

The President's Corner

Welcome members to 2026! I hope everyone had a merry Christmas and a happy New Year.

It is now six months since our last fly-in, where thirty-five attendees ventured out to Longreach in central western Queensland. The weather was beautiful and I think all agreed it was a lot of fun and another huge success. Please check out the report and photos of Longreach in the following pages.

The next Fly-In on the calendar is a combined venture, courtesy of the C182 Association who have a fun and fabulous Itinerary planned in Darwin. Landing is planned for YMKT. The dates are Tuesday 12th – Saturday 16th May, when the weather will hopefully have cooled a little in the far north, and the rain influences will have passed. The Itinerary and Registration form can be found at www.c200series.com.au.

Having had an excellent season for the agricultural industry, with early storm activity, recent active monsoon conditions and tropical lows bringing significant rainfall, the top end should be quite picturesque after such a good wet season.

Cam and I recently returned from a 2-day road trip through the Atherton Tableland, from Cairns back to Innisfail, in order to gather ideas and suggestions for our Spring Fly-In September 2026. A beautiful part of the world, the tourist is spoilt for options, and we were quite overwhelmed trying to put together a report for the next committee meeting. When an itinerary comes together it should promise to be a great trip. From local dairies producing fresh organic milk, yoghurts, ice-creams, gourmet

cheeses, award winning cheesecakes, local chocolatiers, delightful cafes and quaint restaurants, to local markets and beautiful scenery, such as rolling green hills, waterfalls and lakes, and Queensland's world heritage listed tropical rainforest, Atherton and Cairns have so much to offer the visitor. Watch this space, and I encourage as many of you as possible to consider joining us in September.

On behalf of all members I would like to offer sincere condolences to Robyn Shorrock and her family on the recent and sudden passing of her husband Neil. Neil and Robyn were both at the inaugural meeting in Maroochydore and have been long serving members. Neil regularly made significant contributions to the club from its earliest days including 3 years as President. He will be sorely missed.

Enjoy this issue and we hope to see you in Darwin NT!

Fiona Russell



Fiona Russell, President

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Longreach Fly In by Liam Richardson

Olivia's and my trip to the C200 Fly in at Longreach, QLD, involved a rough, 3000km return drive in a 1990's Toyota Landcruiser from Alice Springs.

While Olivia holds her CPL, we couldn't justify the cost of hiring one of Chartair's C210s, even with our discounted rate. And to be fair, they aren't state of the art avionics, like most members in this group have! Would be lucky to have a working autopilot in Alice.

So driving it was! We loaded up the Landcruiser after work Wednesday and headed east down the Plenty highway to Tobermorey Station where we stayed the night. Bright and early Thursday morning we left Tobermorey Station bound for Longreach. Only about 20 minutes into our second day of driving, a pesky Kangaroo found its way into the Landcruiser's bullbar. Lucky for us, no significant damage was caused to the car, however, significant damage was noted on the Kangaroo.

We applied the MEL to the aircon system as the bulbar caved in and ruptured the receiver dryer and aircon lines. Spent the rest of the day old schooling it, with windows down and shirts off occasionally as we drove through the desert.

Upon arrival to Salt Bush Retreat, we met with my parents Toni and Neil Richardson and all the other members of the C200 club. Thursday night included a welcome BBQ at our accommodation and Guest speaker Tim Rayner, Former helicopter owner/ operator and now manager of Longreach Airport shared his story of aviation and some local knowledge of the airport.

Friday 29th

Friday morning the AGM took place. Olivia, Mum & I didn't attend so we headed down town to grab some breakfast and a coffee at a nice café. This was also when I found out my car window had been smashed and car broken into back in Alice Springs... Not a very nice way to start the morning!

Moving forwards, A tech talk was held with the very knowledgeable LAME Tony Brand from Horsham. He shared his points of concerns/ pointers for owners/ operators to keep an eye out for while your aircraft are in maintenance. It's always good to be able to ask questions and try to understand your aircraft. It was also good of Tony to include us new AME/LAME in his discussions.

The Stockman's Hall of Fame was next on the agenda, where we all met for a casual lunch and a wander through the hall. We all saw a lot of history of the Longreach area from back in the day. A very clever interactive headset was used to self guide you around and inform you on all the areas around the hall.

Dinner was held at the Woolshed Bar and Grill just down the road from our accommodation. I think everyone could agree that the food there was sensational, and the setting inside of an old rustic woolshed was very fitting.

Saturday 30th

0730 Sharp, (Some peoples' grasp of sharp wasn't so sharp!!) We loaded up on a bus and headed west to Nogo Station for a station tour. This 2nd or 3rd generation sheep property had lots to offer, including a shearers' shed tour, property tour on a double decker bus with a very funny tour guide (the property owner) and then lunch by the fire pit. The sheep industry is what built a vast area of QLD. It was crazy to learn about the efforts they went to, back in the day to transport and build everything in such a remote location.

After Nogo tour, we all came back for an afternoon rest before heading to Smithy's Outback Dinner, set right along the river. Many beers and wines were enjoyed along with good food and many stories.



Can't beat outback humour.



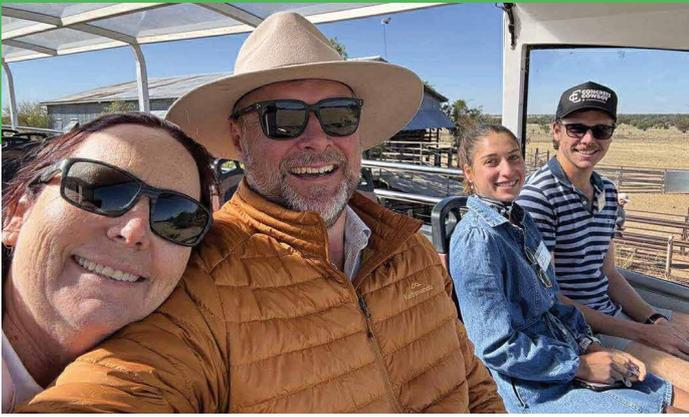
Back seat rabble rousers.



The Richos and the gorgeous Olivia Biggs.



The Richos and Olivia at the Qantas Founders Museum



Top of the open double decker.



Liam behind the Hall of Fame Bar.



The Author with Olivia.



...it just goes for miles.



Saddle Bag picnic at Nogo Station.



The long Red road



Get those windows UP!

Sunday 31st

Our last day of activities in Longreach included an Outback rail adventure to Ilfracombe. We all jumped on an old motor rail train for a short ride on the 27km journey to Ilfracombe. Upon arrival we toured the main street looking at all the old machinery in the aptly names "machinery mile". Many, many donated old machines lined up along the main road for display, from horse drawn plows to big old bull dozers. Lunch and drink was included at the Ilfracombe pub to wrap up the tour.

Our final dinner was enjoyed at The Birdcage, enjoying a few drinks and saying our goodbyes. Sadly for many of us, that was our last goodbye to Neil Shorrock who sadly passed away early 2026.

Monday 1st

All good things must come to an end as we said goodbye to my parents and all the attendees and headed home. Unfortunately for Olivia and I, it was another 2 day trip across the desert. This time no Kangaroos were harmed!

All in all, was a great trip and great to catch up with everyone. Next trip I hope to join in my Cessna 150 I am rebuilding. While it's not as fast as a 210, it still beats driving!



Now that's an anthill.

Longreach continued...

Longreach Fly In Thank you.

We think you will all agree that the recent fly-in to Longreach was a roaring success. A great turn up by members helped Longreach become one of the best attended fly-ins in a number of years.

Apart from the usual suspects including co-ordinators, a few people behind the scenes contributed to Longreach's success and we would like to acknowledge their help and input.

Tim and Sandie Rayner for their local knowledge and recommendations.

Wendy at Saltbush Retreat for her immense help even though she and Ron decided to take a break just before we all arrived.



Nogo Station sheep yards



Jeremy Kinnon knows how to hold an audience.



Cam chewing the fat with Jeremy.



Jude checking her hearing aids...



Welcome BBQ nosh up.



Saddle bag lunch and great Billy Tea.



'The Chuck Wagon'



Impressive architecture at the Stockmans Hall of Fame.



A bygone era.



Peekaboo.

Longreach continued...



A few old bottles at SHF.



Now that's a gun rack



Symbols of the Outback make an interesting lid on the loo.



Tilley's chewing the fat with the amusing Richard Kinnon. Owner of Nogo Station.



Immaculately restored dray.



Our Motor Rail transport to Ilfracombe.



Scale model of fully loaded wool wagon.



Our Motor Rail driver Mick.



Relief driver Robyn at the wheel of the Motor Rail.



Off duty at Nogo Station.



The rails are straight.



The Tourist Neil Richo.



Jeremy Kinnon a chip off the old block!

Longreach continued...



Downtime catchups at Saltbush Retreat.



Fun Bar stools at the Wellshot pub.



Perfect night for our dinner at Smithy's.



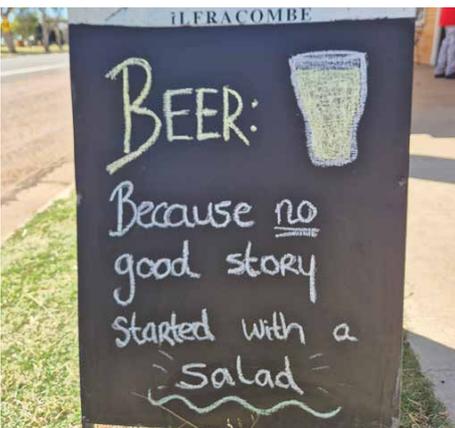
Great setting at Smithy's on the river too.



Says it all.



It's serious business with these two Tils and Ross.



Tony Brand has a Crack.



More Crackers... Neil Shorrock,



... Judy James,



... Liam Richardson,



... Olivia Biggs.

Central Queensland Outback Adventure



Longreach and Beyond: Our First Fly-In Experience By Bruno & Margo.

Our adventure began with high spirits and plenty of anticipation as we boarded our small aircraft VH PJK, known as a P210N in Lismore, bound for the heart of central Queensland.

The skies weren't particularly kind, throwing us a relentless 60 knot headwind that stretched our journey to a solid four and a half hours. Our pilot Noel made the best of the conditions giving us a guided commentary of the many sights along the way to Longreach as we moved through various heights to try to get out of the strong headwinds. Despite battling the wind, excitement buzzed through the cabin—we were heading for our first true outback fly-in.



Touching down in Longreach felt like crossing into another world. The vast, ochre-tinged landscape promised classic outback charm, and our first stop was to the Longreach Airport to refuel after our mammoth first leg and then to our accommodation across the road to refresh and settle into what proved to be a jam packed 3 full days of fun and exploration. Starting with a welcome dinner and meet and greet session and some much-needed rest. The next day was spent in town and at the Australian

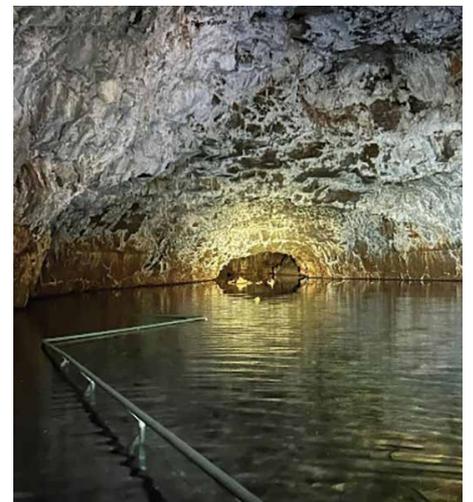
Stockman's Hall of Fame, where the stories of rugged drovers and pioneering families came alive through engaging exhibits and displays. A highlight of the trip was our tour of Nogo Station with our guide & bus driver who was also the owner and general town larrikin of Longreach!

Longreach itself had a warmth and character unique to the outback. From meandering along the sleepy main street to chatting with friendly locals at the servo, it was clear this place had plenty to offer. Our final stop was to the iconic Qantas Founders Museum. Wandering amongst vintage aircraft and learning about the airline's history was a real treat, offering fascinating insights into Australia's aviation past. Our time here marked just the start of our outback journey, but already we felt steeped in the spirit of adventure that central Queensland is famous for.

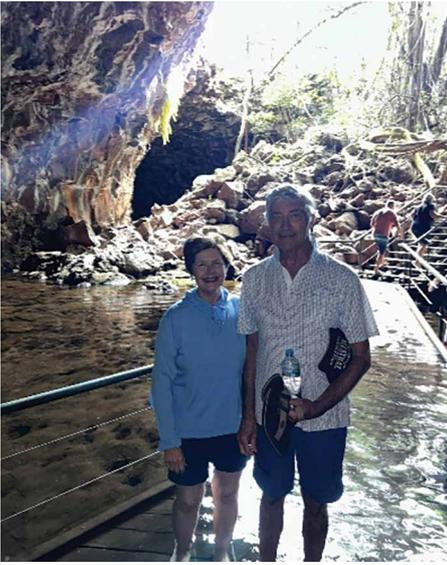
Next, we left Longreach behind and set our sights on Forsayth, landing at its quaint outback airstrip. From there, we ventured into the heart of Cobbold Gorge, a place renowned for its striking sandstone formations and tranquil waters. The highlight was our guided tour of the Bush Tucker secrets of the native plants around the gorge site followed by the history that led to creation of the glass bottom bridge. We, as a group, then crossed the bridge which offered breathtaking views straight down into the gorge below—a truly unforgettable experience that gave us a new appreciation for Queensland's hidden wonders. The tranquil waters of the gorge gave you a quiet sense of the age and wonder that nature can create given the right environment.



We had only a total of two nights here and then it was a short 22-minute hop to Undarra Resort. The landing strip was a grassy field recently mowed and sometimes used as cattle grazing paddock. We were picked up in a 4WD Toyota and brought to a slice of Queensland history with railway cars and accommodation cabins sitting in the middle of a national park. The next day was a trip to the famous Undarra lava tubes, which were still filled with water from the recent floods. This was a real wow experience, with the sheer scale and natural beauty of the tubes leaving us in awe. Wandering through the ancient volcanic formations, we got a glimpse into the geological wonders that make this region so unique.



Outback Adventure continued...

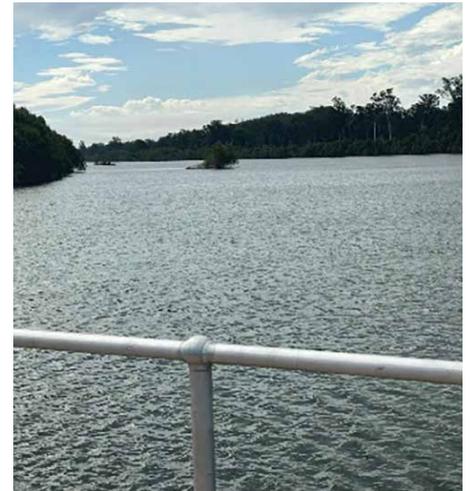


We enjoyed a great day learning about the volcanic activity and local geology that allowed this network of tubes to form into the unique habitats they are today. Once our day of exploration ended, we were treated to a hatted feast in the outback kitchen at the resort—a very lovely way to finish off our outback adventure in the Undarra National Park.

The next day we headed out of Undarra to a very special café—a short 6-to-10-minute flight to Pinnarendi Station. At this unique cafe they've built an amazing pizza oven that baked the bread for the café and guests, set up timber slab tables that were suspended from the roof, and even opened a little souvenir shop to catch the eye of those driving or flying by. It was the sort of place you only hear about through word of mouth, (our thanks to Geoff for this advice) but the atmosphere and delicious food made it well worth the visit, adding a real sense of discovery to our outback adventure.



Onward to Charters Towers where we were met at the airport by the owner of our accommodation, and taken to a converted upmarket two-bedroom freestanding villa in the grounds of the old Charters Towers Mental Hospital now known as Kernow Charters Towers. Our thanks to Ralph and Trish for the advice on this one. Our hosts provided us with a car for our exclusive use while we stayed with them and a cold beverage to enjoy around the resort's pool after we settled in from our flight from Undarra. We looked around the town, soaking up the history of this Gold Rush region that in its day was known as "The World" even having its own regional stock exchange until it closed in 1916. We also met "JR", a life-size replica of the 2013 Guinness World Record Texas Longhorn Steer bred right there in Leighton Park.



Our final flight was a short 45-minute hop over to Shute Harbour, taking in some of the most spectacular scenery over the islands of the Whitsunday Group around Airlie Beach, the brilliant white sands of Whitehaven Beach and the lush expanse of Hamilton Island. Our thanks again to Ralph and Trish and their hosts Mark and Kate Rogers who very kindly provided us with ground transfers and a tour of their beautiful holiday home located right on the Airlie airport, not to mention the pristine helicopter sitting in their garage! We had a very relaxing couple of days to unwind, soaking up the tropical atmosphere and enjoying the vibrant waterfront before our pilot Noel announced that we'd be flying home to Lismore with a slight tail wind. This made Noel very happy and our flight much shorter than the journey north. Cruising at 19,000 feet and travelling at hundreds of kilometres an hour, we reflected on the incredible patchwork of landscapes below, grateful for the memories and experiences this outback adventure had provided. Margot & I were truly grateful to Noel and Cath Hoy in allowing us to be a part of something special. It was a great way to traverse the vastness of this incredible land and meet some remarkable outback characters in the process.



Vale Neil Shorrock — 5/3/1947 to 4/1/2026

Into The Bush

Beneath the southern skies so wide,
Where red earth stretches far and wide,
The gum trees stand, tall and strong,
Their whispering leaves hum a gentle song.

The sun sets low, the day does end,
But in the bush, there's no final bend.
For those who've passed, their spirit remains,
In the rustle of leaves, in the soft, steady rains.

The kangaroo bounds, the emu glides,
And the wind through the branches softly sighs.
The soul, like the bush, will forever grow,
In quiet peace, it will always flow.

So let us not weep, but quietly trust,
For we all return to the earth, as we must.
In the heart of the land, we'll find our rest,
Where the sky meets the earth, and we are blessed.

Aleksa Marjanovic



Honouring Barry Dean



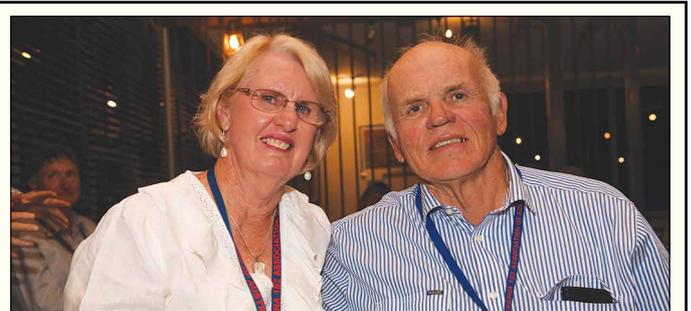
• Barry Dean

Many members will remember Barry Dean from Mackay. Barry was a great supporter of all Fly Ins filling his C206 with his Harem and Ray.

Barry was a trailblazer in tourism in Mackay running both aviation charters and ferry services and tours to the Great Barrier Reef and Brampton Island which he part owned and ran as a resort. Barry was also a founding member and big influence in the notable Mackay Tigermoth Museum.

It was noted recently in the Mackay and Whitsunday Life publication in their Community News section that the Mackay Airports new Milton Precinct will have 6 streets honouring various significant Mackay identities... needless to say there will be a Barry Dean Street.

Special Birthday



Gaye & Greg Saal

• Gaye Saal

Gaye Saal recently celebrated her milestone 70th birthday on Norfolk Island with friends. Gaye and husband Greg are also members of the C182 Series and great supporters of the Fly Ins of both clubs.

New Member

• Ron Hartwig

Welcome Ron Hartwig from Gladstone QLD. We look forward to meeting you at a future Fly In perhaps Darwin? Ron flies VH-EFP 1968 C210H

Tony's Tips Engine Cooling

The Lycoming & Continental engines we sit behind & operate are AIR COOLED ENGINES & are totally unlike a modern automotive liquid cooled engine. Automotive engine installations typically utilise a coolant system thermostat and an engine driven or electric fan that will provide positive cooling air through the engine coolant

Radiator/s especially when the vehicle is stationary or moving slowly at high power to keep the engine temperature nicely regulated at the most desirable engine operating temperature. So whilst the modern-day motor car is generally fool proof our air-cooled aircraft engines are definitely not.

During aircraft (with air cooled engine/s) ground operations there is negligible positive cooling air flow through the engine cylinders & oil cooler/s. As a result of the minimal cooling air flow through the cylinders, oil cooler and around the engine components such as magnetos & alternators temperatures can notably rise to undesirable damaging temperatures that can cause some of the following expensive rectifications & replacements:

- Oil glazing of cylinder bores & sending cylinders oval. Annealing softening of piston rings that reduces their tension & sealing ability. These conditions will all lead to high levels of combustion pressure blowby which causes excessive oil consumption and hydrocarbon build up in the engine oil as indicated by the engine oil going black very quickly (you cannot seal a round piston ring in an oval cylinder).

To prevent the above listed possible damage, the following should be practised:

- Keep all ground running to a minimum
- Always Park & carry out ground runs into wind.
- Keep the ground holding rpm as low as sensibly possible, especially on hot days. The more rpm the more heat (and possible prop L/E damage)

- Don't run an engine at high power on the ground unless the engine cowls are installed to provide full & proper engine cooling.

Remember the in-coming cooling air must be caught perfectly using the engine cowls, baffles & baffle rubber (no waste cooling air passages). So its will then be forced through the cylinders and oil cooler.

If you have baffles & baffle rubbers that are not sealing perfectly have them replaced / rectified ASAP.

Using a torch & mirror you can confirm their seal by looking through the cowl air intakes or fitting a cowl section at a time. Also the baffle rubber marks transferred into the engine cowls can give an indication of their contact & sealing.

I personally like to defer my pre-take-off ground run until I get to the departure end of the take-off runway. The taxiing to get their gives time for the engine oil to warm up to the start of the normal oil temperature range. This notably minimises my ground run time and helps to prevent, minimise the 1. Unfiltered engine oil that cannot pass through a paper or screen type engine oil filter (due to it not yet thinning with temperature). 2. Cylinder choke wear due to low CHTs (cylinders that have not warmed enough for their choked / reduced diameter bores to expand out parallel. Delaying the initial pre-take-off ground run enables the aluminium pistons to slowly expand with the cylinder bore.

Whilst Lycoming & Continental engines can be permanently damaged during unthoughtful ground running their most vulnerable time is during the climb where the engine is normally running at high power with reduced / climb airspeeds. Remember the dammed cooling air pressure increases with the square of the IAS. So a few extra knots can make a notable improvement in the cooling air pressure / air flow.

Combustion fuel air mixtures are extremely important during the climb phase and EGTs should be kept 200 to 300 degrees F cool of the higher power (75%) peak EGT value. So I suggest to have your Continental fuel injected engine fuel system adjusted to provide the desired full rich EGT value. Ideally Continental cylinder head temperatures should be kept below 380 degrees F in the climb & Lycoming cylinders no more than 400 degrees F. (I personally like to see them 30 degrees F less than those figures in the climb) and 30 degrees F CHT less is a must during sustained cruise for cylinder longevity.

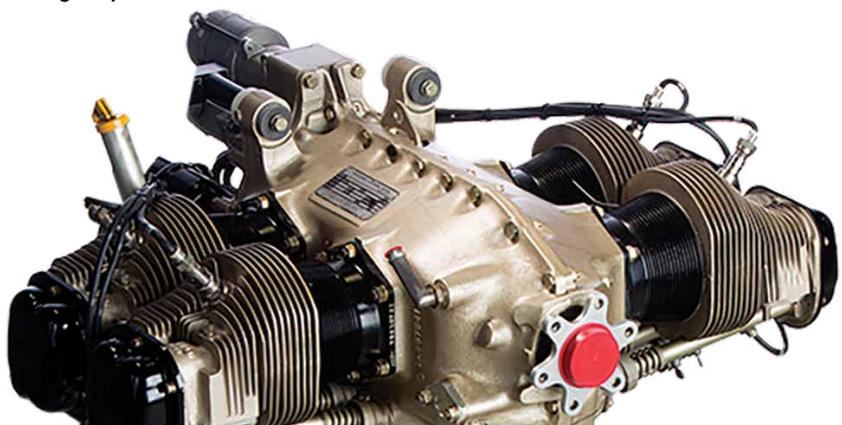
In most single engine Cessna aircraft I advise to always use the top of the white arc on the ASI as a minimum climb speed. This generally prevents premature cylinder related problems & aging of the nylon magneto distributor gears (they turn their colour from cream / white nylon colour to a more of a hardened brownish colour with a reduction in their strength. The magneto internal lubricants will also dry out notably quicker leading to accelerated point drift and drying out of the distributor & rotor bearings.

Alternators drawing heavy loads can overheat their diodes & stator windings causing them to be permanently damaged (so back off any unnecessary electrical loads).

Operational practices and good quality engine inspections & servicing are a major part in ensuing an air-cooled aircraft engine makes it through to its recommended TBO with out any notable added expense (such as cylinder rectifications).

Hope this helps

Tony Brand
Chief Engineer / Director
Horsham Aviation Services



1980 Cessna For Sale



Cessna T210N Centurion VH-DTG

1980 model Turbo 210N. TTIS 4,190 hrs (9/25). Continental TSIO 520-R, TSO 310 hrs, McCauley prop TSO 310 hrs. Sold with a fresh Annual. Maintained PVT IFR Category. In immaculate condition inside and out and always hangared. White paint with attractive red, black, and gold trim 8/10.

No known damage history recorded.

The original engine & prop was overhauled by Suncoast Aero Engines.

POA

Douglas Aircraft Sales Pty Ltd.

Contact: Bob Douglas

Ashmore City, Australia

M: +61 418 833 457

● Also, on all major sale web sites



Chick's Chatter

What's Hot

- We're finally going to Darwin May 12-16.
- Activity and sound effects of our unknown, much younger neighbours in cabin 5 at the Saltbush Retreat in Longreach.
- Wellshot hotel bar seating. Suzys photo in Robyn's gallery.
- Planning for our Spring Fly In to FNQ... standby!



What's Not

- The sudden passing of our longstanding, proactive and valued member Neil Shorrock.

On The Lighter Side

The Efficiency Award

Q: Why did CASA win the award for Most Secure System?

A: Because absolutely no one can get into it.

The True Definition

CASA: Civil Aviation Safety Authority

Pilots: Can't Access System Again

The CASA Fitness Test

Q: How do you prove you're medically fit to fly in Australia?

A: By surviving the CASA portal login process without elevated blood pressure.

2026 Autumn Fly In NT – Darwin YMKT



Fogg Dam Darwin

As members will recall there has been much talk of a Fly In to Darwin over the years and I am pleased to report that our autumn Fly In 2026 will be heading that way thanks to the generosity of the C182 Association who are the organisers and have generously invited the C200 Series Association to join them.

There is an interesting, fun and fabulous itinerary planned for our time there plus it's an opportunity for anyone wishing to extend their holiday and see even more of the Top End.

The destination is also ideal for those members who may prefer to come commercially. For those of us flying in we will be landing at YMKT, just south of Darwin.

Members are encouraged to book and pay early as you would have seen in earlier emails. The Oaks Elan Darwin is where we'll be staying, see the following booking advice.

Reserve your accommodation at the OAKS DARWIN ELAN HOTEL.

C182 committee have negotiated a group booking at a 10% reduction, no payment until check-in and cancellation up to one day before arrival. Please note that rooms have NOT been put aside for us. Hence the urgency to book asap.

The procedure is a little more onerous than making the usual phone call, but it does work. We have done it and reserved the four nights for \$933.00.

This is what to do:

- Go to the website: Oakshotels.com.au
- Select Oaks Elan Darwin as your destination.
- Enter code: Ourevent
- Select dates
- Select room type and date. NB Make sure you choose one with no pre-payment required and cancellation possible.
- Go ahead and follow the prompts to book.

C 200 Series Autumn Fly In NT – Darwin YMKT

May 12th - 16th 2026

Itinerary subject to change

Tuesday 12th May:

YMKT is the airstrip we will be using. It has avgas, engineering and the Top End Flying Club who are allowing us use of their facilities.

The plan is to use maxi taxis to get in to Darwin and Oaks Elan (about a 40 min trip) Cost will be about \$130. Shared between 6 or maybe 8 people is reasonable.

Departures will be the same.

Welcome drinks and snacks at Oaks Elan. Dinner, if still hungry will be at your own cost.

Wednesday 13th May:

Tour to Fogg Dam and Adelaide River Crocodile viewing cruise followed by lunch at Humpty Doo Hotel.

182 Association AGM and Committee Meeting.

Gala Dinner at Oaks Elan.

Thursday 14th May:

WW2 Land and Sea Tour. (Divided into two groups). Lunch on Stokes Wharf (own cost)

Sunset visit to Mindal Beach markets with our own VIP enclosure where you can choose your dinner from one of the many stalls.(own cost)

Friday 15th May:

Tour of various Darwin Museums with lunch at the Saltbush Restaurant (BYO) at the Darwin Museum and Art Gallery.

Charles Darwin Sunset Dinner Cruise.

Saturday 16th. Farewells and departures until next time.

Registration form can be found at www.c200series.com.au

For more information please call Lesley Lewis 0411 263 422.

Cessna Books available for purchase

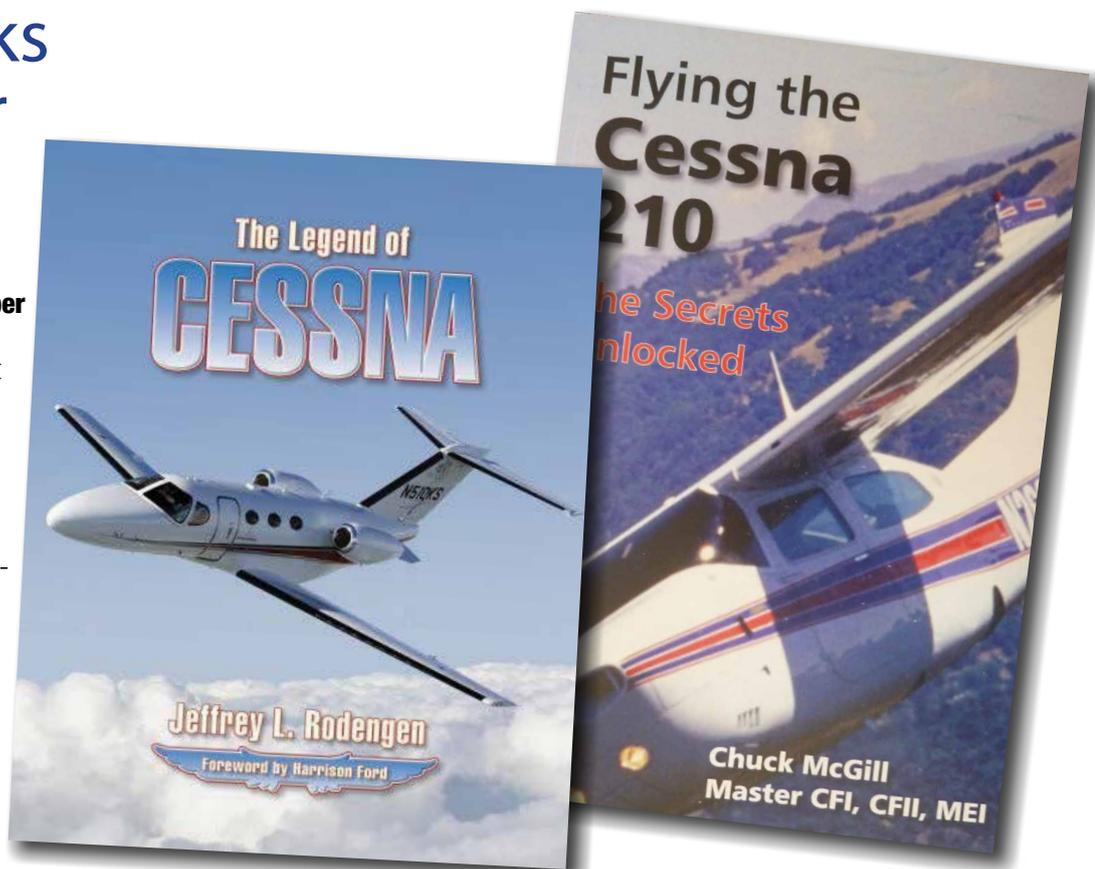
David Crawford has 2 different books available for members as per the photos.

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.

2025-2026 Committee

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Various

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Editor: Annie Haynes

Newshound: All Members

Printer: John Weston and his team including Donald Keys for the final layout of our Newsletter and it's professional presentation.

Website Coordinator: Steve Davis - Talked about Marketing

Public Officer: 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



See website for full details

- www.c200series.com.au



Cessna 200 Series Merch

- New caps, hats and visors in various colours.
- Get yours before they run out.



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 newmembers after 31/5/2025*

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.