

The President's Corner

Hello all and welcome to my 6th and final President's Corner.

As life goes on regardless of rainfall or lack of, I must tell you about the sensational trip that David and I have just returned from. A 10-day Kimberley cruise on a 6*- read fancy- ship from Broome to Darwin. David will tell you I have been mentioning this trip for years and it is a huge tick off my bucket list. We were off the ship every day and into zodiacs for the most amazing experiences with sensational guides. I'm a self-confessed Kimberley junkie and we have camped it, flown it a number of times and now completed all options so this is one happy girl!

What a fabulous variety of activities and venues we all had at our Ballina Fly In thanks to the great efforts of Noel and Cath Hoy... although Noel says that should read Cath and Cath Hoy. The full report is inside. We were also thrilled to catch up with one of our younger members Tim McGavin, who Noel had asked to be our guest speaker. What an inspiration! Thanks for your time Tim, your story is amazing and I look forward to hearing what you get up to next as I'm sure there will be a 'next'. (Members may recall our visit to Cobram during our Horsham Fly In -Tim is Robs' brother - both members of our C200 Series Association and owners of 200 series aircraft and clearly both high achievers with great futures.)

David and I took the opportunity to catch up with my son Nick and grandson Max in Perth and also re scope the Busselton/Albany Fly In before we flew to Broome to catch the 'fancy' boat.

I must say I am a bit excited about this Fly In for two reasons.

1. it's the first time the C200 members have ventured to WA for a Fly In since we agreed to form an organization in September 2008.

2. the development in Busselton since we scoped it for 2020 is fabulous, which means we will get to enjoy a couple of venues that weren't there including our accommodation.

We didn't have time to get down to Albany but I did make many enquiries and ascertained that all that was in place for 2020 is a goer for 2024 and again our accommodation option is central to all our highly recommended dining choices. We'll be taking a couple of strolls to dinner - 5 minutes or so, but maybe leave the stilettos home girls!

Registration form and Itinerary are inside and I urge you to get your bookings done early to take advantage of the rates offered.

I sincerely hope many of you will make the trip to WA for this Fly In.

Because of the distance and time to travel to the west, this Fly In has been planned for a full week. However, we understand there are some with time constraints and it is divided into 2 separate components in case you are unable to attend all of it.

Wednesday 18- Wednesday 25 September 2024 are the dates. (You can be home for the AFL Grand Final Suzy!)

Finally I am pleased to say that I passed my medical, so good to go for another 12 months.

Poor David will be encouraged to share the flying hours again...and potentially cope with his beloved VH-OAT being hijacked when I load it with fellow Women Pilots and escape to the National Conference in WA 2025.

Safe, fun and interesting flying.

Cheers, Annie



Annie Haynes, President

Inside Today:

-  2 YBNA – Ballina Fly In /June 2024 – by Robyn Shorrocks
-  7 Outback Queensland Adventures in TIU – by Kim & Mark Franklin
-  9 Maralinga Tour by Sue Morris
-  11 Tech Talk – by Tony Brand
-  11 WA Fly-In Images
-  16 WA Fly-In Itinerary
-  13 WA Fly-In - Registration Form
-  14 2021-2024 Committee members
-  15 Benefits to Membership
-  16 Membership Application Form

YBNA – Ballina Fly In /June 2024 – by Robyn Shorrock

Three cheers for Cath and Noel Hoy for arranging a 2-day relaxing site seeing and tasting tour of the Northern Rivers Area of NSW.

Many of you would have been aware of the atrocious weather conditions that we were to expect on Friday and Saturday and as such Annie and David were our only members to actually fly into Ballina (Thursday) and arrived after last light!. Others flying to Southport + Lismore and getting a lift from there. However our guest speaker Tim McGavin (one of our members) was able to sneak in on Saturday afternoon and was gone with the birds on Sunday morning. Attendees arrived from Emerald, Mackay, Gold Coast, Nambour QLD, Coonabarabran & Tregagle NSW and lastly our reliable SA contingent from Glenelg, Lucindale & Nth Adelaide.

Luckily Ballina missed the worst of the weather where it rained mainly on Friday night. Some of our farming members spent some time watching the rainband pass through QLD only to record minimal amounts.

Ballina Heritage Inn was located centrally allowing attendees to walk across the road to the RSL for our welcome dinner on Friday night.

On Saturday morning it was cool and overcast and threatening rain and as Noel had arranged a small bus we were picked up at 7.45am to be taken to Shelley Beach for a hearty breakfast, fantastic views and we were even able to see whales out a bit on their annual migration north. A short walk up to the light house to help digest breakfast and we were back on the bus to travel north to Byron Bay via Lennox Head and a quick street walk in the very busy Bangalow Village with its old buildings that had plaques on the shop fronts with heaps of information about their history.

Some found the local markets and topped up with Macadamia nuts which are grown extensively in the area. With rain threatening we headed on and up to the Byron Lighthouse where we again saw some whales heading north while being wind swept. Our trusty bus driver dropped us in the center of Bryon where if we wanted and could still fit in, have lunch and look at this unique town and all its idiosyncrasies including laneways, weeny little shops and of course a million coffee shops. It was cool and very windy, so most local folks actually had clothes on.

As some sort of alcohol seems to be included in our fly ins we headed to Bookie's Gin via another scenic drive. What an exceptional bus driver handling the very windy roads around this area. On arrival we enjoyed a sample of their Gin in a tall glass and then their great hostess Jordan explained the history of the legend that began from a bare block some 35 years ago to a massive rainforest and distillery it is today. We were ushered off the huge verandah for a fabulous rainforest tour. With umbrellas in hand as it had just started to rain, we headed down the dark path into the rainforest. Gladly that was the extent of the rain, but the umbrellas became very handy as walking sticks a little while later. We tried our skills at naming leaf samples, Lemon Myrtle, Cinnamon Myrtle to name a few.

We saw how Davidson Plumbs grew, crossed a creek and saw many trees planted by the family that are huge and 35 years old now. This rainforest is very important as Bookies use many botanicals in their Gin making contained within. On our return to the Cellar door, we had a very very informative Gin tasting again with Jordan. Many agreed it was one of the best tastings they had enjoyed anywhere as the descriptions and information provided was extensive. Of course, the bus was a little heavier than on our arrival as we left the Cellar Door.

Back on the bus once again with our extraordinary bus driver for our return to Ballina and onto dinner at Ballina Manor Restaurant. Thanks to Noel, we had Tim McGavin, as our guest speaker. As Tim had literally flown by the seat of his pants and mail boxes in a Drifter he had wonderful stories of his young flying life out in the bush to tell. He has now progressed to a Cessna Turbo 210R. Not only does Tim fly which he does that mainly to be able to get around his many interests. One of those is extracting gas from rubbish tips, closed and new. We now, all have interesting insight into this business and its workings.



Shelley Beach Breakfast



Suzi Tilley attempting the special



Looking North at Shelley Beach



Shelley Beach Breakfast table 1



Shelley Beach Breakfast table 2



Pam McCabe & Tricia Kenney being blown away at the Byron Light house

Ballina Fly In continued...



Bryon Bay light house



**Gaye Saal, Leslie & Frank Lewis
sheltering from the wind!**



Brookies Gin



Off for the rainforest walk

Sunday, 9.00am General meeting in the RSL before their raffles started at 10am. It is important that when the minutes are issued you read them as we are looking for member input and comments.

It was a beautiful clear crispy day and our bus driver Noel, was again waiting to transport us to Murwillumbah to visit the Tweed Regional Gallery. Cath had arranged a tour of the gallery prior to our lunch and Heddi proved to be informative and very pleasant as our guide and managed the crowds and noisy folks around her with skill. Did you know that gallery guides have to complete an extensive 3 month course to become one. I would highly recommend you visit the gallery as you would gain an insight as to what is on display and why, plus of course you get the gallery history. You can then wander and enjoy what they had hanging on display at your leisure. A huge part of the gallery, thanks to the ...family, is a recreation of several rooms from Margret Ollie's house cum studio. A clever idea and with her paintings on the walls around you, you can feel you are within her house. Suzi Tilley was in 7th heaven.

There was even a Van Gough on the wall – 'The haystack at midday'. We all purchased tickets to win the raffle print of the Haystack, sadly we did not win. This is an exceptional gallery with design that has picture postcard windows that have wonderful views of the Tweed River and Mount Warning from various angles.

Lunch was tasty in the restaurant that also has these wonderful views.

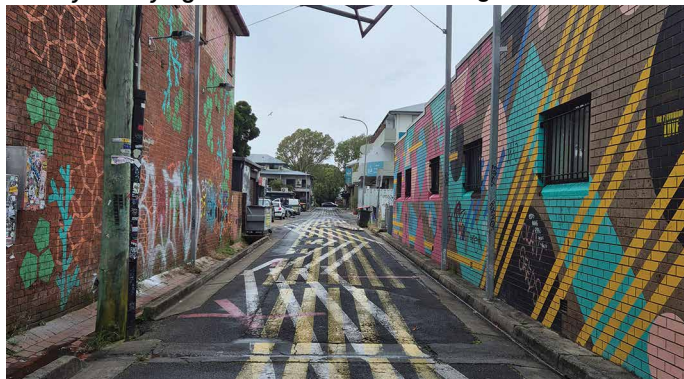
Our incredible bus driver once again had the bus at the door to take us via the old windy Pacific Highway for a quick stop in at Brunswick Heads. When you next see Suzi Tilley, have a chat to her about it, as I believe she spoke to most of the locally clad people waiting for the band to start playing a little later. They were expecting 1000 attendees, with many coming down from the mountains and valleys like Nimbin.

Our weekend was coming to an end when we were once again ushered onto the bus by our bus driver and we headed back down the M1 to Ballina and our accommodation. A quick change for some and we again walked to the Ballina Wharf Restaurant for dinner and farewells.

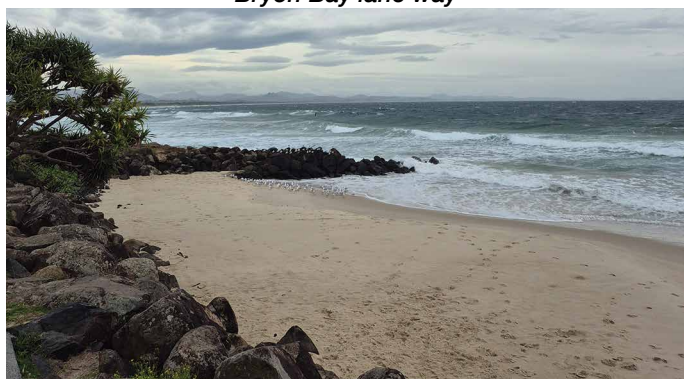
Many thanks Cath and Noel for doing a lot of the groundwork and Noel who doubled up as our excellent, safe and skilled bus driver for a fun and not so stressful fly in.

P.S. When you next see Noel ask him about the actual hiring of the bus..... good story that one.

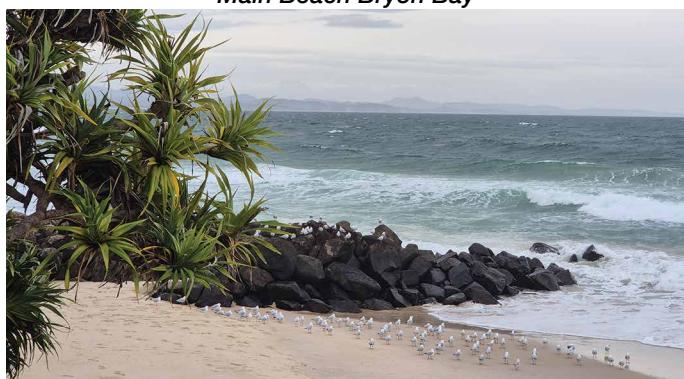
Robyn Shorrocks



Bryon Bay lane way



Main Beach Bryon Bay



More Beach Bryon Bay

Ballina Fly In continued...



Our guide @ Brookies Gin



Big but small tree in the rainforrest



Local Fungi



Young Davidson Plumb



Gin tasting



The Spicers at lunch Bryon Bay



Gin tasting



The Shorlocks at lunch bryon



Purchase time @Brookies



Noel Hoy



Guest Speaker Tim McGavin

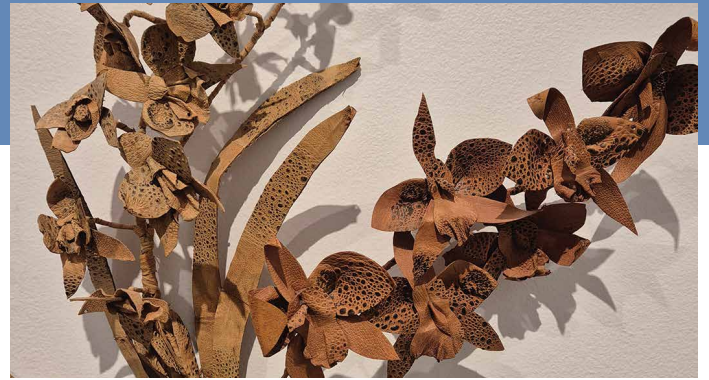


Table 1 lunch @ Tweed Regional Gallery

Ballina Fly In continued...



Table 2 @ lunch Tweed Regional Gallery



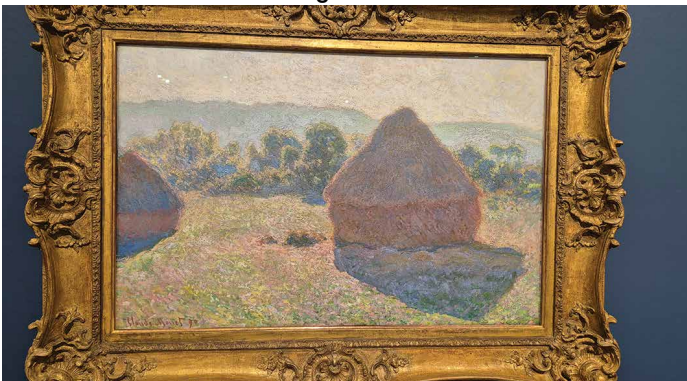
Beautifully made from Cane toad skin
- Qld Cooktown Orchid



Margret Ollie



Toad skin close up



The Original Van Gogh



Marion Mahony Griffin
Chicago, Illinois, United States of America 1871–1961
Australia periodically 1914–1935

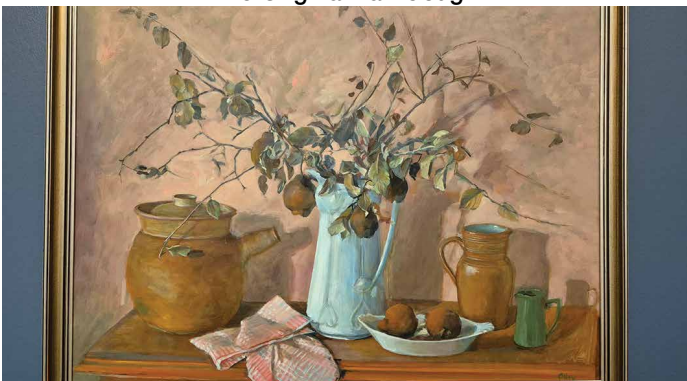
Marion Mahony Griffin and Walter Burley Griffin Associate Architects
active 1914–1937

Café Australia chair 1916
manufactured by H Goldman Naarm/Melbourne
blackwood (Acacia melanoxylon), plywood, leather

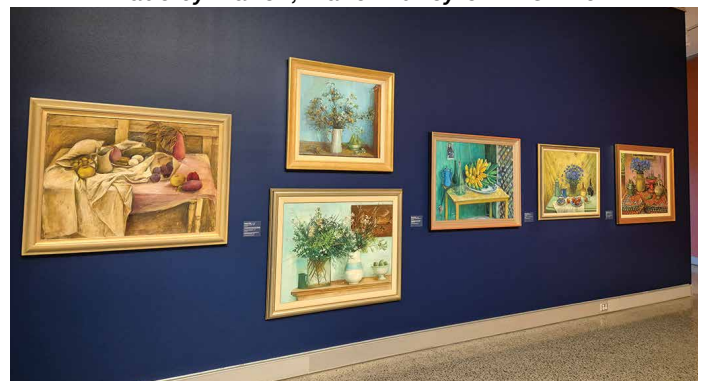
Purchased 2015 2015.1208

This dining chair was made for Café Australia in Collins Street, Naarm/Melbourne, a space designed by Marion and Walter Burley Griffin in 1915–16 with Marion as lead designer and architect. 'Bringing the outside in' was her maxim and the scheme of the cafe was described as 'an untamed forest'. The frame of the chair, made of native blackwood, contrasts with the deep red leather. The teardrop void was possibly inspired by the form of a lanceolate leaf.

Made by Marion, Walter Burley Griffins wife



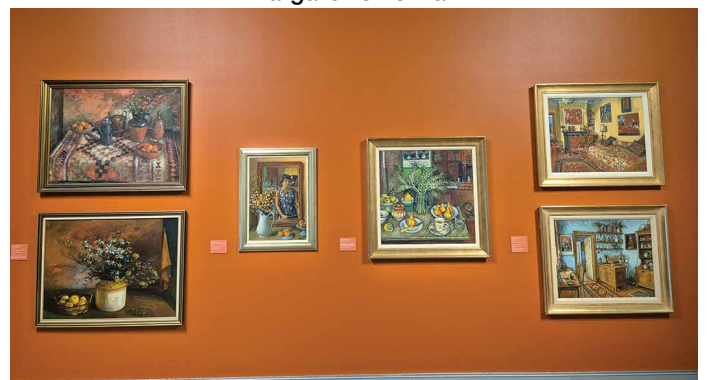
Another Margret Ollie



Margaret Ollie wall



Close up wall



Margaret Ollie wall

Ballina Fly In continued...



I've never liked housework. I get by doing little chores when I feel like them, in between painting. Who wants to chase dust all their life? You can spend your whole lifetime cleaning the house. I like watching the patina grow. If the house looks dirty, buy another bunch of flowers, is my advice.

Margaret Olley

Close up of wall



The lounge room



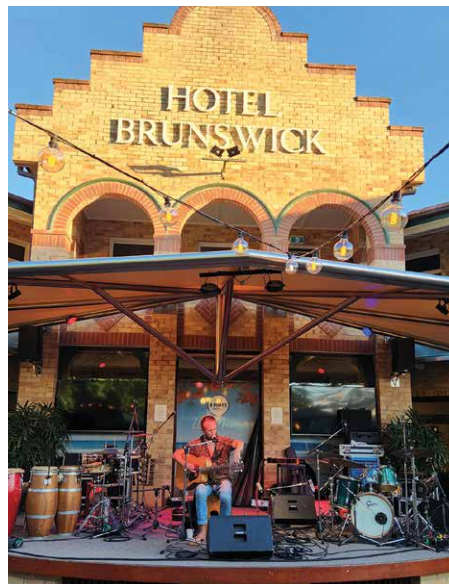
The kitchen



A Gallery View



Galley picture window



The Brunswick Hotel



Bob and his affogato!



Noel Hoy our nobel driver!

New members since last edition

John and Ben McKillop, "Melrose", Girilambone, NSW.
They have Cessna TU206F, VH-AAW



One day the pilot of a Cessna 210 was told by the tower to hold short of the runway while a Boeing 787 dreamliner landed.

The 787 landed, rolled out, turned around and taxied back past the C210.

Some quick-witted comedian in the 787 Dreamliner crew got on the radio and said, "What a cute little plane. Did you make it yourself?"

Our hero pilot in the C210, not to let the insult go by, came back with "I made it out of 787 parts. Another landing like that and I will have enough parts to make another one".

Outback Queensland Adventures in TIU by Kim & Mark Franklin



Sunset at Rangelands

Day 1: Gympie to Barcaldine

Captain Ralph Aikin and our multi-talented First Officer, Flight Attendant and Tour Organiser, Patricia Kenney, had their trusty Cessna 210 ready to take off from Kybong Airport. Despite some initial headwinds, Ralph skilfully guided us over the scenic landscapes from Gympie, heading north-west and landing us safely in Barcaldine only very slightly behind schedule.

Our stay at the Barcaldine Country Motor Inn was very comfortable, with Patricia ensuring our evening kicked off perfectly with a chilled bottle of wine and cheese by the pool. Dinner was a 'rustic' affair at the local pub, thanks to the rodeo crowd being in town, but it added a bit of local flavour to our adventure. The Tree of Knowledge was a highlight, offering a fascinating glimpse into the history of the Labor Party as was the museum to provide insight into the shearing history in the Outback.

Day 2: Winton Wonders

A short flight from Barcaldine took us to the tiny town of Winton, where Ralph once again proved his mettle against strong winds. Patricia had arranged accommodation within easy reach of the town sights, making it easy to explore despite the sleepy Sunday atmosphere. We found a charming coffee shop for sandwiches and took a well-deserved rest before enjoying an evening of music at The Gregory Hotel, where Matt Scullion entertained us with his musical talents.

We then strolled over to the Winton Open Air Theatre to watch a 1934 John Wayne film 'The Lawless Frontier', enjoying the young star's performance. The next day, we immersed ourselves in the rich history at the Waltzing Matilda Museum and enjoyed a Red Dirt Sunset tour of the 'Jump-Up' outcrops that surround the Winton township. Whilst enjoying wine and nibbles, we savoured the breathtaking views and sunset. Dinner at Tattersalls Hotel featured a succulent slow-cooked lamb shoulder that was the perfect end to a delightful day.

Day 3: Dinosaur Dreams and Longreach Luxury

Before our flight to Longreach, we explored the Age of Dinosaurs Museum just outside Winton, marvelling at

the incredible fossil collection and displays. Patricia's meticulous planning made every activity seamless. It was a short hop to Longreach on the trusty Cessna 210 and we then settled into the very comfortable Saltbush accommodation, which was a charming rustic 'Slab Hut'. Dinner at Harry's Restaurant in town was a culinary delight.

Day 4: Qantas Quest

Longreach greeted us with a windy morning, but it soon warmed up. Our day began with a captivating tour of the Qantas Museum, where we learned about the airline's humble beginnings followed by a tour of iconic aircraft, like the Boeing 747 and a Super Constellation. A leisurely lunch in town and a visit to The Station Store rounded out our afternoon.

In the evening, we joined Ralph, Patricia, and their friends Tim and Sandy Rayner at their property for another opportunity to view the wonderful outback sunsets, whilst enjoying their kind hospitality of fireside drinks and nibbles. Afterwards we enjoyed a beautiful meal at The Branch restaurant in town.

Day 5: Stockman's Hall of Fame and Sunset Serenity

A warmer day saw us exploring the Stockman's Hall of Fame, a tribute to the pioneers of the Outback whose spirit and strength continue to inspire. That evening, we embarked on the Drover's sunset cruise down the Thompson River, followed by a memorable Outback dinner at Smithy's on the riverbank. Once again, all organised by Patricia and such a fun night.

Day 6: Homeward Bound

Our adventure concluded with a smooth flight back to Kybong. Ralph, ever the professional, had our Cessna 210 all prepped and ready for the journey. The flight path took us over beautiful landscapes as we headed south-east towards home, and I enjoyed perusing the in-flight magazines Patricia thoughtfully provided.

What a fantastic week! Experiencing Outback Queensland from the skies with Ralph and Patricia was truly special.



Taxying YGYM



Happy passengers for the moment



TIU upgraded flight deck



Tree of Knowledge – Barcaldine

Outback Queensland Adventures in TIU *continued...*



Brolgas at Winton



Cruising the Thomson River



Winton Open Air Theatre



Couple of layabouts



The Gregory Hotel – Winton



Age of Dinosaurs Museum



Kim n Mark – 747 engine experience



Chillin' in the Sun



Stockman's Hall of Fame



Leaving Longreach



Intrepid Sunset Seekers



Sunset drinks – Fernhurst Station

MARALINGA TOUR by Sue Morris

In September 2023 we were invited to 'tag along' on a Bonanza Club Fly in to Maralinga as they were short on numbers – happens to all Clubs.

Some were staying in Ceduna, some in Coober Pedy. Geoff had had previous discussions with Robin Matthews – tour guide at Maralinga - when there had been another fly in planned that was unfortunately cancelled due to covid, and Robin highly recommended flying and staying the night in there on site accommodation.

We flew to Ceduna to refuel the plane and ourselves with a tasty lunch at the hotel which we needed as it was a long slow flight with 43 knot headwinds.



The runway is 2.67kms long, approx. 45 m wide, with 85m long touchdown points at each end supported by 5m – yes 5 meter thick concrete pads – massive. The runway was constructed in 1955/56 in the expectation that it would be used for 30 years and built to be able to have the US Space Shuttle land there. It was only used for 10 – 12 years and at the height of its use there were approx. 30 aircraft movements per day consisting of Airlines of SA F27s, Bristol Freighters from the UK, Military, RAF and RAAF military V Bombers and Canberra Aircraft.



Then onto Maralinga in the afternoon where we were collected from the strip by Robin and taken to our abode for 2 nights.



He was a wealth of information and definitely passionate about the site. A walking encyclopedia, one could say.

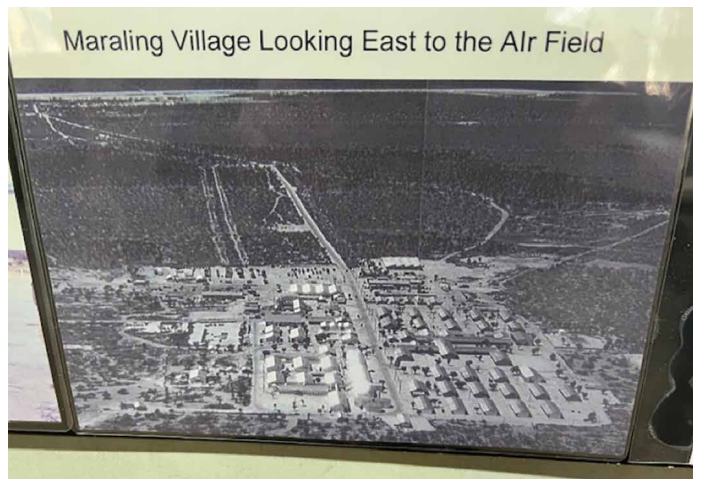
Surveyor/Explorer Len Beadell was tasked with the selection of a suitable testing site. The initial mainland site was 'Emu' – 100 miles north of Maralinga, where 2 tests were carried out before Maralinga was selected.

Our accommodation was a 2 bedroom donga which was very comfortable with cooking facilities. We had brought along our supplies for the 2 nights as there are no facilities on site to purchase anything. The old hospital is still standing and has been used as accommodation/offices since the closure of the site and we were fortunate to have a tour with Robin of the hospital which will hopefully be turned into a Museum in the future.

The next morning the Bonanza boys flew in – 4 planes only and we all congregated in the old airport terminal for a brief history of the place and as Robin said the true history – not the ABC's mini-series account.



The Brits in their wisdom decided that they would fly all their supplies in, except for perishables, including all building materials – yes – cement as well. That didn't last very long as each flight was load restricted because of the weight. The runway is still the original, as it was built so well it has stood the test of time as did the 270kms of sealed roads around the site. Amazing! Maralinga is totally reliant on rainwater and the runway was constructed with a drainage system to harvest water runoff to be drained back to the village for their water supply. Initially only the British were allowed on site for the construction of the site but they found the heat and the flies unbearable and soon Australian Defence Force soldiers were sent to assist..



MARALINGA TOUR continued...

Maralinga during the testing times housed thousands of people including Commonwealth Service People and scientists in a village providing all facilities. There were laboratories and workshops, shops, a hospital, church, power station, post office, bank, library, cinema and swimming pool. There were also playing areas for tennis, Australian football, cricket and golf. Very little of the village is remaining.

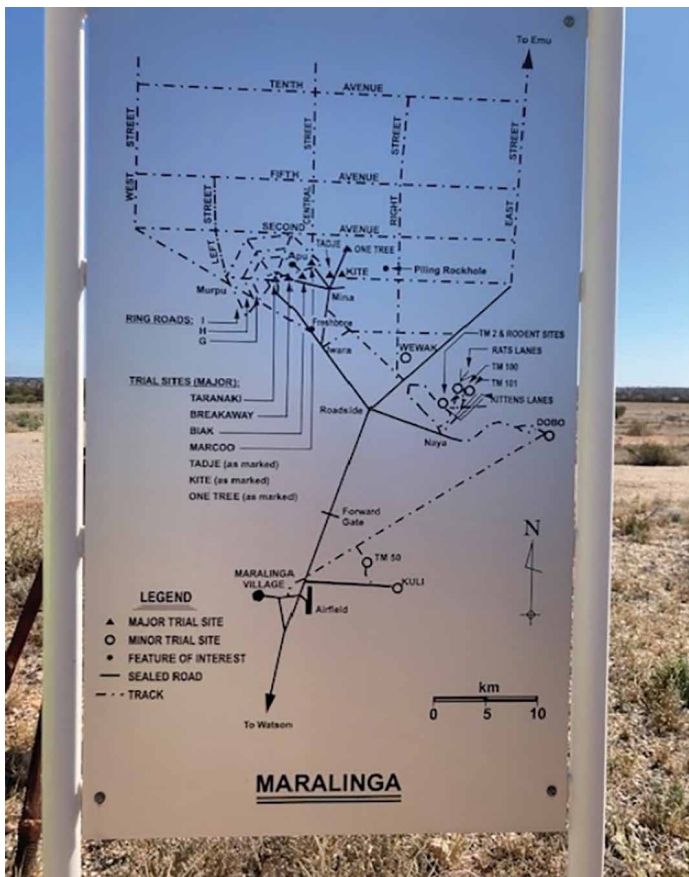
7 bombs were exploded over approx. a 10 year period, one on the ground which created a 40m deep crater, others were tethered and supported by balloons, on 100m high towers and one dropped from the air.



All these bunkers have been buried. This is one that was unearthed.

In 1967 Russia, USA and France agreed to ban atmospheric tests and nuclear weapons – NUCLEAR NON-PROLIFERATION TREATY, which ceased the testing.

Following the detonations, trials of plutonium weapons were tested. This radiation had a half-life of 24,000 years and was the reason for the need to undertake the extensive site cleanup approx. 3 decades later. After an attempted clean-up the site by the British in 1967, a major clean-up was carried out by the Australian Government in 1996-2000 at a cost of \$108million. 350 cubic meters of contaminated soil was removed and consolidated in a giant pit, the size of 3 MCGs, along with all equipment used, mainly paid for by the Australian taxpayer.



Robin takes you through the complete history of the place including the inefficiencies of the Brits, the cover up of the radioactivity of the site and the naivety of the then Australian government. It is absolutely astounding what occurred at the site let alone how the Aboriginal occupants were treated. We visited a steel bunker where defense personal (British and Australian) were locked in, to test the effect of the bombs on the human body. They had no way of escaping. The majority of the personnel participating in the tests wore no protective clothing. He noted that of all the people who were stationed at Maralinga, 80% were in the later decades diagnosed with cancer.



An informative tour by Robin who has worked and lived in the area for most of his life. Well worthwhile and highly recommended for all to add to their travel list.

HYDRAULIC LEAKS

On the Cessna 210 series, aircraft external hydraulic leaks (red oil) have become more common. More often than not, the leaks appear to be located around/under the MLG pivots. The external leaks can be from either the wheel brake or landing gear retract hydraulic systems. Checking their reservoirs (L&RH wheel brake master cylinders and landing gear power pack oil level) regularly will help clarify which system has the external oil leak as the MLG pivots have both systems connected to them.

The external leaks are generally associated with aged o-ring seals, which could be located in the MLG actuators or brake system oil transfer components including swivels within the pivot areas. You can generally determine whether the leak rate is only minor or notable by the freshness and the extent of external oil you find by putting your finger in the oil to see if it is tacky. If it is tacky the oil leak is minor, as the volatiles in the oil get to vaporize, leaving the non-volatiles to become tacky. In this case the leak may be monitored for years with regular checks of the two system reservoirs.

If the external oil has no tackiness and appears to present as fresh hydraulic oil the leak is of more concern and depending on the size of the pool (generally found on a concrete floor) some close monitoring is in order (checking/topping up the hydraulic reservoirs at each daily to determine the magnitude of the external leak which may see you softly operate the aircraft through to its next maintenance event).

Whilst there is no parts break up for the MLG wheel brake swivels in the aircrafts parts book they can be disassembled (roll pins and a restraint ring to be removed) and the common o-ring in them to be renewed. Anyone not familiar with replacing their o-ring would be well advised to make a drawing of their assembly especially in relation to the o-ring seal and its backup ring position.

The swivels maintain the integrity of the MLG wheel brake hydraulic systems during the rotation of the MLG leg and the gear retraction / extension. To this end, I would suggest to refrain from applying any brake pressure during the landing gear cycle as this would minimize the load on the swivel o-ring. Replacing aged o-rings in the MLG pivots and actuators does involve the removal of them and the MLG legs from the pivots; so it



does involve some notable labor. The good news is that the o-rings involved generally last an average of 40 years.

Wheel balancing is another practice that is not correctly carried out after a tyre change. An unbalanced wheel can cause premature wear and fatigue in expensive landing gear components such as MLG saddle pads and NLG down lock hook actuator head engagement pins which can lead to a gear down green light landing and gear collapse. Nose wheel shimmy 9 times out of 10 is caused by a nose wheel that is out of balance or its tyre out of round.

Over the last 30 years we have used 2 different dynamic wheel balancers, however for the last 2 years we have found that the static wheel balancing kit as sold by McFarlane Aviation provides a quick and accurate wheel balance outcome.

To that end, if you know you have wheels out of balance or are due for a tyre change, I suggest you ask for your wheels to be balanced.

A dynamic propeller balance is another area that can save notable costs in repairs / replacements to instruments, avionics, airframe and engine components such as engine crankcases, baffles, oil coolers and electrical lamps etc

A prop out of balance will cause fatigue to every component on the aircraft including its occupants. To this end, I would highly recommend you have a prop balance carried out if you haven't had one previously but have had your prop notably dressed to remove nicks, repainted or overhauled.

WA Fly In Wednesday 18th to Wednesday 25th September 2024



C200 series Fly-In to WA

18th – 25th September 2024

Itinerary (subject to change)

Stage 1

Wednesday 18/9

Arrivals at YBLN and t/fer to Hilton Garden Inn
1800: Welcome drinks and finger food - Shelter Brewing Co Art Gallery

Thursday 19/9

0900 – Bus tour Cape Naturaliste and Lighthouse
1200 – Lunch White Elephant Café @ Prevelly
1300 – Bus to Cape Leeuwin and Lighthouse
1500 - Bus via Hamelin Bay - Giant Stingrays enroute Edwards Winery
- paired wine and chocolate tasting.
1830 – Dinner at the Hilton Garden Inn.

Friday 20/9:

0930 – Brunch - stroll across to The Goose 100 metres
1100 – Stroll or take the train to the underwater observatory.
1200 – Lunch, if you can, is your choice and expense.
1500 – AGM at Hilton Garden Inn.
1730 – Bus t/fer to Dunsborough – Dinner at Blue Manna seafood restaurant.

Stage 2

Saturday 21/9:

0930 – Bus t/fer to YBLN Airport for scenic coastal flight to YABA via lighthouses.
1130 – Bus t/fer to Hilton Garden Inn
1230 – Lunch wherever you choose at your expense.
1730 – Meet at the bar for pre-dinner drinks.
1800 – Dinner - Stroll across the road to Due South.

Sunday 22/9

0900 – Bus t/fer Tall Trees and Treetop Walk.
1200 – Lunch - fish and chips at Peaceful Bay .
1300 – Bus return via Ice creamery and Elephant Rocks.
1800 – Bus t/fer to Italian Restaurant Venice.

Monday 23/9

0930 – Bus t/fer to Whaling Station.
1200 – Lunch at Whalers Gallery Café.
1400 – Bus via Limeburners' distillery – tastings Gin and Scotch
1800 – Bus t/fer for dinner at Lime 303

Tuesday 24/9

0930 – Bus t/fer to National Anzac Centre.
1200 – Lunch at Garrison Café.
1400 – Bus t/fer to Hilton.
1700 – Meet in foyer to walk to Earl of Spencer for drinks and dinner.

Wednesday 25/9

0800 – Airport t/fer for departures and onward travels.

Patricia 0407 012 014 ☎ Annie 0418 853 635

WA Fly In

Wednesday 18th to Wednesday 25th September 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: ----- Hilton Booked YBLN /YABA Both

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

Activity	# Attendees	Cost	Total
Stage 1		\$465 per person	
Stage 2		\$495 per person	
Full Fly In		\$935 per person	
Stage 1 Wed-Frid /Tours /Meals <i>Unless stated - see Itinerary</i>		Included in registration	
Stage 2 Saturday- Wed/ Tours/ Meals <i>Unless stated- see Itinerary</i>		Included in registration	
Full Fly In Tours/Meals <i>Unless stated see Itinerary</i>		Included in registration	
		TOTAL	\$

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

Email EFT payment 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:

Email completed forms to: coordinator@c200series.com.au

 Patricia Kenney 0407 012 014 OR Annie Haynes 0418 853 635

Cessna Books available for purchase

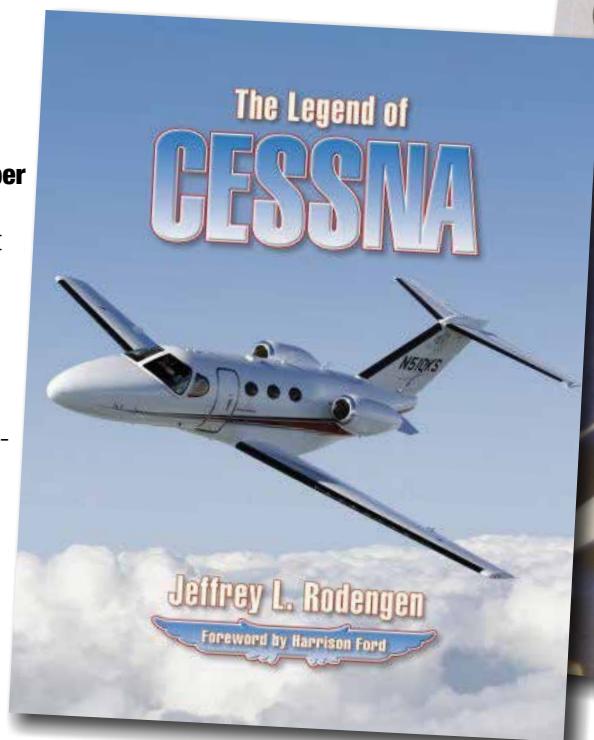
David Crawford has 2 different books available for members as per the photos.

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

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

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

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



Thank you once again to all our contributors. As always we are totally indebted to John Weston and his team, including magazine designer Donald Keys, for the final layout of this Newsletter and its superb reproduction.

2021-2024 Committee

President	Annie Haynes	0418 853 635	president@c200series.com.au	VH-OAT 210N
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Website Co-Ordinator	Steve Davis – Talked about Marketing			

Benefits to Membership

We welcome new and renewing members to our small but active club that has been in existence since 2008. Our 2 fabulous fly ins each year in different parts of the country is well attended and usually supported by a guest speaker and a Tech talk and or demonstration. It is important to note that friends and associates of members are also encouraged to join our membership whether they own an aircraft or not. Owners of any aircraft brand or model are welcome to join.

The 31st of October 2021 is the roll over date for existing members to renew your 3-year Membership Subscription for the Cessna 200 Series Association (C200 SA). Please use the form attached herein or in latter Newsletter and then email it to treasurer@c200series.com.au.

Membership Subscriptions– Single \$230, Joint Membership \$330- 2 people from any one family.

Your membership offers the benefit of information exchange and fun to be had at our biannual Fly Ins - Autumn and Spring - and our group insurance scheme for members flying 200 series aircraft is extremely competitive and may also benefit members with other aircraft types. Your membership also entitles you to the 2 issues of our Newsletter each year and finally, there are fuel discounts available – see details below. The savings from the insurance and fuel discounts are substantial and certainly will handsomely recoup your membership cost.

For new members wishing to join, your membership will be effective immediately and renewable October 31st, 2024. For those continuing their membership, remember to do so on or before 31st October 2021 to benefit from our group Insurance scheme and fuel discounts. Your C200 SA looks forward to your continuing membership of this friendly flying group.

AVIATION FUEL DISCOUNT UPDATE (as at 22/6/2021). Information supplied by Neil Shorrock

1. World Fuel Service (WFS). AVGAS A discount of 12 cents per litre (cpl) and Jet A1 a discount of 15cpl applies off regularly updated Posted Airport Prices (PAP) from approx. 46 locations nationally.

For an account and AVCARD use link below then contact Australian Sales Account Manager **Brayden KETTLE** as follows. **M: 0435 310 973** E; bkettle@wfscorp.com W: www.wfscorp.com
<https://aviation.wfscorp.com/flight-department-credit-application>

NOTE: 1. If you already have a WFS card issued by a 3rd party like Aero Refuellers & Skyfuel etc, these cards are NOT issued direct from WFS therefore NO discount will apply on that card. You must have a direct account with WFS. **2.** Members with cards issued prior to June 2021 should check with Brayden for currency due to an IT system upgrade.

2. IOR. AVGAS & Jet A1. A discount of 10cpl applies to both off regularly PAP from approx. 30 locations nationally.

For an account and Fuel Tag use link below then contact Head of Aviation **Bryce Morland** as follows. T; 07 3895 4484
M; 0400 019 253 E; Bryce.morland@ior.com.au W; www.ior.com.au **Important. Write on bottom of page 2 of Account Application under Fuel Tag Order that you are a C200 SA Member.**
https://www.ior.com.au/wp-content/uploads/2018/09/20170830-ACCOUNT-APPLICATION-V.iii_.pdf

2. Aero Refuellers (AR) a Division of K&S Corporation Limited. AR offer a discount of 7cpl at their 27 locations as per list updated regularly.

For an account use link below then contact Account Manager Anne McNaught T; 02 6054 2200

E; admin.aerorefuellers@ksgroup.com.au W; www.aerorefuellers@ksgroup.com.au
<https://www.aerorefuellers.com.au/wp-content/uploads/2020/09/Aero-Refuellers-Credit-Account-Application-Form.pdf>

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

Finally, I encourage everyone to embrace and utilize these **BENEFITS** that are available to Members. Unless we **USE** them, we will **LOSE** them. Besides the aircraft Insurance savings, fuel savings alone could be in the region of **\$800 to \$1,000+ PA per 206/210 etc aircraft flying say 80 to 100 hours PA.**

Remember, the greater fuel volumes we build, the greater our negotiating power so act now.

May you experience clear skies, safe flying & lesser fuel costs!

Neil Shorrock 0428-752066

Membership Application 3-year period

Oct 31st 2024 - Oct 31st 2027

Names:	1. 2.
Address - Postal	1. 2.
Mobiles:	1. 2.
Email Address/es	1. 2.
Aircraft Type Aircraft Modifications	
Aircraft Registration	VH -
Pilot Ratings / Endorsements	
Signatures:	1. 2.

Membership Fees: \$230 Single Membership – 3 years

\$330 Joint Membership – 3 years – (2 people same family group)

Note 1: Pro rata fee structure will apply for new members after 31/12/2024

NB: Group Insurance Policy due 31st October Annually

**Direct Deposit: BSB 633 000 A/C 135 455 806
Reference: Surname**

Send forms to: treasurer@c200series.com.au OR

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

Mobile: 0408 800 778 – David Crawford, Treasurer.