

The President's Corner

Welcome to this edition of our newsletter. Since the last one we have had a fantastic fly-in to Arkaroola, in the northern Flinders Ranges in South Australia. It was a great turnout of members and guests. The weather was perfect at Arkaroola, however strong winds and rain along the east coast made it tricky for departures from parts of NSW and Queensland. Sue Morris was asked to write a report on the weekend and she has done a splendid job – her account of the weekend is in the following pages.

It was really great to see a lot of new faces, and aircraft, at Arkaroola. It was good to meet people who had been members for some time but had not been able to get to our fly-ins. We have always had non-members join us at our various fly-ins but we had several new aviators join us at Arkaroola and I know that they had a really enjoyable time – hopefully we can look forward to welcoming them as members.

Plans for our next fly-in to Griffith are well in hand and a registration form is in this newsletter. The main activity is a day trip to Temora to visit the aviation museum there. It is planned as a bus trip but if anyone wants to fly themselves there and back then that is up to them. The aircraft showcase for May 4th is called Bomber Attack, and will feature Hudson, A-37 Dragonfly, T-28 Trojan and Sabre aircraft, as well as the static displays. For those who may not wish to spend the day admiring those wonderful old aircraft, there are galleries, markets and other points of

interest in Griffith.

Our planned Spring fly-in is to Alice Springs. It is planned for mid to late September to avoid the hot weather. I love the Australian Centre. Annie and I have been there on several occasions, mainly driving and camping, and we love the area. It is a great venue, but at this stage the program is open to ideas. So if you have any suggestions don't hesitate to let Annie, our fly-in coordinator, know – coordinator@c200series.com.au. There is a lot of history associated with Alice Springs and I know that we will be able to explore a lot of that story. As with many of our fly-in venues, many members will have been to the Alice before, but we are hoping to include activities that will make this trip memorable.

We will have copies of two books available for sale at Griffith. Chuck McGill, who has recently conducted a training proficiency course in Sydney, and who some of our members have attended, has written a book "Flying the Cessna 210: The Secrets Unlocked" and is highly recommended by our Technical Advisor, Garth. Chuck is offering us a very good price for his book, however the price is yet to be determined because we do not know the shipping cost. For those who could not attend Chuck McGill's course, there is a brief report in this newsletter.

The other book was recommended to us at Arkaroola by Doug Sprigg. It is called "Cessna – Wings for the World" the single-engine development story by William D

Thompson. Be quick, there are only a few of these at \$40.00.

I mentioned in the last newsletter that Annie has been learning to fly. Having recently passed GFPT she is on her "P's" and has started her navigation exercises. She is hopeful of gaining her unrestricted licence in the near future, to say nothing of a 210 endorsement. I have new locks on OAT.

I know that we are still early into the year but I hope that all members are well organised about the SID's programme and that a large proportion of the inspections have been completed. I also hope that no major problems have emerged during the programme.

Safe and happy flying in clear blue skies.

DAVID CRAWFORD
President



Inside Today

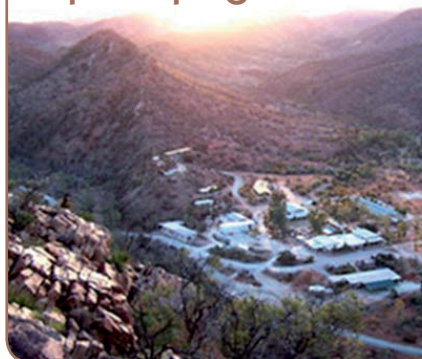
- + President's Corner
- + Website & Facebook Page
- + Arkaroola Fly-in Report
- + Griffith Fly-in Information & Registration
- + Upcoming Spring Fly-In to Alice Springs

Cheers, **NEIL RICHARDSON** – Editor

- + Chicks Chatter
- + CPAA weekend with Chuck McGill
- + Welcome to yet more new members
- + My Aircraft – VH-PYH by Peter Clisdell
- + Aviation Insurance Part 3 by Ralph Ailkin
- + Merchandise
- + Technical Talk

C200news@njr.com.au

Arkaroola Fly-in Report pages 2-4



ARKAROOLA FLY-IN REPORT - OCTOBER 2012



Our first C200 Club trip was looked forward to with an air of excitement.

This was also to be one of the largest gatherings of the Club, although there were a couple of late withdrawals due to weather on the east coast and ill health. (hope all are on the mend). So with the plane primed, and carry on light, we headed off on the morning of Friday October 12 to Naracoorte to collect David and Decima McTernan, to travel to Arkaroola together. Arkaroola being in the Northern Flinders Ranges, some 600kms north of Adelaide and 130kms east of Leigh Creek. On leaving Adelaide airspace we were heading for Arkaroola, when one of our passengers needed the facilities of the Pt Pirie airport, - urgently - thanks to 3 cups of coffee at breakfast and a fluid tablet. I don't think Decima will be doing that again.

We then continued onto Arkaroola. Viewing Wilpena Pound from the air in the distance was a spectacular sight and it has been added to the bucket list for a future trip for us. The expectation of landing at Arkaroola, listening

to all the other planes going in before us and the advice being given by other pilots and the ground crew, not only was interesting but was assisting the landings of all the planes.

After an easy landing on the short strip, and unloading, the other landings had an audience – interesting watching the others come in. Most of the planes landed at Arkaroola with others using the long, sealed strip at Balcanoona to land.

We boarded the mini bus and headed into the Arkaroola Wilderness Sanctuary, a 15km trip with the local landmarks being pointed out along the way. Such rugged yet beautiful terrain. Amazing that a family could leave their comforts behind in Adelaide and shift into this harsh landscape to raise a family. The amazing Sprigg Family.

After settling into our very comfortable accommodation, it was off to explore the accommodation settlement area. The reception area was well equipped with all information on Arkaroola Wilderness Sanctuary, tours, history of the amazing Sprigg Family, supply shop,

restaurant and of course, the main highlight – the BAR. We all made sure that we supported that part of the business.

The highlight of the Friday evening was to watch some 150 former “Postie” motorbikes roll in with their tired, dusty riders all participating in the Annual Postie Ride. While congregating around the pool that evening for the mandatory drinkie-poops, many of us went for a walk to have a look at all the bikes that had rolled in from ‘them there hills’

We all enjoyed a buffet dinner in the restaurant, before we had to leave early to make way for the Postie guests. We went on the Observatory tour. Into the vehicles and off up the hill to be treated to an amazing guided tour of the heavens by Doug Sprigg. Is there anything he doesn't know? On the way back to base Doug gave us a little extra for our tour, looking and eventually finding some Yellow-footed Rock Wallabies. Arriving back at our accommodation we quietly slipped by the party goers at the pool and headed for bed – early rise the next morning.





Saturday we were off on the Ridgetop Tour along with 20 other tourers in 2 specially constructed vehicles able to traverse the extremely rugged terrain ahead of us. This was a remarkable tour taking in rugged mountains, towering granite peaks and magnificent gorges. We were in the safe hands of trained guides who handled the terrain and hair raising tracks with safety and confidence, and whose local, geological, fauna, flora and historical knowledge was amazing. Along the way we were shown where there had been attempts to mine Uranium, and the history of the struggle to stop the mining. We finally reach the pinnacle of the tour – Siller's Lookout – shaken but not stirred. What a breathtakingly beautiful spot. 360 degree views and to think there we were perched on the top of this rocky outcrop sipping hot tea and eating fresh lamingtons. (only in Australia). The trip back to base was just as awe inspiring, with all of us a little more relaxed on the way home.

That night drinkie poos and nibbles again

around the pool while the men readied the fire brazier for later on. Another lovely meal in the restaurant and Margaret Sprigg addressed the group. She spoke on her quest and subsequent success for the Arkaroola Protection Legislation. Her efforts and those of her team have now gained the government's protection of the rich earths of Arkaroola that are now permanently protected from mining. She is equally as talented as her brother, Doug. Such knowledge and passion, you can't help but be inspired by their dedication to Arkaroola and mother earth.

Back to the pool area with a variety of liquids that were to be consumed. Much socializing, laughter, lots of stories and a wonderful roaring fire.

On Sunday there were many sore heads, dehydrated bodies and mutterings as to why! But being resilient C200 members as we are – it was up and 'attem'. The Morris' and McTernans' headed off on the Mawson Valley Trail. In hindsight it would have been better getting going earlier to escape the sun – not

sure that David would have made roll call though. This was a fairly easy walk, compared to some, although this ease did not make the views nor the countryside any less interesting. It is a remarkable landscape, beautiful but harsh and unforgiving.

Later that morning we ventured in the helicopter for a scenic flight over Arkaroola Wilderness Sanctuary. How incredible is it from the air! And again, the pilot, although only having been at Arkaroola a short time, was astounding with his knowledge of the area. Following the rivers along through gorges, finding the odd water hole and seeing all the 4WD tracks seemingly leading nowhere and yet somewhere – a memorable experience.

The AGM was held in the late afternoon with election of the new office bearers for the coming year and addressing the business side of the Club. A lazy afternoon was had by most getting rested for yet another session around the pool and a BBQ dinner poolside. Annie, once again turned out scrumptious nibbles –



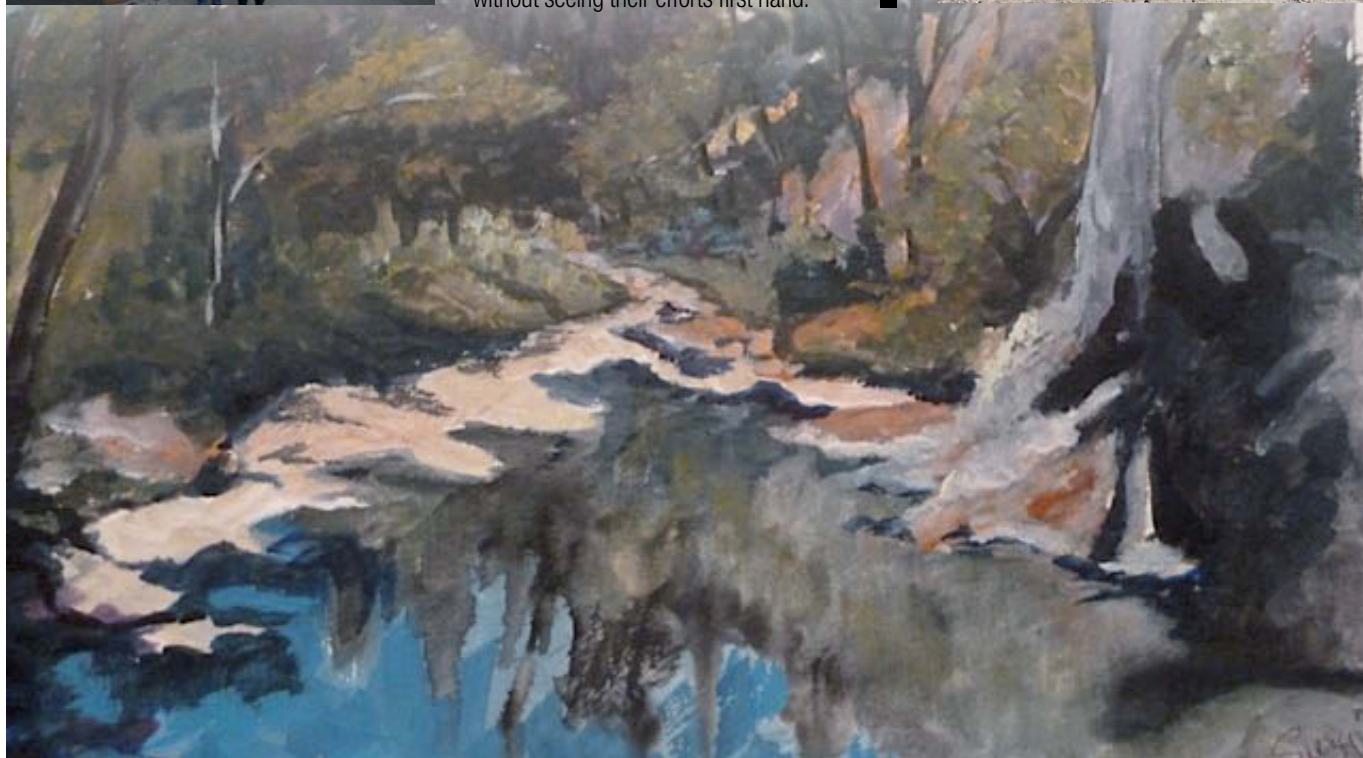
ARKAROOA FLY-IN REPORT



I have decided I want one of her mobile pantries as each evening this display of delicacies and Naracoorte wines kept coming out of David and her room. Everyone had a lovely meal and a very social time for the last night before getting ready to depart the next morning.

Monday morning's weather was looking a little doubtful, so an early departure was planned for all the remaining planes. We all loaded on the bus and Doug's land cruiser to the airport and Doug busied himself refueling some planes and hurriedly getting the remaining airborne, giving local knowledge to assist all of the planes for the safest possible take off. SRM having 4 mature aged adults and luggage took a safer option to bus the ladies to Balcanoona along with Neil & Toni Richardson and boys. Geoff & David flew across and picked the ladies and the luggage up from there. Then it was onto Leigh Creek to refuel and on towards home.

In all a wonderful weekend with some 15 planes taking part travelling from as far as Rockhampton. 12 210's, 2 172's and 1 182 and a total of 38 people. Our thanks to all who tirelessly spent so much time researching and organizing the fly-in so that we could all just turn up and have a wonderful time. To Annie and David Crawford, our appreciation for all your efforts in organising a wonderful event. And finally to the Sprigg Family and the staff of Arkaroola Wilderness Sanctuary, a special thanks. One cannot appreciate what they do without seeing their efforts first hand. ■



2013 Autumn Fly-in Itinerary: Griffith NSW May 3-5, 2013

Please see the
attached
Registration Form
and Running
Sheet for
strip/s etc

FRIDAY

- Welcome and Registration at YGTH
- Transfers to the Kidman Wayside Inn
- Dinner at the Belvedere – a short bus ride from the hotel and a casual night giving you time to mingle and catch up with everyone

SATURDAY

- Breakfast
- Day trip to Temora Aviation Museum
OR
Stay and discover Griffith at your leisure
- Dinner at 'That Italian Place' – Kidman Wayside Inn
– Guest Speaker Greg McWilliam

SUNDAY

- Breakfast and short meeting to discuss our Spring Fly-in to Alice Springs followed by an address by Geoff Hirst, General Manager Airclaims
- Bus to McWilliams Winery for a look around and a picnic lunch under the trees
- Transfers to airport
- Dinner at the Ex Servicemens club at own expense for those staying on



SOME WEBSITES FOR MORE INFORMATION



- www.aviationmuseum.com.au
- www.kidmanwaysideinn.com
- www.griffithgateway.com



GRIFFITH NSW FLY-IN: MAY 3-5, 2013

ACCOMMODATION

We have blocked rooms at the Kidman Wayside Inn, for Friday 3rd, Saturday 4th and Sunday 5th May

Accommodation will be on first in first served basis so do book early!

PH:02 6964 5666 and quote 'CESSNA 200 ASSOCIATION' to get our group booking rate.

Breakfast is NOT included but is available at 'That Italian Place' attached to the Inn.

Rooms held until 10th April 2013.

YGTH

Ralph, Trish, David and I will be at YGTH to greet you.

We will appreciate arrivals between 1300hrs and 1500hrs on Friday where possible. *(If you can't find anyone when you arrive, contact Annie on mobile: 0418 853 635)*

YGTH is a security controlled airport and has an elevation of 439ft. CTAF126.55. Consult ERSA for full details

Please also consult appropriate Airservices Australia documentation for current information.

SOME "DID YOU KNOW?" GRIFFITH FACTS - COURTESY OF WIKIPEDIA!!

Griffith was proclaimed a city in 1987 and had a population of 17,616 in 2011. Like the Australian capital, Canberra and the nearby town of Leeton, Griffith was designed by Walter Burley Griffin.

The city of Griffith had contained no traffic lights up until February 2010 when the first set of traffic lights was installed at the intersection of Burrell Place and Wakaden Street.

Griffith was established in 1916 as part of the New South Wales State Government's Murrumbidgee Irrigation Area (MIA) project to supply irrigation from the Murrumbidgee river in western New South Wales to be used for farming.

In the 1970s, Griffith was often associated with drug distribution (particularly marijuana) and organised crime, as depicted in 2009 by Underbelly: A Tale of Two Cities.

However, Griffith is now associated with good wine and food, primarily as a result of its diverse population, with notable contributions by Italian-Australians.



GRIFFITH NSW FLY-IN: MAY 3-5, 2013 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:	Kidman Wayside Inn booked? <input type="checkbox"/> Other? _____
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Registration numbers (Please indicate the number of people from your party attending each event)			
The only extras apart from accommodation will be drinks at meals and dinner and drinks on Sunday night			
Activity	Number of people	Price	Total
Registration		\$250 pp	
Friday night dinner		Included in registration	
Saturday Temora and lunch		Included in registration	
Saturday dinner		Included in registration	
Sunday lunch		Included in registration	
Sunday dinner		Not included in registration	

Payment by cheque (Cessna 200 Series Association) <input type="checkbox"/> or Payment by EFT (BSB 633 000Acc No 135455806) <input type="checkbox"/> Please email copy of EFT receipt to coordinator@c200series.com.au or Surname and Call Sign on back of cheque	TOTAL	
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Special requests – dietary requirements etc	
Indemnity 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.	
Signature: _____	Date: _____
Name: _____	
Refund Policy: Refunds can not be guaranteed for late cancellations.	

Please send completed forms to:
 Mail Coordinator, Cessna 200 Series Association, PO BOX 297 Lucindale SA 5272
 Email coordinator@c200series.com.au

TECHNICAL TALK:

Working on engines installed in aircraft for most of my life, and now being the owner of a Piston Engine Overhaul shop, the discussion of engines and engine problems is often a controversial one. There is always discussion about how to operate the engine properly: baby it or work it hard; rich of peak or lean of peak; change the oil often or not; overhaul at TBO or run 'on condition'...

All of these are interesting points but I find the most interesting subject often not on the agenda and that is the subject of determining an engine's health. If fact, how do we determine an engine's health? We certainly have to consider this most carefully because most of the items I've mentioned above depend on a healthy engine.

Mike Busch, one of the engine 'gurus' from the US, and father of the 'Savvy Aviator' seminars/webinars, wrote a series of articles entitled: *The Six Tools that Tell Engine Health*. In this article, I will discuss the sixth and final of these tools: *Trend Monitoring and Engine Analysis*.

Tool 6: Trend Monitoring and Engine Analysis

This subject is quite subjective in that it requires close attention by the pilot to changes in engine indication from the norm. All owner pilots that fly their aircraft on a regular basis will know where the gauges should be in normal cruising flight.

They will also have a good feel for the aircraft and know if it feels sluggish on a particular day, or brisk on other days. Some of the changes in aircraft performance are directly related to pilot inattention. For example having the propeller rpm set slightly differently from the normal setting (that goes for manifold pressure etc too).

Significantly, subtle changes in other indications such as oil pressure, oil temperature and cylinder head temperature are more insidious, and while not cause for alarm if they are different from the norm, they could be indications of impending problems and should be closely monitored.

Ambient conditions are also significant to the performance of an aircraft especially when outside air temperatures are significantly different from what you would expect during your normal flying: If you are a pilot based in southern Australia, where you are more used to milder temperatures, you may find a take off on a short airstrip in central Australia in summer to be a character-building and possibly frightening experience.

Thankfully, we live in an age where tools are now available for us to be helped significantly in the monitoring of any trends the engine is exhibiting.

When your Cessna was manufactured, 30 or more years ago, engine instrumentation was very basic and essentially unreliable. Today, we

have available to us an array of electronic engine management systems (EMS) that are authorised direct replacement for you existing Cessna gauges. I couldn't recommend more highly than for you to invest in one of those new engine management systems. Several brands are available including JPI, Electronics International and the AuRACLE, which I find the most intuitive, powerful and easy to use.



The EMS will take a snapshot of all your engine parameters every two seconds (on average) and stores this data in its memory. The data can be simply downloaded as a .csv file (spreadsheet). However for most of us, this data is best viewed in graphical format. There are several software programs that import the .csv file and display the data in graphical format. More about this later.

These graphs are now an exceptionally powerful tool for engine troubleshooting, that will save your engineers many hours of labour in getting to the bottom of a problem.

What can we learn from the graphs?

- We can see clearly when and how we exceeded our CHTs and by how much.
- We can see what our fuel flow is on take off and compare it to what it should be. It's unlikely you will be monitoring your fuel flow on take off yourself while you are trying to wrestle your 4,000lb 210 into the air. And yet your fuel flow is what is cooling the engine at high power, and stopping the process of detonation, which would destroy your engine in seconds. This is particularly so for the turbo-charged models, but applies to all aircraft engines at high power.
- The EMS will also show clearly when you have a pending valve failure. You will get up to two years' notice before the valve fails by keeping your eye on the EGT trends.
- When pilots get together there is always a discussion/debate about the lean of peak / rich of peak (LOP / ROP) method of operation. No matter what school of thought you follow, it is absolutely essential that you have an engine management system enabling you to correctly operate LOP or ROP.
- Some of you, no doubt, have GAMI injectors in your engines, which

ENGINE HEALTH PART III

I think is a good thing and absolutely essential for running LOP. GAMI suggests that to run LOP, the GAMI spread (i.e. the fuel flow taken at the first EGT to peak compared to the last EGT to peak) should be no more than 0.5 of a US gallon. Your EMS will carry out a GAMI spread check in normal flight and record that data so you can see for yourself what the GAMI spread is. This is a very powerful tool.

- I recently had a friend that had problems of a landing gear motor popping the circuit breaker when he raised the gear or extended it. A quick look at the download for his flight showed huge current draws, much higher than normal during gear retraction and extension. It was clear from the result that the electric pump motor was pulling too much current during these cycles, leading to a diagnosis of either the motor being at fault itself, or the pump in the powerpack starting to seize up and consequently the electric motor finding it difficult to drive thus requiring much higher amps to operate. This diagnosis happened remotely and within fifteen minutes of reviewing the data. Unfortunately, while it didn't save my friend significant expense in the overhaul of his powerpack, it did save him many hours of trouble shooting and possibly the trial and error replacement of some of the components.



These are just a few examples of the wealth of information about the health of your engine that can be gleaned from the EMS.

In summary, the sixth tool, engine trend monitoring and analysis is YOU. You have to observe changes in your aircraft and its engine. Of course this can be significantly aided by the use of a good engine management system and analysis of its data.

I mentioned before about the various software programs for viewing your downloaded data. All engine management systems come with a CD you can load onto your computer to import your data and view in graphical format. My preference, however is a web-based program that is free and easy to use: <https://www.savvyanalysis.com>

You simply attach the file you downloaded from the EMS, enter a view details about your aircraft/engine, and the graph is easy to read with an 'interactive cursor' – i.e. as you move your cursor along the graph, the values in the accompanying box change according the position of the cursor on the graph.

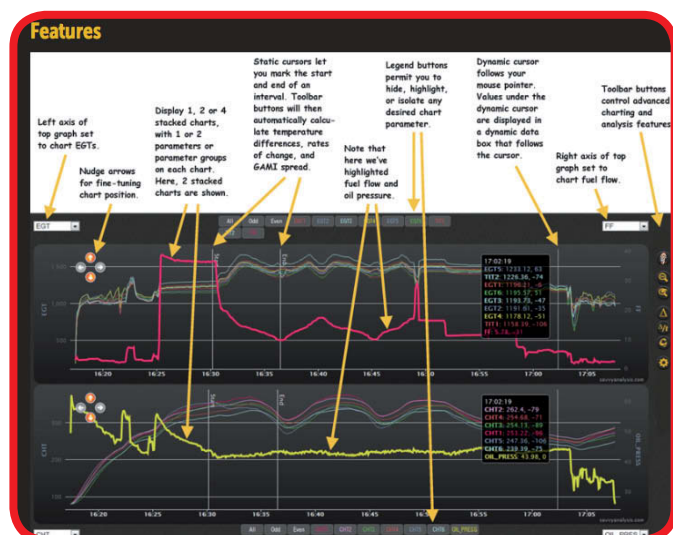
I particularly like this program as it is easy to 'share' the graph link with other people. To that effect, for C200 members, if you want to 'share' your file with me, I'd be more than happy to comment on any specific findings. Alternatively, if you simply send me your .csv data file, I'll upload it, analyse it and 'share' it back to you.

Coupled with all the other tools in this series, we now have a wonderful gamut of tools available to assess engine health.

This was the sixth and final "Tool" in this series on understanding the health of your engine.

Garth Bartlett
LAME, Pilot and Cessna Owner

Acknowledgement: Thank you to Mike Busch for his contribution to this article.



CPAA weekend with Chuck McGill

Master CFI, CFI 11, MEI – by Annie Haynes

I should warn you that Annie H was commissioned by our C200 President to write this account of the CPAA weekend with Chuck McGill for our C200 Newsletter, therefore there is no technical content. I should also mention that Annie along with Ceri B – who of course is quite technical in these things - were the only pretty ones in the room.

Every so often there's an invitation to attend an aviation seminar/school. Just the time and location of these events mean it is necessary to ask the question 'will this benefit me sufficiently to justify the time alone?'

Well, David and I received the CPAA invitation to spend the weekend with Chuck McGill, Master CFI and connoisseur of all things C210 and with little more than a gut feeling and checking of the diary we opted to attend. I am pleased to note that most attendees were C200 Series Association related.

We all know that 'a C210' and 'a good deal' are far from synonymous verging on an oxymoron, but on this occasion I have to say that spending the weekend listening to Chuck McGill and then having the privilege to fly with him was such a valuable experience that I feel sorry for those who couldn't make it for one reason or another.

The two days in the classroom were spent on Avionics and Engine management.

Unfortunately I experienced quite a bit of 'No

Idea' about the Avionics stuff talked about, but I did manage to download a splendid App GTN Trainer, which is going to help me learn about some of VH-OATs' new toys the Garmin 650 and 750. The engine management side was a bit clearer to me and I certainly picked up a few hints. Obviously all others in attendance understood and enjoyed all aspects of the presentations and look forward to implementing their new found knowledge and helpful tips and tricks. I'm sure that by the time I've finished Chucks' book - Flying the Cessna 210, The Secrets Unlocked - and achieved my 210 endorsement I'll have a better grip on things.

Larry Vitaoe also from the USA, Vitaoe Aviation, popped into Sydney with his wife Arna to tell us about his recently developed Turbo Normaliser for the IO-550 engine for 210s. Keith Bedell from WA, a new member of the C200 Series has had one fitted to his aircraft VH-PXK and it was in Garth's hanger for all to see. An interesting concept and I'm sure we'll hear more about it from Keith.

Our nights were spent socialising and getting to know the man who is Lieutenant Colonel Charles McGill, CFI, Master CFI and having the luxury of asking him anything at all about our aircraft and or flying it. Chuck spent 22 years in the US Marines and developed his interest in aircraft and how they worked. One of his early jobs was to note and analyse aircraft 'incidents'. He noticed that the same mistakes were happening

regularly so his thoughts turned to why is this the case? His attention to and, interest in his job and his comments to his superiors at that time led to a long and successful career and Chuck retired as a Lieutenant Colonel. You're running out of rungs on the ladder at that stage!

Monday and let the flying begin!

The opportunity to fly with Master CFI Chuck was taken up by most in attendance. Peter Clisdells' generosity must be noted here as he made his aircraft VH-PYH - a T210, magnificently set up with full Avionics and refurbished interior - available to pilots attending without their own aircraft. How often have you had the opportunity to practice all those things you should but don't with a Master CFI alongside? Engine management was high on the list for all pilots and one refreshed stalling practices. Having attained my GFPT recently I got to seat in the left hand seat alongside Chuck to get a real feel of OAT at other than straight and level. Wow, it's a little heavier than the Sportstar I'm training in and there's a little more to attend to – of course Chuck was able to help me with that! Anyway, I'm still grinning and David is ordering a combination lock!

Speaking of Peter Clisdells' generosity, he also had his R44, VH-PRC, at YSBK and asked if anyone might be interested in flight down to Sydney and over the Harbour and heads? 'PICK ME' said all! Well was that a treat or what! The beauty of a helicopter on a scenic flight in that area is that it is done at 500', yes that's 500', and it's a magnificent view over some amazing scenery that makes Sydney the stunning city it is. I for one experienced views of the city I hadn't seen before and I will never forget. What can I say but the THANK YOU Pete!!

By Tuesday morning we had progressively farewelled most and after flying with Chuck and helicoptering with Pete we had a quick sandwich and it was time to board VH-OAT and head south for home. To say that David and I enjoyed the long weekend would be an understatement and I would like to thank the CPAA and Garth Bartlett for organising it.

I sincerely hope we will be lucky enough to cross paths with the amazing Chuck McGill again.

Annie Haynes

PS: If you would like a copy of Chucks' book your C200 Series Association has purchased 30 copies and they will be available at the Griffith Fly In for \$45.00.



Welcome to New Members...

New members since the last newsletter issue....

Keith Bedell & Peter Stewart
Bassendean, WA

Glenda Parker Warrnambool, Vic

Toni Richardson Wandal, QLD

Peter Robertson Hughenden, QLD

Mark Sprigg Netley, SA

Gillian Taylor Albury, NSW

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Cessna 200 Series Website

www.c200series.com.au

We have a new page on the website for members photos. Send some photos to coordinator@c200series.com.au or post a blog!



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

Really chasing more likes of our Facebook page so anyone able to 'like' us or have their friends and family 'like' us, that would be great!



My Aircraft: VH-PYH – Peter Clisdell



VH-PYH was purchased in late July 2011 from the Late Jeff Sharman after Oshkosh of that year. I flew from Vacaville, California, with Jeff and others, to Oshkosh and back in the aeroplane. I only found out the aircraft was for sale upon return.

I was very impressed with the aircraft as it was, paid \$230kUS which was top dollar and had it flown from the USA to Australia.... it arrived at Garth Bartlett's Workshop on 20/11/2011.

Garth and I discussed avionics improvements and general benefits that he could bring to the aircraft and a plan to pilfer the kids' inheritance was hatched.

On my 66th Birthday, 30th May 2012 the "renovated" aircraft was handed over with its first fresh Maintenance Release here in Australia.

The assorted photos provided show the Aircraft during Ferry, the before and after Panel appearance and my wife and I taking delivery on my Birthday,

We are extremely happy with this magnificent example of the Cessna T210n...circa 1979 !!



AIRCRAFT INSURANCE PART 3 – BY RALPH AIKIN

Having covered in previous issues the role of the broker and underwriter I now come to the loss adjuster (assessor)...

An adjuster may be described as an individual who establishes settlement offers on behalf of the insurer. The adjuster may serve an employee of the insurer or as an independent service provider.

Claims settling requires a great deal of technical understanding and skill. It is essential that there be a close liaison between underwriting personnel, the client and the adjuster. It must be remembered that premiums are paid by insureds in consideration for a promise by insurers to pay claims as and when they arise subject to the particular policy provisions.

Thus the philosophical approach which should be adopted by the adjuster is one attuned to a fair and objective approach to the settlement of claims. This is reinforced by the implication that in all contracts of insurance each party involved will act towards the other party with the utmost good faith.

Following are some of the matters an adjuster will consider when handling a claim:

1. Is the claimant entitled to the benefits of the policy?
2. Do the policy provisions respond to the circumstances of the claim?
3. Do any of the policy exclusions apply?
4. Are there any other circumstances which may disentitle the insured from claiming under the policy?

5. Is there a right of subrogation/recovery?

In relation to general aviation claims some specific areas of interest concerning the role and qualifications of the adjuster are as follows:

It is valuable if the adjuster holds some aeronautical licences and has had some practical engineering workshop experience. He must be able to discuss matters pertaining to the claim with the pilot, engineers, aircraft owner, the insurers and/or legal representatives. He must be able to estimate costs of repairs using parts price lists plus labour content and report to his principals in language that is understandable by all parties. He must possess tact and diplomacy and be fit and able to travel anywhere at any time as aircraft pick some unusual and out of the way places to crash in.

With hull losses the standard procedure would be for the adjuster to attend the scene of the accident in order to obtain all the facts concerning the accident on a first hand basis. He should also obtain pertinent details of the pilot's qualification and any previous accident record and all details of the aircraft to ensure that both pilot and aircraft were properly licenced and certified by the appropriate authority for the operation involved. The adjuster will also photograph the damaged aircraft and supply a set of same to his principals with his report. The photographs will allow the insurers to see for themselves the extent of the damage which will often help in deciding whether an aircraft is repairable or

is a total loss.

Most aircraft repairs are submitted to at least two workshops for quotation purposes and these are expected to be firm prices subject only to variation for internal engine damage which cannot be discovered until the engine is "bulk stripped" (i.e. broken down into major components), the cost of spare parts and variations in currency exchange. In Australia, for example, the majority of aircraft on the civil register would be of American manufacture and all spare parts have to be imported hence the currency exchange variation and the price of parts can change overnight. It must also be remembered that under certain circumstances parts may not be available off the shelf and will have to be manufactured.

It is essential that during any repair process the adjuster attends the workshop periodically to inspect the work in progress as once a job is finished most of the work will be hidden and he, the adjuster, could not vouch for workmanship if he has not seen it.

This is the final of my series of three articles outlining the roles of the major entities which together comprise the aviation insurance industry. It is hoped that our readers will have gained a better understanding of what has perhaps been previously an arcane subject.

Ralph Aikin
0438 416068



Specialist Aviation Insurance Brokers

We have moved

Please could you amend your records to the following:

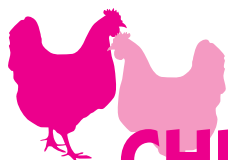
Ph: 07 5438 3838

Fax: 07 5438 0001

Street Address: Level 1, 20 Innovation Parkway, Birtinya, Q, 4575

Postal Address: PO Box 545, Buddina Qld 4575

www.bmgaviation.com.au



CHICKS CHATTER

Well here we go again all you members who have been dying to see who makes the "What's Hot and What's Not" for this issue....

The chicks really became a force at our last Fly in. Arkaroola Friday 12th - 15th October 2012.

Seven new Chicks arrived with their "Roosters" (cocks for the uninitiated). Making a total of 16 Chicks out of the total of 38 "Flyinners".

All the Chicks really got involved with the programme and we managed to get a few more on our Committee.

Well done Emily for accepting the position of Secretary. Loved the Rocks boys very different

from the "Toowoomba Flowers" chance for us Chicks to show the boys we have great physical condition.

I personally loved the chance to do some water colour painting. Proudly donated one to Doug Sprigg (wonder where it has finished up). Great nights around the bonfire shared with new and old members - Great Chance for the Chicks to Chatter!!

Looking forward to seeing you all in Griffith!

Suzy T

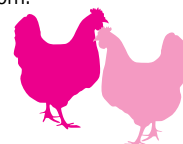
WHAT'S HOT!

- Number of female attendees
- Trip up to Sillers Lookout (4WD Ridgeway tour) a must do.
- Margie and Doug Spriggs great hosts
- Richardson's lovely Sons Matthew and Liam joining us.
- 6 new Members joining us for first fly-in -Welcome.
- 11 Non Members joining us to look us over!.

- Emily Baxter efficient new member of Committee
- Next Fly-in Griffith
- Following Fly-in Alice Springs
- Current Great financial position

WHAT'S NOT!

- No raffle this flyin - sort out for next one.
- No decision made on where we can spend some money - Chicks may have some ideas
- Lack of Members wearing their "Cessna Uniform" need you to purchase some!!
- Fall off of some previous members who we enjoyed having attend our flyins.
- Early Breakfasts.....
- Heavy Heads after great nights around the Fire.
- Suzy leaving full bottle of Blue Sapphire Gin behind in the room. Went thirsty thereafter for weeks!



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 Emily Baxter sectreas@c200series.com.au

2012 - 2013 Committee

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Fellow aviating members....

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

Our club is a mix of interesting people from all walks of life throughout Australia whose pride, joy and in many cases, toy is a Cessna aircraft. However it is important to note that membership is also available to any interested persons.

Membership is also open to owners of other types of aircraft – there is no prejudice in the C200 club!

Membership fees are \$100.00/yr for individuals and the committee recently introduced a joint membership @ \$150.00/yr for two members from any one family. Memberships are due 31st October each year in line with the renewal date for our Group Insurance Scheme.

(A pro rata membership fee may be considered in the first year.)

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 Group Insurance Scheme is arguably the best value Insurance you will get and your policy will not be compromised if others have claims.

Social benefits are:

- Networking opportunities with like-minded people.
- Friendships with people you may not otherwise meet.
- The opportunity to discuss technical issues with professionals in the field.
- Two fly-ins each year to interesting places in Australia in Autumn and Spring.
- Interesting guest speakers at fly-ins.
- An informative Newsletter prior to each fly-in.
- The potential to promote your business via the website www.c200series.com.au
- Merchandise including– chambray shirts, polos and caps with the stylish **C200** logo.

We look forward to hearing from you and your friends!

David Crawford

President

E: president@c200series.com.au

C200 Series Association

Mob: 0408 800 778



Emily Baxter

Secretary/Treasurer

E: sectreas@c200series.com.au

C200 Series Association

Mob: 0408 500 522



Membership Renewal 2012 - 2013 Due 31st October

Name:	1. 2.
Address: (Residential)	
Address: (Postal)	
Home Ph:	()
Business Ph:	()
Mobile No:	
Fax No:	()
Email Address:	
Aircraft Registration	VH-
Aircraft Type: (Model, Mods etc.)	
Signatures	1. 2.

Annual Subscription: ☐ \$100 PA Single Membership
☐ \$150 PA Joint Membership (per couple or 2 people same family).

NB: Membership is for the period 31st October to 31st October the following year to fall in line with Association Group Insurance Policy.

- ☐ Direct Deposit: BSB 633 000 A/C 135455806 (preferred) Description - Name and call sign please!
☐ Cheque: (Payable to C200 Series Association)
☐ Cash

Completed forms should be mailed to: **PO Box 906, Fortitude Valley Qld 4006**

Email: sectreas@c200series.com.au **or Fax:** 07 3036 6267

ADMIN ONLY:

Date Received		Receipt No.		Member No.	
Chq Drawer		Updated Membership List		Updated Contacts	