

# The President's Corner

Welcome all to our latest newsletter, our second for 2025. I cannot believe that this year is almost half done.

The club has continued to be active. Another great fly-in has been had by all who attended Clare. Please read the article within on all that the group participated in and all that was planned. Cam and I were unable to attend this one, although I had been keenly anticipating it. I do believe we had 10 aircraft fly in, with a total of 36 members. A great attendance, with some newcomers to the fly-in experience as well, which is always a bonus. We do genuinely enjoy meeting new members, hearing their stories and sharing the love of all things aviation. Much thanks is owed to Trish, Robyn and Suzy Tilley for a well planned and thoroughly entertaining few days from all reports.

Our next fly in is to Longreach. Again, Trish and Robyn have put together a wonderful few days out in the central west. Much of the country should still look beautiful and green after the earlier drought breaking rains that fell over the area, although cold weather will have frosted some paddocks. Do check out the itinerary and book soon if you haven't already. The committee has now applied a significant discount to the overall cost of the fly in. Full details are included in this newsletter.

There is not much to report about flying from up here at Mission Beach, apart from the odd commercial flights Cam and I have taken to Brisbane and back. However, light aircraft are a daily sighting here as long as the weather is fine, but this is all about one of Cam's all time pet aversions – parachuting. Since I have known him he has constantly stated "Who would be stupid enough to

jump out of a perfectly safe aeroplane!?" Well, hundreds of tourists would be! And it is quite a spectacle to watch them land with precision on the beach.

Back home in the Central West another story took centre stage on a national level, and that was the devastating flooding rains that fell across most of central western Queensland, far south western Queensland and parts of northern NSW. We at Swan Hill were fortunately among the lucky ones, with slow, gentle soaking rain over the course of a week. We do have friends, though, who lost everything. At the same time there are still drought conditions in parts of South Australia and Victoria, although I hear some relief has come to some areas. These conditions are a stark reminder that we live in a large, isolated continent that spans various climatic zones and remains a harsh land of contrasts. Let us all stop to remind ourselves now and then that while we are fortunate to be able to see so much of this wide land thanks to our privately owned aircraft, there are those who are constantly at the mercy of the weather



*Fiona Russell, President*

conditions that go with the reality that is this land we call our own.

Lastly, on behalf of the club I would like to thank Neil Richardson for his many years of service in putting together this newsletter. Neil has finally decided to call it a day. Neil, we thank you and wish you all the best in the next venture you take on.

With that, I look forward to seeing many of you, I hope, in Longreach in August. Take care and fly safely.

Fiona

## Inside Today:

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## Fly In destination Clare and Burra, Mid North, South Australia.

Our Clare journey started with pick ups by 'Uber Ralph' in the not fancy but perfectly adequate Tarago that is available for visiting aviators to Clare. The aerodrome upgrade is relatively new and the clubrooms and facilities are top notch. The radio was busy with C200 traffic as we flew to Clare and it was great to have a quick catch up with members both regulars and newbie Fly Inners – see Peters' article in this edition- on the ground as many of us arrived around the same time.

A quick sortie into town for a bite to eat and more catching up before we settled into our accommodation at the Clare Country Club ready for our first event next door at the Golf Club. Our gorgeous 'Funraiser' Suzie Tilley had organised a Putting Competition and I believe we had 100% participation. My recollection is the non golfers showed up the alleged golfers on the night! Happy to stand corrected of course but drinks and nibbles were enjoyed while watching and laughing at the antics on the green. Dinner followed in the dining room at the Country Club.

Next morning, after a quick General meeting, Tony Brand our 'in house Tech Guru' enlightened members on a number of interesting and potential issues that can crop up with our aircraft. It was great to have several local aviators join us for the session. Tony was happy to answer questions and as always, very generous with his information and time.

Now it's time to board the bus to start our winery visits. Clare Valley has a cool climate and is one of South Australia's most valued wine regions particularly for white varietals. Pikes was one of the first cellar doors in the region and is our first port of call. We had choices. Beer or wine tasting. A large group of our chaps headed for the beer tasting - yes, Pikes brew great beer in their spare time - the rest of us enjoyed a selection of Pikes wines in their tasting room which offers stunning views over the vineyards. Many purchases were noted being taken aboard the bus which suggests this was a great first choice and confirmed there are some very good drops in the Pikes' mix. We then explored the region further taking in the wonderful view over the Valley at O'Leary Walker...time was against us here for more tastings... and there's a limit to how much wine can be sampled pre lunch?... So moving right along we popped into the historic Sevenhill Monastery and Winery. Such an interesting place. Some sampled the wares and made purchases and others admired the beautiful old stone building that is the winery, the well tended botanic garden setting and the magnificent church. There is a Crypt which can be entered from the outside of the church and is unique for a Parish church in Australia. This Crypt is the final resting place for many of the old Jesuit Priests.

Time to herd the stragglers and off to Skillogalee who have a lovely new barrel room where they served us a sensational 'feed me' menu lunch. Seriously enjoyed by all. There was a distinct waddle observed as we made our way back to the bus for the trip back to the Country Club where we had the opportunity for a nanna nap...required by some and enjoyed by all.

Our day concluded with dinner at Ragu and Co. Delicious wood fired pizzas kept coming to our tables. Some brave souls were even seen to consume desserts! Then off we staggered to the bus for the trip home and a well deserved lie down!

Sunday dawned as we prepared for the days packed itinerary. We headed west to the historic township of Burra where copper mining was the major industry starting in 1845. What a treat, Burra was about to celebrate 180 years so the town was dressed to impress. Our delightful guide and chief Burra advocate Kim did an excellent job of navigating us through the Burra Heritage Pass. BTW (Burra is also the self proclaimed Merino Capital of the world.)



Lesley Lewis looking the part



Suzie with David Crumb



The Clare Golf Club



1 – Suzie Tilley with Tricia Kenney winner of closest to the pin. 2 – Peter Banks with second place. 3 – Nick McGlone was rewarded for all the wrong reasons. 4 – A late entry making his mark. Suzie with Mark Dromgool



Looking west as the afternoon ended



Celebrating the winners and losers





*Jane and Andy Hogarth checking the artwork.*



*Original S E Gill of Burra mine*



*The grand hall in the Burra Town Hall Museum*



*Leslie Lewis pretending....*



*An actor ascending the stairs*



*Watching a very informative video at Unicorn Brewery*



*The tunnels at Unicorn Brewery*

Kim met us outside the Town Hall and gave us an excellent overview of all things Burra before we toured inside the Town Hall which has numerous information boards which reflect much of the towns history . The stage is also unusual as it slopes down to the audience- interesting to walk on. A browse through the art gallery with interesting local works and a walk across the creek to the visit the underground brewery, no longer working but of significant interest and historical value to the township. There was time for a quick coffee break and a bit of retail therapy before we headed out to the site of the original Burra mine and some of the stone buildings that still stand today. Again there was good signage and interpretation, particularly in the old pump station which also afforded an excellent view across the mine.

Our last stop with Kim was Redruth Gaol which is another notable museum site in this historically interesting town. Very oppressive conditions prevailed in the day and we read several tragic tales. At this point we thanked Kim for his expertise and handed him a donation to the Hubert Wilkins Cottage Memorial Committee which is instrumental in promoting Sir Hubert and preserving his cottage. Sir Hubert being a much underestimated explorer or should I say under exposed.

From there we travelled back to the Burra Railway Station where we were greeted like royalty by the Station volunteers. These delightful people served us a delicious lunch they had prepared. Again the relics of years gone by were most evident within the station and it is wonderful to see this level of preservation along with significant restoration of the railway station buildings which I'm sure will increase visitation to the town.

The afternoon took us on a drive to Farrell Flat where we viewed the artwork on the silos which is quite dazzling as are all silos in various areas that have been painted to reflect their towns historical enterprises. Onward to Mintaro and Martindale Hall where we were welcomed and given the history of this magnificent building before being allowed to wander through the various rooms to appreciate life of the arguably upper class in 19th Century. The Hall has been used in a number of films not the least being Picnic at Hanging Rock.

A late afternoon stop at the delightful Mintaro Maggie and Stump Hotel was a lovely break for pre dinner drinks and more chats before heading off for dinner in the shearing shed at one of Stockman's properties. The Stockmans are dear old friends of Suzy and Tils which made this highlight possible. The long table was set up 'on the board' and catered for by Clare golf club volunteers. We were treated to a variety of barbecued meats, delicious salads and crusty bread before the home made cheese cakes and pavlovas were presented for dessert. Everyone was quick to rise out of their seats to secure a slice of their favourite. Drinks flowed, stories were told with laughter always present. Many thanks to our generous hosts Don and Margie Stockman.

Many thanks go to our Fly In Coordinators Patricia and Robyn who most sensibly enlisted Suzy Tilley for this one as she knows the area and the people intimately. Great job ladies. Another excellent Fly In. Big Tick!

See you in Longreach. Can't wait.



# CLARE Fly In continued...



*Lunch at the historic Burra railway station*



*Andrew Hogarth with desserts at lunch*



*Farrell Flat Silo Art*



*Pepper tree seed pods*



*Redruth Courtyard in womens jail*



*Top the court yard jail walls*



*Our great Burra guide Kim with Suzie*



*Martindale Hall*



*Martindale Hall Kitchen*



*Martindale Hall entry*



*Martindale Hall Dining room*

Presidents report from Fiona read at the golf welcome.

## To all Clare Fly-in attendees,

A warm welcome to you all from northern QLD.

I am told there is a particularly good roll-up for this fly-in, which is great. Congratulations to Trish, Robyn and Suzie Tilly for what looks like a well organised, fun filled few days in a beautiful part of the country.

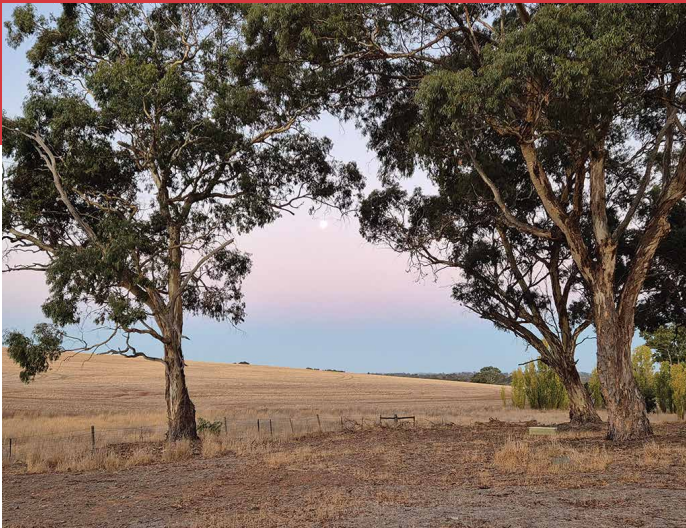
Cam and I send our warmest (And slightly jealous) wishes to everyone. We would love to be there. In fact Cam has been sitting on his flight trader all morning this morning (Monday) looking for all the planes he knows that are taking off and heading for Clare. Ralph, I got a running commentary on your departure.

For those of you who know us, we are doing well. Mission Beach is a beautiful part of QLD in which to base yourself for health reasons. We, too have had bucket loads of rain but it all drains well and is part of how this place is. We have watched with interest and concern the progress of flooding at home in the central and south west of QLD. Fortunately Swan Hill has had gentle, soaking rain. No filled dams but green knee-high grass everywhere. To those c200 members who have faced stock losses and more, you are in our thoughts and prayers.

Have fun everyone, sending lots of positive energy your way, and plan to see you in Longreach!!

Kind regards, Fiona Russell  
President C200 Series Association





*Looking over parched paddocks at Burra*



*Dinner at Stockmans Pepper Tree*



*The Lake!*



*Morphetts Engine House*



*Looking down from the top of the stairs in Morphetts Engine House*



*View to the mine lake from the top of the Engine house*



*David Crumbs 182*



*One of Stockmans paddocks waiting for rain*



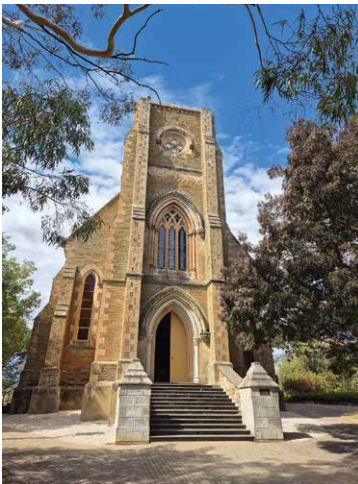
# CLARE Fly In continued...



*Pikes Winery beer tasting*



*Pikes Winery wine tasting*



*Seven Hills*



*Church internal with Maggi*



*Skillogalee Long Lunch*



*Skillogalee Long Lunch*



*Skillogalee Winery*



*Skillogalee - so dry with an empty dam*



*Diner @ Ragu & Co*

We have been members of the C200 club for a couple of years, but due to some upheavals in our life, we had not been on any fly-ins, but Clare Valley timing was good so away we went.

We had hardly shut down before David Crawford came over to us, shook hands, introduced himself and made us feel welcome from the get go. It can be a little daunting being newbies in a group of 30 something, but everybody was similarly friendly and welcoming.

The three days were filled with entertainment, lots of laughing, drinking and maybe a little too much eating.

I remarked at the time that an event like that does not just happen, it takes a lot of organisation and planning and we salute the Fly In Coordinators who did all the hard work. I'm not going to mention names because I might omit someone and that would be a travesty.

Having worked in aviation since I left school, I am always happy to talk flying, and I couldn't help but be impressed with the level of experience and knowledge contained within the group, and the willingness to share the information.

I finally got to meet Neil Richardson in person, with whom I had communicated for some 18 years, as our aircraft had shared a hangar for some time.

Chris was extremely appreciative of the efforts made to cater for her dietary requirements.

We left after three days with new friends and great memories. We have already booked in for Longreach.

Happy flying,  
Peter & Chris Banks



# Dale Chihuly Exhibition

By Robyn Shorrock



*In full colour Exhibit 1*

## Dale Chihuly exhibition held in the Adelaide Botanic gardens.

On our way to the Clare Fly in Neil and I stopped in Adelaide to catch the Dale Chihuly exhibition held in the Botanic gardens.

Unable to get tickets I was advised that a small number of tickets were released at the front entry prior to evening viewing time. So, we joined the queue for over an hour, gained entry and this is some of what we saw. Here is a little about this magnificent artist.



*Sapphire Star*

Breaking the mould:

### Chihuly in person

"I work from my gut. I just work, and out it comes"

From a bubble blown with a piece of plumber's pipe in 1965, Chihuly now leads over 50 people in a Seattle studio. At 83, he continues to challenge himself with new ways working with glass.

Glass was largely unknown in terms of artistic potential when Chihuly first started. Insatiably curious, he has dedicated his career to teasing out the material's promise-blown, pressed, slumped, stretched, twisted, embedded with colour, fused and melted.



*Cattails & Copper Birch reeds*

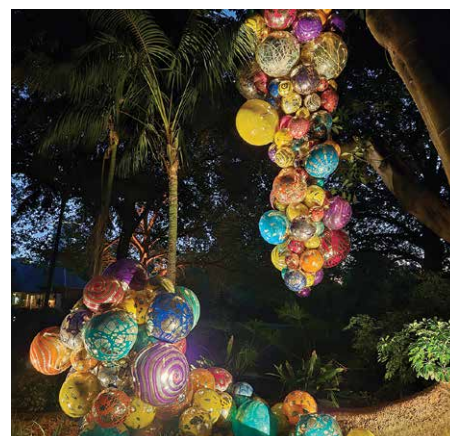
Chihuly remains prolific – driven by an intense creative energy. Suffering from depression in his twenties, he was later diagnosed as bipolar. Manic bursts of productivity are tempered by periods of withdrawal where he continues to create but at a gentler, slower pace.

Audacious, Chihuly doesn't shy away from risk, recognizing that failure can inspire innovation. He radically reframed glass - considered fragile - as something that could be floated on lakes and suspended from trees. The staggering logistics of installing glass chandeliers over canals of Venice, and sowing vast public gardens with sculptures, are beyond the imagination of most.

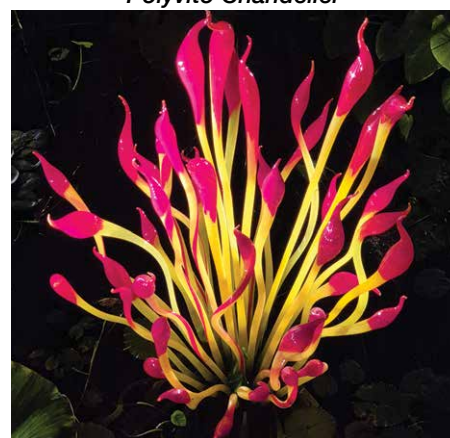
While he hasn't physically blown glass in decades, Chihuly choreographs a tight knit team of gaffers who grasp that they might just be blowing—something mind blowing.



*Fiori Boat*



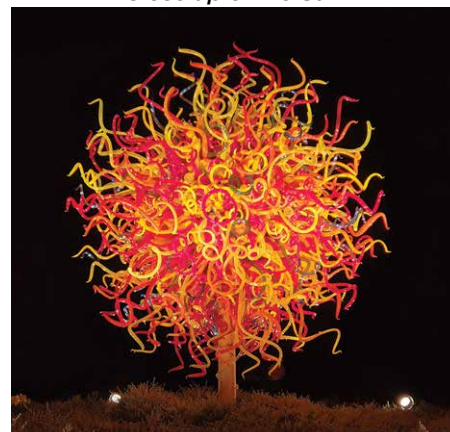
*Polyvito Chandelier*



*In full colour Exhibit 3*

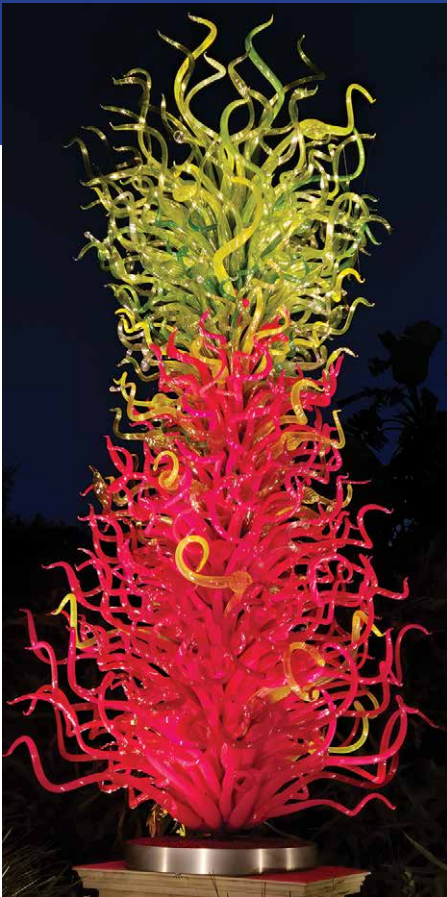


*Close up of the Sun*

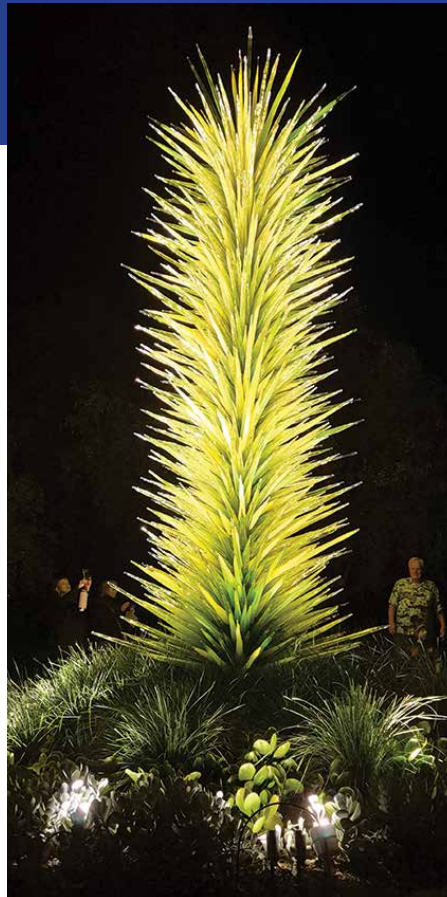


*The Sun*





*Chartreuse Hornet polyvitro Chandelier*



*Vivid Lime Icicle Tower*

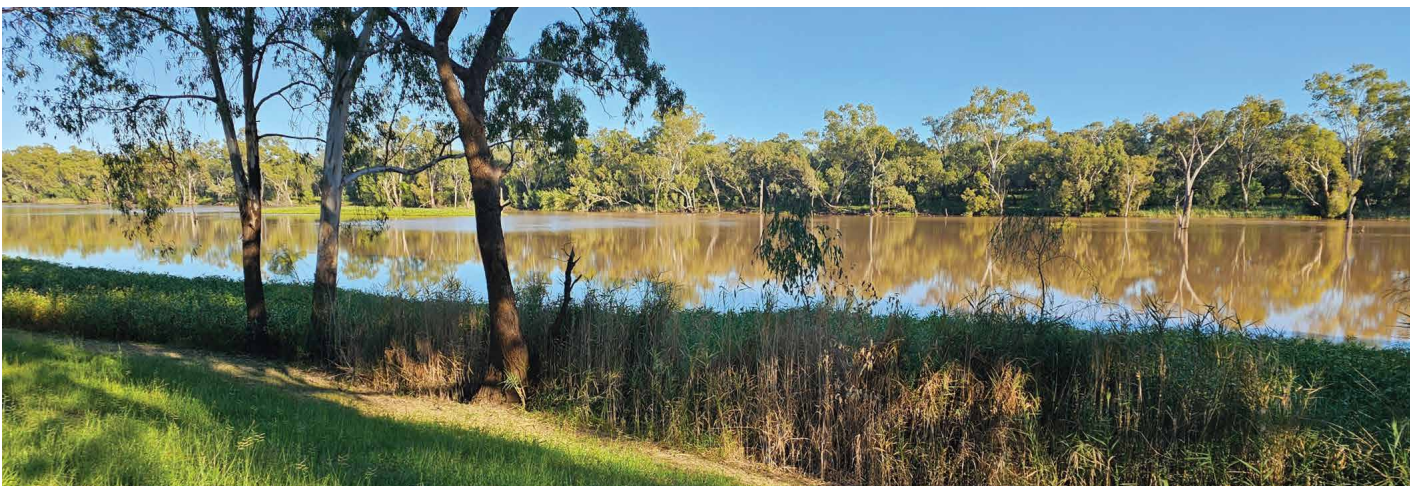


*Ethereal Spring Persians*



*In full colour Exhibit 2*

## Suggested stopovers for LRE Fly In



*The Balonne River St George  
Gayndah, QLD (YGAY).*

### **ST George, Qld (YSGE).**

A relaxed overnight stop, or more. Fuel is available via Precision Aviation, who has an Avgas Bowser, but arrangements need to be made prior to arrival. Ask for Julie in the office who is very accommodating.

We stayed at the Merino Motor Inn. Very friendly service and Tam or Jono (proud owners) are happy to pick you up and drop you off at the airport. We found the Motel very clean and quiet. Only a five minute walk from the motel into town to the pubs and coffee shops. Try Farmhouse Cafe for excellent coffee and food. Also, there is a lovely walking path along the Balonne River to view nature. Lots of things to do here in St George if you decide to stay longer.

### **Gayndah, QLD (YGAY).**

The oldest town in Queensland (claimed) and home of The Big Orange. A good coffee stop. Fuel is available via a self-service bowser. It's an easy 1.5km walk into town. The walk takes you over a bridge which spans the Burnett River, very picturesque. In town you will discover a busy bakery and coffee shops, plus the usual shops found in a small country town of 2000. We believe that there is a taxi service in Gayndah, however, we have never needed it. See the historic Grand Hotel (1912) or visit the Gayndah Museum. Plenty of motels are situated in town if you decide to stay longer.



# Welcome new members

## New members since our last Newsletter:

- **Edwina Gadsby** who has a C210F VH-KVR. We hope to meet you soon at a Fly In Edwina.
- **Andrew and Jane Hogarth** have rejoined. Andrew has sold his C182 and now has an RV10 VH-AOD.
- **Brian and Ann Hore** from New Zealand have renewed their membership.
- **Ray Thorning**, who attended many C200 fly-in's as a passenger with our late member Barry Dean, enjoys keeping up with what is happening in the C200 world as a social member.



## On the lighter side

**The Bear** — A bear walks into a bar in Billings, Montana and sits down. He bangs on the bar with his paw and demands a beer. The bartender approaches and says, "We don't serve beer to bears in bars in Billings" The bear, becoming angry, demands again that he be served a beer. The bartender tells him again, more forcefully, "We don't serve beer to belligerent bears in bars in Billings." The bear, very angry now, says, "If you don't serve me a beer, I'm going to eat that lady sitting at the end of the bar." The bartender says, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings" The bear goes to the end of the bar, and, as promised, eats the woman. He comes back to his seat and again demands a beer. The bartender states, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings who are on drugs." The bear says, "I'm NOT on drugs. The bartender then asks, "What about the Barbichuate?"

### What the Pilot Says

A smooth landing is mostly luck.  
Two in a row is pure skill.  
Three in a row?  
Now you're having me on!

### International Visitors

The things international visitors ask before travelling to Australia. This is classic.

Q: Can you send me the Vienna Boys' Choir schedule? (USA)

A: Aus-tri-a is that quaint little country bordering Ger-man-y, which is...oh forget it. Sure, the Vienna BoysChoir plays every Tuesday night in Kings Cross, straight after the hippo races. Come naked.

### Old Engines

How do you start an old radial engine?

1. Prime
2. Swear
3. Swing the prop
4. Swear louder
5. Duck





*Example of Static Wheel Balancing*

## Landing Gear Wheel Balance

For obvious reasons, aircraft are built light and generally only incorporate a safety factor of an extra 1/3rd above the max required design load; Unlike a truck that has a safety factor of approx. 10 times the maximum required design load. Operating an aircraft with a light load, off of smooth surfaces, utilising long runways and operating in flight conditions with little or no turbulence all plays a notable part in reducing airframe fatigue, wear & tear including the development of cracks in airframes components.

There are two other practices that can have a very significant impact on reducing aircraft and component fatigue as well as pilot/passenger comfort & fatigue, unfortunately these, from my observation, are more frequently not carried out than pursued.

### **The first one is landing gear wheel balance**

An out of balance nose wheel can induce nose wheel shimmy that can cause, at its worst, complete nose gear failure and accelerated wear and tear on the nose gear components, such as torque knee bolts & bushings, steering collars, airframe attach points & hardware. An out of balance main wheel can cause notable wear & cracking of components associated with the landing gear & their



airframe attach points and in the case of Cessna single engine retractable aircraft premature wear & fatigue of their MLG saddle pads & pivots.

In the early days of my career, I lowered the tail of a Cessna 206 proceeded to spin its nose wheel up to an approximate take off speed, using a very early dynamic wheel balancer electric motor with a flat surfaced aluminium wheel on it that was simply held against the nose wheel to run it up to speed. In this case the nose wheel was so far out of balance it was moving one nose wheel fork and the wheel an approximate distance of 3" fore and aft; I promptly pulled the electric motor assembly away from the wheel and cleared the scene. The forces involved to move the NLG fore and aft through this distance would have been huge and are unimaginable still to this day.

There are two-wheel balancing type methods that we use. The first and simplest one is a static balance method using a static balancer kit supplied by McFarlane Aviation through one of their Australian dealers. It's very simple, quick and quite accurate (from my experience providing an accuracy within 5 grams). The other method of wheel balancing we use and prefer is dynamic balancing using a SICE manufactured automotive wheel balancer. Using this method, we see very close to perfect results with accuracy down to less than 2-grams.

If you can feel your aircraft wheels are out of balance during and just after your take-off run, I would strongly suggest you do something about it. Cessna MLG saddle

pad shells are very expensive (3.5 to 5.5 K AUD each) and I am sure an out of balance wheel causes the soft pad material to break up and a subsequent delamination to prematurely occur.

### **Propeller dynamic balancing**

Propeller dynamic balancing pays huge dividends and is essential to maximising the life of virtually every component installed in an aircraft; Some of which are notably expensive. On many occasions, I have seen firsthand, where an out of balance propeller has caused cracking to the engine crankcase, engine baffles and the engine cowls. Electrical components failure extends to integral items like the alternators, magnetos & lamps and their connection terminals. Aircraft instruments also suffer damage from propeller vibration which can lead to permanent failure. Advanced wear can also take place on airframe control cables & control surface hinge points. The list could go on right down to the aircraft's occupants.

I have sat in and ran light aircraft that have caused my jaw to vibrate and also sat in others that show no direct signs that their propellers are notably out of balance with the size and age of the engine mount rubbers as well as the seat interior trim sometimes disguising propellers that are out of balance. To that end, actually carrying out a propeller balance is the only way to ensure propeller / spinner combination balance is brought back to being negligibly out of balance limits.

I can assure you that it's certainly a satisfying experience sitting behind a light aircraft engine with its propeller that has been dynamically balanced to very low levels of vibration and is undoubtedly one of the most beneficial & smartest investments an aircraft owner can make in their aircraft.

### **Tony Brand**

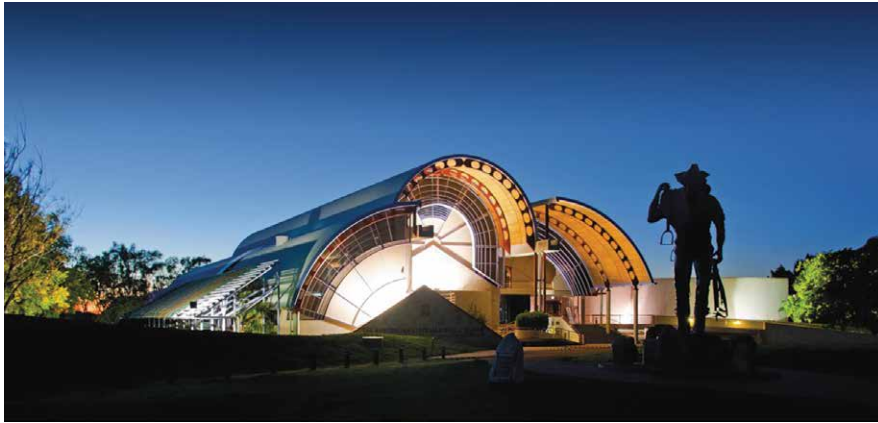
Chief Engineer, Horsham Aviation Services



*Example of Dynamic Wheel Balancing*



# 2025 Spring Fly in to Longreach YLRE



*Australian Stockman's Hall of Fame and Outback Heritage Centre*

## 2025 Spring Fly in to Longreach YLRE 28th August to 1st September 2025

**It is time to revisit Central Queensland.**

- Enjoy a tour and country hospitality at Nogo Station with a Saddle-bag lunch under the gum trees.
- The unmistakable red and white livery of a Qantas jumbo jet dominates the skyline from kilometres away. Inside the dedicated museum, you'll uncover many a story linked to the founding of Australia's national airline.
- The shimmering curved roof of another Australian icon. Just like Hugh Sawrey's famed artwork A Vision Splendid, the Australian Stockman's Hall of Fame has had a major renovation and still pays tribute to the Aussie Stockman. The five themed galleries also celebrate the stories of Indigenous Australians, Pastoralists and Explorers.
- Outback rail adventure to Ilfracombe from Longreach in a historic rail motor ending with a light lunch at the Wellshot Hotel and of course more.
- Or just discover more about Longreach as you wander around its historic buildings and streets.



*Longreach historic rail to Wellshot Hotel*



*Qantas Founders Museum*



# **C 200 Series Fly-In to Longreach Qld**

## **28 August to 1 September 2025**

**Itinerary subject to change**

### **Thursday 28th August:**

Arrivals Phone Ron 07 4658 3811 for pick-up to Saltbush Retreat or make your own way!

1800 - Welcome BBQ at Saltbush

Guest Speaker Tim Rayner former helicopter pilot owner/operator and now manager of Longreach Airport

### **Friday 29th August:**

0900 - AGM

1000 - Morning tea

1030 - Tech Talk with Tony Brand

1200 - Sharp Stockman's Hall of Fame – Cinematic experience, Casual lunch (at own cost)  
*Guided tour of Hall of Fame - (11 min walk)*

1830 - A short 10 min walk for our evening meal @ the Woolshed Bar and Grill

### **Saturday 30th August:**

0730 - **Sharp - Bus Departs Saltbush for Nogo Station tour and more.**

1230 - Return to Saltbush early afternoon.

**Afternoon free**

1730 - Bus Pick up at Saltbush for dinner at Smithy's Outback Dinner and Show

### **Sunday 31st August:**

***Walk into town for breakfast then walk onto the Longreach railway station where you must arrive by 0900 or you can order a Breakfast***

***Hamper from Saltbush and phone Ron for a lift to the station.***

0900 - our Outback rail adventure to Ilfracombe commences and returns midafternoon to Longreach Railway station. It is recommended that you wear enclosed shoes and take a water bottle.

**Afternoon free**

1830 - Dinner @ Birdcage – Bus to pick up prior

### **September 1st September:**

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

**☎ Patricia 0407 012 014, Robyn 0408 752 053 for more information.**



# LONGREACH Fly In

Thursday 28th August to Monday 1st September 2025  
**Registration Form**

Name: -----

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

## Attendees:

Pilot:-----Pax 3:-----

Pax 1:-----Pax 4:-----

Pax 2:-----Pax 5:-----

Aircraft Registration:----- Aircraft Type:-----

ETA Date: \_\_\_\_\_ Time: \_\_\_\_\_ Saltbush booked ☐

ETD Date: \_\_\_\_\_ Time: \_\_\_\_\_ Other Accommodation booked ☐

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

Activity	# Attendees	Cost	Total
Registration		\$450.00 pp <b>\$350.00 if paid by the 17th July 2025</b>	
Thursday BBQ		Included in registration	
Friday/AGM/Tour/Dinner		Included in registration	
Saturday/Tours/Dinner		Included in registration	
Sunday/Tours/Meals		Included in registration	
		<b>Total \$</b>	

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

☐ Email EFT payment confirmation 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:

**Email completed forms to:**

Patricia Kenney [coordinator@c200series.com.au](mailto:coordinator@c200series.com.au)



0407 012 014



# Cessna Books available for purchase

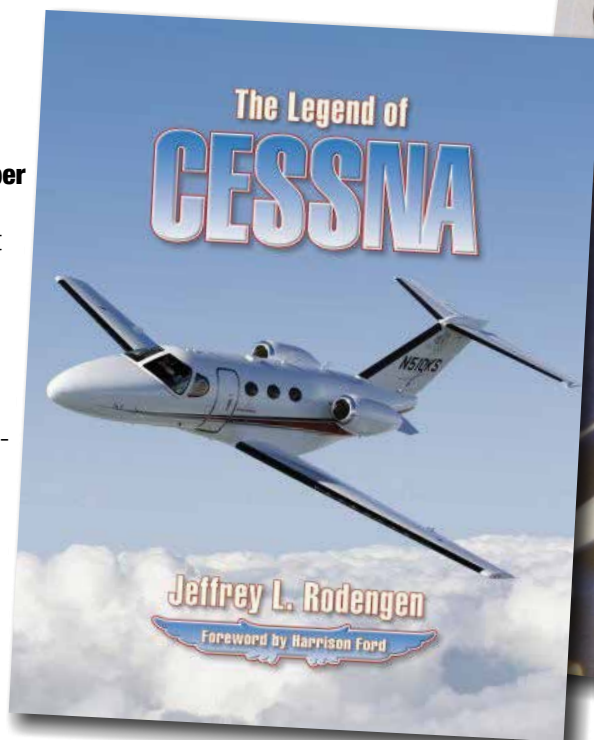
**David Crawford has 2 different books available for members as per the photos.**

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.**

## 2024-2025 Committee

### Office Bearers 2024/2025

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<b>V President</b>	Annie Haynes	<a href="mailto:a.haynes113@outlook.com">a.haynes113@outlook.com</a>	0418 853 635	VH-OAT 210N
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<b>Secretary</b>	Wendy Brand	<a href="mailto:secretary@c200series.com.au">secretary@c200series.com.au</a>	0407 811 777	VH-TJQ P210R

### Committee Members

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### Fly In coordinators:

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### Newsletter:

<b>Editor:</b>	Annie Haynes
<b>Newshound:</b>	Robyn Shorrock
<b>Printer:</b>	John Weston and his team including Donald Keys for the final layout of our Newsletter and it's professional presentation.

<b>Website Coordinator:</b>	Steve Davis - Talked about Marketing
<b>Public Officer:</b>	Annie Haynes



## Membership Benefits



### What Membership to the C200 Series Association offers you:

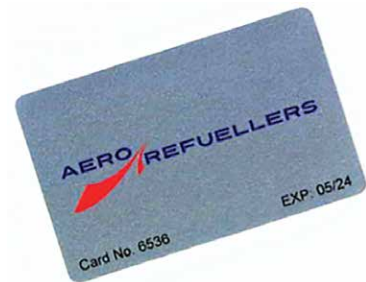
- 2 Fly Ins each year – Autumn and Spring.
- 2 Newsletters each year – prior to both Fly Ins.
- Competitive Insurance through Gallaghers to owners of C200 series aircraft
- Fuel discounts

### Subscriptions are for a 3 year period: Currently 31/10/24 - 31/10/27

- Single \$230
- Joint \$330 – 2 members of one family
- Social \$60 – non aircraft owners.
- Pro Rata rates will apply from 30/04/2025

### Fuel Partners

- World Fuel Services WFL – 12c/ltr
- IOR – 10c/ltr
- Aero Refuellers – 7c/ltr
- These fuel discounts have been negotiated by Neil Shorrocks.



See website for full details.





## Membership Application 3-year period

Oct 31<sup>st</sup> 2024 - Oct 31<sup>st</sup> 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 newmembers after 31/5/2025

**NB: Group Insurance Policy due 31<sup>st</sup> October Annually**

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

**Send forms to:** [treasurer@c200series.com.au](mailto:treasurer@c200series.com.au)

**OR**

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

**Mobile:** 0408 800 778 – David Crawford, Treasurer.