

The President's Corner

What a fantastic fly-in we had to Griffith. The weather was perfect for the whole weekend. We had 12 aircraft and 30 members and friends attend the event. We really enjoyed Griffith, the city, the people, and especially the food. I had only been to the airport on brief refuelling stops in the past, but not ever into the town. They have a great airport, the aero club is very neat and tidy with an honour system for food and drinks, and the airport management were very good in waiving airport charges for us – a big thank you to them. I am sure you will enjoy the report about the weekend in the article written by Ken and Glenda Parker.

I recently attended an Advanced Pilot Seminar which was originally conducted by John Deakin, George Braly and Walter Atkinson. John and Walter were in Australia to present the course in Brisbane and Melbourne with the new Australian franchise holders David Brown and Andrew Denyer. It is all about utilising engine handling techniques for running leaner and cooler and with less stress on the engine. I know that many of our members attended one of the recent courses or one several years ago, and I am sure that much was learned at those courses. I am not working on a commission basis, but I recommend anyone who has not done so, to get to a future course – I know it will be beneficial for you.

At the last few fly-in's we have made a donation to a local charity. The first was at Toowoomba where we donated \$200.00 to the Toowoomba Hospital Foundation, then at Shute Harbour we donated \$200.00 to the McCrossin

& Amiet Foundation which distributes money to various local charities, and at Arkaroola last October we gave \$250.00 to the Arkaroola Wilderness Sanctuary. At the general meeting in Griffith, it was decided that our donation be increased to \$500.00. It was later decided that our donation would be to the Griffith Riding for the Disabled Group. Our guest speaker, Greg McWilliam, very kindly organised the presentation and there is a small article and photos of the event later in this newsletter.

Our next fly-in is to Ayres Rock and Alice Springs, arriving at Ayres Rock on the afternoon of Thursday, 19th September. Viewing of the sunset and dinner under the stars will be highlights. A sunrise viewing of the rock and tour will be available for those prepared to start the day early. We will then fly to Alice Springs where there is a lot organised. Please see the write up and get your registrations in to our fly-in co-ordinator. It will be a magnificent trip, so invite friends along as passengers, or in their own aircraft. Unfortunately, prices for accommodation, food and tours are extremely high at Ayres Rock. The Registration Form will have the Ayres Rock component as optional, however I recommend it as a "Must Do" part of the fly-in.

Our AGM will be at the Alice Springs gathering. If you have any ideas for the development of the Cessna 200 Series Association, please give consideration to nominate for the committee. It is not an onerous role – we have 2 fly-in meetings and 2 teleconferences each year.

The next fly-in will be in March or April 2014 to Warrnambool in Victoria. Ken Parker is our member on the ground, and he will be organising interesting activities for us. The Committee has decided on Byron Bay for Spring 2014, and Kangaroo Island for Autumn 2015.

Subscriptions will be due on 31st October, which is also the renewal date for the group insurance scheme that we have with BMG Aviation Pty Ltd. For those of you who are insured elsewhere, don't overlook getting a quotation – they are very competitive, but you do need to be a member of the C200 Association to be offered the good rates.

We have now added vests to our range of C200 clothing. These are made up in quality woollen fabric by Gillian Taylor and we are selling them for \$95.00, an excellent price. Individual orders can be placed.

We still have copies of the two books that I mentioned in the last newsletter. There is the Chuck McGill book, "Flying the Cessna 210: The Secrets Unlocked". It is available for \$45.00. The other book is "Cessna – Wings for the World" the single-engine development story by William D Thompson. It is priced at \$40.00. I recommend both books to you.

I know I am repeating myself, but I hope that everyone is well organised about the SID's programme and that the inspections are near completion. I also hope that no major problems have emerged during the programme.

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Cheers, **NEIL RICHARDSON** – Editor
neil@njr.com.au



Safe and happy flying in clear blue skies.
DAVID CRAWFORD
President



GRIFFITH FLY-IN REPORT

Well we're back in Warrnambool and sitting back reviewing our little trip to Griffith and asking ourselves why did we do it as a newer member of our little association?

We think the reasons are-- We like an excuse to have a little fly to somewhere-- We like to check out places we have been to previously but would like an update on them and finally and most importantly have the opportunity to speak to and socialise with like-minded people.

Our trip to Griffith started by adding a little to our flying experience [most flights do] e.g. we went to the field -- looked at the windsock and confirmed that the forecast was right -- about 25 knots gusting to 35 knots with about 25 degrees of crosswind-- a nice little challenge to start the weekend.

This was negotiated O.K. and as we climbed to 5500 feet the regular thing happened down here for us, the wind went from a north westerly on the ground to a west to south westerly at our cruising altitude and after a bit of turbulence up to about 2500 feet it smoothed out and with the change of wind direction we were soon sitting in beautiful smooth air and making a ground speed of up to 160 knots plus a bit at times and had beautiful 2 hour flight to Griffith.

We fueled the aircraft and tried to buy a little oil just in case and were told by a sheepish fuel man that he was not permitted to sell oil as Mobil did not have aviation oil in Australia and they would not let him sell Shell oil-- another example of the lack of common sense in the head offices of large



corporations -- to me they are no better than Governments.

Next the welcome-- we park our aeroplane and while putting it to bed for the few days up walks Ralph, demands to take our cases and proceeds to carry them to the aero club - I suggest that they have wheels but he insists as he says the stones in the asphalt will wear out the wheels, we accept that and go to the club to be greeted with coffee and homemade cakes, and David has got transport organised to go to the motel.-- this is hospitality at its best, thanks David and Ralph.

After that we settle into the motel then down to the bar to have a couple of get to know you drinks then out for dinner and the weekend is off to a great start.

Next day off to the Temora Aviation museum by bus with everybody happily chatting away-- a good sign that everybody was enjoying themselves. Then to the museum which was a pleasant surprise - far bigger and better presented than we envisaged.

The entrance and gift shop with the history of the Temora airfield preserved for posterity was first class.. Then into the large hanger where several historic aircraft were on display and a movie that gave a very factual account of the dam busters raid was showing-- again all good stuff. We will bring a plane load of our grand kids to see this sometime in the future.

The Aero club provided a barbecue lunch and there were demonstration flights by a Boomerang, Spitfire and a Meteor to round out a great and informative day.



Finally we presume that David Lowey has been instrumental in providing finance in some way to enable the high quality facilities to be provided including the excellent engineering workshop which was obviously staffed by highly trained technicians whose job it was to keep these historic aircraft operational.

Then back to the Kidman to another pleasant surprise, the meal that night was quite special and would have done justice to the flashiest restaurant anywhere. Our table's only error was that we were looking for a meal and ate too much in the early courses and did not have enough capacity to really do justice to the final courses.

Our guest speaker that night Greg McWilliam was excellent and gave us a great insight and understanding of their operation and how they sourced grapes from all over Australia brought them to Griffith for crushing and blending into their different labels. I must say it was a pleasant surprise to see just how big the wine industry is in Griffith and just how many people it employs.

Next morning after breakfast we had a terrific talk on aircraft claims procedure and many examples of claims from Geoff Hirst manager of Airclaims Australia. We were all very interested in the size and scope of claims such as the A380 incident in

Singapore and down to relatively simple light aircraft claims -- but the message was be insured as incidents do happen to any of us and it can get very complicated. Also do it through a broker as he has more clout than an individual.

This combined with Temora gave us our aircraft education for the weekend then it was off to the McWilliam winery for a little tasting session, a tour of the winery and a delightful lunch under the giant Banyan tree and on the front lawn to finalise the official functions with some departing for the airfield to depart for home.

We think it was an indication of the success of the weekend that quite a few stayed in Griffith Sunday night for a final meal at the local Leagues Club.

Monday dawned with David acting as chief transport officer ferrying people to the airfield for departure-- again we thank those who organised the weekend for making everything so convenient and pleasurable.

Finally we taxied to runway 06 took off and climbed out for Shepparton got to 4500 feet engaged the autopilot sat back and listened to that IO-520 running as sweet as could be and the air so smooth it was like cutting honey with a knife when I looked across at Glenda and we agreed... that was a good weekend.



CENTRAL AUSTRALIA FLY-IN



SOME WEBSITES FOR MORE INFORMATION



www.voyages.com.au

www.laseters.com.au

www.seitoutbackaustralia.com.au

www.alicewanderer.com.au



Some “Did you Know?” Alice Springs Facts - Courtesy of Wikipedia!!

- Alice Springs is the third largest town in the Northern Territory, Australia.
- The site is known as Mparntwe to its original inhabitants, the Arrernte, who have lived in the Central Australian desert in and around what is now Alice Springs for thousands of years
- The town is nearly equidistant from Adelaide, South Australia and Darwin.
- Alice Springs is also the only significant town in Australia named after an Australian woman.

Thursday 19th

Arrive YAYE by 3.30pm

Transfers to Desert Gardens Hotel

Sunset and Dinner plus Circus

Friday 20th

- Sunrise at the YAYE and tour including breakfast.
- Transfer to Airstrip and fly over Kings Canyon and into YBAS
- Pick up and short tour of township before drop off to Lasseters
- AGM – please make sure you are able to attend and contribute your ideas to your Association.

- Transfer to Dinner at Red Ochre Grill
- Stroll across the Mall to the theatre for Sounds of Starlight show.

Saturday 21st

Breakfast.

All day 4WD tour to Palm Valley.

Dinner in own time and at own expense.

Sunday 22nd

- Breakfast
- Tour to Desert Park then onto Transport

Accommodation

We have blocked rooms at YAYE - Desert Gardens for Thursday 19th.

PH: 1300 134 044 and quote '190913DCES' to get our group booking rate at Desert Gardens.

We have blocked rooms at YBAS - Lasseters for Friday 20th, Saturday 21st and Sunday 22nd September. PH: 08 8950 7777 to book accommodation at Lasseters.

Accommodation should be booked as soon as possible – please do it today!

Breakfast is included at YBAS.



SEPTEMBER 19-22, 2013

YAYE

We need to arrive prior to the RPT's for complimentary bus transfers.

The RPT times into Ayers Rock on the 19/09/13:

Virgin - 13:15 :

Jetstar - 13:35:

Qantas - 14:50

YAYE is a security controlled airstrip and we will need to advise of fuel required. Consult ERSA for full details

Please also consult appropriate Airservices Australia documentation for current information.



YBAS

Again we will need to arrive in a timely manner to make bus transfers efficient.

Consult ERSA for full details.

Please also consult appropriate Airservices Australia documentation for current information.

Stay tuned for details as they come to hand for our next flyins to Warnambool in Autumn 2014 and to Byron Bay in Spring 2014. For Autumn 2015 we are considering Kangaroo Island.



CENTRAL AUSTRALIA FLY-IN

SEPTEMBER 19-22, 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:	Lasseters Booked <input type="checkbox"/> Other? _____
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Registration numbers (Please indicate the number of people from your party attending each event)

Activity	Number of people	Price	Total
Registration		\$350 pp	
Thursday night Sunset and Dinner YAYE		\$120pp Not Included	
Friday Sunrise Tour YAYE		\$145 pp Not included	
Friday Dinner and Show YBAS		Included in Registration	
Saturday 4WD tour to Palm Valley ex YBAS		Included in Registration	
Sunday Desert Park plus Museums and Dinner		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

Donation to Griffith Riding for the Disabled Association

As president David mentioned in The President's Corner, the Cessna 200 Series Association recently donated \$500 to the Griffith Riding for the Disabled Association. Our guest speaker from the Griffith Flyin, Greg McWilliam donated the money on our behalf and had the following to say:

"I met with Mrs Cheri Berton (head coach) for the Riding for the Disabled this morning and did the presentation as shown.

As you can see from the pictures, they are run by a number of volunteers and they involve the local high school kids to help as part of their community service work.

The Riding for the Disabled does not receive any Government funding. The upkeep of horses, gear and facilities is done by volunteers and by out side donations like yours.

They run three workshops each day for four days each week. This means the local Disabled Schools in Griffith and Leeton are able to offer all their children the chance to ride a horse each week. They offer this service to other Disabled people in Sheltered Workshops etc on a weekly basis.

Hope this helps, and thankyou for the Cessna 200 Clubs donation."

Greg McWilliam



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3.30pm for 4.30pm Start,
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Camden Valley Inn, Conservatory room,
290 Remembrance Drive,
Camden Park NSW 2570.

Accommodation can be booked at Camden Valley Inn at a special rate of \$145 including breakfast. This is an excellent discount so book early to avoid disappointment. Ph 02 4655 8413.

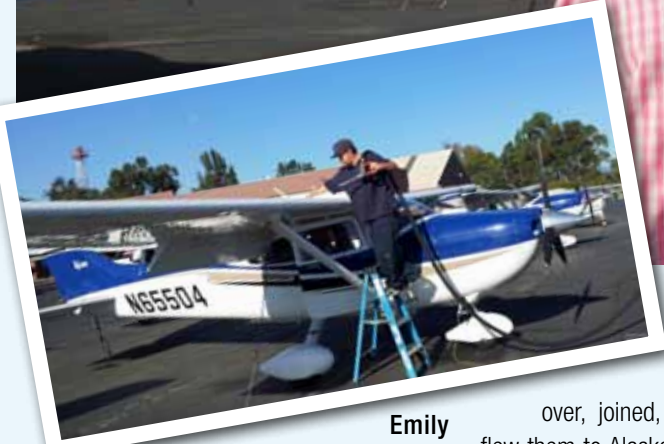
Working dinner included on Friday night, Saturday night will be a group BBQ dinner function at a moderate cost and payable with your room checkout or on the night.

Shuttle Bus will operate from Camden Airport YSCN (4 minutes away) to the function centre at 3.30pm, meet at the car park near the old clubhouse remains at the end of Aerodrome Rd.

A return Shuttle will be available Sunday afternoon at 2.30pm.

Any questions please email David Brown at davidbrown@advancedpilot.com

Steve & Emily Baxter's Flight Across the USA



Emily and I recently visited the US for a holiday and had the chance to hire a Cessna 182 from the West Valley Flying Club at Palo Alto in the San Francisco bay area for a fly out adventure.

I hold a US PPL with an IFR rating so that made it all a little easier but I took the opportunity this time around to get my flight medical renewed and did a bi-annual flight review and instrument proficiency check before leaving.

The club was concerned when I told them of flight and required I had a chat with the

Chief Pilot, a couple of years previously some Australian crews came over, joined, hired some aircraft and flew them to Alaska where they lost one in a fatality accident; always sad to hear.

I got some great advice about the trip from him who was a very experienced corporate jet pilot and had awesome tidbits on the New York skyline leg that I planned.

The planned trip was Palo Alto to Monument Valley, Utah; Mount Rushmore area, South Dakota; Oshkosh (transit); Scranton - the home of O&N who modify the 210 into the Silver Eagle; Boston; the Hamptons; the Outer Banks (via New York skyline) and First Flight Airfield then onto some family business we had in Arkansas. The weather did not quite

play the game for us so this got modified some.

We hired a Cessna 182T-G1000 model, N66504, I made sure she had a fresh 100 hourly and we set off.

Our first day was quite eventful, crossing the Sierra Nevada mountain range on oxygen at 13,500ft and then stopping to refuel at beautiful Cedar City.

We did encounter a few jolts of turbulence on the way but nothing compared to flying into Monument Valley (UT25). The flight in the afternoon into Monument Valley was probably the worst I have done in a GA aircraft, slow and bumpy, the auto pilot could not cope and we were glad to land.

The landing into Monument Valley (UT25) was something to be believed, there is one



Planned Route



Actual Route

way in and one way out of UT25, Rwy 16/34 where 16 is not available for takeoff due to large mountain right in front of you, 5192 AMSL, 3800 ft of uphill (thankfully) paved goodness!

On the approach I knew there would be an issue, 9kn of tailwind would make this one a bit sporty for me, 2.4 deg uphill gradient should help. Making an excellent stabilised approach at 65kn (wanted a low airspeed due to tailwind and ground speed issues) I soon was left with closer to 53kn of short final as the wind increased to 19kn on the tail - the stall horn was our friend for that last part ! The uphill really helped slow us up and all was good - if I were to do that landing again I would barrel in at 75 to 80 knots - uphill has equivalent braking effect I had not previously encountered.

Monument Valley National Park has to be seen to be believed, it is spectacular ! Words do it no justice.

I highly recommend visiting if you ever get the chance. We stayed at Gouldings Resort and the folks there were very accommodating. Bookings are essential, we had to politely badger them for months before hand to open a room for us (we got staff accommodation in the end). No hire cars are available but there are lots of tours and walking around is pretty easy.

Our departure from UT25 was done very early in the morning to hopefully try to avoid some of the turbulence we had previously encountered. This mostly worked although given the geologic formations we flew over mechanical mixing always makes for trouble when flying in the US mountains - not to mention that in any half hour period we could be over desert then snow ! We flew onto Rapid City (KRAP!) and refuelled at Grand Junction, Colorado on the way.

The FBO there was very impressive (even by US standards where FBO can be near palaces), they were very helpful with fuel and oxygen refills - we even got a box of chocolates as a gift. It was here where we saw a party of NRA members heading off to their national convention in Tampa - lots of clichés in that group, leather jackets, big hats and lots of bravado.

We stayed in South Dakota for a few days at a place called Keystone near the Mount Rushmore monument and whilst different to Monument Valley I would have to put this area on a must see list. Between the presidents heads and also the Crazy Horse monument there is much to do in this area.



Approach into UT25



Mount Rushmore



Big Texan Amarillo



Crazy Horse



Galveston Fishing

At this stage of the trip we had some decisions to make. A line of storms was almost perfectly north/south across the US from the Canadian border to Alabama, snow and freezing to the ground in a slow moving 100 mile wide swathe.

Given our turbulence experience we were both suitably over adverse weather and made the decision to turn right and head down to the Texas gulf coast. So we modified the trip to go to Galveston, Texas via Amarillo; then onto New Orleans; Munroe, Louisiana (to visit an old friend) and then onto Arkansas.

From Rapid City to Galveston we stopped over night at Amarillo and got to experience the Big Texan steakhouse - steaks are free - if you can eat it in 1 hour and by the way it is 2kg (plus breads and sides).

It was a nice little town, the local airfield was fantastic, it houses the Bell plant where they are building the V22 Osprey and the airport was very busy with military traffic. The coolest thing had to be watching the US air force pilot coming into the FBO to pay for his fuel (lots of outsourcing of that sort of thing) with a dedicated credit card for his fighter jet !

After Amarillo we went onto Galveston (KGLS - great little approach over the beach) and stayed many days in this very unusual part of the US. The vast majority of the surrounding area is built at sea level and surrounded by levee systems, all of which seem to have (quite proudly almost when talking to the locals) failed at some stage in the past. They happily show you the various high water marks. It is from here we visited the Houston space centre, did some fishing and generally experienced the gulf coast.

Galveston to New Orleans was our only IFR leg , the weather was poor (no turbulence thankfully) for the first half of the trip, low visibility and cloud making for a good little flight in an IFR system that is a pleasure to use. It was just a shame that we did not get a good chance to see some of the off shore oil platforms and other infrastructure.

The approach into New Orleans (Lakefront Airport - KNEW) was interesting given that they vectored us over Lake Pontchartrain at 1500 ft for about 20 miles - it is a big lake and that did not feel all that great - another lesson for the flight - on reflection I should have asked for a more land based approach.

New Orleans is a great place to visit, the famous Bourbon Street is more stale beer smell and stripper glitter - best left to young folks ! New Orleans is far than just Bourbon Street. There are great tours you can do of



IFR out of Galveston



Galveston



Mud Bugs in Munroe



Guns, Guns, Guns



Meeting the Locals in Arkansas



iPad Mini Running Foreflight



Free Popcorn at FBO at Knew



Foreflight Over Colorado



Tailwind Goodness

the Katrina damage, heritage, river, plantation and others - the food was awesome and the people fantastic.

The flight onwards to Munroe, Louisiana was better planned and we departed with Causeway road bridges, islands and more altitude under us (4500) to build in a better safety margin that the way in. That part of the US is beautiful to fly over with its Bayous and very green countryside.

The flight to Munroe was uneventful and we met with our friends and had a wonderful night at a 'restaurant' with crawfish and gumbo (the restaurant was actually a converted gas station, still with the 3 restrooms - back in the day they would have been signed male, female and coloured). Awesome meal with some great people.

Lastly we flew onto Little Rock (KLIT) where

our journey ended. I had a pilot fly out from California and fly N65504 back to her home base. All of that in 14 days, it sure was fun. During the next almost 5 weeks we were in Arkansas we saw everything from tornado warnings (we were not very far in weather terms from the Moore, OK which was devastated by a tornado whilst we were there) to more snow and ice storms.

Flying across the US is a fantastic way to see a really pretty country. As a pilot you get to experience almost every scenario imaginable so far as weather and airfield conditions are concerned.

The yanks are an overtly polite and welcoming people and nothing can be closer to the truth when you fly into the little towns and cities they seem so proud of, the service at FBOs is legendary. The system for GA is

second to none and whilst this is not meant to a piece about the tragic way our country misunderstands GA the differences are stark.

For the entire trip I did not use a single paper chart, the iPad and iPad Mini using the Foreflight app (one license does 2 iPad like devices and an iPhone) plus an external Bluetooth GPS receiver - this almost made the glass panel redundant. The iPad mini fitted perfectly on the yoke and was a joy to use, when we got 3G coverage I could get easy weather updates although the satellite weather was more reliable in that respect.

Every chart and plate was available in an easy to use, easy to zoom (great for failing eyes) format. If I was to do it again I would only change one thing and that would be to get one of the newer ADSB, GPS and combined free weather units that can overlay onto the app - tré cool indeed but at \$800 and for only 2 weeks use I found that hard to want to do.

So we are yet to get a light aircraft to the east coast of the US but I am sure one day we will make it, maybe around Air Venture next time... who is in for that one?

Steve Baxter

My Aircraft: VH-PXK – Keith Bedell



As the owner and operator of 12 Thrifty Car and Truck Rental branches throughout Western Australia I am faced with having to travel vast distances to visit my branches, especially those located in the most remote areas in the State.

Despite having been a licenced pilot for over 40 years, it was not until 2002, following a flight to the North West with my friend Peter Stewart that I decided to purchase a share in his Cessna Cardinal and began using it to regularly visit my Thrifty branches in regional WA.

As the Cessna Cardinal was very slow, had a poor pay load, and the doors popped open whenever we encountered turbulence, we decided to upgrade to a Cessna 210m, normally aspirated.

This proved to be a pretty good aircraft however it had a very poor rate of climb (stepped) due to excessive cylinder head temperatures (CHT), and no air conditioning - which is a must when flying in Western Australia.

Our next purchase was a Cessna P210N turbo with air conditioning from the United States. When we unpacked the container we were lucky that it had survived the journey as most of the nails holding the wooden crate together had let go (which was strapped to the side of the container). Always make sure they

use screws if you bring a plane from the US.

Although the P210 turbo was about 5 knots faster, it still had climbing problems due to high cylinder head temperatures. We then fitted an intercooler and Auracle engine management system, however this modification did not resolve our problems.

We have now undergone a major upgrade of the aircraft through Garth Bartlett's Bilyara Aviation Services in Bankstown, installing a Larry Vitaeo TN550 turbo normalized engine with propeller and the following modifications:

- Garmin G500, G650, G750
- Stec 55x Auto Pilot
- Brake upgrades
- New exhaust system
- Aero 6 mount engine kit
- New wiring including beacon, strobes, landing lights, and fuses
- New upholstery
- SIDS program (completed)
- ADS-B installation
- And more...

We are now completely satisfied with the aircraft and despite a few minor teething problems we can now operate on cruise at 80 percent hp with an average groundspeed of 180 knots (6500-8500ft), with a 62 litres/fuel per

hour fuel usage. At 18500ft we are experiencing ground speeds above 200 knots, subject to wind conditions.

Our CHT's now range from 360 –400 degrees when climbing at a rate of 700-900 ft/minute and an on cruise average 360 degrees. This has allowed us to save an average 280 litres over a 2000 nautical mile trip, and 1.4 hours in travel time due to better groundspeeds at higher altitudes. This has also allowed us to travel over greater distances with the standard 337 litres fuel capacity.

We certainly recommend these modifications with all of its safety features and extended 2000 hour prop and engine time. Although the initial outlay is expensive, the results and performance are well worth the investment. We are now truly amazed with how we have transformed this 1978 sluggish P210 to a modern, fuel efficient rocket-ship!

Safe flying.

Keith Bedell (pilot, aircraft owner)

Peter Stewart (pilot friend)

VH-PXK (Peter & Keith)

PS: Incidentally we now have the original Continental turbo 520 engine with propeller and exhaust for sale.

Contact Keith on 0419 934 633



TECHNICAL TALK: To SID or not to SID... that is the question!

The answer to the above question is 'yes' – for various reasons... why wouldn't you? It ensures a safe and reliable aircraft for the next 30 years or more.

Background

To give a bit of background, the SID (Supplemental Inspection Document) was promulgated by Cessna as an aid to keeping the aging aircraft fleet flying. Over many years Cessna gathered empirical data from aircraft owners, operators and maintenance organisations all over the world. As the data was collated, Cessna could see trends appearing in their various models that, left unchecked, may lead to structural failure and possible loss of an airframe.

Cessna introduced the SID into industry by making Chapter 2A in all the aircraft maintenance manuals. It is a temporary revision and eventually, Cessna will incorporate it into the manuals properly and remove the temporary revision. Essentially, the SID comprise of specified inspections of structure, Mandatory Service Bulletins and a Corrosion Control Program.

Cessna has always supported its aircraft very well and even for aircraft 40 years old, spare parts can usually be bought from the factory. Try buying parts for a 1960 car and see how far you get!

Cessna introduced their SID program for their 300/400-series aircraft first and I'm sure everyone has heard the winging about having to do SID. Next in turn was the 200-series aircraft and finally this year the 100-series aircraft.

My company specialises in Cessnas and in this article I'll concentrate on the Cessna 210 as this is what our members fly mainly. To date we've completed close to 15 SIDs on Cessna 210 aircraft.

The SID on a Cessna 210 is not as insidious or expensive as it may seem. Most of the SID inspections we've carried out have been between \$9,000 and \$12,000, which includes the repairs that have been required. There are certainly aircraft that we have done with much higher price tags because they have been significantly affected by corrosion and other failures. It normally takes around 3 weeks to do a 210 SID inspection, but the aircraft can be longer in the hangar for defect rectification and customer requested avionics upgrades.

Corrosion

Corrosion is the biggest killer of our aircraft and often structural damage found during the SID has its root cause from corrosion. Corrosion reduces the thickness of the metal. The metal can no longer take the load and the item cracks, taking vital support out of the aircraft structure, loading other areas of the structure, thus leading to further buckling and cracking of the adjacent component in the worse case.

Service Bulletins and Maintenance History

Most Australian aircraft have been maintained to CASA Schedule 5 (which is unsuitable for this class of aircraft). So therefore are very much under-maintained and their Service Bulletin status, including Cessna Mandatory Service Bulletins, is often lacking.

This low level of Service Bulletin compliance, coupled with poor maintenance, often leads to invoices that customers were not expecting.

Examples – Tail plane

The question of what we find during SID inspections is always asked and I'm always free to talk about it.

On the Cessna 210, the most vulnerable area of the aircraft is the tail plane. In fact, Cessna limited the horse power of their engines to ensure the tail plane doesn't shake itself to bits in high power situations.

Companies that STC higher powered engines for this aircraft, including the Vitatone TN550 have told me that they couldn't increase the horse power more than the 310 take off horse power, for fear of causing damage to the tail plane.

Myron Olson at O&N Aircraft, the manufacturers of the Silver Eagle, told me that before they could install their 450 shaft-horse-power turbo prop, they had to substantially beef up the tail plane, attachments, elevators and rudder. The elevators are overbalanced with the addition of internal weights and the trim tab has two actuators and two independent operating rods for redundancy.

When an aircraft comes in the shop for SIDs, the first thing is to remove all the tail feathers. On all aircraft we install Cessna Service Kits SK210-125 and -126 to strengthen the tail

plane attachments. We then check to see if the aft tail plane attachments are made from steel and not aluminium.

We check that the nose ribs are not cracked, and if required all the nose ribs are replaced with the latest Cessna parts, which are thicker than the original. We also check the main spar for cracking out of the lightening holes in the centre.

Any corrosion found in the tail feathers is removed and treated with a selection of anti-corrosion products, which are different for different areas of the aircraft. If the elevator trailing edges are foam filled, they are removed, and replaced with non-foam filled trailing edges and trim tab. All of these above problems have been found on the 210s we have done SID inspections on.

As you can see, the tail end of a 210 requires a lot of work to make it safe.

Examples - other

We then go through the rest of the aircraft in accordance with the SID documents replacing and repairing as we go, and carrying out the baseline corrosion prevention program. Other areas of the 210 that we find a lot of problems with are:

- Seats and seat rails.
- Main landing gear actuators.
- Cracks in nose landing gear actuators.
- Working rivets in the lower spar cap of the main wing.
- Cracks in the nose wheel well tunnel.
- Cracks in the carry through spar in the cabin.
- Poorly maintained hydraulic components.
- Cracks in the rudder bar.
- Plus various components and hydraulic hoses that require replacement due Mandatory Service Bulletins.

The SID is very practical. It is not a knee-jerk by Cessna to appease its lawyers. It is real down-to-earth inspection to ensure that the aircraft is serviceable and can continue in service for the foreseeable future. The SID is not a one-time inspection as many might think.

Indeed it is an on-going maintenance program, with the inspections being called up at certain hourly or calendar period intervals. Thankfully these inspections are usually thousands of hours apart, or many years apart.

The question of whether the SID should be done, is always 'yes' from my point of view, because when I fly my Cessna, I want to know it is safe, structurally sound and totally serviceable.

This is especially so when I cross the Blue Mountains over all that 'tiger country' in severe turbulence. It gives me great peace of mind.

Please feel free to contact me if you would like to discuss the SID in more detail.

Here are some pictures of items we have found during SID inspections.



Garth Bartlett
LAME, Pilot and Cessna Owner

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"



Welcome to Eddy Edwards... our new member since the last newsletter issue!



CHICKS CHATTER

Well it's a bit chilly for the southern chicks this winter but let's see if we can rustle up some info that you may be desperate to hear...

Griffith was our most recent adventure. A big THANK YOU to stalwart chick Tricia K and rooster/cock Ralph A for getting the ground work done to make the weekend a winner.

I know our chicks were delighted by the food we ate there. I'd happily move if I didn't think regular indulgence in those rocket pizzas at La Scala wouldn't add all those kilos I have fought to be rid of!

Next up is Uluru and Alice Springs so looking forward to seeing all the usual chicks and their roosters and please invite some fledglings to join us!

WHAT'S HOT!

- The Assagini Meal at That Italian Place
- The Griffith Fresh Food Market
- Picnic at McWilliam Winery – Chick Catering Co.
- Presentation and set up at the Temora Aviation Museum - enjoyed by chicks and cocks alike.
- Our newest member by virtue of her parents – Olivia Baxter. Hopefully she will be attending her first fly in very soon as there are some old the chicks who can't wait to have a cluck and a cuddle.
- Chicks with wings - Ceri B is our youngest. Pam McC our longest qualified, Annie H our newest qualified and Sue Morris who has GFPT and has been in the left seat of VH SRM but work is seriously interfering with time off to get the theory out of the way and do the PPL test.
- AWPA – Australian Womens Pilot Association <http://www.awpa.org.au>



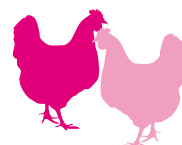
- Likes for Cessna 200 Series – please do it if you haven't.
- Our website www.c200series.com.au to keep you updated with what's doing.



WHAT'S NOT!

- Not enough time for chicks to shop.
- Cross border control on fresh produce = no market shopping.
- Queue for coffee and time taken to get it at Temora
- Annie leaving the salad at the motel in Griffith – saved only by Bob the bus driver.
- Suzy T needs to master packing light – rumour has it she filled the pods under the Caravan the other day and no it's not one you tow!
- The need for early breakfasts so we get to see all we can. Grin and bear it!

Suzy T
&
Annie H



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

President	David Crawford	0408 800 778	president@c200series.com.au	VH-OAT	210N
Vice President	Neil Shorrock	0428 752 055	shorair@bigpond.com	VH-NPL	210N
Secretary	Emily Baxter	0402 272 336	sectreas@c200series.com.au	VH-XXU	P210T
Treasurer	Emily Baxter	0402 272 336	sectreas@c200series.com.au	VH-XXU	P210T
Committee	Garth Bartlett	0428 103 023	garth@bilyaragroup.com.au	VH-FMX	P210N
	Ralph Aikin	0438 416 068	raikin@kenneyaikin.com.au	VH-TIU	210M
	Neil Richardson	0418 184 701	neil@njr.com.au	VH-CSD	210N
	Cam Russell	0419 700 288	russell.swanhill@bigpond.com	VH-CRL	T210N
	Suzy Tilley	0419 837 330	successwithsuzy@bigpond.com	VH-TYV	P210R
	Robyn Shorrock		shorair@bigpond.com	VH-NPL	210N
	Andy Murray	0412 005 007	andrew@murrayandassociates.com.au		
	Annie Haynes	08 8766 0025	coordinator@c200series.com.au	VH-OAT	210N
Fly-In Coordinator					
Newsletter					
- Editor	Neil Richardson	0418 184 701	neil@njr.com.au	VH-CSD	210N
- Printer	John Weston	0414 421 400	johnw@westonprint.com.au	VH-KTE	210N

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	