

## The President's Corner

Happy New Year to everybody and I hope you had a very joyous festive season. While Australia suffers flood, fire and pestilence, it doesn't seem that we have the enormous tragedies that unfold in other parts of the world on such a massive scale. As I write this the earthquake disaster in Haiti is in all our minds.

I think 2009 was a fantastic year for the Cessna 200 Series Association. We went from strength to strength, increasing our membership significantly, and doubling our attendance at the Mudgee fly-in over the previous fly-ins.

Mudgee was a fantastic weekend and we all had a lot of fun. I am not going into the fly-in at the moment because you'll find lots to read about in other pages of this newsletter. What I do have to say is that once again a core of dedicated made the weekend a success and I would like to pass my sincere thanks to all those people that put so much effort into making it a success. I would like to make special mention of the efforts Ceri Bartlett, Annie Haynes and David Crawford plus the meet and greet team at Mudgee, who made sure all arrivals were fed, watered and transported.

As you know, we had our AGM at Mudgee and I'd like to welcome on board our new members of committee and say thank you to those that left the committee at that time.

2010 looks to be shaping up to be a much better economic year than last. While the strengthening Aussie dollar is hurting our exports, it does have a big advantage in making American products cheaper. This translates into lots of updated avionics packages going into our members' aircraft. I hope this trend continues because with the new technology and careful maintenance of our airframes, our 200 series aircraft will continue in service for another 30 years.

You may be pleased to know that we have our first Cessna 208 Caravan member – welcome to the Blacks of Toowoomba!

Ceri and I did a quick trip to the USA at the end of last year and we were pleasantly surprised that the GA industry is starting to get back on its feet. We visited many of our suppliers as well as having some fun flying the Silver Eagle.

As you know, I recently purchased a damaged Cessna P210 Silver Eagle (450hp RR Turboprop) and I am in the process of rebuilding it. O&N Aircraft, the manufacturer of the Silver Eagle has now carried out 100 conversions of this beautiful aircraft.

While we were in the US, I visited Bob Nicholas, who owns Propjet Aviation north of San Francisco. Bob looks after about 20 Silver Eagles and flies one to and from work everyday. Bob asked me if I'd like to fly the Silver Eagle and I jumped at the opportunity.



All I can say about the flight is WOW!!! It was a marvellous experience and it spurred me on to complete my aircraft as quickly as possible. It might have been the 5000 fpm climb rate with full fuel and three people, or it could have been the 215kts TAS at 20,000 feet that did it for me – or, it may have been that I'm a big softie for raw power under the bonnet.











Our next fly-in at Longreach is approaching closer everyday (see elsewhere for details), so please make the effort to be there. I know that a lot of effort is going into making this fly-in a wonderful experience (thanks Cam and Ralph) for all of us, so please support it – youknow the drill... dates in diary...book accommodation...etc.

See you all at Longreach!

**GARTH BARTLETT**  
*President.*



### Inside Today

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Cheers, **NEIL RICHARDSON** – Editor  
C200news@njr.com.au



**Mudgee Fly-In Report – See page 2**

# Mudgee Fly-In Report

A great weekend was had by all attendees in Mudgee and I have to say I was suitably impressed as this was my first ever official weekend fly-in.

Friday was the meet and greet at the Mudgee Aero Club and what a pleasant change from the major airports to be able to go about one's business to and from airside without constant hassle from over-zealous security personnel.

Friday night's dinner was at the Mudgee Railway Station's Stone Grill restaurant where we all had a chance to cook our own steak on the hot rocks. The train tracks are still there but it has been some time since trains have passed this station.

Saturday had us all on a bus trip to the Gulgong Pioneer's Museum where what seemed like half a town of acquired buildings had been strung together and packed with an amazing array of historical memorabilia. Hands up anyone who didn't find the old aircraft parts on display in one of the buildings?

Lunch was at the Blue Wren winery, a mere stumble across the paddock from the Aero Club.

## Report by Editor and Attendee – Neil Richardson



Dinner was at the accommodation venue, the Mudgee Parklands Resorts. Our guest speaker was Mr. Clark Gibbons who shared (sometimes too much) with us his ordeal of a fiery P210 accident near Canberra and the long legal and health battles he has had since.

Sunday morning saw the AGM of the



Cessna 200 Series Association and the election of a partly new committee.

Our thanks go to the Mudgee Aero club for the use of their facilities and to Garth and Ceri Bartlett, our members "on the ground" in Mudgee for organising the event.



# Cessna 200 Series Website Launched

Thanks to the hard work put in by our Secretary Annie Haynes, we now have our very own website which will be updated regularly with happenings of the association.

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



## AGM

The AGM of the Cessna 200 Series Association was held at Mudgee on 18 October 2010.

The new committee is made up of the following members:

President	Garth Bartlett
Vice President	David Crawford
Secretary/Treasurer	Annie Haynes & David Crawford
Committee	David Taylor, Ralph Aikin, Suzy Tilley, Mark Landy, Ceri Bartlett & Neil Richardson

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

# Longreach Fly-In – 23-25 April 2010

Mark it in your diaries – the 23rd to 25th of April 2010 - our next fly-in to Longreach Qld

Refer to the Registration Form and Itinerary attached to the Newsletter for full information on the next Fly-In to Longreach.

Registrations for the Longreach Fly-In are limited to 50 people and accomodation bookings at the Jumbuck Motel in Longreach close on 15 March 2010 so be sure to book early.

The major raffle prize for the fly-in will be a week's accommodation at Club Coolum on Queensland's Sunshine Coast kindly donated by John & Suzy Tilley. [www.clubcoolum.com.au](http://www.clubcoolum.com.au)

The Technical Speaker for the weekend will be CASA GPS guru Mr. Ian Mallett.

## **Capt Ian Mallett**

### **Head of Aerodrome and CNS/ATM Standards Airways and Aerodromes Civil Aviation Safety Authority, Australia**

Ian Mallett is currently the Head of Aerodrome and CNS/ATM (Communications, Navigation and Surveillance Systems for Air Traffic Management) Standards in the Australian Civil Aviation Safety Authority. This area is responsible for the development and

maintenance of regulations and associated documentation for aerodromes, fire fighting, navigation, communication and Air Traffic Management as well as provides advice to industry on the use of these standards.

Ian joined the Royal Australian Air Force in 1967 as a pilot and later trained as a flying instructor. During his RAAF career he flew a range of instructional and transport aircraft including three models of the C130, HS 748, the Macchi Jet, and the Boeing 707. He was awarded the Air Force Cross for instructional duties at the RAAF School of Navigation. He remains on the Air Force Reserve.

In 1990 Ian joined the then CAA as a Flying Operations Inspector and has specialised in standards development for airspace, instrument approach design and, in particular, in CNS/ATM. He joined the ICAO GNSS Panel (now the Navigation Systems Panel) on its formation in 1995 and has been a session chair as the US Institute of Navigation GPS conferences.

Current projects include ADS-B, Boeing New Generation 737 GPS, RNP and GLS approach approvals, the implementation of APV approaches and PBN implementation in Australia and the region.



## My Aircraft... By Tony Taggart – VH-VVT

**Following on from John Lillystone's article last issues about the upgrade to the avionics of his Cessna 210 VH-TFE, member Tony Taggart has written about his 210G – VH-VVT and some of the works he has done over the years.**

VVT started life as MRH. It is a C T210G. I acquired it in 2006 in exchange for my beautiful Beech Queenair BQA which I had owned for 18 years but could no longer justify economically (that's political speak for I couldn't afford it any more). Jeff hunt from Darwin had been pestering me for a few years about BQA and wanted it but had no money to pay for it. I asked him what he had and he said the 210. I instantly said that I would take it - which I did - sight unseen. I knew nothing about it but I did know that it would not cost me as much to operate as the Queenair. (Not after the 1st couple of years anyway!!). That may turn out to be true - I can only hope!!

The rego change was essential because Jeff wanted MRH as it is his daughter's initials. I did not want BQA because it is distinctly Beechcraft (Beech Queen Air). So a new rego was required. I had the list of unused rego's



and showed it to a friend who scanned it and her eyes fell on VVT.

Very Valuable Tony she said - and so VVT it was.

The tale of woe began.

It started with the fuel bowl in the nose gear cavity which I could not turn off after the drain check. An emergency repair was affected and the aeroplane grounded. The fuel bowl was so badly corroded that to unscrew it required a plumber's wrench which ultimately destroyed the thread and a complete new bowl unit was required.

The next item was the STEC 30 autopilot

which would not hold an altitude and would not fly in a straight line. I set about investigating the problem. All avenues to solution seemed shut. Rob Simpson from Simpson Aeroelectrics was stumped and so he rang STEC to be sure that this model autopilot was correct for my aeroplane. He was given the part numbers including the P & R designations on the end of the numbers. Simmo's lights turned on. It couldn't be he said but I bet it is... What's that? The Pitch servo in the wing and the Roll servo in the tail...?? Surely not??

CONTINUED NEXT PAGE



YEP. This unit was NEVER going to perform.

Next item is the turbo charging system. This is a very big story which I will condense to a few lines. Chain of events started with power loss at 14,000' 20 mls south of WGT. Not knowing the problem and no power, May Day called and a full glide landing into WGT. Cops and fire trucks and excitement. All unnecessary as it turned out but then I've read horror stories of turbo charger failures as a result of holes in exhaust pipes leading to engine fires - Ugh.

The problem was solved after months and months and after a major disruption to a trip up north where my aeroplane spend 6 months on the ground at Broome following the same type of failure coming out of Parabadoo, but knowing that it was just the turbo charger that was not delivering power and that the engine was running beautifully we proceeded. All parts of the turbo charging system were replaced. The engine driven fuel pump was replaced, the fuel control box was found to be unserviceable (despite being overhauled just 8 months previously) it was replaced. Still there was no joy for this unit.

The costs had been horrific but at least I had a whole bunch a brand new parts.

The very short story is that the overhauled waste gate controller failed immediately it was

attached to the aeroplane. Another was sent to Broome - it was fitted and "hey presto" full power & full fuel flow was instantly available. The real problem had been found and fixed. But the cost!!! It has been horrific. I was beginning to believe that I was better off with BQA!!

So there was then 6 months of trouble free operation where I notched up 100 hrs and then in June 2009 it was back to the hanger for another 100 hrly. This 100hly took another 6



months because the wings had to come off and then I was concerned about some skin cancer and so decided to have the aeroplane painted.

So the good news at last. I enlisted the help of a paint scheme designer from the US. Craig Barnett, Scheme Designers, Inc. www.schemedesigners.com

If ever I have spent a dollar on aviation, spending it with Craig was the best thing I have done. Not only did he save me hours of

anguish, but he produced the designs made the process so easy and non stressful and produced what I think is a fantastic result. He provides the painter with all the drawings and all the dimensions - the lot. He makes that process so uneventful that it's not funny.

My selection of painter was also a very good one. Doug Clarke from Moorabbin Aircraft Painting (douglasacp@hotmail.com) was a dream to work with, produced a fantastic job and within the budget that had been allowed.

Yes it cost plenty but I think that I'm on the right side of the curve for many years to come. All I have to do now is get my panel upgrades completed and I'm "on cloud 9".

Very best wishes

Tony



## Cessna 200 Series Merchandise



A great range of merchandise has been arranged and photos and details are as follows:

CAPS \$15.00: Caps are all ecru and one size fits all .

POLO'S \$30.00: Polo's are available in men's L, XL, XXL, XXXL or women's 12,14,16,18,20 – colours: black/white trim: white/red trim: or sky blue/navy trim:

CHAMBRAYS \$40.00 – long and short sleeve, available in men's and women's same sizing as polos.

Email me with requirements - sizes and colours.

Cheers

Annie – a.haynes@bigpond.com



# Insurance Offer — Benefit from a Group Scheme

We would like to advise all members that the Cessna 200 Series Association Insurance Scheme is up and running as of 31 October 2009.

We have our first insured member, David Crawford (1982 Cessna 210N Reg. VH-OAT), who placed his insurance under the scheme on 31 October 2009, at a considerable saving on his previous insurance with some added benefits.

It is in all members interests to support the insurance scheme if possible as the more we

have under the scheme the larger the benefits and savings for all participating members. Unfortunately the scheme is not available to commercial operators.

Members can access quotations by contacting Ralph Aikin at Kenney Aikin Aircraft Insurance Brokers. Ralph will be the sole broker for the scheme and QBE Aviation has agreed to support it for the first 12 months.



**KENNEY AIKIN**  
 AIRCRAFT INSURANCE BROKERS  
a division of WESTON MARKS PTY LTD

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**When it comes to aviation insurance expertise,** we have earned a reputation for providing a specialised service second to none.

*For a quote or more information on how we can assist you, please contact:  
 Patricia Kenney or Ralph Aikin.*

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Member of the National Insurance Brokers Association of Australia

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**Phone (07) 5448 8788**  
 Facsimile (07) 5448 8588  
 Email: enquiry@kenneyaikin.com.au  
 PO BOX 29 BLI BLI QUEENSLAND 4560

## TECHNICAL TALK

### This issue's Technical Talk features an article written by President and LAME Garth Bartlett.

Since SIDs (Supplemental Inspection Documents) became a mandatory program in Australia for the Cessna 300 and 400 series aircraft, owners and operators of 100 and 200 series Cessnas have been nervous that CASA may impose the same requirements on them.

Firstly CASA can only mandate (normally) what the OEM – in this case Cessna – requires for the maintenance of their aircraft. In the USA, for privately operated aircraft, the FAA only requires that US ADs and an annual inspection be carried out to make the aircraft serviceable.

In Australia, all OEM-dictated maintenance will automatically become an Australian requirement no matter what category of operation.

The SIDs program for 300 and 400 series aircraft was born out of Cessna's concern that its aircraft were becoming long in the tooth in both hours flown and calendar years, and its systems of maintenance did not adequately cover the deeper maintenance required on these aging aircraft. Ageing aircraft have been the subject of many inquiries, discussions, resolutions, industry complaint and CASA concern for several years now because of some well publicised overseas accidents and incidents. The Aloha

Airlines Boeing 737 that lost the upper fuselage skins while in flight comes to mind. This accident was caused by skin cracking and corrosion that was left untreated by the operator.

As an engineer, I am a supporter of good maintenance and the retention of the wonderful airframes that we own. So while maintenance is expensive, it is imperative to keep the airframes in good condition for the future because many of them, including our Cessna 210s are no longer available and will never be available again in their present form.

So, what about a SIDs inspection for the 100 and 200 series aircraft?

Cessna has no plan to introduce such an inspection in the short term but rather, they have produced a document called 'Model 200 Series Piston Single Engine Aircraft Continued Airworthiness Program'. The document is identified as D5121-13 and is available from Cessna Publications. There is also a similar document for the 100 series aircraft.

The CAP (Continued Airworthiness Program) is a document that requires a deeper level of maintenance on your Cessna aircraft, based on its age and flying hours. It is a particularly useful document in the maintenance of 'Legacy' Cessna aircraft and I highly recommend that you ask your LAME to incorporate the requirements of the manual in every service he does on your aircraft.

If you follow the CAP, your aircraft will

never need to be on the ground for months as in a SIDs program, but you will achieve the comfort in knowing that every part of your aircraft that is important to the safety of flight, has been inspected at the required time and your aircraft is serviceable and safe.

Periodic servicing of your aircraft does not often go into the deeper structure, which is so needed as the aircraft gets old. Corrosion is insidious and once established in critical structural areas of the airframe, is often not recoverable. Many aircraft are written off because of corrosion problems. Many Cessna 210s develop corrosion in the carry-through spar (cantilever models) and if not found and treated, will easily write the aircraft off. There is already an Australian AD that covers this inspection every 6 years, but I know many engineers do not want to disturb the hood lining to gain access for a thorough inspection.

Ten hours of labour and possibly a new hood lining, if it requires replacement due age, can save your aircraft.

We live in an age of the most amazing technology. We have at our fingertips the most advanced avionics, engine management systems, and autopilots. We also own some of the best-designed single engine aircraft ever built.

Please preserve your airframe so you can enjoy the new technology.

Garth Bartlett  
 LAME



# Committee Contacts

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## Membership Application Form

On behalf of the committee of the newly formed Cessna 200 Series Association Incorporated, I extend an invitation to you to join this exciting new Association.

The purpose of the formation of the C200 Series Association is for likeminded aviation enthusiasts to meet several times a year in different locations within Australia to promote and enjoy safe flying and to further their technical knowledge in an enthusiastic atmosphere.

The inaugural committee anticipates 2 fly-ins per year to a chosen destination within Australia plus 2 extra committee meetings to be held at a destination agreed by those on the committee.

Membership has been set for the first year @ \$100.00 per member and is open to anyone with an interest in things aviation

and particularly if they are an owner and or operator of a Cessna 200 series.

Please find attached an Application for Membership form.

Please send to PO BOX 297 Lucindale SA 5272 or email to annie@c200series.com.au if you would like further information.

We look forward to meeting you soon and to many happy fly-ins.

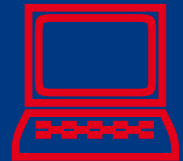
Cheers

Annie Haynes

Secretary C200 Series Association



## Interesting Aviation Videos



We hope to be able to include some links to interesting and relevant videos in the newsletter. Feel free to send any links for future newsletter issues.

This is a link provided by Garth Bartlett to a movie of the salvage of a Cessna 185 in Alaska.

<http://optimaljet.com/OptimalJetHTML/mulchatnaHigh.htm>



CESSNA 200 SERIES ASSOCIATION

# Longreach Fly In

## Fri 23rd - Mon 26<sup>th</sup> April 2010

### 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:	Jumbuck Motel 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 – 2 / 3 nights		\$250 pp / \$300 pp	
Friday night dinner		Included in registration	
Saturday tour and lunch		Included in registration	
Saturday evening dinner		Included in registration	
Sunday lunch or lunch bag for 2 nighters		Included in registration	
Monday lunch bag		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"/> <b>Please email copy of EFT receipt to <a href="mailto:annie@c200series.com.au">annie@c200series.com.au</a> or          put name and call sign on back of cheque</b>	<b>TOTAL</b>	
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<b>Special requests</b> – dietary requirements etc
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<b>Indemnity</b> 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: _____	

<b>Refund Policy:</b> Refunds can not be guaranteed for late cancellations
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<b>Please send completed forms to</b> Mail Secretary, Cessna 200 Series Association, PO Box 297, Lucindale SA 5272 Fax 08 8766 0045 Email <a href="mailto:annie@c200series.com.au">annie@c200series.com.au</a>
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# Longreach Fly-in

## Fri 23<sup>rd</sup> - Mon 26<sup>th</sup> April 2010

We have a huge program for this year's autumn fly-in to Longreach QLD!

### Friday

- ✎ Welcome and Registration at Longreach Airport YLRE
- ✎ Transfers to the Jumbuck Motel
- ✎ Dinner at Cattleman's Grill – The Cottage – includes entertainment with a bush poet – main dinner event.

### Saturday

- ✎ Breakfast followed by a short general meeting of the C200 Series Association to keep members informed.:
    - Technical Talk by Captain Ian Mallett, Head of Aerodrome and CNS/ATM Standards, Airways and Aerodromes, CASA, will talk on all the latest related to GPS, WAAS, NDSB etc
  - OR
  - Investigate Longreach shopping precinct - Kinnon and Co and the Railway Station built in 1916.
  - ✎ Lunch at Cattleman's Grill Outdoor area
    - Tour of the Qantas Museum – **let annie know** if you would like to tour the B747 and/or the B707.
    - Paddle Boat Cruise on the Thompson River including drinks
- Dinner at Harry's Restaurant - Voted best restaurant in Longreach!

### Sunday

- ✎ Breakfast
- ✎ Transfer to airport, Farewell to those leaving with packed lunches.
- ✎ Others fly to Winton and visit the Waltzing Matilda Centre and have lunch
- ✎ Fly to Lark Quarry and journey back to the Cretaceous period when dinosaurs ruled – see the 3,300 tracks of the only recorded dinosaur stampede on earth.
- ✎ Return to Longreach – dinner at Eagle's Nest – not included in registration

### Monday

- ✎ Breakfast
- ✎ Transfer to Airport
- ✎ Farewell with packed lunch

### Accommodation

We have blocked rooms at the **Jumbuck Motel**, Longreach for Friday 23<sup>rd</sup>, Saturday 24<sup>th</sup>, Sunday 25<sup>th</sup> April  
Accommodation is limited and will be on first in first served basis so **do book now!**

**PH: 07 4658 1799** and quote our group 'CESSNA 200 ASSOCIATION' to get the group booking rate of: Single \$110.00, Double/Twin \$130.00 - All rates are per night and are based on a minimum 2 night stay and include a buffet breakfast each morning. Bookings to be made before 15<sup>th</sup> March 2010.

Jumbuck Motel  
Landsborough Highway Longreach QLD

### Longreach Airport

Cam Russell is our member on the ground at Longreach. He will be around the airport on Friday to greet you and ferry you to the hotel. If you have any questions or can't find anyone when you arrive, contact Cam mobile: 0419 700 288.

Longreach Airport YLRE has an elevation of 627ft and is a CTAF126.7. It has an NDB VOR and RNAV (GNSS)  
Please consult appropriate Airservices Australia documentation for current information.



## Application for Membership

Name:	
Address: (For Mailing)	
Home Phone No:	( )
Business Phone No:	( )
Mobile No:	
Fax No	( )
Email Address:	
Aircraft Call Sign:	
Aircraft Type: Model, mods, etc)	
Signature:	

Initial Subscription: **\$100<sup>00</sup>**

Cheque  (Payable to C200 Series Association)

Cash  Direct Deposit

BSB 633 000 A/C 135455806  
Name OR call sign as description

Completed forms should be mailed to: **PO Box 297 Lucindale SA 5272**

ADMIN ONLY:

Date received		Receipt No:		Member No:	
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