

## The President's Corner

**Welcome to our 2nd and last newsletter for 2016. Once again the year has leapt ahead at a fast pace and I'm sure I must have missed counting a few days!**

Our Charleville (YBCV) fly in during April/May was well attended with 45 attendees and therefore a great success. We promised a real 'outback adventure' and that it was with the weather also very kind to us. Please read our guest Christine BOWEN-THOMAS's write up herein.

As was the case for YBCV, we are finding more and more fly in attendees arriving on the Thursday and leaving on Monday. Maybe we should consider making every second fly in a longer say 4 day show with maybe a fly away event?

For the first time in a while, we had a TECH talk at the fairly new RFDS base building that was kindly made available to us. Twenty + mainly pilot attendees heard an excellent and interesting presentation by Ceri Bartlett on Weighing Aircraft followed by Scott Denton on the topic Common Accident Types in Non Commercial Flying.

Afterwards the RFDS Base Manager Kate McGowan put on a lovely morning tea for us and we reciprocated their generosity by donating \$250 to them.

Also as part of our fly in 'local community commitment', on the Saturday night event at The Evening Star Tourist Park, we donated nearly \$1,000 to Ian & Marree Lawson representatives of Aussie Helpers, a great charity organisation for Australian Farmer's Families suffering from

drought.

A big 'thank you' goes to Ralph Aikin, Patricia Kenney, Robyn Shorrocks and Annie Haynes for making the Charleville fly in another great event.

Our next fly in is to Wollongong/Illawarra (YWOL) 14-16th October so please read any lead in emails and book now for this event being put together by local on the ground people Garth & Ceri Bartlett and Annie Haynes as it looks like being another great event. Also refer to Registration details within and remember to get those 'early bird' registrations in to assist the organisers and save \$.

Future fly ins set for 2017 are, Broken Hill 28th April to 1st May and Echuca in spring (date to be confirmed) so reserve these dates now.

I'd like to thank our members for the great roll ups we are now getting to our General/AGM meetings. Thirty turned up for the Charleville General Meeting where we decided to continue publication of the twice yearly Newsletter/Magazine in hard copy format with cost now funded by the Association.

Now that the Federal Election is over, hopefully sustainable governance and commitment as mandated can be put in place and we can make this great country Australia a better place. This of course includes the Minister for Infrastructure and Transport, Darren Chester, getting his head around the Aviation portfolio and making some 'for the better of General Aviation' decisions.

In this regard, AOPA via some amalgamations etc appears to be gaining some traction and credibility with 'the powers to be' so, I urge our

members to join and or support AOPA as they are more readily being accepted as our voice.

Well, this is my third and final term as your President so a BIG thank you to the Committee and members that assisted me along the way. Your Association is in a strong position moving forward but vigilance must remain to keep it that way so that we can all enjoy the benefits, networking, friendships and fun we all have become accustomed to.

Neil SHORROCK JP Qual.  
President



### Inside Today

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**WOLLONGONG  
FLY-IN  
14 - 17 OCTOBER  
2016**

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# CHARLEVILLE FLY-IN

# APRIL -MAY 2016

**I was lucky enough to be asked by Robyn and Neil Shorrock to travel with them in their Cessna Turbo 210 to Charleville Queensland for the “April Fly-in”**

Having never flown in a single engine plane before, I was a little apprehensive mainly about what I should take and how much weight I would be allowed to carry. I was soon put to rest by Neil saying 10 kilos only, well there goes my wardrobe!!

We arrived early on Thursday, with the organising committee in full swing. It was soon decided that we should have our first evening meal together at the newly reopened Coronas Hotel. This is a wonderful Charleville institution, with the most wonderful staircase still in place. Unfortunately there is limited accommodation at the hotel at the moment. The dining room still has historical memorabilia from by-gone days.

17 members met together for this first get together and I was soon chatting with a group of new friends.

Friday was the first official day of the Fly-in and we had people flying in from all over Australia, with a constant shuttle service organised by the hard working committee members. The first meet and greet get together was held at The Rocks Motel and I'm sure the stories got better and better as the night went on.



**Sue Morris and Patricia Kenney**



**Smoko at Woolabra Station**



**WWII USA  
Airforce base secret weapons**



**All about the Cosmos**



**Viewing the sun**





**Creek running at Woolabra Station**



**A happy lot on the bus**

Saturday morning saw the dedicated mainly pilot members all go out to the fairly new RFDS to have a technical talk by Ceri Bartlett and Scott Denton. I understand all attendees were well catered for with a lovely morning tea. The rest of the party mainly comprising of partners wandered down the main street of Charleville assisting the shop keepers in their cash flow. It is amazing what you can find in small country towns.

The parties all joined together for lunch at the Cosmos centre for an informative discussion on the wonders of the Solar system and a peek at the sun through a special large filtered telescope. After lunch we were given a sneak preview of the "secret USA air force base 'that was set up in Charleville during the second world war 1942-47. Over 2500 men were based in Charleville for 4 years during the war.

The evening entertainment was at the "Evening Star Tourist Park" hosted by larrikin owner Craig. We were entertained with live music and a delicious pot roast and a wonderful exhibition of line dancing by Suzy Tilley.

The special guests on the night were Ian and Marree from the Aussie Helpers organisation. The Aussie helpers are a group of volunteer's who assist farmers who are suffering from the severe drought in western Queensland, with general support and donations of food and stock feed. The C200 group donated \$500 and then President Neil sent the hat around collecting a further \$400+ in cash and vouchers for this very worthwhile cause.

Sunday dawned with another very busy day planned, we were on the buses by 8.30 to travel 40 kms out of town and visit Woolabra Station for a Brolgas, Bustards and Beaut Birds tour. Woolabra has been owned by the McDonald family for the last 35 years. Kevin and his son Kyle kept their bus loads

entertained by their stories of survival in the bush through good times and bad, droughts and floods. This large family farm has been transformed, from sheep station to now a very large irrigation property supplying hay for the Charleville district. With approximately 200 hectares under irrigation with water supplied by a man made dam on the property. We were even lucky enough to see some dancing Brolgas and everyone enjoyed the excellent country morning tea that was laid out beside the billabong.

After our visit to Woolabra station we travelled back to Charleville and had a

delightful picnic lunch in one of the many parks in the town.

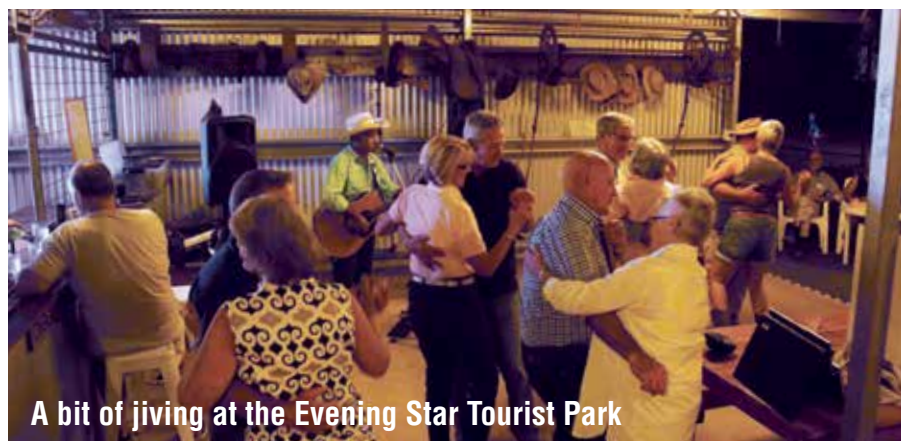
Lastly we visited the new Bilby exhibition which has just been setup at the railway station (moved in from a little way out of town). I believe we might have been the first visitors to the exhibition.

Sunday evening was our last evening together and The Rocks motel had their regular "Jazz and Pizza night". This was a great way to say goodbye to all my new friends.

Thank you Robyn and Neil for including me in this trip.. ✈



**Sunset at Charleville**



**A bit of jiving at the Evening Star Tourist Park**

# WOLLONGONG FLY-IN



Sabre



Canberra Cat takeoff 2

## ITINERARY FOR YWOL FRIDAY 14TH OCTOBER – MONDAY 17TH OCTOBER 2016

This weekend promises to be interesting and fun. A comprehensive run sheet will be available on arrival.

### Friday 14th October

- Arrivals
- Meet and greet drinks and dinner at GiGi's Restaurant
- GiGi's is across the road from The Adina so you will retire as it suits.

### Saturday 15th October

- Breakfast.
- HARS for AGM, morning tea followed and Tours of Boeing747 and HARS Museum.
- Lunch at HARS.
- NanTien Temple for tour and meditation.
- A little R&R before heading out for Dinner
- Dinner at the fabulous Lagoon Restaurant.

### Sunday 16th October

- Breakfast
- Travel to Robertson - famous for the Big Potato, the movie Babe and the Illawarra Fly.
- Lunch in Robertson at the local Inn.
- We will return in time to have a little R&R before we head out for dinner.

### Monday 17th October

- Farewell breakfast and transfers to Airport.

For further information contact: Annie  
0418 853 635



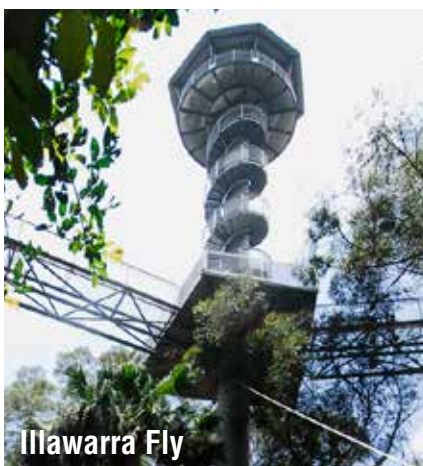
The Adina



Nan Tien Temple interior



The Big Potato at Robertson



Illawarra Fly



Nan Tien Temple exterior



# YWOL FLY-IN 14 OCTOBER – 17 OCTOBER 2016

## REGISTRATION FORM

|                |        |
|----------------|--------|
| Name           |        |
| Postal address |        |
| Phone          | Mobile |
| Email address  |        |

|               |                       |
|---------------|-----------------------|
| Attendees     |                       |
| Pilot         | Passenger 3           |
| Passenger 1   | Passenger 4           |
| Passenger 2   | Passenger 5           |
| Aircraft type | Aircraft registration |

|           |       |   |
|-----------|-------|---|
| ETA Date: | Time: | The Adina <input type="checkbox"/> Other? |
|-----------|-------|---|

| Registration numbers (Please indicate the number of people from your party attending each event) |                  |  |       |
|--|------------------|--|-------|
| Activity   | Number of people | Price  | Total |
| Registration   |                  | \$300.00 pp if paid after 30/9 - \$330.00 pp |       |
| Friday dinner  |                  | Included in Registration                     |       |
| Saturday tours and meals   |                  | Included in Registration                     |       |
| Sunday tours and lunch   |                  | Included in Registration                     |       |
| Sunday dinner  |                  | At own expense                               |       |
|  |                  |  |       |

|   |              |  |
|---|--------------|--|
| Payment by cheque (Cessna 200 Series Association) <input type="checkbox"/> or<br>Payment by EFT (BSB 633 000 A/c No 135 455 806) <input type="checkbox"/><br><b>Please email copy of EFT receipt to <a href="mailto:coordinator@c200series.com.au">coordinator@c200series.com.au</a> or Surname and Call Sign on back of cheque</b> | <b>TOTAL</b> |  |
|---|--------------|--|

|  |
|--|
| <b>Special requests – dietary requirements etc</b><br><br><br><b>Indemnity</b><br>I, the undersigned, do hereby indemnify the Cessna 200 Series Association and the members, officers and agents thereof associated with arranging 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.<br><br>Signature: _____ Date: _____<br>Name: _____ |
| <b>Refund Policy:</b> Refunds cannot be guaranteed for late cancellations.   |

|   |  |
|---|--|
| <b>Please send completed forms to:</b><br><br>Mail Coordinator, Cessna 200 Series Association, PO BOX 297 Lucindale SA 5272. Annie's Mobile: 0418 853 635<br>Email <a href="mailto:coordinator@c200series.com.au">coordinator@c200series.com.au</a> |  |
|---|--|

# THE CONTINUATION OF A GOOD THING

**What a fantastic gathering the C200 Club had in Charleville in early May. To fly in there and not continue on was difficult to resist (that is what we told our conscience). However it had been decided several months earlier for Patricia Kenney & Ralph Aikin along with Bob & Pam McCabe to continue across the top. Neil & Robyn Shorrock with their friend Christine Bowen-Thomas felt the same. After considerable planning by Patricia we all departed Charleville on 2nd May in two Cessna 210's. VH-TIU & VH-DTG.**

Flying North West from Charleville the area was dry and looking for rain. Our lunch stop was at Yaraka Pub (about 1 hour flight). The airstrip there is sealed and fenced, it was probably upgraded to accommodate the Flying Doctor who flies in on a regular basis to run medical clinics. Yaraka was a delightful surprise. The Publican met and ferried us into the small town. Population 28 . It was extremely neat & very welcoming. Apparently they have a progressive community which is led by the Publican's wife. Another 1 ½ hours flight saw us in Boulia where we refuelled and overnighted. Boulia has extremely wide streets and is the home of the Min Min Light Museum. Interesting Museum and very well done.

Second day saw us heading to Barkley Homestead , which was about a 2hr flight, where we stopped for lunch and refuelling. A busy roadside stop with people heading north. The airstrip is at the Homestead and after we refuelled it was only a few minutes walk to the cafe. Someone needs to let them know they are missing a windsock.

Another 1 ½ hours saw us in Daly Waters. Daly Waters Airfield was a centre for the London to Sydney air race of 1926, a refuelling stop for early Qantas flights to Singapore, a World War II Airforce base and more recently an operational base for joint military manoeuvres. Although the aerodrome was closed to commercial traffic in 1965, the original Qantas hangar still stands, housing exhibits of photographs and equipment from the area's aviation past. The traditional owners of the area became the fourth Indigenous group in the Northern Territory to gain native title over both the town site and ten surrounding pastoral leases covering an area of 30,000 square kilometres. Definitely another strip showing the ravages of time, and "no bloody Windsock". We were picked up at the strip



by a white stretch limousine. A relic from the Gold Coast, we think. We were transported in the limo to the Homestead. We stayed in individual cabins and had a great feed of fresh barramundi that night. Getting more of the Outback feel here. Many grey nomads and backpackers which made for a fun evening when we all sat outside under a galvanized iron roof listening to a man playing a guitar and playing songs that we had not heard for many, many years (1960's) such as White Sports Coat & Teeny Weeny Yellow Polka Dot Bikini. It certainly brought back memories and surprisingly many people, including young ones who would never have heard these songs, were all up dancing. Fun night. Ralph reckoned he was too "young to know any of the songs" - sure!!

The following day the limo turned up to drop us back at the airport. President Neil sat in the front after telling the driver (who also looked like something out of the past) that he had a flat rear tyre, a slight delay occurred while the driver got the tyre pumped up. We all had a chuckle when the driver asked Neil if he had ever been in a stretch limo before. Neil promptly replied "plenty of times but never in the front seat".

Onto Bullo River the next day with another approx. 1 ½ hr flight. Sara Henderson country. The property has recently been sold and new managers greeted us warmly. Lunch was had on the wide verandah and catered by the resident chef. Beautiful setting, lush

countryside and an excellent meal with chocolate brownies to die for. We were shown around the homestead and accommodation rooms (which we looked at but were not staying) extremely well presented and tourism is being developed. Refuelled by hand pump, fortunately one of the station hands did the pumping and then a short and spectacular coastal flight onto Berkeley River Homestead in Western Australia where we stayed for three nights.

Berkeley River Homestead had beautiful individual cabins along a ridge overlooking the sea. The only way in and out of this resort is by aircraft or boat. No roads to this remote part of the country. Excellent rooms and we all had huge outdoor bathrooms. Rather interesting showering and doing those toilet duties out under the stars. Weather was quite hot so we enjoyed the wonderful pool overlooking the countryside. (so did Neil's mobile, which failed its first swimming lesson). Unfortunately we couldn't enjoy the lovely ocean waters which surrounded the Lodge due to crocks that inhabit this area. All meals were provided by the resident chef and were 4.5 star. Enough to say we really enjoyed these 3 days of relaxation where some of us went fishing, all went on a beach drive and a great river cruise up the Berkeley River to view the fantastic cliffs and colours. Some of us took a helicopter ride to the hill top to watch the sunset and have a few drinks and plenty of nibbles provided.

It had been getting progressively hotter but then the cloud build up occurred. We were planning to fly to Emma Gorge but on contact they advised against that due to extremely heavy rain and the strip being closed. We considered flying to Kununurra and busing out to Emma Gorge but they advised against this idea due to walks and tours all being closed. So we decided to head for Kununurra for three nights. Booked on a great bus trip that took us out to Lake Argyle, stopping off at the interesting Durack Homestead on the way. The Duracks are well known for their pioneering of this area and the incredible overland driving trips they did. To



return from Lake Argyle we came down the Ord River on one of the best river cruises ever. The boat held about 50 people and had twin V8 engines and travelled at speeds of approx. 50 kims per hour. Very exhilarating and the driver was very knowledgeable and pointed out many interesting things on the way, including interesting fauna and wildlife. Everything was lush and green around this area and wildlife abundant.

Leaving Kununurra we reverted to our original plan. We flew to Victoria River Downs via the Bungle Bungles. To get to the Bungle Bungles we flew along Lake Argyle, breathtaking. Then onto the Bungle Bungles, so different and amazing. We went early in the morning and traffic was relatively light as apparently it can be very busy later in the day but pilots Ralph & Neil flew the course stipulated for tourists. After two orbits of the Bungle Bungles we set up course for Victoria River Downs Station for lunch and fuel. Luckily Patricia and Ralph know the helicopter operator, Heli-Muster, that is based at VRD and so lunch was organised for our group. VRD has a good grassed strip but about 8kms prior to this strip, we spotted an enormous wide strip which services the Yarralin Aboriginal Community. The strip is bitumen and fenced, and wide enough to

land two C210s side by side. The upgrading of this airstrip is only recently finished and a C310 belonging to Chartair was sitting on the taxi area. Wonder how much this strip cost the taxpayer. Seems a bit over the top when you consider that there is a perfectly good strip just 8 NM away that could easily service both areas. Lunch at VRD was excellent. Chicken Schnitzel, chips and salad went down very well, and after that lunch a nana nap seemed more appropriate, than continuing our flight to the Barkley Homestead ( we are crossing our previous outward flight path ) for refuelling and overnighing. We pulled up at the bowser at Barkley (still no wind sock) and spied a lovely C182RG, parked just off from the bowser. The call sign looked familiar and after some discussion between Neil, Bob and Ralph they reckoned it was Tim Brooks (C200 Member) and Bob said we would know for sure if we went into the bar. So once refuelled and booked in, to the bar we went and sure enough there was Tim Brooks with his friend Charles, supporting the bar. Reunion and then more eating, drinking and



laughing. Tim and Charles were on their way home to Canberra after spending some days at Faraway Bay. Small world.

The next day it was onto Camooweal (about 1 hour flight) for lunch at the pub. It was very interesting watching all the grey nomads driving their caravans through the main street of Camooweal going north. Pam counted 13 caravans in the one street. The pub was really clean and food couldn't be faulted. Once lunch was over it was onto Winton. It was a very pleasant flight as we tracked over Mt Isa and the Channel Country, lovely clear blue skies and smooth flying. That evening we had dinner at the Gregory Hotel in Winton where we were staying for the night. The Barramundi was excellent and plenty of it. In the morning we took a bus tour to Visit the Age of The Dinosaurs Museum. It was very

interesting viewing the dinosaur fossils and visiting the fossil preparation laboratory. It was fascinating and informative (it was sort of like 7 fossils looking at fossils). Lots of work still being carried out and we are sure it will become a great attraction in years to come as they complete all the sections proposed. We got a bonus on the way back from the Age of The Dinosaurs Museum, with our bus driver taking us for a tour of the town and pointing out lots of highlights like the musical fence. In the afternoon we flew on (about 1 ¼ hrs) to Blackall to refuel and overnight. It was extremely dry around Longreach and Bob pointed out from the air



heaps of paddocks completely eaten out and now destocked. Local dams had no water in them and it looked very grim down there. Of course since our trip the weather has turned and hopefully so have the farmer's fortunes. That evening we were delighted that Cam & Fiona Russell joined us for dinner. As most of you are aware Cam is a C200 member and owns a beautiful C210T. It was good to see them and for those who know Cam we can confirm that he does have a beautiful wife, Fiona, who we hope might start to attend some of the Clubs Fly-Ins.

Next day we flew out to the Russell's Station, Swan Hill, about 25nm out of Blackall. Cam's airstrip must be all of 4000m long and runs right up to the homestead. We were treated to a wonderful morning tea and heard all about the future wedding of their daughter that they are holding in their garden in October. We will be thinking of them. Cattle were in the yards and the men were treated to a drive around the property. Unfortunately this was our last leg as a group as one plane went to the Gold Coast and the other to Gympie. Goodbyes were done and we went our separate ways. We had a wonderful trip viewing such a wide area of Australia with lots of friendship, laughter and new knowledge. ✈



# CHARLEVILLE FLY-IN PHOTOS



A bustard at Woolabra Station



Dinner at Coronas Hotel Charleville



The fire pit at Evening Star Tourist Park



Our groover Suz



Neil Shorrock, Annie Haynes, David Crawford with Ian Maree from Aussie Helpers



Members enjoying the entertainment



Craig from Evening Star





**The man made dam on Woolabra Station**



**Pam McCabe and Judy James chatting**



**Neil Shorrock presenting Ian and Maree with our donation of over \$900**



**A bilby**

## THANKS TO JOHN AND NEIL

The C200 Series Association is most grateful to John Weston and Debra Plowright for their outstanding contribution to the Cessna 200 Series Association since inception September 2008.



The first 14 issues of our quality Newsletter were only possible due to John Weston's generosity - Westonprint Pty Ltd has produced our Newsletter at no cost to the

Association.

As we are all aware, the current economic climate is very challenging and it is now time for us to pay for production of the Newsletter. The committee feels strongly that the Newsletter is an integral part of communication between members and as such will continue with Westonprint Pty Ltd to produce this quality production. Again we thank John for his long standing support and look forward to continuing our association with John and Westonprint Pty Ltd.

While on matters of the Newsletter – thanks must also go to Neil Richardson for being our

Editor at large gathering the articles for the past 15 issues.

Neil has done an excellent job liaising with Westonprint Pty Ltd and various members collating the articles.

Neil has indicated that he would like to step down from this role for now so we thank him for his diligent efforts over the past 8 years.

Thanks Neil Richardson. ✈



## Tyres, Wheels And Brakes

**In this article, we are going to have a discussion about tyres, wheels and brakes on our light aircraft. A lot of people think the tyres are just the black things that separate the aircraft from the tarmac or, for our flying farmers, the dirt runway. These relatively cheap items are vitally important and we will talk about the care and feeding of our tyres and associated items during the discussion.**

Firstly, I will share with you some of the interesting points of large aeroplane tyres that are fitted to the big aeroplanes, like the Boeing 747, 777 and the A380 Airbus. As you can imagine, the tyres on these aircraft have massive loads imposed on them and they are exposed to extreme heat. Most of these tyres are retreaded, unlike our general aviation tyres. Retreading the large aircraft tyres is standard procedure because these tyres are extremely expensive to buy new and the retreading process is very reliable. Nevertheless, from time to time, big aircraft do throw the tread and often end up with significant damage to the aircraft when pieces of the tread pepper the fuselage and smash into the flaps on landing.

Big aircraft tyres and brakes are designed quite differently to our general aviation wheels, tyres and brakes. For example, most of the braking systems on large aircraft use carbon instead of steel in their construction. The area where multiple carbon plates and brake linings are installed is called the heat pack and even though carbon is much lighter, and that is the reason for its use, it still needs a small crane to lift a heat pack off an axle for removal and installation.

On a high energy stop, (full brakes and full reverse thrust), trying to bring hundreds of tonnes of passengers and metal to an abrupt stop causes the heat packs to get to such a high temperature that they glow red. This heat is sometimes transferred to the wheel assembly itself, causing the tyres (tubeless tyres) to over-inflate and burst. There is a strong possibility that the wheels can shatter as well with pieces flying in all directions, which is extremely dangerous.

The designers of the large aircraft do incorporate several features that help with this. For example, the hydraulic oil that operates the brakes is highly tolerant to

extreme temperatures so there is no fire risk. The wheel hubs themselves have holes drilled in them, which allows air to escape when the thermal plug melts with the heat. The thermal plug is similar to solder and will melt at the appropriate time and let the tyre down gently if it is experiencing high heat. The pilots also have temperature gauges in the cockpit to show them the brake temperature, and as a safety precaution engineers will often install a cage over the wheels and brakes when the aircraft arrives at the gate in case there is an explosion.

As you can imagine, when landing a large aircraft there is a possibility that the brakes could be applied so hard that the tyres stop rotating and start skidding. This of course will end badly in that one or more tyres will fail after landing through the skidding action. The designers have a fix for this problem as well. Most larger aircraft have an anti-skid system installed so the wheels will never lock up and skid. They do this by installing a small tachogenerator in each wheel axle, which measures the speed of the wheel. If the tachogenerator senses a slow down on any particular wheel that is greater than expected, ie leading to a skid, it will send a signal to a computer and the computer will release the brake on that wheel to stop a skid from happening.

All interesting stuff, but now let's talk about our light aircraft, in particular Cessnas.

### Tyres

Every time we go out and do a daily inspection before flight we look at our tyres, give them a bit of a kick and that's really the only attention they get. But our tyres are susceptible to leakage over extended periods of time and as they go flat it changes their shape. It also puts greater drag between the tyre and the runway and can affect the take off performance of the aircraft. Most of us cannot accept degradation of performance in our aircraft so it is always important to check the tyre pressures on a regular basis.

We also want to look at the tread wear because this will tell us if the wheels have been set correctly on the axles. Depending on the maintenance manual, you may have too much or too little of the following: camber, toe in and toe out.

Let me explain what each one of these is. If you crouch down behind, say, the LH

main wheel of your Cessna and look along its longitudinal axis towards the front of your hangar, you will see that the top of the tyre is either leaning out to the left, is possibly neutral, or it is possibly leaning in towards the fuselage. This is camber.

Looking again at the LH tyre from the back, if the front of the wheel is pointing towards the aircraft in a small way, it is toe in. If the front of the wheel is pointing to the left and away from the fuselage it is called toe out.

Having these set correctly will save enormous amounts of uneven tyre wear. The adjustments on most aircraft tyres are made through placing wedge-shaped shims between the axles and landing gear legs to correct certain angles.

Another problem that we find with our Cessna spring main landing gear legs is wear on the outer edge of the tyre that we can't do much about. This is because when the aircraft is in flight (gear down), the spring tension on the landing gear legs is relaxed. This gives an artificial camber to the tyre: When the aircraft touches down the weight of the aircraft and the landing inertia spreads the landing gear and absorbs the forces. Unfortunately for us, as we are about to touch down, the tyres are hanging and exposing their outer edge to the strip we are landing on. This tends to wear the tyres on the outside. We can't do much about it, except tell our engineers to rotate the tyres on the wheel rims 180 degrees from time to time. This allows the inner part of the tyre to get some wear as well and gives an increase in life to the tyre. If we don't do this procedure early enough, the outer side of the tyre will wear out and we will have to replace it when seemingly the rest of the tyre has plenty of tread to go.

Sometimes people get confused with tyre sizes. There are dozens of brands of tyre, but what you use on your aircraft is a personal choice. However, no matter what the brand, the sizes remain the same. The tyre size for your aircraft is called up in the maintenance manual / parts catalogue and also in the FAA Type Certificate Data Sheet (TCDS). It's imperative that you put the correct size tyre on your aircraft and especially ensure that the ply rating is correct. Here is how to interpret the numbers.



Typically our Cessna single main wheel tyres are 600 x 6 x 6. The first number is actually 6.00 indicating that the tyre is 6 inches wide. The second number indicates the hole size where the wheel hub fits into the tyre, which in this case is also 6 inches. The last number is the ply rating. Effectively this means how many layers (plies) of reinforcement are built into the tyre. You could install a 600 x 6 x 4 tyre on a Cessna 210 and it will physically fit, but it doesn't have the correct ply rating, which could lead to a collapse in the tyre due to the heavier weight of the 210 and the landing forces. This tyre would be more suited to a Piper Warrior for instance, which is a much lighter aircraft.

The big 'gotcha' for Cessna 210 owners especially the later models is the requirement to have a 500 x 5 x 10 tyre fitted to the nose wheel. As you can see, this is a 10-ply tyre, which is a much more robust tyre required because of the heavy weight of engine acting on a relatively small wheel. I have seen many Cessna 210s with 500 x 5 x 6 tyres on the nose wheel and this is bad news. Please ensure that your nose wheel tyre is 10-ply.

One thing that is very important to note, often the weak link of our wheels is the inner tube. When changing tyres many engineers take no more than a cursory look at the tube. It is imperative that you change the tube at the same time as you replace the tyre. It is cheap insurance. Having a tube failure could completely destroy a brand new tyre and that is expensive.

## Wheels

We have three types of wheels on our Cessna aircraft. The good, the bad and the ugly. I will start with 'the ugly'.

McCauley manufactured a three-piece wheel hub many years ago and it found its way onto many Cessnas. It consists of two rims and a centre hub that the rims attach to with six internal hex bolts. This keeps the tyre in place. Unfortunately, these small bolts were very weak when subject to shear forces and many of them broke in service, leading to wheel failures on landing, which at the best is embarrassing and at the worst could cause a ground loop and severe damage to the aircraft. You still see this type of wheel on some Cessnas and I recently saw one on a Cessna 150 and I removed one off a P210 about a year ago. If you have one of these wheels on your aircraft, get rid of it now. It will cause you trouble.

'The bad' is McCauley's next iteration of their wheel and it was a conventional two-piece design with three bolts holding the halves together, sandwiching the tyre and tube between the halves. These are marginally better but are now out of production and if you have these wheels you should change them for 'the good' at the earliest opportunity.

'The good' is the Cleveland wheel and it is much more robust. It is a two-part hub design with three bolts holding the halves together, sandwiching the tyre and tube between the halves. It is a very nice wheel.

It is made from a magnesium alloy that corrodes fairly readily as all aircraft wheels do, but it's the most reliable.

## Brakes

Unfortunately you cannot change the main wheels from either of the McCauley systems to Cleveland without changing the brake assemblies as well because they are different. Conveniently, Cleveland does make retro-fit kits of Cleveland wheel and brake assemblies that are available for a reasonable price through suppliers such as Aircraft Spruce. Aircraft Spruce doesn't list the Cessna 210 specifically and it is tricky to find the number so if any of you 210 owners are looking to upgrade from McCauley wheels and brakes please contact me and I'll give you the correct part number for the kit.

Lastly, I would like to bring your attention to brake linings. Brake linings in the old days were full of asbestos and they worked great. Unfortunately, asbestos has been removed from most products nowadays including our brake linings. There are many different manufacturers of brake linings suitable for your aircraft. Please make yourself familiar with the brake linings on your aircraft: the procedure for breaking in the linings to give you effective braking is essential and does vary between manufacturers.

I hope the above information is helpful when maintaining your very important tyres, wheels and brakes. ✈

Please see photographs below of the three different wheel types.



'The Ugly' - McCauley 3-piece Wheel



'The Bad' - McCauley 2-piece Wheel



'The Good' - Cleveland 2-piece Wheel

## FLYING FOOD!



### SWEET POTATO AND BACON SLICE

great alternative to a sando in the lunch box for a long trip.

#### INGREDIENTS

- 1 sweet potato shredded
- 1 zucchini shredded
- 4 bacon rashers shredded
- 1 onion shredded
- 4 egg
- 1 cup self-raising flour
- 1 cup cheese grated
- 1 tbs garlic
- 1 tbs chives
- 1 tsp pepper \*to taste

#### METHOD

1. Add all ingredients together and mix well.
2. Place into a non stick slice tray.
3. Bake at 220C (180C fan forced) for 40-50 minutes.

### APPLE CINNAMON BREAD

#### INGREDIENTS

- 1/3 cup brown sugar (not packed)
- 1 teaspoon ground cinnamon
- 2/3 cup white sugar
- 1/2 cup butter, softened
- 2 eggs
- 1 1/2 teaspoons vanilla extract
- 1 1/2 cups all-purpose flour
- 1 3/4 teaspoons baking powder
- 1/2 cup milk
- 1 apple, peeled and chopped

#### METHOD

Preheat oven to 350 degrees. Grease and flour a 9 x 5-inch loaf pan. Mix brown sugar and cinnamon together in a bowl and set aside. Beat white sugar and butter together in a bowl using an electric mixer until smooth and creamy. Beat in eggs, 1 at a time, until incorporated; add vanilla extract.

Combine flour and baking powder together in another bowl; stir into creamed butter mixture. Mix milk into batter until smooth. Pour half the batter into the prepared loaf pan. Next add half the apples and half the brown sugar cinnamon mixture. Lightly pat apple mixture into batter.

Pour the remaining batter over apple layer; top with remaining apples and add more brown sugar/cinnamon mixture. Lightly pat apples into batter; swirl brown sugar mixture through apples using a finger or spoon.

Bake in the preheated oven until a toothpick inserted in the center of the loaf comes out clean, 30 to 40 minutes.



## CHICKS CHATTER

"Words of Wisdom" from the sensible and stylish "Gabriela":-

*"If you fly a lighty bring a nightie."*

Based on personal experience!!!!

We Chicks know how to keep ourselves ready for any emergency.

- Another Fabulous Fly In, this time to Charleville!!

- Capt. Annie taking the "controls" both ways

- Charleville in Drought over 2 years – C 200 Series members leave and it pours.

- Fabulous Billabong Smoko on Woolabra Station - if this was smoko I can only imagine the Dinner Menu

- Tilley's able to hitch a ride with Annie & David - last minute problems with the Tilley fleet

- Amazing information about the Top Secret USA Air Base 1942-47 WWII at Airport

- Camp Oven Dinner under the stars plus a country and western singalong

- The gorgeous little Bilbys.

- The Sunday night entertainment at The Rocks by Ralph's and Trish's mate.



- Gabriela, Tony and Fran spending the day at a local Charleville Pub - RAINED IN!!

- unable to flyout. "hence the ready for any emergency"

- A-listers McCabes, Kenny/Aikins and Shorrocks having a great time

- on their "Fly Out" after the "Fly In" until Pammie McCabe came a buster "pushing planes" around no less!!!!

- Heat!!! boy what Heat!! and pool right in view of whole world and no takers for a swim at the Rocks.

- Suzy and Annie threatening to bring the "Black & White Target Bathers" to the next Fly In.

- Speaking of The Rocks, the early Pizza Dinner on Sunday night was a drawn out affair..

We also now have a Facebook Page under "Cessna 200 Series Association"





# COMEDY CORNER

## 50 Grayish Shades... !!

Back and forth ... back and forth ...  
 In and out ... in and out ...  
 A little to the right ... a little to the left ...  
 She could feel the sweat on her forehead ...  
 Between her breasts ... and, trickling down the  
 small of her back ...  
 She was getting near to the end ... !!  
 He was in ecstasy ... with a huge smile on his face  
 as his wife moved ... Forwards then backwards ...  
 Forward then backward ...  
 Again ... and, again ... !!  
 Her heart was pounding now ...  
 Her face was flushed ...  
 She moaned ... softly at first, then began to groan  
 louder ...  
 Finally ... totally exhausted ... she let out a piercing  
 scream ...  
 She shouted ...

"OK, OK, you smug bastard, I can't parallel park ...  
 You do it ... !!"

## 1960's WD40 Advert

This is from the marketing boom of 1964 when WD40 was released. These days, they can't even handle Baa Baa Black Sheep !! How would they go with this?



## Welcome to New Members

- Kevin Keech - Walgett, NSW
- Ian and Denise Thomason - Mackay, QLD

## Welcome back

- Mark and Liz Landy – Albury, NSW

## Vale

- Lauris Bryant - 3/3/16 - an amazing woman and past secretary Maroochydyore QLD
- Allan Dalrymple - 4/8/16 - life partner of Lauris and past committee member Maroochydyore QLD

This delightful couple were wonderful members of our association and we are very sad to see them both lose their individual battles with cancer this year. Reunited in the big clouds in the sky.

## Keep in touch with the Website



[www.c200series.com.au](http://www.c200series.com.au)

# Cessna Books available for purchase

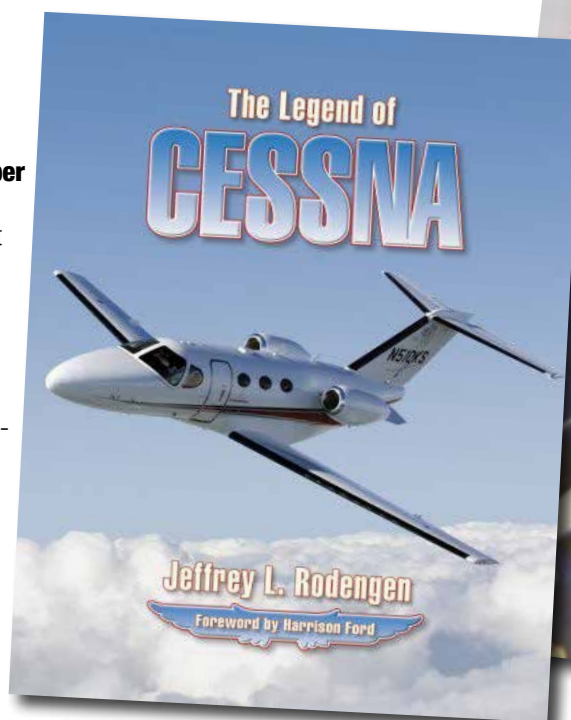
**David Crawford has 2 different books available for members as per the photos.**

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.



**Our many thanks to John Weston of Westonprint, Kiama for the final layout of this Newsletter and its superb reproduction.**

## Cessna 200 Series Merchandise



There is still available a selection of Caps, Chambray Shirts and Polos for sale with the Clubs insignia. These generally will be available at our fly-ins or to order contact Neil or Robyn Shorrock [shorair@bigpond.com](mailto:shorair@bigpond.com)

## 2015-2016 Committee

|                           |          |            |              |  |        |       |
|---------------------------|----------|------------|--------------|--|--------|-------|
| <b>President</b>          | Neil     | Shorrock   | 0428 752 055 | <a href="mailto:president@c200series.com.au">president@c200series.com.au</a>     | VH-NPL | 210N  |
| <b>Vice President</b>     | John     | Lillyston  | 0428 597 461 | <a href="mailto:john@sunrisecarpets.com.au">john@sunrisecarpets.com.au</a>       | VH-TFE | 210N  |
| <b>Secretary</b>          | Garth    | Bartlett   | 0428 103 023 | <a href="mailto:garth@bilyaragroup.com.au">garth@bilyaragroup.com.au</a>         | VH-FMX | P210N |
| <b>Treasurer</b>          | David    | Crawford   | 0408 800 778 | <a href="mailto:treasurer@c200series.com.au">treasurer@c200series.com.au</a>     | VH-OAT | 210N  |
| <b>Committee</b>          | Ralph    | Aikin      | 0438 416 068 | <a href="mailto:aikin_kenny@bigpond.com">aikin_kenny@bigpond.com</a>             | VH-TIU | 210M  |
|                           | Patricia | Kenny      | 0407 012 014 | <a href="mailto:kenneyaikin@bigpond.com">kenneyaikin@bigpond.com</a>             | VH-TIU | 210M  |
|                           | Pam      | McCabe     | 0427 851 259 | <a href="mailto:pammccabe@internode.on.net">pammccabe@internode.on.net</a>       | VH-JGX | PA32  |
|                           | Neil     | Richardson | 0418 184 701 | <a href="mailto:neil@njr.com.au">neil@njr.com.au</a>                             | VH-CSD | 210N  |
|                           | Robyn    | Shorrock   | 0408 752 053 | <a href="mailto:shorair@bigpond.com">shorair@bigpond.com</a>                     | VH-NPL | 210N  |
|                           | Suzy     | Tilley     | 0419 837 330 | <a href="mailto:succeswithsuzy@bigpond.com">succeswithsuzy@bigpond.com</a>       |        |       |
| <b>Fly-in Coordinator</b> | Annie    | Haynes     | 08 8766 0025 | <a href="mailto:coordinator@c200series.com.au">coordinator@c200series.com.au</a> | VH-OAT | 210N  |
| <b>Newsletter</b>         |          |            |              |  |        |       |
| - Editor                  | Neil     | Richardson | 0418 184 701 | <a href="mailto:neil@njr.com.au">neil@njr.com.au</a>                             | VH-CSD | 210N  |
| - Printer                 | John     | Weston     | 0414 421 400 | <a href="mailto:johnw@westonprint.com.au">johnw@westonprint.com.au</a>           |        |       |



## Fellow aviating enthusiasts...

We are keen to welcome new (and renewing) members to the **C200** Series Association, so if you know of anyone who may be interested please share the benefits of our small club.

Our club is a mix of interesting people from all walks of life throughout Australia whose pride, joy and in many cases their toy is a Cessna 200 series aircraft. However, it is important to note that friends and associates of members is also available to any genuinely interested persons whether they own an aircraft or not.

Recently, the Membership was re structured to a **3 yearly more cost effective basis** with a common start date of **31/10/2014** and a finish date of **30/10/2017** with fees as follows; **\$210.00 for individual membership and joint membership @ \$300.00 per couple or 2 people same family**. The above start date coincides with the yearly 31/10 renewal date for our Group Insurance Scheme.

For your information, there are some significant benefits to being a member of the **C200** Series Association and we encourage you to let your aviation friends know about them.

### Opportunities available include:

- The diversified Group Insurance Scheme (currently with BMG) is arguably the best value insurance you will get and your policy will not be compromised if others have claims.
- Aviation fuel (Avgas & Jet A1) discount with one simple accounting system via Aero Refuellers own Carnet card with 25+ outlets offering 7 cent per litre discount.
- Friendships with people you may not otherwise meet resulting in networking opportunities and
- information and ideas exchange with like- minded people.
- The opportunity to receive and discuss technical issues with Aviation professionals to increase your skill levels and knowledge. Technical advice is also available from experienced LAME's within club.
- Two fly-in's each year to Australian places of interest in the autumn and spring.
- Interesting guest speakers at fly-in's.
- Possible tax benefits depending on your individual/personal circumstances (please seek profession advice).
- An informative Newsletter prior to each fly-in.
- The potential to promote your business via the website [www.c200series.com.au](http://www.c200series.com.au) (Subject to Committee approval).
- Merchandise including- chambray shirts, polo shirts and caps etc with the stylish **C200** logo.

We look forward to hearing from you and your friends!

Should you require any more information please contact any Committee member or the following for a Membership Application or visit our website [www.c200series.com.au](http://www.c200series.com.au)

**Neil Shorrock**  
**President**

**E:** [president@c200series.com.au](mailto:president@c200series.com.au)  
**Mob:** 0428 752 055

**Garth Bartlett**  
**Secretary**

**E:** [secretary@c200series.com.au](mailto:secretary@c200series.com.au)  
**Mob:** 0428 103 023

**David Crawford**  
**Treasurer**

**E:** [treasurer@c200series.com.au](mailto:treasurer@c200series.com.au)  
**Mob:** 0408 800 778

Note 1. Aero Refuellers (AR) <http://www.aerorefuellers.com.au> , an Albury based Company, is a 'One Stop Shop' which gives customers the ease of operating just one fuel account with an easy direct debit service which is debited from customer's account on 21st day of the following month of the transaction, giving the customer up to 50 days credit. To access this facility please call Narelle MURRAY on 02-6041 1599, fax 02-6021 2909, email [admin@aerorefuellers.com.au](mailto:admin@aerorefuellers.com.au) and quote name .

## Membership Application – 3 year period

October 31 **2014** – October 31 **2017** (pro rata if joining mid-term)

|   |          |
|---|----------|
| Name/s:                                 | 1.<br>2. |
| Address:<br>(residential)               |          |
| Address:<br>(postal)                    |          |
| Home ph no:                             | ( )      |
| Mobile no:                              | ( )      |
| Email address:                          |          |
| Aircraft<br>registration:               | VH-      |
| Aircraft type:<br>(model, mods,<br>etc) |          |
| Pilot Ratings<br>& endorsements:        |          |
|   |          |
| Signature/s:                            |          |

**Subscription:** ☐ \$210.00 Single Membership - 3 years  
☐ \$300.00 Joint Membership (2 people same family) – 3 years

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

**Direct deposit** ☐ **BSB 633 000 A/C 135 455 806**  
**(preferred)** Surname as description/reference  
☐ Cheque (Payable to C200 Series Association)

**Send forms to:**

Treasurer, C200 Association, PO Box 297, Lucindale S.A. 5272

or

Email: [treasurer@c200series.com.au](mailto:treasurer@c200series.com.au)