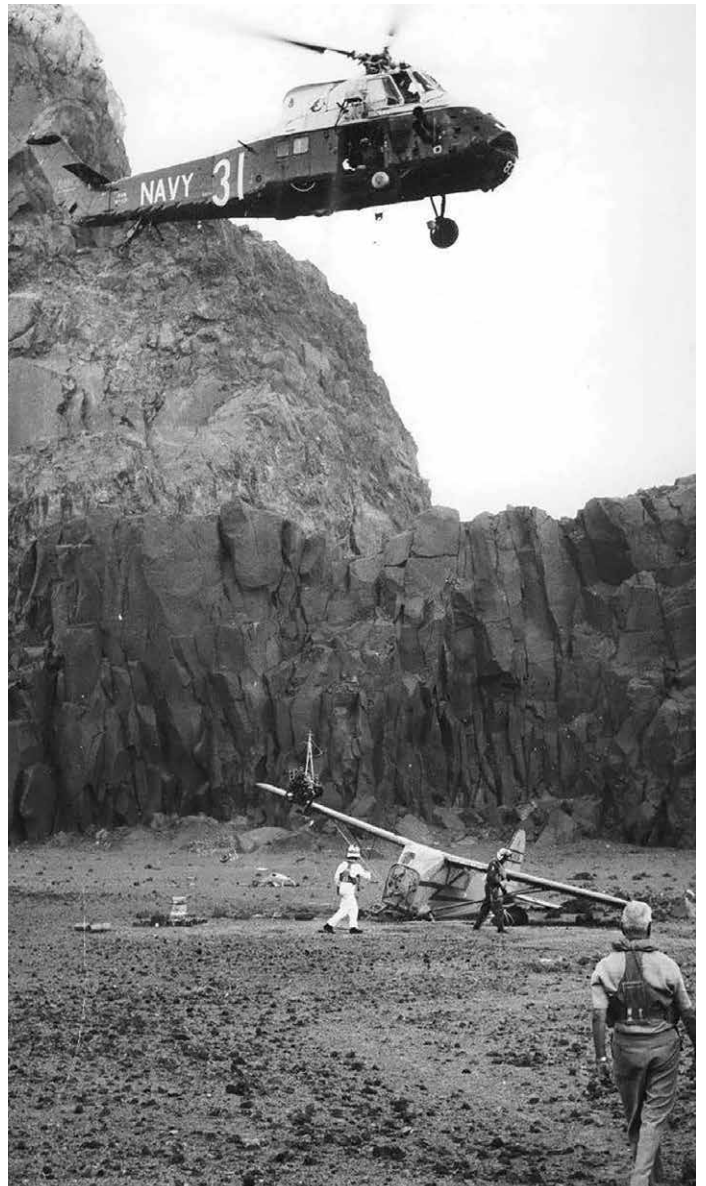
We responded to Cyclone Tracey with Wessex embarked on HMAS MELBOURNE – an experience not to be forgotten. Before her retirement the Wessex would be operated in the Bass Strait Oilfield in an anti terrorist roll with the Army's SAS.

The 'Old Girl' was also used extensively in SAR, Winching and Slings operations.

There were 'fun' moments like when the back seat crew would reach through and tie the unknowing co-pilots boot laces together.

Asking past Wessex drivers how they remember her, they all agree "She was a beast trying to kill you, but a pussy cat once tamed" (the Beast still breathed).

Barry Costa



Barry Landing

Tips For Some Inflight Emergencies by Tony Brand



Electric Trim Runaway or strong burning smell, smoke or fire in the cockpit.

Once confirmed, immediate action is required, Turn the aircraft's **Main Electrical Master Switch OFF**. We all know where to find that switch quickly. This will isolate / remove 99% of the aircraft's Electrical Power. That's the power to the Main and Avionics bus bars where the aircraft's main systems draw their power from thus the various circuit breakers (that you can see) and some remote small load fuse holders. The only power that won't be isolated is battery direct, hot power that is supplied through a fuse to maintain avionics memories, clock, entry light and in some Beech model aircraft the stall warning system.

Isolating the electrical system via the master switch gives you the fastest and maximum chance if it's an electrical induced problem to prevent a possible out of total control situation.

With the aircraft's master switch off....

Engines with magnetos will continue to run.

- Vacuum and pitot static instruments will continue to work
- EFIS flight systems with battery back up will continue to work
- Basic thermocouple, Bowditch tube, direct reading pressure gauge and mechanical type instruments such as tachos, direct reading magnetic compass, EGT, CHT's, oil temperature and pressure, fuel flow and fuel gauges will continue to work

What won't work is....

- Electrical auto pilots and trim systems. Instruments, such as electrical fuel, oil temperature and pressure and tachometer gauges, radios and instrument lights.

Once the master switch has been turned off you then have as much time as you require to think about the situation. eg. If I saw smoke, where did it come from? (R/H side instrument panel or avionics stack etc).

If it was an electrical trim runaway, let's now find the circuit breaker for the electric trim system or its own separate master switch and isolate it. OR, if it was just a bad burning smell (such as a blown capacitor in an avionics unit) is the smell now subsiding? If the situation is now improving with the master switch off, and you have a hint the problem is avionics related, turn the avionics master switch off or if you don't have one, turn all the individual avionics units off.

Once the avionics have been isolated and if the burning smell or smoke has subsided, you could then turn the master switch back on (with the avionics master switch off) and see if the situation (burning smell or smoke) reoccurs. If it doesn't it proves it is related to an avionics unit. You can then turn the avionics units on 1 x 1 until the problem starts to occur. When you do find the one unit that is causing the problem just leave that one only turned OFF / and isolated. I have had to do this emergency procedure twice now in my 45 years flying experience. The first time was a capacitor that blew up in a radio and the second was a large voltage dropping resistor used in a 24 volt aircraft cigarette lighter system that was being used to run a heavy constant load other than its designed cigarette lighter function.

If the smoke or burning smell does return with the avionics isolated, turn the master switch OFF again and decide whether you isolate other electrical systems via their control switch or circuit breakers and then try turning the master switch ON to see if you have isolated the problem which may enable you to continue to your destination. If you are not able to isolate the problem via the avionics master switch, individual system switches or circuit breakers and only with the master switch, you now need to weigh up your circumstances and proceed accordingly. (eg IFR

back to VFR ASAP, land ASAP or is home or maintenance assistance safe enough to fly back to) or should I land at the next safe landing point?

Whilst a high percentage of cockpit and airframe related fires are caused by electrical systems and the removal of electrical power from these systems will correct the problem (burning smell, smoke and fire) there have been numerous situations where electrical wiring has chafed into soft ridged aluminum fluid lines carrying flammable liquids such as fuel and engine oil to the likes of fuel and oil pressure gauges mounted in the instrument panel or to a combustion heater. If these rigid lines are suddenly exposed to an arcing, chafed electrical wire that has been in contact with them for an extended period of time, its highly likely the flammable fluid (especially fuel) will erupt in flame / fire.

In this case, turning OFF the master switch most likely will not stop the fire once the flammable fluid is externally leaking. The only possible way to put out such a fire would be to turn OFF the master switch first and then to turn OFF the engine's fuel supply (via the fuel selector or shut off valve) and if in a twin the combustion heaters fuel supply valve (if fitted with one). After the engine/s have shut down due to fuel starvation, if the fire has not subsided with the master switch and fuel OFF feather the engines if flying a twin or in the instance of a single engine, raise the nose of the aircraft to stop the propeller wind milling and engine oil pressure / flow.

In my opinion, it is vital that the aircraft's **MASTER** switch is turned off **IMMEDIATELY**, followed by the fuel if there is an explosive fire. Only then some reduction of the fire may occur. The larger the fire reduction the more time you have to get the aircraft back on the ground.

All the above procedures would also apply to an engine compartment fire. Note - the quickest and best way to descend an aircraft without excessive speed that can create a blow torch effect is to put it into a side slip (all the way through to maximum rudder deflection) and lower the wing flaps and landing gear (if they can be manually operated).

Torching fires can soften and burn through aircraft structures in seconds. So smart, precise immediate action is a must for survival. Sadly, I know of 2 fatalities in Australia and 6 in the USA as a result of fires in the cockpit or engine compartment in piston engine aircraft within the last year. Attention to detail during maintenance inspections and installation work (Avionics, Instruments & Engines) along with independent checks of Installation / Service work certainly minimizes the risk of in-flight fires / emergencies as cited in this article.

- SO IT'S:**
- Master Switch OFF immediately.
 - Fuel OFF if required.
 - Stop the engine windmilling (pumping oil) if required.
 - Use a Fire Extinguisher (if you have one) They may cause secondary problems such as loss of vision due to a cloud of gas or solids in the air / cockpit

Sorry for the morbid article subject. However, there is a chance that one day its contents may help someone safely to the ground.

Tony Brand

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

I have lived by the motto by Michael Pitt



Holidays to anywhere are enriched by the company you include. You can enjoy a holiday anywhere on this vast earth, but the company is the barometer for a good time.

So, in the early part of 2017, how lucky was I a flight to view Lake Eyre with 3 good friends. Pilot Geoff Morris, Maryan Toss and me Michael Pitt.

I liken flying to living in a two-story dwelling as opposed to a single story ground house. One gets a better perspective of the view and surroundings from the air, like a two/story dwelling.

Looking down from the plane, the geography is vastly different from driving in a car through similar terrain. From the plane everything below

looks so simple, neat and structured. Roads look so clearly defined, scenery is exceptional, everything looks so orderly. However, it's a different picture on the ground.

So, it was with great excitement that early that morning we ascended into the air to commence our flight to view Lake Eyre. Tourist operators had been promoting the fact that Lake Eyre was ??? full again.

Sadly, upon our arrival via air it was a different story. Some small trickles of water could be seen meandering their way into Lake Eyre, devoid of water. Don't get me wrong, it was still worthwhile.

So then onto William Creek for a re-fuel and night stopover. Two things I recall from William Creek.

The abundance of flies. Never have I witnessed anything like it. Walking from the plane to the hotel our backs were completely covered with flies. Flies, flies everywhere. I counted seven thousand two hundred and twenty-three (7223) but gave up some 120 meters from the hotel.

The second memorable thing from William Creek was the sight of Mike Gazzard entertaining the small crowd in the hotel with his tabletop dancing. After a few "reds" Mike thinks he is Fred Astaire – very entertaining.

After an eventful stopover (overnight) at William Creek, we took to the air for the return flight home to Mt. Gambier.

The scenery from the air was indeed breath taking. The "painted hills" were incredible. Only from the air could you appreciate the beauty of the painted hills.

Safely home with great memories of our flight to Lake Eyre entrenched in my memory bank.

Great flight, good company and breathtaking scenery.

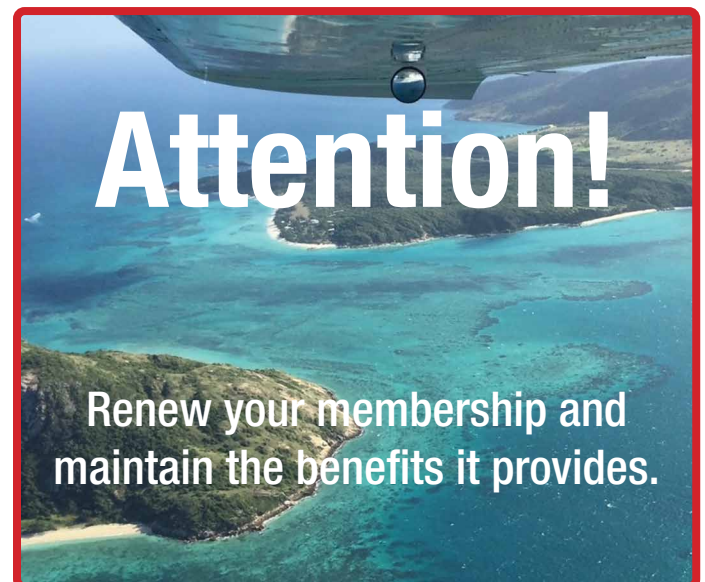
What more could one want???

Perhaps an Essendon premiership.

Yours Sincerely, Michael Pitt

New members since last edition

David & Anne Headlam



C200 series Fly-In to Launceston **28th April to 1st May 2023**

Initial Itinerary *Itinerary subject to change*

Friday 28/4:

- Arrivals Transfer to The Quality Hotel Colonial
- 1830: Welcome in Colony Bar – Quality Hotel Colonial

Saturday 29/4:

- 0830: Bus transfer to Beauty Point
- 0930: Platypus House tour
- 1030: Morning tea Seahorse World
- 1100: Seahorse World tour
- 1210: Bus transfer to The Waterfront Hotel for lunch @ 1230hrs
- 1340: Bus transfer to Beaconsfield Mine for Tour @ 1400hrs
- 1640: Bus transfer to Quality Hotel Colonial via Brady's Lookout
- 1815: Bus Transfer to Alinda Restaurant for dinner @1830hrs
- 2130: Bus Transfer to The Quality Hotel colonial

Sunday 30/4:

- 0900: General meeting in the Guvnors Table - The Quality Hotel colonial
- 1000: Bus Transfer to Cataract Gorge
- 1145: Bus Transfer to 27 Seaport Blvd for lunch
- 1200: Lunch at Levee Food Company
- 1330: Tamar River Cruise with T&C, wine tasting
- 1700: Bus Transfer to The Quality Hotel colonial
- 1830: Walk to the Jailhouse Grill for dinner at own cost. (approx.. 7 minutes)

Monday 1/5:

- 0830: Prepare for your onward journey

Phone Patricia 0407 012 014 or Robyn 0408 752 053 for more information.

Launceston (YMLT) Fly In

28th April to 1st May 2023

Registration Form

Name:

Email: Mobile:

Attendees:

Pilot Pax 3:

Pax 1 Pax 4:

Pax 2 Pax 5:

Aircraft Type: Aircraft Registration:

ETA Date: Time: Quality Colonial Booked

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

Activity	# Attendees	Cost	Total
Registration discounted price if paid by the 1/4/2023		\$400.00 pp	
Friday /Meals		Included in registration	
Saturday/ Tours/ Meals		Included in registration	
Sunday/ Tours/ some Meals		Included in registration	
Sunday Night meal		AT OWN COST	
TOTAL			\$

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

Dietary requirements:

Indemnity:
 I, the undersigned do hereby indemnify the Cessna 200 Series Associations and the members, officers and agents thereof associated with arranging the functions and associated activities from all liability of any kind arising out of any function or activity arranged by or on behalf of any such person or body, or travel to and from same, and as agents for the persons or body named above, whose express permission I declare that I have obtained to do so. I do hereby indemnify each person or body arranging or associated with such functions, activity, or travel from all liability.

Signature: Date:

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

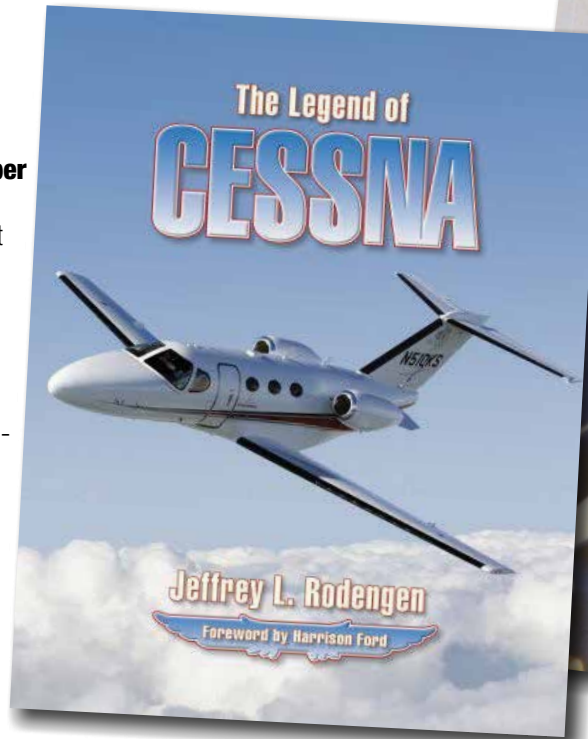
David Crawford has 2 different books available for members as per the photos.

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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Committee	Neil Shorrock	0428 752055	shorair@bigpond.com	
	Noel Hoy	0418 675 258	hoy@lis.net.au	VH-OAT 210N
	Garth Bartlett	0428 103 023	garth@bilyaragroup.com.au	VH-FMX P210N
	Ralph Aikin	0438 416 068	aikin_kenney@bigpond.com	
	Patricia Kenney	0407 012 014	kenneyaikin@bigpond.com	VH-TIU 210M
	Tony Taggart	0414 351 693	tago@netspace.net.au	VH-VVT T210G
Fly In Coordinators	Patricia Kenney	0407 012 014	coordinator@c200series.com.au	
	Robyn Shorrock	0408 052 053	secretary@c200series.com.au	
Newsletter - Editor	Neil Richardson	0418 184 701	neil@njr.com.au	
	- Contributions	Geoff & Sue Morris	0408 259 968	geoffm@gmwsa.com.au
	- Printer	John Weston	0414 421 400	jrw2808@gmail.com
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