

# The President's Corner

**Welcome to our Spring Newsletter which I am writing in the depths of a very wet South Australian June. The wettest for the 20+ years we have been at Holmwood. The pundits are promising or is it threatening dry conditions to come so by the time you're reading this we'll know if they were right. Those poor forecasters must have thick skins**

Our Launceston Fly In back in April was a fabulous trip by all accounts. Tricia and Robyn produced another excellent weekend which is fully reported inside this issue thanks to Secretary Wendy Brand.

Diary dates for our next Fly In October 20-23 2023. Destination Orange NSW.

The committee have chosen this destination as it is relatively central albeit, apologies to WA.

With this in mind the committee and I strongly encourage our younger members to come along.

I am confident you will not only enjoy yourselves but find it a worthwhile experience. You will be most welcome to come for as long or as little time as you can manage, maybe just fly in for lunch one day. We would just love to have you along so you can see what fun there is to be had as a member of the C200 Series Association and to meet some fellow aviators with C200 Series aircraft. There's a lot of chitchat and networking that is invaluable as owners of aircraft especially for when issues crop up. I sincerely hope you will give this Fly In opportunity serious consideration.

On a personal note there's some seriously fun flying stuff coming up for David and I as we are

about to head to the US for a couple of weeks including Oshkosh – yes, we're heading back to the Holy Grail of Aviation – our 3rd visit. I bet it's on your bucket list even if you've been before. If not it should be.

Then, as soon as we get back from the US I am heading north in VH-OAT to fly up through the Kimberley with some fellow AWPA friends (Australian Women Pilots Association).

LUUUCCKKKYYY I know!!!

Someone asked if David would miss me ... one can hope, but I can put money on the fact that he will be watching Flight Radar and avidly tracking our flights.

I listened to a webinar on Aviation Medicals the other day and was assured by CASA's Dr Kate Manderson – not personally - that they are trying to keep Private Pilots in the air – hard to believe at times but fingers crossed there is some truth in this and that they are really trying to improve their interaction with our genre. There are to be another two of these webinars which could be worth seeing. Keep your eyes out for them – I get the information by email or from the Safety Hub.

Well I have a lot of flight planning to do at the moment as I won't have a lot of time between our return from the US and my Kimberley trip so with the 6 P's in mind I had better get on with it. (Prior Proper Planning Prevents P/Poor Performance)

No doubt I'll have a tale or two to tell on my return from both of these escapades.

See you in Orange if not before.

Safe Flying

*Cheers, Annie*



*Annie Haynes, President*

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# C200 Series Launceston Fly-in April 2023

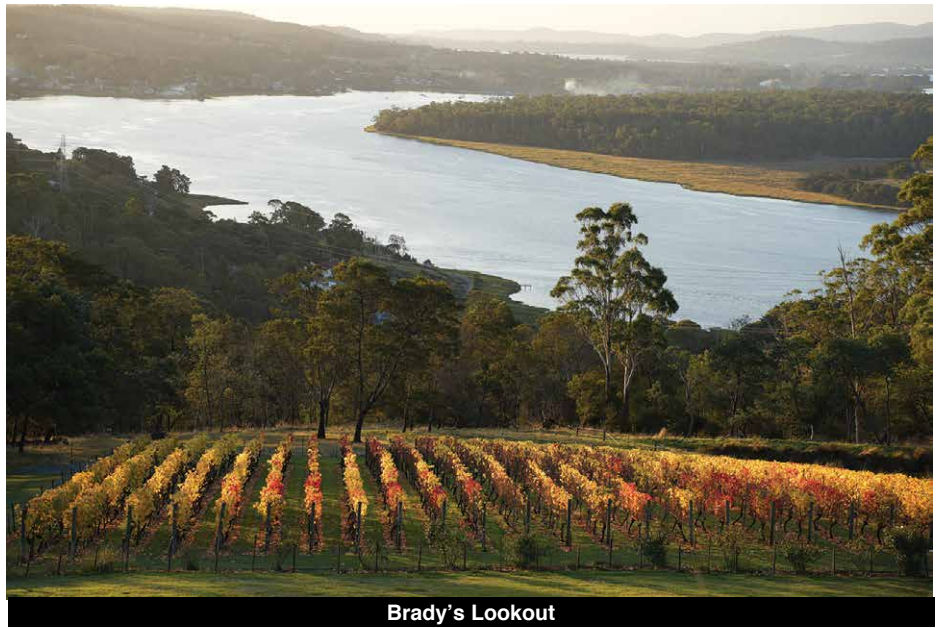
Tony submitted a IFR flight plan to depart 1300 local time. Therefore, I knew this time we would get away pretty well on time. Guess what, we took off at 13.30 local time. He had done his weather research well and the weather was beautiful for flying. We travelled from Horsham to Launceston at 17000 feet with an OAT of -13°C with a ground speed of 222 knots. We landed Launceston with a flight time of 1.9 hours.

Due to weather and a few other issues for the group there was only 18 attendees. Of those 18 some flew commercially and the rest piloted themselves. Everyone was in Launceston by 1600 hours.

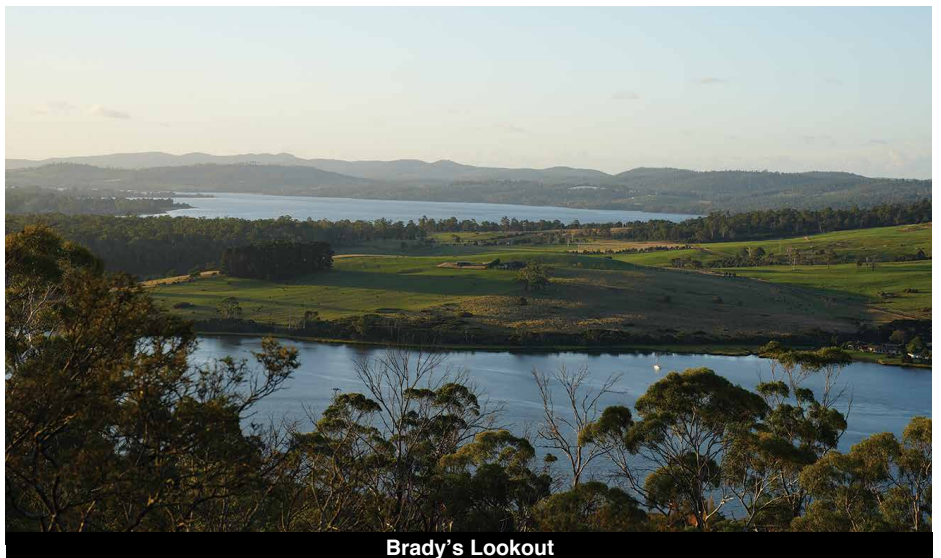
The event organiser Patricia Kenny & Robyn Shorrock as usual organised great tours, meal venues and transportation around with a great bus driver.

I really enjoy attending these events. It's a group of like minded men & women who are interested in everyone else's aircraft and projects. They all interact and listen and contribute to lively discussions. I believe they always leave these events having learnt something new. The other thing that this group is so good at is the variety & depth of friends, acquaintances & work mates who make themselves available to be a guest speaker at the Saturday night dinner. This Saturday night was no exception.

Saturday morning saw us all up on the bus early on our way to Beauty Point where we met some small fry (baby seahorses) @ Seahorse World & some Puggles (baby echidna & platypus) @ Platypus house. Both really good presentations by enthusiastic staff. A lovely lunch at The Waterfront Hotel on the banks of the Tamar River.



Brady's Lookout



Brady's Lookout



Sea Horse world



Sea Horse world



Sea Horse world



Cuttle fish at Sea Horse World

Its not a successful weekend with out a bit of drama and Saturday afternoon certainly provided that.

We were met for a tour of the Beaconsfield gold mine, infamous because of the cave in with the death of Larry Knight and the subsequent 2 week incarceration Brant Webb & Todd Russell in the mine. Followed by the death of Richard Carlton whilst reporting the mine collapse in 2006. Neville, a volunteer tour guide, and a pilot, put his hand up to take us on the tour. He did an excellent job and obviously loved telling the stories of the mine and engaged us all from the very beginning. From the outset I and a few others were a little concerned at how breathless he was. Near the end he declared he was a little tired and needed to sit down and we knew things were not good. So triple zero (000) was rung and with much consultation with the triple zero staff, the gift shop staff (who knew Neville & his wife) and a few of the C200 members, we had him reclining with feet up, cool face washer on his head. The portable defibrillator was found and ready for action. As luck would have it, there was a house fire nearby with an ambulance in attendance. They promptly attended and stabilised him and transported him to hospital. That put a bit of a pall over the rest of the afternoon. The next morning his wife rang us and told us our quick actions had saved his life. It was a real team effort from the C200 members.



Seahorse World tour



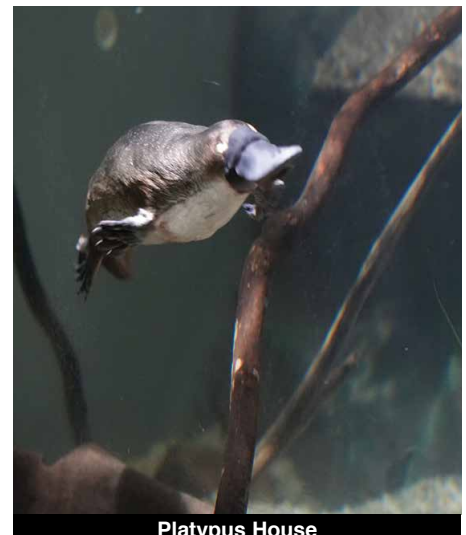
Toni, Ralph, Tony, Wendy and Neil R at Platypus House



Wendy-Barry & Robyn at Platypus House



The echidna at Platypus House



Platypus House

# Launceston Fly-in continued...



**Judy James, Annie Haynes @ Toni Richardson reading the news on mine tour**

I was a little disappointed we were not going to the Joseph Cromey winery (having been there a few times already) as it has spectacular views, food & wine. But it had been organised that we would go to a Joseph Cromey restaurant for dinner, Alinda. What a beautiful meal.

As is the tradition we had a guest speaker Mr Marcos Ambrose (an Australian former racing driver and current Garry Rogers Motorsport competition director. He won the Australian V8 Supercar series' championship in 2003 and 2004. In 2006, Ambrose relocated to the United States to pursue racing in NASCAR, starting with the Camping World Truck Series) and the owner and pilot of Cirrus. He gave an informative (and exhausting just listening to everything he had done) talk on his life as a nascar driver. Due to prior commitments he had, this talk happened prior to the meal and so by the time we had dinner we all really appreciated it with a few glasses of wine.

As is the format, Sunday morning started with a short tech talk from Tony Brand then the general meeting. This meeting flowed well and we ready for the rest of the days events by 09.45. 10.00 saw us all at Cataract Gorge where we all braved the chairlift and then walked back around. What a beautiful setting. During both Saturday and Sunday morning it was clear blue skies and sunshine. Then as is normal, there were a few who deviated from the plan and went to the car museum. They know who they are. The rest of us a to a lovely lunch again by the Tamar River prior to our afternoon cruise downstream on the Tamar with a wine tasting thrown in.

The day ended with a walk to the Jailhouse restaurant where everyone sat back relaxed and enjoyed lovely food, wine and a few jokes. All in all a lovely action packed weekend with good friends, good food, good wine and one drama. Thank you everybody, I had a great time.

Wendy Brand



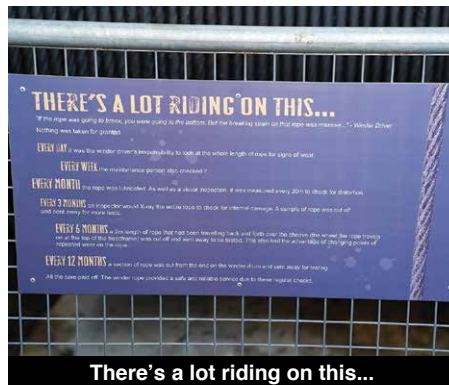
**Lunch at Beauty Point Hotel**



**Ian James with Bob McCabe**



**Barry Costa, Neil Shorrock, Neil Richardson**



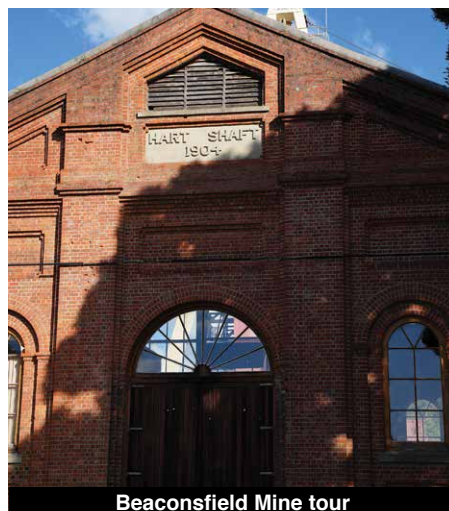
**There's a lot riding on this...**



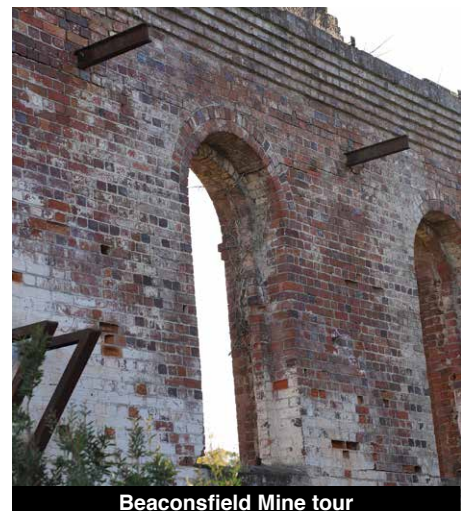
**Beaconsfield cable**



**Beaconsfield Mine tour**



**Beaconsfield Mine tour**



**Beaconsfield Mine tour**

# Water in the Desert by Sue Morris



**After leaving Neil & Robyn, Ralph & Tricia on the way home from Cobbold Gorge we had 4 nights sight seeing in the Bundaberg area and then, instead of heading for home, we headed out to Birdsville to take in the sight of the Eyre Creek in flood and the greening of the Channel Country.**

Although expecting to find Birdsville quiet with the traffic across the Simpson stalled, it was a hub of activity. The Pub was booked out and the caravan park busy. There were many 4WD waiting to find out when access to the eastern side would be open.

The Sunday late afternoon saw the town get hit with a massive dust storm and overnight the rain came in with more predicted. After refueling (at \$3.95/ltr) we flew out over Big Red and over the flooded creek. It was a beautiful sight. We then followed the creek down to Goyder Lagoon

before heading towards Leigh Creek. It was a fascinating sight to see the dunes popping up out of the sea of water. You could pick out some of the tracks across the desert that were awash with flood water. They were hoping to have the track open by late July, but with the amount of water we saw, it was doubtful.

We headed towards Leigh Creek with the weather not looking too good as Leigh Creek had fog but we were hoping it would lift by the time we arrived. No such luck. One hour out and the fog was still at 400 feet mid morning. We turned around and went back to Birdsville to wait it out, and yes, another fill at the bank breaking \$'s.

2nd try was more successful, but by this time we were not going to make it home before last light and with Renmark and Mildura area all in the midst of storms we decided to stay the night.

**Sue Morris**



# Leigh Creek Outback Resort by Sue Morris



Creek At Birdsville

Deciding to stay the night, we contacted the Resort and they sent a car to collect us. As this was our first time in Leigh Creek (it was always a refuelling stop) we were given a town tour and a brief history of the place.

What a pity to see all the streets devoid of homes as some were sold, but most demolished and dumped into the mine. A large school with few students, medical facilities and all the old infrastructure sitting there deteriorating. There is a band of locals that are trying hard to reinvigorate the town but the SA Government is slow to assist.

We had a great night at the resort. The rooms were very comfortable and the best shower of the 2 weeks we were away. Staff were very friendly and the meals good. Again, another worthy place of a stop over..

Sue Morris



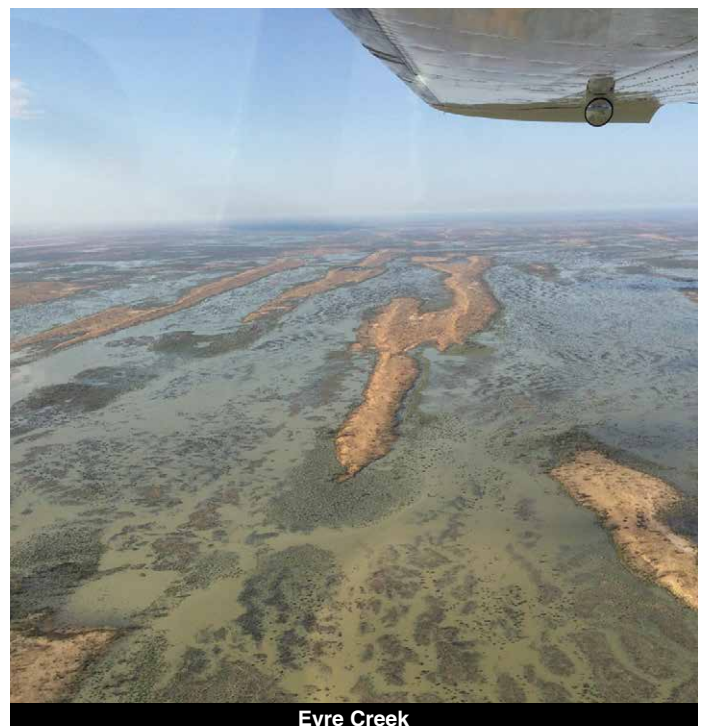
Eyre Creek



Big Red Heading to Eyre Creek



Eyre Creek



Eyre Creek

# We Ride the Otago Rail Trail 2023 by Ralph Aikin



In March 2020 the club decided to organise an Autumn fly-in to Queenstown New Zealand, which would include Wings Over Wanaka Air Show. We decided with our good friends Sue and Geoff Morris to attend and extend the trip to encompass some touring of the South Island and a 4-day bicycle trip, the Otago Central Rail Trail.

As you all know the Covid Pandemic hit and all the plans for our trip to New Zealand were put on hold. Finally, this year, 2023, we were able to take up the bike adventure. Being 3 years older we decided to tweak our original plans slightly. We switched from conventional pedal power to e-bikes fitted with gel seats. Thank you, Sue. The best decision made.

We met up with Sue and Geoff in Christchurch and had 3 action packed days exploring Christchurch, seeing the sights in that very picturesque city. The recent earthquake and other catastrophes have left their marks, but the locals seem very resilient and mainly unfazed. Then it was onto Dunedin. We had hoped to take the train from Dunedin to Middlesmarch where the Rail Trail starts or finishes as you prefer. Unfortunately, the train hasn't run since Covid and at the time was no longer operating. Shebikesheebikes (tour company we booked with) arranged pick-up from our accommodation and 90 minutes later we were in Middlesmarch (population 153) where the Rail Trail would begin for us. We were taken to the office and got a thorough briefing about our bikes the dos and don'ts. "Don't fall off". Our bikes were specific to our sizes, which they had attained the details from us before we left Australia.

In Middlesmarch we stayed in a lovely B & B. Very quiet, comfortable and clean. The owner was a local farmer originally, sold his farm and then he started the B & B. He lived and worked in Australia for a number of years. He also doubles as a barista at the local coffee shop. On departure from Middlesmarch our luggage was to be left at the B & B and would be delivered to our next overnight stay. How good is that.



The following morning, we had an excellent breakfast at our B & B and then it was down to the local coffee shop to get supplies, purchase snacks, sandwiches and drinks as on this stretch of the track there are no towns or places to stop for refreshments. We only had to cycle to the end of the street and bingo there was the start of the dedicated Rail Trail. The weather was fine and sunny although a little cool initially. The track was hard surface with gravel (similar to some runways I have landed on) and the big tyres on the e-bikes handled conditions easily. The track was a bit over two bikes wide so when we were "talking" to our partners we could ride side by side.



The first day's ride was Middlesmarch to Kokonga a distance of 42kms. The direction we were riding had a very slight uphill gradient but most of the time we only rode the bikes in eco mode. We did lots of stopping on the trail to admire the scenery and read information boards which gave a summary about the history of the area and interesting facts pertaining to the trail. The weather had warmed up nicely, around low to mid 20C and jackets and jumpers were tucked away in our panniers.

We arrived at Kokonga Lodge mid-afternoon and owners Jo and Geoff turned out to be the ultimate hosts. The bikes were put into an open shed and hooked up to power for charging, for the next day's ride. That night Jo cooked us a fabulous lamb roast with all the trimmings followed by delicious cheesecake. Not to mention the cheese and nibbles beforehand. I must admit I was really starting to enjoy this bike riding.

Day 2 The next morning feeling slightly heavier, we were on our way. Kokonga to Otarehua a distance of 42kms. Along the trail we stopped at a small town called Ranfurly. Gold was discovered nearby in 1860. A very interesting town with lots of art deco buildings and the railway

# We Ride the Otago Rail Trail 2023 continued...



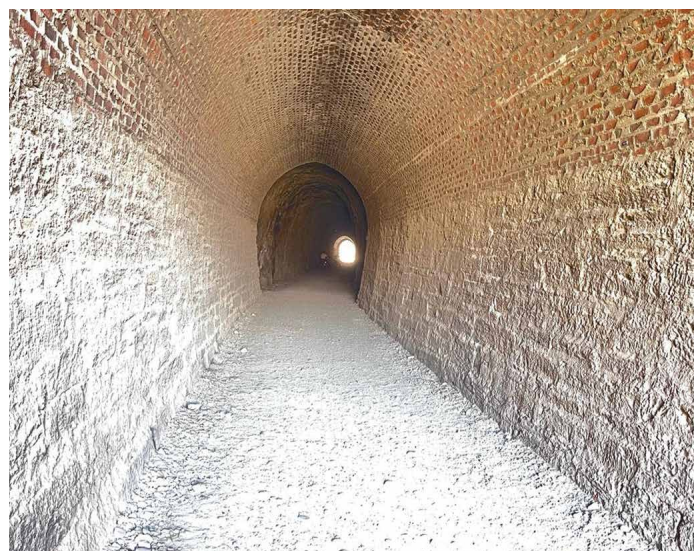
station which has been turned into a historic museum. Elevation here is 453m above sea level, so I assume we had been climbing slightly on the ride. For you Lord of the Rings fans, the nearby Ida Valley was one of the locations Peter Jackson filmed the "Plains of Rohan". After cake and coffee at Ranfurly it was onto our destination, Inverlair Lodge. First priority was to get the bikes onto the charging stations (guess that's what you do if you have an e-vehicle) even though our bike computers showed we had only used one bar of power out of total 5 bars.

That evening a bus drove us to the local pub in the town of Oturehua, about 5 minutes away from our accommodation and a big hearty meal was served by the owner and cooked by his wife. Now elevation is 500m above sea level.

Day 3 We rode our bikes into the town of Oturehua. We stepped into the local general store, Gilchrist & Sons, established in 1902, and man what an eye opener. It was a step back into the past with lots of old stuff I haven't seen in a shop for many years. We must have spent half an hour wandering around looking at the very old stock, some items looked as though they were manufactured in 1902, and yet the store seemed to cover all aspects of retail shopping.

Just south of the town is the workshop and homestead of inventor Ernest and his wife Hannah Hayes, 19th-century pioneers whose resourcefulness, skill, and determination define the spirit of "kiwi ingenuity". Hayes products are used throughout the world today. He invented the international acclaimed wire strainers and number 8 wire, just to mention a couple of his standout inventions. Hayes Engineering is now Heritage listed and has lots of weird and wonderful working contraptions.

Another 3 klms west of the town is the site of the midwinter Brass Monkey Motorcycle Rally which attracts over 2000 motorcycle enthusiasts. This I would have liked to have seen.



Our destination on Day3 was Omakau a 30 klm ride, a shorter ride than previous days but just as enjoyable. We didn't feel the need to hurry and we always seemed to have time to stop, admire the scenery



or explore. The weather remained constantly fine a real blessing as I for one wouldn't fancy riding in the rain. Also, a real positive was no wind. This trail can be very windy at times and for us it would have been a headwind (typical for aviators). Our accommodation at Omakau was in the nearby village of Ophir, at Pitches Store Lodge. The town of Ophir was founded in 1863 and very active in the gold rush times. It has New Zealand's oldest Post Office with some historical buildings. It is a very popular stop over for cyclists. I was told that 80% of Pitches Store business comes from Rail Trail cyclists like us. Pitches Store is a Heritage listed building with luxury accommodation and first-class food, so the brochure tells us. It was very nice but when you have been on a bike in hot and sometimes dusty conditions, even McDonalds looks pretty good at the end of the day.

At Ophir there is a magnificent suspension bridge called the Daniel O'Connor built in 1880. It has lovely stone piers and crosses over the Manuherikia River. Of course, we had to ride over it, twice!

Day 4, sadly our last day. Omakau to Clyde 37klms. On the ride to Clyde we stopped off in the busy town of Alexandra. Cars, buses, trucks, pedestrians, traffic lights. What a shock to the system after the last few days in the open wilderness/countryside with very few people and only small villages to contend with. Here we stopped and had coffee and lunch. Leaving Alexandra, we had the option of two trails to Clyde. The main Trail we were on or the slightly shorter River Trail which looked as though it would be more picturesque as it followed the Clutha River. The South Island's longest river. So, the River Trail it was. It was super fun, so different from the open plains we had been riding the last few days. The track was quite challenging with up and down gradients, some heavy gravelled parts followed by bare dirt and narrow one-way bridges with some tight turns. Probably best of all was the forest type flora we rode through with glimpses of the fast-flowing Clutha River just



# We Ride the Otago Rail Trail 2023 continued...



alongside us. We arrived in Clyde mid afternoon and deposited our bikes and hired gear at Shebikeshelikes depot. The depot was busy as, with people picking up and dropping off bicycles. There must have been a hundred bikes waiting for some innocent cyclists. Even before we got into the office, I noticed our bikes were already in the wash bay being prepped for the next lot of “bums” oops customers.

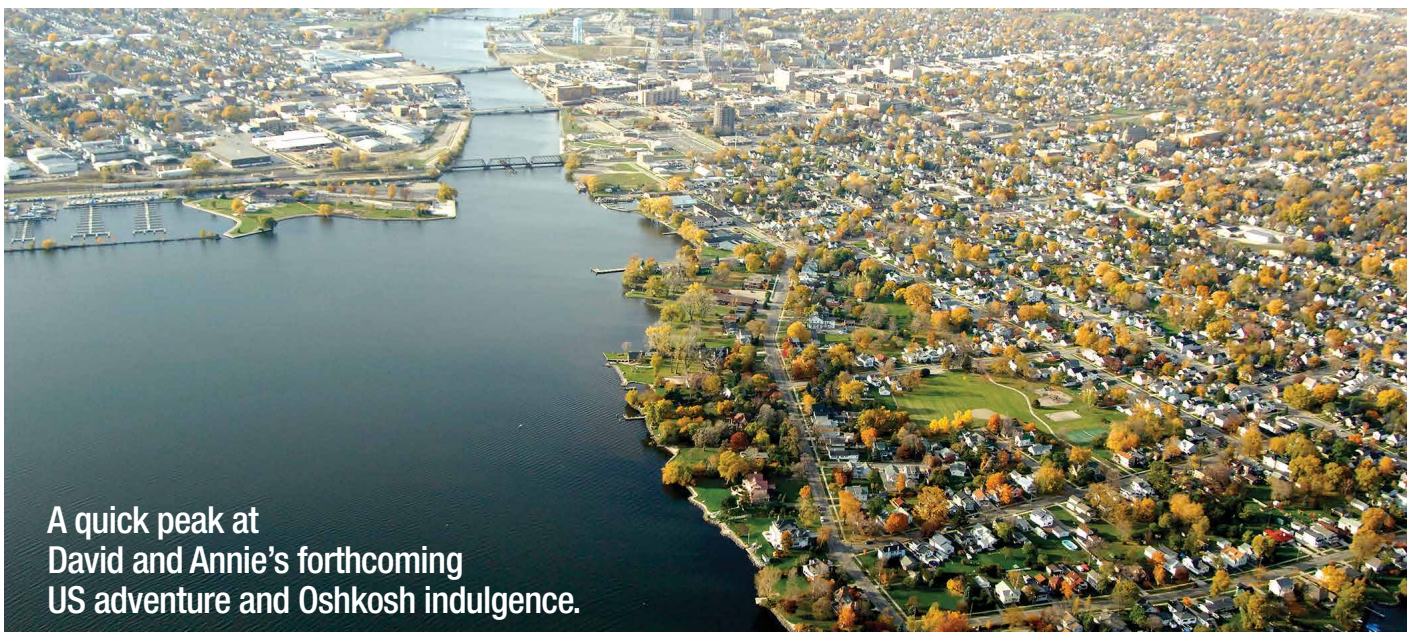
We experienced and saw so much on this trip, and I have only scratched the surface in this brief article. The number of bridges we

saw and rail tunnels we rode through and explored would probably half fill this magazine. The beautiful scenery as we have come to expect in New Zealand and the friendly and hospitable Kiwis made this trip so memorable and a trip we four will always cherish (even Mr Morris). Finally, Clyde elevation 165.23m, looks like we have come down.

Ralph Aikin



## US and Oshkosh by David and Annie



A quick peak at David and Annie's forthcoming US adventure and Oshkosh indulgence.

Well our bags are packed we're ready to go, the BAS is done and a refund due... Oh how I wish for both of these but yes we're going to the US and Oshkosh as well. Lucky us.

Having picked up our travel documents earlier this week the reality of all that one needs to do prior to a trip hit home. Right now I'm dreaming of just being on a big jet plane where it will be too late to worry about what isn't done.

Before we arrive in Chicago to meet the Torii Tours Oshkosh team we are driving up the west coast from Los Angeles to San Francisco which we have on good authority is a very scenic drive lots to see on the way.

So in short we're doing all those tick the box tourist spots. if we survive the drive to San Francisco we then fly to Las Vegas to see the famed, fabulous and somewhat 'strip'. Has to be seen to be believed so here we go.

From there we will also take a ride in a helicopter to venture out over the Hoover Dam and Grand Canyon before landing on the floor of the Canyon for a picnic. After we've won our fortune in Vegas we fly to Chicago where we meet the aforementioned Oshkosh groupies and bus it to Wisconsin Uni via Walmart for a few supplies.

# Tech Talk by Tony Brand

For our members that did not attend the Launceston Fly in & the general meeting with a brief tech talk. This is just a quick review of what was mentioned at the tech talk.

We started off a review of the recently issued FAA / CASA airworthiness directives that may affect Cessna 200 series aircraft owners.

1. AD/CESS210/177 2023-02-17 – Carry thru spar lower cap inspection requirements. This AD applies to only the Cessna 210N & R series aircraft models. It calls up a visual, Eddy current inspection & application of a CIC (corrosion inhibiting compound) of the wing carry thru spar IAW Textron SEL 57-08 Revision 2. If you have already complied with some or part of the SL requirements the AD provides credits for the various SB requirements that have been stated above. If all the requirements of the SL have been complied with it will be only the reporting requirement of the results to the FAA that has to be complied with. The effective date of this AD was 20.MARCH.2023 & compliance must be carried out within 200 hours aircraft time in service or 1 year from the effective date. Which is 20.MARCH.2024. A similar AD for the all the other C210 cantilever wing constructed aircraft models G THRU M was issued back on the 09.MARCH.2020 as AD/CESS210/177 2020-03-16. This AD references the same SL SEL57-08 Revision 1 status. The compliance times for this AD have now passed.
2. AD/CON/2023-04-08 – Engine counterweight retaining ring inspection. This AD only applies to Continental Aerospace Technologies (CAT) factory assembled new & rebuilt engines & supplied crankshaft assemblies sold as spare parts as listed in Continental mandatory SB MSB23-01 Revision A or later dated 16.February.2023. If its more than 2 years since your engine or crankshaft assembly left the Continental factory the AD will not apply to you. However, if you have a recent factory engine or crankshaft assembly you should check this SB to see if your engine or crankshaft SN is affected.
3. AD/2023-02-12 - Superior Airparts cylinder assembly & intake valve was issued on 17.February.2023 and applies to inlet valves manufactured by Superior Airparts that could be installed recently (last 18 months) into any Continental 470, 520 & 550 series engines. If you have any cylinder rectification work involving inlet valve replacement or purchased and new Superior Airpart cylinder kits for these engine models you should check with your maintenance organisation for verification.



4. AD/CON&ELECT/2022-16-06 – REFERENCE Continental CSB673C – was issued on the 15.AUGUST.2022. Its applicable to any factory rebuilt or new S1200 series magnetos and or rotor shaft cam end bearings that were supplied as a spare part or supplied on factory engines during May 2021 thru to November 2021. If there is any doubt or concern refer to CAT CSB673 Revision 3.
5. AD/CON/2022-04-04 – oil filter adaptor fibre gasket replacement – was issued 19.MARCH.2022. This Ad only affects some continental engines that have a non-standard F & M or stratus oil filter adaptor installed IAW their STC. So if you do have a remote oil filter or a non-standard filter adaptor installed IAW an STC I suggest you research this AD requirements.

I also spoke about the benefits of keeping initial engine start up rpms as low as possible (approx 600 rpm) for initial 30 seconds to a minute and then slightly increasing in increments of 100 rpm thereafter to stage warm the engine. The prevents noticeable premature engine wear & the chopping out of cylinder choke, also the benefits of frequent (25 hour) or 4 monthly engine oil changes & the benefits of Camguard engine oil additive to minimise engine internal corrosion especially on all ferrous base (bare steel) internal components. Look forward to catching up with you all at the October Fly-in at Orange.

*Tony Brand*

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

## Dave returned to Snake Gully after a brief trip to Europe.

Dad said, "reckon you saw a lot of mighty fine things in that Europe."  
Sure did Dad. Cathedrals, Palaces, Mansions, but what impressed me most were dunnies.

And they all flush.

Well son, said dad, Recon you ought to build yourself one of those posh dunnies.

But you'll have to get rid of the old S\*\*.... first.

Nothing to it dad.

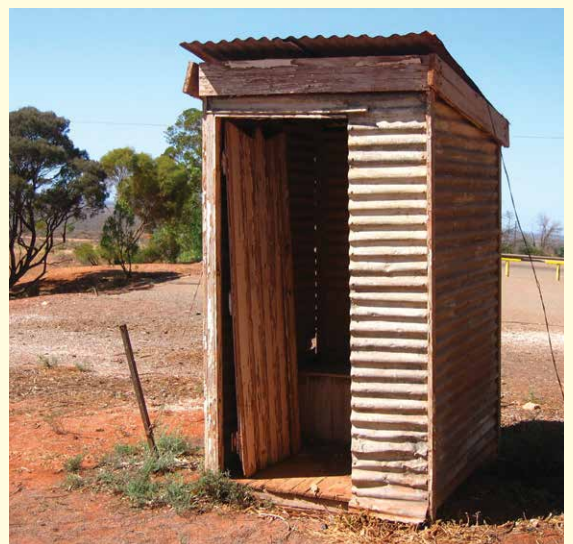
Dave took out a hand grenade that he happened to have on him, pulled the pin and threw it at the s\*\*.....

Dad's a slow thinker and a slow mover.

After a while he said, I don't reckon you should have done that son.

Out of the debris staggered Mum.

She lurched up to Dad and Said, "Reckon it must have been something I ate!!!"



# Diamond in the Dust by Sue Morris



**Packsaddle Roadhouse**

In May Geoff and I ventured off on our Cobbold Gorge trip that we missed out on last year due to Covid. Cobbold Gorge has been covered before in our Newsletter, but this Diamond deserves a special mention. Our First night was at Packsaddle, situated on the Silver City Highway, half way between Broken Hill & Tibooburra – 94 NM north of Broken Hill.

We would highly recommend a night stopover at this little gem. It is a roadhouse/ bistro/accommodation all rolled into one, that serves the surrounding station community. A cold drink on arrival, a snack, bistro dinner, great cooked breakfast

and very comfortable accommodation. Although you have to share facilities – all was clean, comfy and a great heater in the room for those cold nights.

The strip was in good condition and is fitted with lights as it serves the RFDS. The Roadhouse staff did a sweep of the strip to clear the wild life, mainly emus, both for a arrival and departure and provided a pick up/drop off service, all with great friendly country hospitality.

If you are venturing their way, make sure you have a night at the Diamond in the Dust.  
by Sue Morris

## 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!'

## New members since last edition

Peter and Christine Banks C210 VH-WSQ

Liam Mahony and Oliver Dunn are grandsons of Ken Parker and have taken over his membership with C210 VH-LUP

Shaun and Shannon McDonnell C210 VH-OAY which was formally owned by past member Mark Landy

Tim and Dermot Murray C210 VH-JMY

Boyd and Kate Webb P210 VH-TUW

# Attention!

Renew your membership and maintain the benefits it provides.

## **C 200 series Fly-In to Orange** **20th to 23rd October 2023**

### **Initial Itinerary** *Itinerary subject to change*

#### **Friday 20/10:**

- Arrivals Transfer to The Oriana
- 1830: Welcome - Salon Deluxe Room at the Oriana

#### **Saturday 21/10:**

- 0830 General & AGM meetings - Peacock Room at the Oriana
- 0930 Tech Talk with Tony Brand - Peacock Room at the Oriana
- 1100 Bus transfer to Mayfield Gardens
- 1230 Lunch and with garden exploration
- 1630 Bus Transfer to Oriana approximately
- 1900 Evening Meal -The Peacock Room at the Oriana

#### **Sunday 22/10:**

- 0830 Bus Transfer to the Agrestic Grocer
- 0845 Breakfast
- 0945 Bus Transfer to Lake Canobolas
- 1000 **Disk Golf**
- 1230 Bus transfer to The Stockman's Winery
- 1300 Lunch
- 1530 Bus Transfer to Oriana
- 1830 Evening Meal at Robin Hood (Walking distance 11 mins)

#### **Monday 23/10:**

As all good things have come to an end - prepare for your onward journey.

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

# YORG Fly In

## Friday 20th October to 23rd October 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
<b>Registration discounted price if paid by 30/9/23</b>		<b>\$400.00 pp</b>	
Friday /Meals		Included in registration	
Saturday/ Tours/ Meals		Included in registration	
Sunday/ Tours/ some Meals		Included in registration	
Sunday Night meal		<b>AT OWN COST</b>	
<b>TOTAL</b>			\$

**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

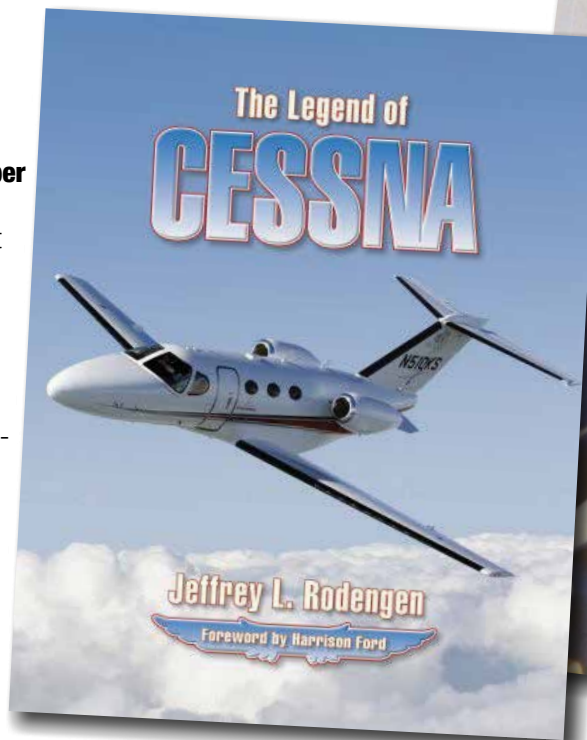
**David Crawford has 2 different books available for members as per the photos.**

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](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	
<b>Vice President</b>	Ralph Aikin	0438 416 068	<a href="mailto:aikin_kenney@bigpond.com">aikin_kenney@bigpond.com</a>	VH-TIU 210M	
<b>Secretary</b>	Wendy Brand	0407 811 777	<a href="mailto:wendybrand@icloud.com">wendybrand@icloud.com</a>	VH-TJQ P210R	
<b>Treasurer</b>	David Crawford	0408 800 778	<a href="mailto:treasurer@c200series.com.au">treasurer@c200series.com.au</a>	VH-OAT 210N	
<b>Committee</b>	Neil Shorrock	0428 752055	<a href="mailto:shorair@bigpond.com">shorair@bigpond.com</a>		
	Noel Hoy	0418 675 258	<a href="mailto:noelfhoy@gmail.com">noelfhoy@gmail.com</a>	VH-OAT 210N	
	Neil Richardson	0418 184 701	<a href="mailto:neil@njr.com.au">neil@njr.com.au</a>	VH-CSD 210N	
	Ralph Aikin	0438 416 068	<a href="mailto:aikin_kenney@bigpond.com">aikin_kenney@bigpond.com</a>		
	Patricia Kenney	0407 012 014	<a href="mailto:kenneyaikin@bigpond.com">kenneyaikin@bigpond.com</a>	VH-TIU 210M	
	Tony Taggart	0414 351 693	<a href="mailto:tago@netspace.net.au">tago@netspace.net.au</a>	VH-VVT T210G	
	<b>Fly In Coordinators</b>	Patricia Kenney	0407 012 014	<a href="mailto:coordinator@c200series.com.au">coordinator@c200series.com.au</a>	
		Robyn Shorrock	0408 752 053	<a href="mailto:secretary@c200series.com.au">secretary@c200series.com.au</a>	VH-DTG T210N
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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**