

# The President's Corner

Having regaled you all last edition with how wet we have been down here in south east SA I have to report that we are now looking hopefully skyward for more of that wet stuff. We certainly enjoyed a good spring that went right up to the Xmas period but has since dried off as predicted with no rain in sight.

David and I have just returned from a few weeks at Robe and the beach which was fun and relaxing, so much so that poor Geoff and Sue our news hounds are tapping their fingers waiting for this report. Coming...

Inside you can read the fabulous report of the fun we had at the Orange Fly In. We also held our AGM and welcomed two new committee members Judy James and Simon Heuzenroeder. We look forward to their input into our association. Members present thanked members Tony Taggart and Robyn Shorrocks for all they had done in their time on committee.

The registration and itinerary for the Ballina Fly In are also inside so if you haven't booked or put it in your diary, now is the time to do so, May 30-June 3. We will be staying at the Ballina Heritage Inn 02 6686 0505. Give them a call.

We are also planning to head across the Nullabor in October – date TBC. Look out for confirmation and dates so you can start planning your trip. As a group this will be our first time to WA and being conscious of the distance and time required to do it justice it promises to be an adventure with options – think Busselton and Albany.

You may recall David and I headed over to Oshkosh so check out David's report of that and also a bit of a rundown of my fabulous and fun trip to the Kimberley.

I have just completed the MSR and have my medical coming up in the next couple of weeks so fingers crossed I'll still be an aviator when you read this. I always get a little nervous knowing how much bother others in my age bracket have encountered with our friends at CASA. Fingers crossed.

We are always looking for contributions for the Newsletter and it helps immensely if you can send any articles of interest through for inclusion. If you read something of interest to you it may well be of interest to others.

In closing it would be remiss of me not to mention the passing of Barry Dean. Barry will be remembered as a keen aviator and sailor having owned and operated a number of commercial vessels and aircraft. Barry was a huge supporter of our association and there were very few Fly Ins he didn't attend. Barry organized a wonderful Fly In to Mackay his home town in Spring 2010 and always filled the C206 with his good friend Ray Thorning and his 'harem'. Barry was a victim of the dreaded dementia and he is sadly missed.

Looking forward to catching up in Ballina.

Safe Flying

*Cheers, Annie*



*Annie Haynes, President*

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# Kimberley Trip – by Annie Haynes

Having returned from the USA and the fabulous Oshkosh Airshow, I had a 4 day turnaround to embark on a sensational tour of the Kimberley. I was lucky enough to have AWWA member Nicole Mitchell join me in our C210 VH- OAT for the trip organized by the fabulous team at WardAir in Bathurst. From the map you can see we covered a reasonable amount of distance – 4000+nms.

Over the 15 days I recorded 39 flying hours, a very limited alcohol intake and the usual holiday overindulgence in all things food. I left home one Saturday morning dodging clouds on my way to Echuca to pick up Nicole. Leaving Echuca we were headed north to Thargomindah so reasonably confident that we could leave the cloud to the southern states and prepare to be warm. We were quite right in our assumption. All up there were 7 aeroplanes and 18 participants on this grand tour and what a group it was. We laughed from the moment we met up until the last drop off.

On arrival YMWD, home – I greased the landing luckily as 'he' was there watching – I delivered VH-OAT safely to her hangar all smiles. All checks and MR complete I headed to the house and promptly opened a celebratory 'bottle of fizz' and later fell into bed still smiling and exhausted after a simply wonderful trip.

Here's a bit of a run down. First stop and gathering of the flock was at Thargomindah who entertained us with a well fought win for the Matildas. Sadly to be the only one.

Onward to our first Station stay at Tobermory where the hospitality of the outback never disappoints. Book in if you get the chance.

We're on a mission to the Kimberley so next is Daly Waters and what a hoot as always with local pets, a donkey and a goat, joining us in the beer garden along with 200 others and Hotel owner Big Tim Carter on his gopher, who gave us all a run down on the history of DW. This was followed by a delicious meal of fresh Barra and perfectly cooked steak and not to be outdone we enjoyed a hearty breakfast the following morning.

Next day we're off to Katherine and after our uneventful arrivals at Tindal - keeping in mind there had been much chat about the do's and don'ts as it is a RAAF base - we transferred to our excellent accommodation for another two nights. We're loving the 2 night stays giving us time to relax a bit. A few of us seconded one of our groups hire cars and headed down the highway to Mataranka Hot Springs for a swim and a cleansing ale. The next day we did the Katherine Gorge boat trip which never disappoints, and this time was no exception. Yes, I'm a KG junky. Prior to our Tindal departure I was close to requiring a change of underwear. Simply minding my own business having completed my preflight I was carefully



## Kimberley Trip continued...

taxiing to refuel, when suddenly there was an almighty noise to the extent that I was certain there would be an explosion of oil and debris out of OAT any second and I was overwhelmed with extremely nervous thoughts about making 'that' phone call home. However, it was simply a F35. It took off, pointed skywards and was last seen spirally upwards. Scared the bejeezus out of me but bet he or she was grinning uncontrollably! By the time the fourth F35 had taken off the nerves had calmed somewhat!

Kunnunurra was out to impress too. The Ord River Cruise is fabulous and the Argyle dam is an amazing bit of engineering. The delightful Durack Homestead is also a piece of history that was relocated prior to the flooding of the valley. A quick trip out to the Ivanhoe Crossing is also a must if you haven't been before and we snagged a great taxi driver to take us there – but oh boy could she talk! A trap for the uninitiated is the purchase of beverages. Police manning the entrance whereupon you need to produce your driving licence prior to entering and the amount able to be purchased is also governed. As responsible pilots, of course it was of no consequence to us...

Perfect weather and stunning scenery found us at Mount Elizabeth our second Station Stay where we had the next 2 nights. Owners, Vicki and Jack Burton were in residence and they certainly turned it on for us complete with a BBQ in the creek at the end of a delightful 2 km stroll. Burton Beef is big in these parts as are the stations. One of the Burton Stations is a feedlot, 67,000 acres of it! They have a butcher shop in Broome which processes 50 bodies of beef each week. For those of you not au fait with all things butchery, that is an enormous amount of beef. The average city butcher would do 2 bodies or less each week. The meals we were served at Mt Elizabeth were second to none. Simon and Caroline had been head hunted to do the tourist season at the station and Caroline is one fabulous cook. Everything from scratch and simply delicious. The steak of course was melt in the mouth too. No iron supplements required on this trip.

Broome gave us the opportunity to catch up with fellow AWPAs working up there, Katie Miller and Hilary Wilkins who are both rotary pilots. Where better than dinner at the famous Matsos Brewery. Next day Nicole and I had a pre-dawn start heading to the Horizontal Waterfall. Can't recommend this highly enough if you haven't already experienced it. Our flight out to Talbot Bay was in a Cessna 208 on floats and we watched the sunrise just as intently as we had watched the sunset the night before.. So beautiful. Upon alighting at the floating dock we made our way upstairs to be briefed on the day's arrangements before heading down again onto the purpose built craft that took us out into the Falls. This region experiences King Tides - up to 15 metres - The water is extremely turbulent as the high tide tries to make it's way through the very narrow openings and hence appears to climb up rather than fall



## Kimberley Trip continued...

over. Significant skill is required to manoeuvre the craft both at the entry and through the narrow 20 metre gap with the madly swirling water. The mere phenomenon of the Horizontal Falls is extraordinary and the volume of water going through is even more so. Back to a delicious breakfast after which we watched some Grey sharks being fed before another boat excursion up Cyclone Creek which is where the boats are all put in bad weather. More tucker, like we needed it, for morning tea and by now the tide is turning so before all the water tries to escape the same way it came in we head out on the boats again to experience a totally different scene – no restless water this time. The calm before the 'storm' of water tries to exit as the tide lowers. Another striking example of Mother Nature at work. The trip back to town was by float plane to One Arm Point and a visit to the Trochus Hatchery there which was done by a delightful and entertaining young Aboriginal woman Jess who is studying Marine Biology and certainly has an affinity with the various sea creatures in her care including the turtle who loves a scratch on his shell. He 'danced' every time she scratched him. Then onward in the 4WD bus to Cygnet Bay the home of the Brown family and their Pearling enterprise which has been in the family since the 1960's and now includes a resort where we had another serve of Barra for lunch before being treated to a tour outlining the incredibly demanding and labour intensive business of growing pearls – it's amazing they're not twice the price! From here it was home James and don't spare the horses. Time for a nanna nap on the bus with fingers crossed that the diff didn't fall off. A shake, rattle and roll all the way to Broome.

Our time in Broome also included a movie at the Sun pictures – Australia's oldest outdoor Cinema – a walk through ChinaTown and a visit to the many Pearl shops in the old town. A 'cheeky' ale at the Roebuck front bar – whoops! Wrong bar. A true sundowner at Cable Beach and a quick foray out to Gantheaume Point where the tide sadly wasn't in our favour for the Dinosaur prints or Anastasia's pool. The Museum is also a great spot to while away a couple of hours. There is an area at Cable Beach where patrons are less than scantily clad, but I heard no tales nor complaints of awkward sunburn so I think that is a no. The history of Broome is most interesting and I find every time I go there I feel the need to return and spend more time soaking it all in.

Our departure from Broome marks the turn for home. Halls Creek doesn't enjoy a great reputation but I must say the hotel had delicious meals and comfortable rooms which made for a great night. South east we head and arrive at Barkly Wayside Inn another excellent stopover. Next day we have a refueling stop at Boulia and continue on to Bedourie and another experience in their wonderful hot springs and yes 40 C is hot. We all needed to cool down in the adjacent swimming pool before retiring to the pub for dinner. The same publican has been in residence since 1971 and I don't think the pub has changed one bit in that time!



Next day Nicole and I, along with our fun, funny, new best friends from Wangaratta in their C182 opted to fly into the Nocundra Hotel for a softie. Having given way to a passing Road Train we pulled up in front of the pub. There were a couple of grey nomads parked out front too and they were amused or perhaps a little amazed to see a couple of aeroplanes parked alongside them, but that's the outback – anything is possible. Publican Marg was a treat and regaled us with a few tales of what she encounters – read, has to put up with – in the course of a day.

The last hurrah was at Tibooburra and there was an air of nostalgia in the group. Melissa the publican is

fabulous and nothing is too much trouble. We are offered use of the pub mini bus to tour around the town and a few diehards walked out to a vantage point to observe our last outback sunset. There was much chat over dinner and plans made to catch up in the future.

Lots of hugs and then it was up and away for the last time. So many wonderful memories and funny things happened. A huge thanks to Katherine from Ward Air for organizing the trip and having us along...and this won't be the last adventure. I even came home with a new member for our C200 Association!

Annie Haynes

# OSHKOSH 2023 by David Crawford

Annie and I decided it was time to revisit the Oshkosh air show. We booked through Torii Tours who have been organising Aussies to Oshkosh for many years.

We had an early morning start from Adelaide to have a two hour stopover in Sydney before departing for Los Angeles. We travel cattle class on flights on the basis of having extra spending capability at our destination, but on this flight through Women's Pilot Association contacts we were able to spend several hours in the lounge of the business class section of the A380 – it was very comfortable, with very nice drinks and nibbles.

Anyway, a couple of nights in LA before we picked up our rental car and spent the next five days travelling to San Francisco. We went via Malibu, Santa Barbara, San Simeon. We had a tour of the incredible Hearst Castle. From there we were supposed to travel on the famed Big Sur to Monterey, but due to land slips the road was blocked in various places, so we had a detour, but eventually got to Monterey, then to San Francisco.

We dropped off the car, had one night in San Francisco before a flight to Las Vegas. It was our first time there and we stayed in the very comfortable but HUGE Bellagio Hotel. We had never seen so many gaming tables, gaming machines and hundreds of people at the tables and machines. We had dinner in the hotel on the first night as we wanted a steak as a change from Mexican food we had been eating as we travelled the west coast. We had a beer each, shared an entre, had a main course and shared a dessert, a bottle of wine – nothing extraordinary, but by the time we were presented with the bill, added the various taxes, added the mandatory tip, and converted it to Australian dollars we had raked up a bill of AU\$500.00. It was a good meal!

While in Vegas, we had a great helicopter tour over the Hoover Dam and on to the Grand Canyon where we landed, had some champagne and nibbles before the return flight. Three nights in Vegas before our flight to Chicago to meet up with the Torii Tours group.

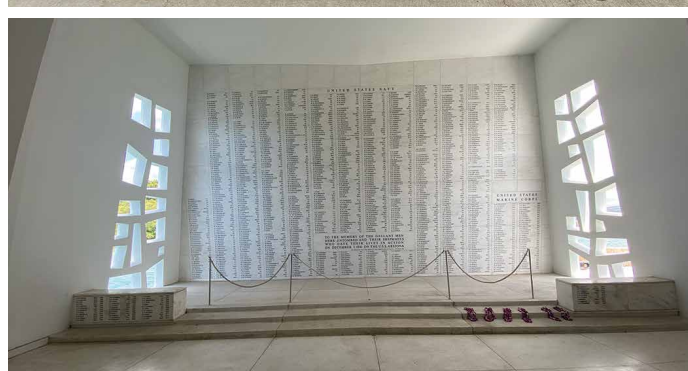
It was a coach trip the next morning to Oshkosh via a visit to the Harley Davidson motor cycle museum, and a stopover at a Walmart store for any supplies that anyone needed in Oshkosh. Accommodation with Torii is in the University dormitories, which is a bit better than it sounds. It is a very convenient location as there are buses running to and from the university to the airfield every half an hour.

Airventure Oshkosh. If you have not been there, please put it on your must do list.

It's not just the aerial displays, but the whole atmosphere for the week-long event. The crowds are massive, the number of aircraft on the field is huge, the static displays of everything aviation and more. There are hundreds of forums and workshops held throughout the whole week, and Annie and I attended many forums. Air displays are held for a few hours every afternoon. Unlike in Australia, people attending the event can wander among the thousands of parked aircraft, and chat to many of the owners, and check out the tents under the wings of lots of those aircraft.

The control tower is ranked as the busiest tower in the world for the duration of Airventure. The site is huge and they have many small tractors towing multiple trailers fitted with seats to save walking many kilometres from site to site.

I wore my C200 cap each day, and one day was approached by C200 member Dermot Murray who introduced himself and we chatted before going our own ways. Another day we were about to leave for the



day when Lex and Liz Garriock came up and said hello.

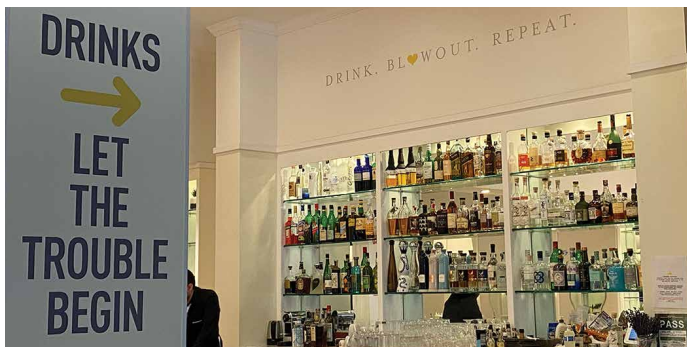
We arrived in Oskosh on Sunday and departed on the following Saturday and we did not see everything.

Anyway, it was back to Chicago by coach. We had a one night stay, so we caught a train from Chicago O'Hare airport to the centre of the city for an interesting look around.

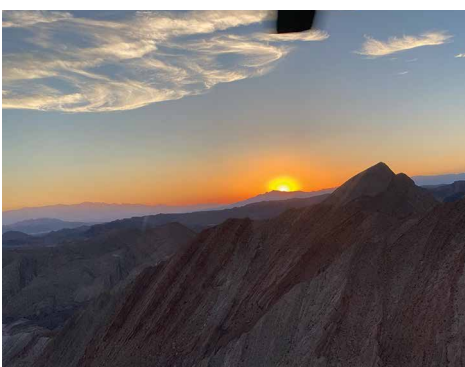
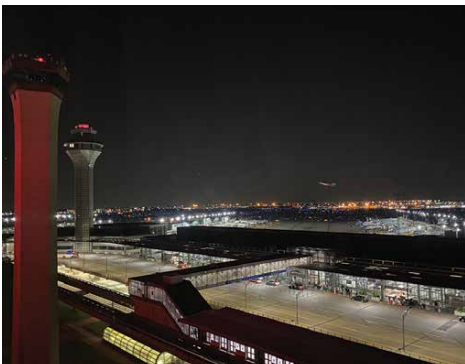
It was then off to Honolulu for four nights staying at Waikiki Beach. It was a very relaxing few days. A drive around the island, a visit to Pearl Harbour and the Arizona Memorial. It was also about a two minute walk from our hotel to the beach, and the water was magnificent for swimming.

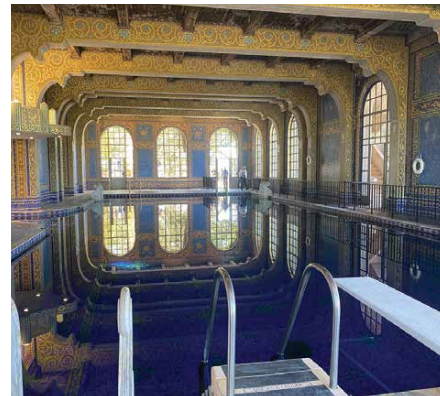
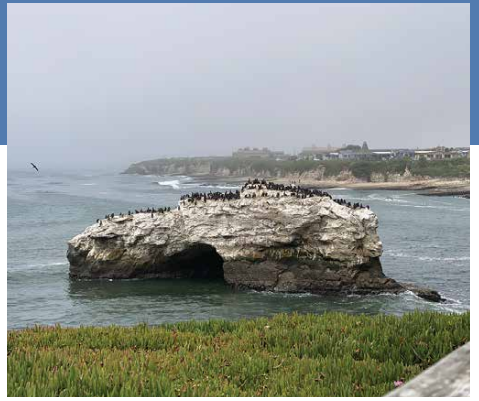
All good things must end and so we departed for Adelaide via Sydney for the end of nearly four fantastic weeks away.

David Crawford



# OSHKOSH 2023 continued...







# Orange Fly-In 20th - 23rd October 2023 by Suzy Tilley

Thanks to the attendees at Orange: Ralph and Tricia Aikin/ Kenney, Tony and Wendy Brand, David and Annie Crawford /Haynes. Ian and Judy James, Frank and Lesley Lewis, Nick McGlone, Mark and Kate Rogers. Neil and Robyn Shorrock, John and Suzy Tilley.

Hi all my fellow C200 Series Members. It is my turn to write up our last Flyin Fun weekend. Well you know I have a terrible reputation for always being late so not to muddy my reputation I am writing this article 5 months later!! So forgive me those who attended if some of my observations of the weekend are a little hazy. To compensate for this I have included pictures!!

Tils and I drove in as has started to be our custom. Heading across the Hay Plain towards Orange stopping off at a couple of places for the night! Thankfully we chose better motels than we did on our driving trip to Katherine 2 years ago trip!! Glendanbo Hotel & Tenant Creek "El Derado". That's definitely another story. Actually 2 other cars joined us this year driving, and 16 members attended. Sadly we missed many of our regular and new members and hope to see them in Ballina in June,

Never having been to Orange before was delighted that this destination had been chosen. Streets are full of historic houses and beautiful gardens. And our Accommodation was something else. The Oriana which had a recently been decorated and more "resort like" than a Motel!! Brightly decorated rooms, and lavish designed swimming pool area, complete with floating white curtains. Plus a "Garden/Martini Bar, which appeared to be the social gathering spot for Orange residents.

The first night's meet and greet was in the "Garden/Martini Bar" area!! Wow what cocktails will we discover in the Martini Bar. See pictures.

Judy James set the perimeter by deciding to try as many cocktails that she could think up names for giving Ian's Credit Card a workout!!

Our host and owner of this engaging property was a blonde suave Norwegian. Cannot remember his name but he made sure we all indulged in the offerings of the bar, and thanks to Trish and Robyn's arrangements we had great finger food. The outdoor Garden area where we gathered is quite the in place of Orange and the evening weather was perfect.

Next morning crawled out of bed to join everyone for the AGM which was held in the wait for it... Pool Club. After sorting out all the new officers and discussing the next flyin the majority of the girls wandered off to check out down town Orange. Whilst the boys had their usual interesting Tech talk.

At a 11 am sharp (I was on time!) we headed off for our first excursion. After an enjoyable hour and half bus trip we arrived at Mayfield Gardens. This extraordinary Garden covers 160 acres on land that was originally a family farm purchased by the Hawkins family in 1984. The heart of this property over the years has been transformed with the help of landscapers and local trades men into a Public Garden which was designed along the great gardens of Europe.

The Hawkins have now opened their Garden 363 days of the year to be enjoyed by all. Our tour started with a light lunch and then we were driven to the top of the garden and wound our way down through the magnificent garden. As you travel down the hillside you come across one amazing feature after another.

The extensive collection of rhododendron varieties for example are apparently larger than any other garden in the world. Along with



Friday night Welcome



Group Photo



The boys at Friday night Welcome



The girls at Friday night Welcome

# Orange Fly-In *continued...*

the beautiful water features it was 3 and ½ hours of pure pleasure. We were there in spring and there was an abundance of beautiful flowering plants. See pictures.

After our exhilarating walk we bussed it back to Oriana to spruce ourselves up for the Saturday night dinner. In lieu of a guest speaker we were treated to a wine tasting and talk by a lovely young wine maker/owner (Canadian Jeff Byrne) from Byrne Farm Winery!!!

The Peacock Room was a lovely venue and beautifully decorated with gorgeous roses for which Orange appears to have a reputation for!!

After a big night we were up and at it again to travel by bus to the Agrestic Grocer for a very hearty breakfast!! See pictures.

It was a unique venue and the one stall mens and ladies Restrooms were easily recognised . see pictures.

Then off we went again to what proved to be another highlight of our Fly-in. On the shores of Lake Canobolas Trish and Robyn had organized “a Disk Golf”

match. Our hosts for this event was Sharon & Kevin and they were members of the Central West Disk Golf Club. For the uneducated this is a different form of “Golf” played with disks and hurled towards a wire basket from various “so called Tee hit offs”.

Players could vary in taking 3 -4 shots or more or maybe less if an official scorer was not with a group!! Judy and I were 2 of the official card scorers (ha ha) I could not throw the disk because of the broken shoulder past replacement but enjoyed the fun and kept an eye on some of the other “disk golfers”. Querying some of the scoring and encouraging our female golfers to outdo the men. There was hilarious laughter from most of the Golfers but it became very serious as our “male members” became very competitive.

The whole event was very successful and enjoyed by all. The star Disk Golfer and winner was Tony Brand and he was delighted to win the Championship Trophy ! See pictures. Many other trophies were handed out to the delight of all winners. The most hilarious trophy “an Wooden Avocado” for the best Ducker went to Lesley Lewis!!

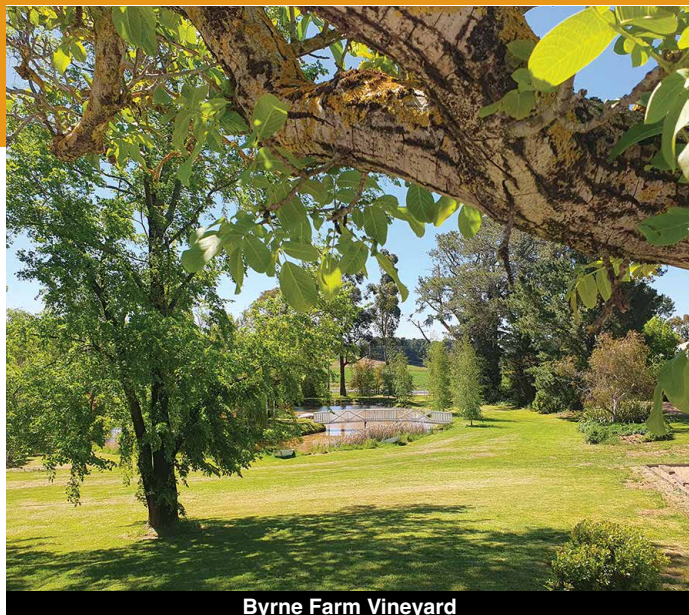
Back on bus we headed off to a lovely finger food lunch at the Stockmans Winery. On our return trip we also stopped off at the Byrne Farm winery and purchased to the delight of our “Wine tasting Host” from the previous night” some wines. After returning to the Oriana we headed off for an evening meal within (walking distance ha ha) some members walking and the lazy others including me and Tils hosting non walkers by car!!

Normally Monday sees us all flying out but some “car members” headed off backdown south. As we have not had a chance to see Lily our Canberra granddaughter we headed in that direction. And! Being so close we also stopped off to catch up with the Shorrocks on their lovely property just out of Canberra.

After enjoying a lovely morning of chatting, eating homemade biscuits and coffee we headed home, declaring it was another great 200 Series Fly in. shared with long time mates. A special thanks of course goes to Trish and Robyn for their organization of the weekend. Looking forward to our next catchup in Ballina in June. Love to see more of you there! Remember you can drive!!!!

The above stories are part of my long term memory.(ha ha) Hopefully it is a true record of events.

Suzyxx



Byrne Farm Vineyard



Drinking table at Sockmans winery



At Stockmans for Sunday Lunch!



Stockmans Vine Yard visit with views of Mt Canobolas

# Orange Fly-In *continued...*



Example of the hole which the discs land in.  
Plus score keeper Judy in action



Kevin presenting the winners trophy to Tony



Runners up Trophy



Disc collection.



Throwing the disc!



A winner!



Tony Brands winning action at Disk Golf

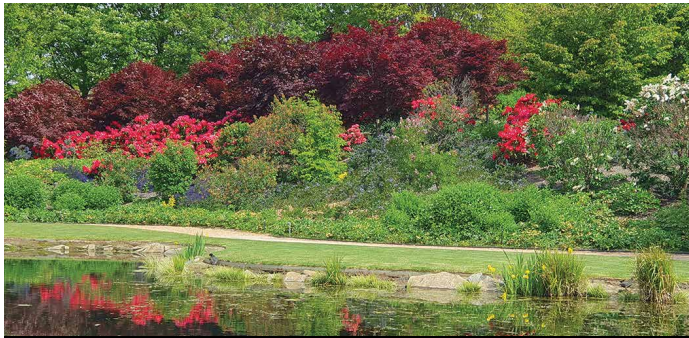


Lesley receiving a special trophy for ducking flying disks



The whole gang holding their flying disks

# Orange Fly-In *continued...*



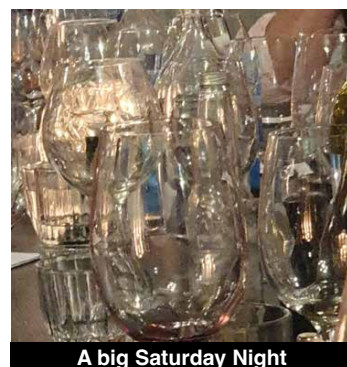
Mayfield Gardens



Mayfield Gardens



Saturday Night



A big Saturday Night



Toilets at Agrestic Grocery-Breakfast Sunday Morning

# New Committee Member Profile - by Simon Heuzenroeder

G'day everyone. President Annie has asked me as a new Committee member to write a brief profile. My wife commented it would be easy as I would be writing about my two favourite topics.. Myself and 210's!! She is a very funny lady but there could be a hint of truth in that.

So trying to keep it brief I am 50 I live in Mildura with my wife Clare and we have 5 boys. Jake 22 (Uni in Adelaide), Alex 20 (working on a lucerne seed farm in Keith soon to study Marcus Oldham), Sam 18 (Yr. 12 PAC in Adelaide), Will 15 (PAC Yr. 10) and Harry in Year 6 at home. I have been following closely C200 Association activities/antics over the years and I would have loved to have been more involved but to be honest we have been bloody busy with these boys! But there is some light on the horizon as Harry will go to PAC in Yr. 8 and we are finally getting a bit of time to do other "stuff" including some fly ins hopefully!!

I was born and bred on the family stations in the Broken Hill area and have a life long involvement with planes. How good were the 70's and 80's for GA I remember a bloke called Frank Code who was a Cessna Salesman for I think Schutt Aviation. So as a young bloke he would call in with an array of new Cessna's and take me and the old man for a lap around. He gave me a Cessna Cap in 79 I reckon when I was 6 and it was a treasured possession!

Aviation was everywhere, my old man's Accountant had a Harvard he would bring out on the weekend. The Broken Hill ABC Announcer had a Hot Air Ballon that he would bring out for our flat open country. Our neighbours the Harrisons were mad aviators and they always had something going on. They had one of the first gyro copters one weekend and a bloke was trying to start it and was a bit slow and got his fingers caught in the prop. So us kids had a "emu hunt" up and down the strip looking for his fingers!

Because we were close to town we would get overseas film crews coming out. This would be orchestrated with the RFDS so we they would film me pretending to be crook, mum would call the RFDS on the transceiver and then the Nomad would fly in and I would be bundled on board on a stretcher! Much to the awe of the film crews from Japan, Canada and other countries, we had it down to a fine art.

My clearest childhood memories are of planes, air shows etc in the Broken Hill area. I remember the first 210 and Bonanza I saw up there and even distinct smell of Howie Debney's Barrier Air Taxis workshop it must have been the shellite but all workshops smell the same I reckon.

My old man had a real early 172 think that was DJX. Then he ordered a new 78 172N which was UFN and then he bought a near new 79 206G it was TII a nice machine. So I had the bug just didn't know how it would remerge down the track.

Fast forward to the early 90's there was no joy chasing fly blown sheep around. I had two needy sisters who I knew would take a bit of maintaining financially so I said to my old man you can't afford to give the place to me I and can't afford to buy it on my own so sell it. He did, I went to Marcus Oldham to study Agribusiness, drank allot of beer and at 23 started my own Elders Insurance Franchise based in Mildura.

Met Clare, got married, had kids and grew the business accounts for a decade or so. Insurance is something we all need but after 10 years or so got a bit monotonous so I thought I needed a new challenge and wanted to start my GA training. This lead to lets make this work for the business and the Elders Insurance business in Broken Hill came up for sale. So bought that and with about 15 hours training under the belt bought a very nice 84 T210N which was N4894U from Dan Howard in Tulsa.

It was owned from new by a Jeep Dealer in hot, dry Arizona had just ticked over 1600 hours, was like a new pin had radar, all the fruit and was due for a new engine. So somehow I arranged with no idea for a crew over there to put a Atlantic Aero 550 in it and ship it to Horsham. Tony Brand had been my sounding board through this process and still is today. For those interested I think I paid \$170k US for it (at about parity) and by the time it left Horsham on the register with the 550 etc it owed me close to \$300k. I will include numbers I think it is interesting to compare now and I have no secrets.

Got it on the register as VH HZE and finished my training I even did my first Solo Nav in the 210 not sure how I got this through QBE Aviation but I did! Still remember on this NAV landing on a client's station strip just as three roos came out of the hop bush on the side of the strip and jumped across in front of me as I was trying to flare..

Liked the 210 did 400 hours in it but had a bit of new plane bug and there was a brand new 2011 182 (VH ULW changed it to HZE) in Melbourne with G1000 etc and economy was a bit sluggish so I bought that pretty right \$396k and got a new second Cessna hat with it.. Was just as they were dicking around with Diesels and production had actually stopped on conventional 182's as Dealers were expecting the Diesel to be rolled out soon. Tony had arranged for a fella from Broome to buy HZE for \$310k so didn't make much but it didn't cost me anything and I cut my teeth on it.

I had also bought the Elders Insurance in Alice Springs to further justify Aviation habit. So soon worked out that while the 182 was an awesome machine I got a bit tired of looking at those struts and wheel spats while humming along at 140 knots if I was lucky. So sold that for \$400k and did 400 hours on it so again worked out pretty good.

Again, back to Tony Brand for advice and he of course had the ultimate machine the P210R. He was good enough to fly up one day in TJQ and took me up. He didn't want to sell it at the time (fair enough I wouldn't either) so I instead I looked at a few Bonanza's for something different. Speaking of different geez they are Bonanza's drivers hey so a deal on a G36 fell over as old mate decided after a couple of months he didn't want to sell his machine that he couldn't actually fly but it looked good sitting in a Bankstown Hangar.

Then VH TVV a ripping 1985 P210R (one of three in Australia) belonging to John Tilley was listed for sale and I bought it. John I have never met you (I would like to) as we dealt through a Dealer who I think advertised it for the wrong price so I got it I reckon for \$400k. Sorry John I will buy you a red you've probably bought and sold so many planes hopefully you've forgotten..

Only thing I changed to start with was the mark to HZE and set about getting Pressurisation Endo and did my PIFR theory. Then, we have all read about the person/dickhead who runs out of fuel well I did that coming home one day. It's another story in itself but those days do happen when all the scenarios you have thought about all happen on the one day and if Annie gives me a second go I will write it up. I landed it no worries but didn't see a newly erected exclusion fence at the end of the flat and at low speed I went into this it bunched up around my nose wheel and then around my right leg enough to tuck it up and wing tip impacted the ground.

Repair was a bit drawn out but we got there and I thought early it was a good opportunity to do refit. New paint thanks to Keith at Aeropaint Horsham, new avionics and interior fitted at Parafield by Aircraft Electrical and Trim by Mooch. I never added it up but it came out a very nice machine and after getting it back I did less than a hundred hours and the engine got a bit tired so put in a factory reman which I have now done 500 hours on. Finished my PIFR with the new Garmin gear in it and have just updated STEC 3100 A/P and Tony has put the long range O & N Baggage Area Fuel Tank in you can never have too much fuel..

While all of this was going on Trev Wright made sure I always had one of his 210's to hire so it was business as usual.

I had better pull it up there I hope to get involved more and meet as many of you as possible in the near future!.

Cheers, Simon

## New members since last edition

A warm welcome to Nicholas Christie and partner Anastazia Domican who have purchased C210 VH-VT from long standing club members Tony and Di Taggart.

## HEAT - THE KILLER OF ENGINES

What you don't know, or practice, will hurt your pocket or maybe yourself & those onboard with you. Barely a day goes past, where due to where I & live, on the Horsham Aerodrome, that I don't witness, in my opinion, abuse or poor airmanship of light aircraft. Such perceived abuse includes potential safety concerns and ultimately adds additional maintenance costs to the aircraft owners. At the top of the list is excessive initial startup RPM. Very frequently (weekly) I hear piston engines start and go from 0 to 1700 RPM instantly (both hot & cold starts).

Aircraft engines & engine oils are notably different to modern automotive engines & as a result aircraft engine operation requires more consideration and respect to avoid premature repairs or failure.

The facts from observation & testing, is that at an average day time temperature, it takes 2 minutes for engine oil after initial start up to reach the cylinder rocker arms & valves. Also, lubrication of the crankshaft & conrod bearings take time due to our heavier oil viscosity, tight working clearances and distance of oil to travel (larger dimensional engines).

Lower initial startup RPM provides lower numbers of stress & stress reversals on each component that are initially operating without lubrication (no lubrication = higher levels of wear). In addition to lack of lubrication there are thermal expansion concerns due to dissimilar metal expansion coefficients.

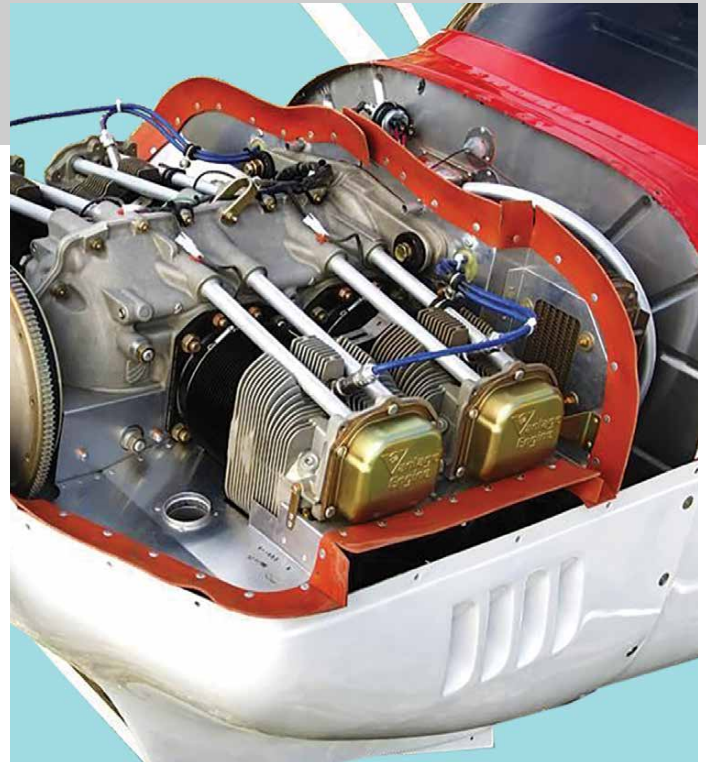
The most notable concern is the aluminium pistons that reciprocate in the steel bores. Aluminium pistons being much lighter by material mass volume will expand far quicker than the steel cylinder bores. To that end if we retard / control the heat applied to the cylinders / pistons it will give the steel cylinders more of a chance to expand.

So, with all the above in mind, I have verified through experience that if the initial RPM is kept in the area of 550 to 650 RPM for approximately 30 seconds and then quietly stage warmed every minute or so by approximately 100 RPM increments (upwards), definitely reduces the internal wear of choked cylinder bores, rocker shaft & rocker arm bushings & both main & conrod bearings etc. I have actually seen cases of excessive RPM startups with the engine that have not run for some weeks that have led to main / conrod bearing failure and a resultant off-field landing.

Heat is the next major killer of piston engines & their components. An air-cooled aircraft engine whilst operating on the ground has negligible forced air cooling. To this end I keep my RPM, especially on warm days, to the absolute smooth minimum which maybe in the area of 700 to 800 RPM. Remember the more revs the more heat generated.

Excessive revs can elevate cylinder head temperatures to a point with the cylinders will become glazed. leading to high oil consumption and in some cases can anneal / soften the piston rings, reducing their temper, once again leading to high oil consumption. The poor ground cooling can cause the cylinders to go oval and you can't seal around piston rings in an oval cylinder.

Cessna 182RGs are prone to this if maintenance engineers run them on the ground at high power with the engine side cowls on. Always try to position into wind for engine run ups and whilst waiting for departure. After landing and vacating the runway, I always try and park into wind. Once I have shut down, open all the engine cowl doors and if it's the last flight of the day. I will open the engine oil filler cap & or dipstick to let moisture vapour exit the engine. 90% vapour generally diminishes within the first 10 minutes. If this is not practiced the engine and its components will reach notably larger



temperatures due to hotter components such as the engine exhaust system & possible turbocharger.

The higher the temperature, the more so lubricants in magnetos & alternator and magneto point felts etc will diminish causing premature problems. Higher than desired CHT temperatures in the climb can be induced by insufficient climb speed (in Cessnas I always try to aim for the top of the white arc). Poor engine baffle & sealing rubbers and possible engine waste air passages, incorrect ignition timing and the most common & significant one is insufficient top end fuel flow.

The climb fuel flow should give an EGT / TIT of 250 to 300 degrees F cooler than the 74% power peak EGT / TIT temperature. So, I actually decide the top end fuel flow value of an engine using this rule and not so much the manufacturer's recommended fuel flow. In a lot of cases on Continental fuel injected engines, I found the manufacturer's published max take off fuel flows to be too light on. Especially if some installations have been modified with aftermarket intercoolers. Controlling the CHTs within limits (never more the 380 degrees F in the climb). In fact, 330 to 350 desired is vitally important to avoid prematurely warn exhaust valve guides and wasted / burnt exhaust valves.

A lot of pilots fail to consider what surface the propeller is presently over when operating on the ground. To this end if the prop is over sand or gravel the more RPM then the more these surfaces will be sucked up into the propeller causing nicks / stress razors that should be dressed out the propeller ASAP. The longer the stress razor is left in the propeller the more likely a crack will develop from it. Leading to part blade separation and possible engine departure from the airframe. That more often or not leads to death.

Keeping tyres correctly inflated, positioning for a low power startup & exit & oscillating the elevator and beeping the rudder left / right a little will also help initiate a taxi at, at least 200 RPM lower prior to it normally moving. This lower move off RPM is generally the difference between sucking up stones or not.

I would like to think I am speaking to the converted here. However, I see pilots with decades of experience, some of who have had commercial aviation backgrounds, fail in all the areas all have mentioned. In addition to that the young student pilots especially from the sausage factories are also complicit. As mentioned, I generally see this to a large degree on a daily / weekly basis..

*Tony Brand*

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

# YBNA Fly In

Friday 21st May to Monday 3rd June 2024



## **C200 Series Fly-In to YBNA**

31<sup>st</sup> May – 3<sup>rd</sup> June 2024

### **Itinerary - subject to change**

#### **Friday 31/5:**

Arrivals and Transfers to Ballina Heritage Inn - 02 6686 0505.

1800: Drinks, welcome and dinner at RSL

#### **Saturday 1/6:**

0900 – Transfer for scenic drive to Bangalo and Byron Bay

1200 – Lunch Beach Hotel Byron Bay

1500 – Transfer to Brookies Gin tasting and Rainforest tour

1630 - Bus Transfer to Ballina Heritage Inn

1830 – Stroll 8 mins to Fleurs Restaurant for dinner.

#### **Sunday 2/6:**

0845 – Bus Transfer to Ballina AeroClub. (All required, bus not returning to motel)

0900 – General Meeting - Agenda to follow. (Your club needs your input.)

1030 – Bus Transfer Tweed River Gallery for tour.

1200 – Lunch at Gallery Cafe

1400 – Bus Transfer to Ballina Heritage via scenic route

1800 – Stroll 5 minutes to Wharf Restaurant for dinner.

#### **Monday 3/6:**

0800 – Farewells and bus transfers to YBNA.

**📞 Cath Hoy 0428 992 759 or Patricia 0407 012 014**



# YBNA Fly In

Friday 21st May to Monday 3rd June 2024

## Registration Form

Name: .....

Email: .....-Mobile.....

### Attendees:

Pilot..... Pax 3.....

Pax 1..... Pax 4.....

Pax 2..... Pax 5.....

Aircraft Type: .....Aircraft Registration.....

ETA Date: .....Time: ..... Ballina Heritage Booked

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

Activity	# Attendees	Cost	Total
<b>Registration earlybird before 10/5/24</b>		<b>\$300.00 pp</b>	
<b>Late Registration</b>		<b>\$325.00pp</b>	
Friday /Meals		Included in registration	
Saturday/ Tours/ Meals		Included in registration	
Sunday/ Tours/ Meals		Included in registration	
Sunday Night meal		Included in registration	
		<b>TOTAL</b>	<b>\$</b>

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

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

**Dietary requirements:** \_\_\_\_\_

### Indemnity:

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

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

**Send completed forms to: Email:** [coordinator@c200series.com.au](mailto:coordinator@c200series.com.au)

 Patricia Kenney 0407 012 014

# Cessna Books available for purchase

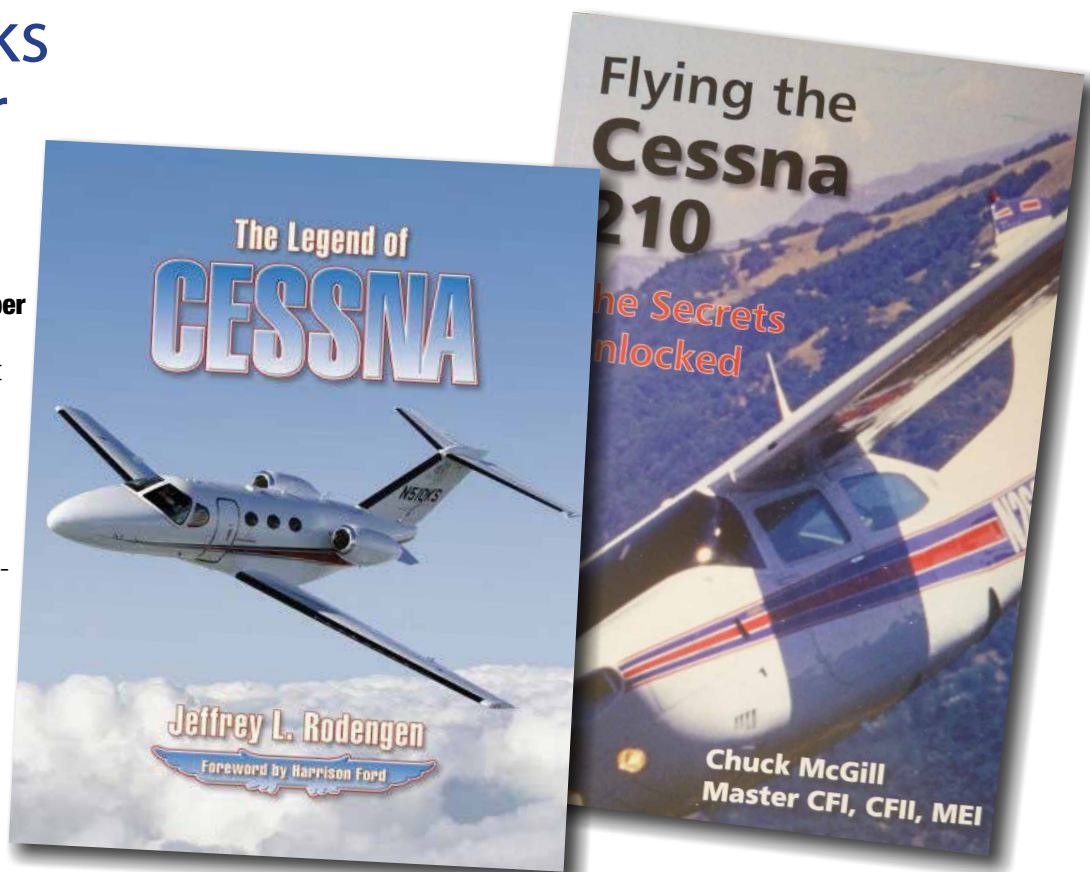
**David Crawford has 2 different books available for members as per the photos.**

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

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<b>Vice President</b>	Ralph Aikin	0438 416 068	<a href="mailto:aikin_kenney@bigpond.com">aikin_kenney@bigpond.com</a>	VH-TIU 210M	
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- Printer		John Weston	<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**