

The President's Corner

Hello Cessna friends and followers.

Welcome to 7th Issue of our C200 Newsletter and the first for 2012. With Christmas and New Year but a dim memory and summer recently replaced by Autumn I trust this finds you fit and well. To any members affected by flooding my thoughts are with you. By contrast our region has never been drier at this time of year. Extraordinary contrasts.

This issue sees the introduction of 'Chicks Chatter' thanks mainly to Suzy T for this initiative and her contribution to this issue. You will also enjoy Geoff Morris' story about his 'new' aircraft VH-SRM. Thanks Geoff.

The Toowoomba fly-in was great fun – thanks to Andy Murray and Robyn Shorrock for their organisation - (write up inside). Removal of the python from Andy's bathroom – although not on the itinerary was an interesting interlude and I hope said python enjoyed his bus ride in the bucket!

It is now only a few weeks until our next fly-in which is to Shute Harbour. You will have received a Registration Form by email, but if not, there is one in this Newsletter. Steve Baxter – our man on the ground - has reserved rooms at the Airlie Beach Hotel, so

please make your bookings early to avoid disappointment. This part of the Queensland coast is all about the natural beauty and R&R.

As a group who are all busy people we have a program that will give you time to catch your breath and enjoy the company and the Whitsundays. The Sunday cruise to Hamilton Island and Whitehaven Beach is fabulous and if you are feeling energetic you can leave us at Hamilton and pop over to Dent Island for a few holes of golf. Steve tells me that every hole is a postcard. We could possibly organise a fishing charter but you'd have to let us know very soon if that's your preference. The Shute Harbour Airpark is a fantastic facility and the weather should be great at that time of the year, so phone your friends and bring them along to enjoy the weekend with you.

By contrast the Spring fly-in is to be inland and outback at Arkaroola SA over the weekend of 12th to 14th October 2012. Make a note in your diary now. The Northern Flinders Ranges are a picture at that time.

Current thinking is for our Autumn 2013 fly-in to be to Kangaroo Island in South Australia – dates to be set at YSHR. If you have suggestions or would like to be involved in the organisation, Annie and Suzy would love to

hear from you.

You should be aware of the SID's program for the Cessna 200 series aircraft.

Garth's email to members is included in this newsletter so please familiarise yourself with it if you haven't already. You will have the opportunity to follow up with Garth at YSHR with any queries you may have concerning the program.

The current strength of the Australian dollar presents an excellent opportunity to purchase new aircraft or upgrade equipment.

I look forward to meeting up with you at Shute Harbour / Airlie Beach.

Happy flying!

DAVID CRAWFORD
President



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

Cessna 200 Series Website Updated

We have a new page on the website for members photos.

Send some photos to webmaster@c200series.com.au or post a blog!



TOOWOOMBA FLY-IN REPORT

by guests Lauris Bryant & Allan Dalrymple



Having arrived home and sorted through our photos, it has made us realize what an exceptional time and what fun we had with you all on the Club's recent weekend fly in to Toowoomba to see the Flower Festival and incorporate the Club's AGM.

It started for us on Friday 16th September 2011, from Maroochydore Airport, as guests of Ralph Aikin and Patricia Kenney, flying in their C210, leaving at 11.30 am arriving 3/4hr later in Toowoomba, just behind John (Lillyston) and Cilla (Neighbour) who had also left from Maroochydore 1/2 an hour before us - unbeknown to us at the time. They were on their way south after attending the C182 Fly in at Yeppoon with a brief stopover at Mooloolaba before travelling onto Toowoomba.

We were very pleased to see the Cessna 200 Association banner being proudly displayed at the Airport, after some argy bargy between Allan (Dalrymple) and Ralph trying to decide where to park (they actually took Tilley's spot whilst refuelling) and then being warmly welcomed by Neil and Robyn Shorrock, who drove from Palm Beach & Andy Murray from Toowoomba, who gave us a welcome pack, which had maps and brochures on what we would be doing for the weekend. Neil dropped us off to our Hotel, The Burke & Wills - to freshen up, have lunch and do a spot of sightseeing before the rest of the group touched down. The St. Luke's Flower Exhibition in their nearby Church was a must see - with the theme of earth and water displayed - was lovely, Allan and I had a quick look at the shops, helped their economy, then decided to have a 'nanna nap' at the Hotel while Ralph and Patricia went and had a look at the Art Gallery across the road from the Hotel, which they said was very good.

Apparently during the afternoon the rest of the fly in attendees were transported to town by Neil in his 4WD and bus driver Allan in his little bus.

We then caught up with the rest of the group at the Conservatory Restaurant and Cocktail Lounge that night at the Burke & Wills and introduced ourselves to the other attendees being David Crawford & Annie Haynes from Naracoorte, Liz & Mark Landy from Albury. Geoff Holmes from Bribie Island, Cam Russell from Blackall, who was flying around the West looking at and buying cattle, (He only caught up with us that night, as he was flying off again the next day). The highlight of the night was from John and Suzie Tilley from Adelaide when Suzie dressed all out in her attempt of being a 'flower child' (again...). That broke the ice and we had fun and high jinks from then on, for the rest of the weekend. Suzie never failed to entertain us in one form or another from being late to being very funny, as only she can of course.....

The next day, Saturday, while we had a lovely sleep-in, the rest of the group had their AGM at 8.00am. Col Mann also attended driving up from Tenterfield for the meeting & some personal matters. Apparently the meeting went off well, finished on time and we are informed that our mate

Ralph was elected Vice President who then said he couldn't wait to put VP (Very Important Person) after his name until we pointed out that it could also mean "Very pissed".

With that all settled we were met by our guide Marilyn at 10.30am who took us for a Bus Tour, with Bus Driver Allan, to look at 4 picturesque prize winning gardens, what an inspiration and hard work they had all gone too.

We were all suitably impressed. Our guide was very knowledgeable on Toowoomba and showed us where the floods had come up to. Amazing that now we couldn't see any evidence of the devastation but it obviously had affected the economy and the locals were hoping for a fine day for the Parade etc. It was a beautiful sunny day that reached to 28deg. And the parade was well attended.

We then were taken to Queens Park (in the centre of town) to see the well set-out gardens and the Exhibition of Floats as they entered the Park as well as a display of vintage cars and bikes. (No Allan still hasn't made an offer on the car he liked!! I hope he has forgotten).

From there we went by bus, with our delightful bus driver Allan, to a lovely lunch of Tapas and Pizza's at the Preston Peak Winery, Preston (15 minutes out of town), and of course most did a spot of wine tasting. I could have stayed there all day but we were then transported back to Queens Park for the Ergon Energy Food & Wine Festival. Some of us had hit the wall and decided to hitch a ride via the bus back to the Hotel for another 'nanna nap' but by all accounts from (my) Allan & the others that attended (more wine tasting of course & why not), it was very good show, especially the music and other displays of food & flowers etc.

Late in the afternoon the rest of the crew walked back to the Hotel just in time to get changed and catch the bus again, this time to have dinner at the Middle Ridge Golf Club and listen to a great speech by Guest Speaker Mr Peter Rookas. C.E.O of the Toowoomba Hospital Foundation, who brought us up to speed with the history of Toowoomba and how his Foundation started and the great work he has done for the Organisation.





TOOWOOMBA FLY-IN REPORT





The C200 Association decided on the night to give a very generous donation of \$200 to Peter of which he greatly appreciated and accepted. We also caught up with some friends who came for dinner Marty, Sue & Sam Taylor, who have an Air Charter Business at Toowoomba Airport, Austrek Aviation.

Also we met Belle, Andy's new girlfriend, who drove up from the

Gold Coast to see him for the night. Such dedication and love!!! He got roundly roasted from then on and teased un-mercifully.

The next day Sunday, we all had a bit of time to see the small market, behind the shops in front of the Hotel, others looked around the shops, before we left at 10.00am with Allan, our bus driver again, who took us to the Heritage Festival at Jondaryan Woolshed where we all went our own ways to enjoy the displays and ambiance of the place. We took in the old buildings, machinery, demonstrations in spinning, wool craft, making own damper in the Damper hut, Shearing in the Woolshed, Blacksmithing demonstration, Cheese making, Working horse gear, Corn Gristing & chaffing, Beekeeping demonstration, Biscuit making, Milking cows and Selection of food & Beverages, kept us all busy. Allan and I managed to have a great trip around in the Horse and Cart. Cost \$2.00 each but I gave him a tip of \$10.00 - well worth it!!

Then after the Grand Parade (of which they only have 3 or 4 a year & this was the last for this year) which was great, seeing the old machinery still in working order, we made our way back to the bus to be taken to Bunya Mountains for afternoon tea, then a short walk down the hill to see the wild life, Bunya tree forest & take in the beautiful scenery and peaceful atmosphere there.

On the way home in the bus we took in some more great scenery and sunset over the hills, made more spectacular by the smoke and haze left over from the controlled and uncontrolled fires burning off around Toowoomba & surrounds. (It was more so, when we flew over them on the way home.) We also saw 2 Echidna's cross the road & that's rare for one trip.

Then the excitement started. First from Andy getting a phone call on the bus from his son Lachlan saying there was a big snake in their house and he had bailed the snake up inside in the bathroom and left their little white fluffy dog outside. Well by the time we got back, the girls, especially Suzie had embroidered the tale so much it had us all in fits of laughter over the so called python in the pants story, which I hope she will publish in the newsletter.

Then once we arrived back at the Hotel, the intrepid Ralph, Neil and Andy set off in Neil's car to Andy's place, to 'sort it out' which apparently they did, as the snake had slithered back out through the bathroom window onto a pipe outside and then they came back to the Hotel to tell us of their adventures. However that wasn't the end of it, as on our way out to dinner at the Picnic Point Restaurant (by bus with our driver Allan,) the guys decided to have another go at getting rid of the snake once and for all, and so after an enormous dry no grog wait at Andy's place and being late for dinner, the heroes especially Ralph had put the 2 + metre snake in a bucket, (with a lid) and after some argy bargy with it - brought the thing onto the bus for release at Picnic Point.

That then produced a few screams from the girls, especially from Suzie but as Andy was worried about his little dog being eaten, the snake had to be shifted. It now has a new home at Picnic Point with grand views down the escarpment.

At the restaurant we had the dining room all to ourselves, with smaller numbers this time, as some had left to go home but that didn't stop the rest of us from enjoying the meal and each other's company, which was great. The others missed a great 'last night'

Monday saw the rest of us flying off to our different directions and us back to work.

What a fabulous weekend. Our thanks to all of you, for making us feel so welcome and a big thanks to Andy for showing off his beloved City and organizing all the trips and dinners etc., I believe others such as Neil and Robyn also helped as well in putting this fantastic feature packed event together.. Thanks to them also & we'll see you all again at the next fly in.

EDITOR'S FOOTNOTE: Lauris & Allan attended our TWB fly in as guests, liked what they saw then joined (as a pair on the new 'pair' membership arrangement) during the event & commented, "thank you also for accepting our nomination to join your Group. We are very proud and look forward to some more very wonderful weekends away with you all". Thank you so much to Lauris & Allan for putting pen to paper & writing an independent story about this fly in.

SHUTE HARBOUR FLY-IN

Fri 20th - Mon 23th Apr 2012

We have a relaxing program for the autumn fly-in!

Friday 20th April

- Welcome and Registration at YSHR
- Transfers to the Airlie Beach Hotel
- Dinner at Fish D'Vine – a short stroll from the hotel and a casual night giving you time to mingle and catch up with everyone.

Saturday 21st April

- Breakfast followed by a short general meeting of the C200 Series Association to keep members informed and ask for their suggestions on future fly-ins and any other business.
- Technical Talk by Garth Bartlett, Bilyara Group Bankstown NSW and Founding Member and President of C200 Series Association. To be held in Steve Baxters hangar at YSHR
OR
- Investigate Airlie Beach Localvore markets and shopping precinct
- Lunch at Steve Baxters "hangar mansion"
- Dinner at Capers Restaurant – Airlie Beach Hotel – Guest Speaker Jeffrey Ruddell

Sunday 22nd April

- Meet at reception to board bus to Shute Harbour for Whitsunday Island cruising - Hamilton Island and White Haven Beach. Breakfast will be served upon boarding, lunch and afternoon tea also provided.
- Transfer to airport for those not cruising – packed lunches available if required.
- Return to Airlie Beach Hotel – Dinner if you can fit it in.
- NB Sunday's cruising and dinner is not included in the registration fee

Monday 23rd April

- Breakfast
- Transfer to Airport
- Farewell with packed lunch



Courtesy of Tourism Queensland

Accommodation

We have reserved rooms at the Airlie Beach Hotel, for Friday 20th, Saturday 21st, Sunday 22nd April. Accommodation is in Sea View, Town View or King Rooms and will be on first in first served basis so do book early!

PH: 1800 466 233 and quote 'CESSNA 200 ASSOCIATION' to get the group booking rate: Town View \$378.00, Sea View \$418.00, King \$478.00 - All rates are for the 3 nights – Stay 2 and get the 3rd night free! Breakfast is NOT included but is available at 'Capers' in the hotel can be charged to your room. Rooms held until 31st March 2012, Airlie Beach Hotel. Airlie Beach QLD.



Shute Harbour Airport

Steve Baxter is our member on the ground at YSHR. He and others will be around the airport from 1300hrs on Friday to greet you and organise transfers to the hotel.

If you can't find anyone when you arrive, contact Steve mobile: 0402 272 336.

YSHR has an elevation of 40ft and is a CTAF127.85 (www.whitsundayairport.com – airport flight procedures)

Please also consult appropriate Airservices Australia documentation for current information.

REGISTRATION FORM Shute Harbour 20-22 April 2012

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:	Airlie Beach Hotel 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 lunch		Included in registration	
Saturday evening dinner		Included in registration	
Departure lunch		Included in registration	
Sunday Cruise/Golf		\$130 pp	

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 secretary@c200series.com.au or name and call sign on back of cheque	TOTAL	
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Special requests – dietary requirements etc
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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 Secretary, Cessna 200 Series Association, 24 Goolabah Drive, Tallebudgera QLD 4228 Email secretary@c200series.com.au

TECH TIP: ENGINE HEALTH

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 second and third of these tools: Oil Filter Inspection and Oil Analysis.

Tool 2: Oil Screen / Filter Inspection

Originally most aircraft engines came only with an oil screen, but in more recent years the engines have had full-flow, replaceable-element oil filters installed, with many engines being retrofitted with filters in the field. The filter is a better way to go, as it will filter out particulate matter one fifth the size of what an oil screen will filter out.

If your aircraft is equipped only with an oil screen, inspection is very simple. At each oil change remove the screen and inspect it for trapped material, most notably particles of metal. A few shreds of metal are not unusual, especially on a new engine that is still breaking in or on an engine that has had major maintenance, such as a top overhaul, performed recently.

The basic inspection is the same with a paper oil filter, just a little more difficult to perform. On a spin-on filter (the most common), the filter can just be cut open with a special tool and then the filter element cut from its housing for inspection. Take the cut-open element out into the sunlight and pull it out so you can inspect the outside pleats of the paper for contamination. Again a few flecks of metal and carbon are normal. If there is something of concern, either because of the amount of the material or the nature of the material trapped in the filter, then wash the filter element in a jar filled with solvent and then strain the liquid through a coffee filter. This allows you to see just how much material was trapped in the filter.

The question is often asked as to how much trapped material is too much? There is no clear-cut answer to this question. A few flecks of metal are nothing to be concerned with, and a filter element jammed with metal indicates the engine has destroyed itself. But where do you draw the line in between? This will have to be a subjective call between you and your LAME.

What I tell people is that if there is more than a half dozen flecks or

so of metal trapped in the filter without a clear cut reason such as a brand new engine, it is a situation that should be monitored closely. If there is as much as a third of a sewing thimble full it is a situation of concern and a serious effort to determine the source should be made. If there is more metal than that - and the source cannot be determined - serious consideration must be given to engine tear down to determine where the metal is coming from.

Determining the type of metal in the filter can help in figuring out where the metal came from. Bronze can be determined by colour and if found would make one suspicious of valve guide wear. Copper would lead us to think of bearings. However, the two most common metals likely to show up in the filter are iron/steel and aluminium. A magnet can be used to figure out if the particles are ferrous and thus coming from a steel part such as a cylinder wall, lifter or gear. Not being attracted by a magnet would indicate aluminium, which is almost always piston material.

Tool 3: Oil Analysis

Oil filter inspection detects the larger pieces of material that might be in your engine, whereas oil analysis counts the microscopic particles of material that are contained in the engine oil.

At each oil change, you take a sample of the oil being drained out and send it to a laboratory. The lab analyses the oil sample and sends you a report that indicates what contaminants are in the oil.

The unit of measurement is Particles Per Million or PPM. That is to say that the report might show that in a million particles of sample there will be 120 PPM of iron or silicon or lead or any of the other items in the procedure that the lab is set up to detect. Due to slight changes in methods, using one lab for all samples through one engine's life works best.

One sample will tell us very little but after a few oil changes with a sample taken at each change, a pattern will begin to appear. Let's take iron for example. When we send in the first sample on a new engine just being broken in, we can expect the iron count, as well as a number of other elements, to be rather high. This is normal, the engine is breaking-in and there is a fair amount of friction that is causing some initial wear. However this high iron count should drop very significantly with the next sample as the engine is breaking in and remain at a low level for several hundred hours. Usually as the engine gets in the area of six hundred to eight hundred hours there will begin to get a gradual rise in iron and other elements as the engine begins to wear with use. This gradual rise is normal and not an area of concern.

It is when there is a dramatic rise in an element from one sample to another, or when one element's PPM just keeps rising from one sample to another that concern needs to be given. Sometimes it can indicate a serious problem such as the sudden rise in iron might indicate a cylinder problem like a broken ring. On the other hand, a rise in an element like silicon might indicate some simple problem that is easily remedied. Silicon is sand/dirt and a rise in this element indicates that

dirt is getting into the engine. The air filter might be bad, the induction system might have a hole in it, or some other relatively minor problem that can be easily fixed. Or, as in the sample in this article, the rise in silicone levels was caused by engineers being a little too liberal with the use of silicone grease product when assembling and installing a remote oil filter on a Cessna 182RG.

In the engine shop, we often hear people say that they aren't using oil analysis because their engine is brand new but they will start it when their engine is older. I have also heard others say that there is no point in using oil analysis on a high-time engine. Both attitudes are wrong: The more data we can gather on an engine throughout its life, the more information we will have to base decisions on and even if we don't start oil analysis until the engine is high time, having some information available is better than none at all.

I have also heard people say they don't believe in oil analysis because they know someone who had a camshaft failure and the oil

analysis did not give advanced warning. This is operating under the false notion that oil analysis can detect almost any engine problem. This is not the case: Oil analysis is simply a tool to show how the engine is wearing internally and it will not point to any parts that might fail suddenly without prior wear, or where parts are breaking apart in chunks rather than wearing out. An example of this would be cam follower (tappet) spalling which leads to camshaft failure. Of course this sort of problem where chunks of metal are coming off parts should be detected by the above mentioned oil filter inspection.

Next time we'll be talking about Tools four and five: Compression Tests and Borescope Inspections

Garth Bartlett

LAME, Pilot and Cessna Owner

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

	Diagnosed by Anthony Doman
NORMAL	

	Current	Prev#1	Prev#2	Prev#3	Prev#4	Prev#5
Sample No	2074230	2048031	2048029	2048030	2048032	2048028
Sample Date	30/10/2011	09/06/2011	06/04/2011	14/01/2011	11/09/2010	14/05/2010
Equipment hrs/kms	2079.3	2049	2017	1995	1973	1953.8
Oil hrs/kms	28.3	32	22	21	17	38.5
Top up litres	2	2	1	2		

Physical Test & FTIR

Visc @ 100°C cSt	18.03	18.05	17.79	17.56	17.21	17.94
Base No D2896	0.5	0.5	0.5	0.9	0.7	1.3
Soot Index %	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Dispersancy	86	85	85	85	86	85
Water %	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Oxidation	<1	13	13	12	13	5
Nitration	2	10	8	7	7	6
Alkalinity	Alkaline	Alkaline	Alkaline	Alkaline	Alkaline	Alkaline
Glycol %	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2

Metal Concentration - ppm

Calcium	107	128	144	132	81	12
Magnesium	13	13	12	15	14	3
Phosphorous	1178	1088	1151	1331	1027	1019
Zinc	10	12	11	15	13	5
Aluminium	7	5	5	6	8	5
Iron	36	37	32	33	31	28
Chromium	3	2	2	3	4	4
Copper	9	12	11	11	11	9
Lead	5547	6148	4787	4652	3434	4065
Tin	1	1	2	1	1	1
Silicon	8	8	14	23	27	6
Sodium	3	2	1	3	1	1
Boron	<1	1	<1	9	<1	<1
Molybdenum	<1	<1	<1	<1	<1	<1
Nickel	1	2	2	2	2	2
Titanium	<1	<1	<1	<1	<1	<1
Vanadium	<1	<1	<1	<1	<1	<1

 - Caution

 - Action

Diagnosis History						
	NORMAL	NORMAL	NORMAL	CAUTION	CAUTION	NORMAL

CESSNA 200 SERIES SID

Garth Bartlett



Hi Cessna 200 fellow owners,

This article is follow up to my email of late last year where I gave pre-notice that Cessna was about to introduce its SID program for the Cessna 200 series aircraft.

The SID program has now been released and is available on the Cessna website for review. It is a very large document which is hard to email so it is better for you to have a look at it on the Cessna site.

Initially the SID looked very onerous because of its large size, but looking at it closely, it is nowhere near as big a job as on the Cessna 300 and 400 series aircraft.

The intent of the inspection is to establish the condition of the airframe for all aircraft over 20 years old. Also to introduce a corrosion control program. Most of the inspections are visual with some requiring borescope and eddy-current inspections.

I think for once, Cessna the manufacturer has got it right in that data gathered over the last 20 years from aircraft all over the world have been assessed and a very realistic and most necessary program has been released to industry.

Please do not misunderstand the requirements of the SID. This is an ageing aircraft structural inspection and corrosion control program - it is not regular aircraft maintenance. Most of your LAMEs would not get into some of the areas that are required to be inspected during normal annual inspection maintenance.

I feel that the SID inspections are good value and will give you great peace of mind in knowing the serviceability of the structure of your aircraft. Once the condition of the aircraft is known, and repaired as necessary, ongoing checks on a regular basis, and at different times, will keep your airframe in operation for another 30 years. A corrosion control program is introduced at the same time to ensure the destructive effects of corrosion will not diminish the strength of important structure.

As always, there will be a percentage of owners that kick up about having to spend a dollar on their aircraft for their own safety's sake, and they will spend energy trying to ensure that they don't have to do this inspection.

Some people have already told me that their aircraft is exempt because it is maintained under CASA's Schedule 5. I would just like to remind you that Schedule 5 is a generic checklist developed by CASA to be used by engineers maintaining aircraft like Tiger Moths



The wing spar rivets need replacement at the SID inspection if they are working loose. The Americans call them "smoking rivets".

and Austers that don't have a suitable maintenance program issued by the manufacturers. It is not suitable for maintaining high performance aircraft such as Cessna 200s that are over 20 years old.

It is my strong belief that the aircraft manufacturer has issued the maintenance schedule for the aircraft, which includes chapter 2A of the aircraft maintenance manual and your aircraft should be maintained in accordance with this document.

Indeed CASA mandates that you maintain your aircraft in accordance with the manufacturer's requirements, or demonstrate equivalent safety. Refer attached 'AWB 02-003' para 9.

For those that are interested, please have a look at the attachment 'SID Info CASA AWB'. Of course everybody wants to know what the SID will cost them. While I can't speak for every shop in Australia that will carry out a SID, I can say from my experience that the inspection should take about 160 man hours and this does not include repairing any items that have been discovered during the inspection.

Also, there will be some sub-contract by specialist NDT people to do eddy-current inspections, but that should take 8 hours only once the aircraft is open and available for the specialist.

This is a real peace of mind inspection. You will feel confident and comfortable in the aircraft for years to come after knowing that your aircraft has undergone this inspection. You will also feel that it isn't a waste of time and money to upgrade your panel and maybe your engine because you have a viable airframe.

Cessna wants the SID completed by December 2013 and I would suggest that you get the work done in conjunction with a couple of annual inspections and or an avionics upgrade or major work because the aircraft will be disassembled to some extent during these operations and that will save you money.

As always, I am available for discussion and to answer any questions you may have regarding the SIDs or any other Cessna maintenance matter.

I look forward to hearing from you all.

Best regards



The new stronger tailplane brackets that the SID requires.

Garth Bartlett



Arkaroola Spring 2012



Pencil in the 13th & 14th October 2012 when we are off to Arkaroola in South Australia. One of the premier fly-in destinations in Australia. www.arkaroola.com.au

A fellow flyer (not Cessna but we won't hold this against him) wrote this for inclusion in our newsletter.

"I stayed there a couple of years ago on a Mooney fly in. Fantastic place to visit. The Host is very knowledgeable regarding the local geology, flora and fauna and also has an

observatory to go to at night and see some amazing celestial formations far from the city lights.

He is talking all the time, whether it be in the observatory or on walks or 4WD drive trips and his knowledge seems universal from the tiniest flower to the muscles of the rock wallabies to uranium mining at the local mines and even running lean of peak of which he is a great believer. He is actually a great teacher and a hell of a nice chap to boot. The rooms are excellent, as is the food and dining/bar areas.

The strip at Arkaroola is a bit rough but few Mooneys landed there and felt it was fine. The rest of us went to Balcanoona (no avgas but Doug may deliver if enough aircraft) which is a bitumen strip and we were collected and driven the 30 mins to Arkaroola. If the Mooney group elected to go there again I would be one of the first to put my hand up again and I am sure you would enjoy it. I might add there are some fantastic sights to be had flying over the desert on the way as well."



Cessna 200 Series Merchandise



There is still available a selection of Caps, Chambray Shirts and Polo's for sale with the Clubs insignia.

Caps (White or Black) \$15.00

Polo \$30.00

Shirts \$40.00 + postage & handling est. \$10.00.

Size range currently available....

Chambray Shirts Men Long Sleeve 2 x large, 2 x XL
Men Short Sleeve 2 x Large, 2 x XL
Women Short sleeve 2 x 16, 1 x 18
Polo Black Men 1 x L, Women 2 x 14, 1 x 16
White Women 1 x 12, 2 x 14, 1 x 16
Pale Blue Men 1 x 2XL, Women 2 x 16

Email Neil or Robyn Shorrock - shorair@bigpond.com



Our Aircraft: VH-SRM – Geoff and Sue Morris



Never too old??

At the age of 47 my wife Sue gave me an "introductory flying lesson" as a birthday present.

Running a business I never seemed to be able to take, or should I say, make the time to go and learn to fly. After 3 attempts, each being one year later the bug got me and away I went.

Operating businesses in Adelaide, Mount Gambier and Warrnambool having a pilot's license was going to be an enormous time saver but I needed a plane to fly and at that stage there were none for hire in Mount Gambier so I convinced Sue that a plane was necessary.

VH-DSV a C210H (1968 Model) was purchased from Bundaberg and duly tracked between all three business sites on a weekly basis when VMC conditions permitted.

Impressed with the performance and carrying capacity of the 210 and five years down the track I decided to upgrade to a later model. Garth Bartlett was only too happy to help source and purchase an appropriate aircraft and I purchased a 1980 model T210 from Propjet in Santa Rosa California registered N4891C.

I never had any thoughts of owning a turbo due to the stories that I had heard from other pilots but after discussions with Garth and reading a lot of material I went ahead and

bought N4891C. Only time will tell if I have done the right thing or live to regret it.

Garth was going to the US to inspect a Silver Eagle for another client and offered to thoroughly inspect N4891C whilst there. He reported back with a tick of approval and photo's that N4891C is a very presentable and corrosion free bird with nil damage history, a total airframe time of 3579 hours, 723 engine hours since a overhaul (1600 life) and time since overhaul prop 734 (Prop overhaul Life 2000.) She also has a 100-amp alternator and is fully de-iced. In fact she is certified for flight into known icing conditions along with factory built in Oxygen system.

The previous owner of 8 years was a dentist who had already made quite a few upgrades to N4891C (now VH-SRM) such as:-

- Full leather
- Complete repaint
- Kinsley Exhaust System.
- Sound proofing kit,
- Double pane plexi-glass on the sides and rear windows and airline- style vent kits.

On the 18th January 2011 N4891C was de-registered in the US, picked up in Santa Rosa and shipped to Australia in a 40' container which arrived onto Sydney docks on the 16th February and then to Garth's facility at the Wedderburn airport on the 3rd March where it was completely stripped and the rebuild began

with the following replacements or upgrades.

- Top overhaul of Engine
- No 5 Cylinder Cooling kit
- ACF – 50 and Dinol 8 corrosion preventive treatment.
- Gami Injectors
- Xe Vision HID lighting kit
- Door Stewards
- Replace wheel brake assemblies
- Overhaul hydraulic power pac
- Replace all seat tracks and stops
- Any service bulletins not completed

And many other items that are too numerous to mention

Then the avionics and dash were completely removed along with the miles of original wiring and replaced with :-

- Glass G500
- G530w
- G430w (from original instruments)
- Auracle engine management system with fuel sensors and TIT sensor.
- S-Tec 55X 3 axis auto pilot with auto trim and Annunciator
- T-CAS

August the 15th 2011, I took delivery of VH-SRM and flew her back to Mount Gambier. I was very pleased with her performance apart from a minor porpoising problem on Auto pilot. This will be adjusted at her first service. Since then we have done only 40 hours.

Unfortunately I was told that I required open heart surgery, so that has put a temporary halt to my flying and I am back to driving many kilometres.

On numerous occasions I had discussed with Sue about doing a 'partners course' whereby she would learn how to land the plane if something untoward should happen to me whilst we were flying.

She wasn't interested, but after we found out about my heart surgery she went and had her first lesson the following week in Naracoorte SA with CFI David McTernan. She is now hooked on flying and averaging two lessons a week!

I have enjoyed watching her enthusiasm





grow and she was absolutely ecstatic after her first solo flight. At 57 years young, Sue is very close to getting her RA license and will then progress into the Naracoorte Aero Club C 172 Skyhawk for her GA. She will probably be flying SRM before I get my medical back which will no doubt be a little disappointing for me but I will be extremely proud of her and we will be back in the air putting more hours on

our new bird.

I have, like many other Cessna owners of older aircraft received notification of the SID program which is of great concern, however, I have no doubt that with Garth having personally stripped and put VH- SRM back together along with his trusty crew that a lot of this work was inspected and hopefully there should not be much more to check.

In closing I would like to personally thank Garth and Ceri Bartlett along with their crew Julian, Mike, Gordon, Greg, and Ashley for presenting VH-SRM to me in such a magnificent state.

Look forward to seeing you at the fly-ins.

Regards

Geoff & Sue Morris



GROUP INSURANCE

Insurance Offer – Benefit from a Group Scheme

Some words from Ralph Aikin regarding aircraft insurance...

By way of introduction my name is Ralph Aikin. I have worked in the aviation insurance industry for twenty three years and I am currently employed by BMG Aviation Pty Ltd, aviation insurance specialists.

Many aviators, including aircraft owners, do not realise or understand that there is a difference between a broker and an underwriter. In this issue of the magazine I will talk about the separate and distinct roles of the broker. In following issues of the magazine I will proceed to discuss the roles of the underwriter and that of the assessor or Loss Adjuster.

The principal duty of a broker is to secure an appropriate policy for the client. It is thus necessary to establish the Insured's needs and then present the risk to the underwriter in a professional manner to enable the best terms to be obtained. It is clearly established that in the placement of insurance the broker acts as agent for the Insured. This encompasses advising on potential exposure, advising on appropriate forms and limits of cover, preparing a slip, negotiating terms and conditions of cover including premium.

The broker should be sufficiently acquainted with insurance principles and knowledge of policies to obtain a contract of insurance for the correct cover and bring to the attention of the Insured the terms, conditions and exclusions of the policy.

It is essential that the broker in endeavouring to achieve good terms for the client, maintains completely the high degree

of integrity expected of him. The broker is obliged to keep underwriters fully informed of all events concerning a risk and from the outset must reveal all pertinent details.

The Broker concept developed from a need on the part of the Insured for "a professional" to advise on the most suitable cover for his business at the most economical cost. Brokers should also know what cover is available to the Insured in the insurance market, and advise of any new covers which become available.

In addition, the broker will assist the Insured in making any claims, provide assistance on how the insurances are best handled and the ways in which the various risks that the Insured has, can be improved with the implementation of safety and management procedures. The financial position or the security of the insurer

who writes the business is also a relevant consideration.

The Broker in the Australian domestic market at all times acts exclusively as agent for the client, having been entrusted with the client's business and generally acts as philosopher and friend.

SUMMARISING – The broker works for you the client. He is your negotiator and confidant in all matters pertaining to your aviation insurance.

**Your VP
Ralph Aikin
0438 416068**





Specialist Aviation Insurance Brokers

We have moved

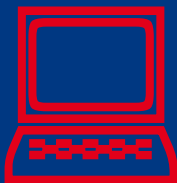
Please could you amend your records to the following:

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

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.

**The Cessna 200 Series Association does not support any unsafe or illegal flying procedures.*



CHICKS CHATTER

Welcome to "Chick Chatter".

With the growing number of "chicks" becoming members of the Cessna 200 Association supporting their "Flying Roosters" or (Cocks) the 'chicks' on the Committee decided it is time for their own column in the Newsletter.

We want to keep you "abreast" - hope you like the cheeky 'chicks' superlatives - of what's HOT and what's NOT in our Association.

We like to organize things girls like to do when planning the fly-ins and we always love a suggestion or two from you.

Toowoomba was a winner for us with the "Garden Tour" and the parade at the Carnival of Flowers. A very pretty city Toowoomba.

We're happy to tow the line a bit but for most of us there's a limit to the excitement when it comes to aeroplane engines - sorry!

WHAT'S HOT!

- Andy's Belle - wonder if it's still ringing?
- Andy's python in the bathroom - wash your mouth out for those thoughts!
- More 'chicks' learning to fly.

- Great 'chicks' coming to fly-ins.
- Tours to galleries and points of interest at our destinations
- Good coffee at a local cafe.
- Spas - just ask Cilla the spa queen.
- New merchandise - we have some new ideas and we'll welcome yours too.
- 'Tils setting the standard for replacement aircraft - Cessna Jet 1 with coffee machine and therefore a 'powder room'.

WHAT'S NOT!

- Technical talks about engines - sorry Garth, I'm afraid most of us don't 'share the love' when it comes to engines.
- Andy's python in a bucket on the bus! Only in Toowoomba.
- Lack of 'powder room' in a C200
- Suzy being overseas at the time of the Shute Harbour fly-in

More next edition but until then happy and safe flying - look forward to seeing you in the Whitsundays.

Yours, from Suzy T

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

Welcome to New Members...

Allan Dalrymple & Lauris Bryant - Cotton Tree QLD

Helen Clisdell - Sylvania NSW

Emily Baxter - Birkdale QLD

Belinda White - Hamilton VIC

Sue Morris - Mount Gambier SA

Bob & Pam McCabe - Kent Town SA

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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 open to owners of aircraft other than Cessnas. 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 per couple or two members from one family. Memberships are due 31st October each year in line with the renewal date for our Group Insurance Scheme.

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.
- Discounts available with Profuels , from 3-15 cents/litre depending on your location

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 C200 stylish logo.

We look forward to hearing from you and your friends!

David Crawford

President

E: president@c200series.com.au

Mob: 0408 800 778

Neil Shorrock

Secretary

E: secretary@c200series.com.au

Mob: 0428 752 055

Membership Application / Renewal

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 Single Membership
☐ \$150 Joint Membership (per couple or 2 people same family).
☐ Pro rata available in the year of joining. Please ask secretary.

NB: Membership is for the period 31st October to 31st October the following year in line with C200 Association Group Insurance Scheme.

☐ 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: **24 Goolabah Dr., Tallebudgera 4228**

or Email: shorair@bigpond.com or secretary@c200series.com.au

ADMIN ONLY:

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