



Businessliner Bulletin

Dedicated to the use and enjoyment of the finest of the classic airplanes

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***It's hard to be
humble when you
fly a Cessna 195!***



The 195ers

A new short film by Club friend Stu Simpson

Last September Stu Simpson accompanied long-time friend and 195er Brian Byl to the Cessna 190/195 convention in Granbury, TX. A novice videographer, Simpson took Byl up on his suggestion to shoot a video for the 195 Club. He spent much of his time documenting the convention and interviewing members to find out what drew them to the aircraft and what makes 195 owners such a special group. The result is a 23-minute documentary titled *The 195ers*.

“The story, or course, is that of the 195 Club, its members and their remarkable relationship with one another, and with the airplane,” said Simpson, who himself flies a homebuilt Cavalier. “I quickly realized that the aviation world might well know of the 195, but needed to know about the Club and all it does to keep these planes flying. It was such a treat to immerse myself and my camera in the whole Cessna 195 experience.”

You can view the video clicking on the image above.



The leading edge

Kurtis Arnold, president



I hope you all had an excellent holiday! Our family was blessed with a wonderful Christmas both at home, and on a holiday trip to visit our extended families. 2019 has arrived on schedule - here's

wishing us all a safe, healthy, prosperous and **fun** 2019! I'm already thinking about the fun to be had at Sun 'n Fun as we kick off the flying season. For those of us in the Northern climate we have to bear the cold (and heater ADs) to enjoy our airplanes in winter.

In this newsletter you'll find a calendar that outlines the activities we have planned for this year. We're fortunate to have so many members who step up and organize events so that all of us have reasons to get together with new and old friends, to make memories and learn more about the magical ship that has captured our hearts (wallets?) and imaginations. We are really excited to be well along in planning a service clinic in the Pacific Northwest. We've tried this before, and the discussions I have had so far with the 195 owners out there show them to be like so many others I've met – people who want to be good custodians to these airplanes. We're looking forward to seeing a Club event up that way for the first time too many years

Our annual convention

Over the Christmas holiday, Christina and I took time to watch the Smithsonian Channel's Aerial America about the Dakotas. I have no doubt that Bob & Carol Simmers are going to make some special memories for us, but I must admit that I was surprised about the

varied landscapes and attractions that await general aviation visitors to the area. It's an area that Christina, Hudson and I have not explored enough. There's a fly-in update in this newsletter and we hope you're making plans to attend. We're working to have the registration up by Memorial Day weekend, with the early-bird discount available through Oshkosh.

For those who haven't attended a convention before, we encourage you to join in. The 195 Club fly-ins are family affairs as unique as the airplane. You don't need to own a 195 to join in the fun, either. I took my very first 195 ride at the convention in Creve Ceour, and we found the airplane that we ultimately purchased at the convention in Yellowstone. The convention provides attendees an unparalleled opportunity to learn more about Cessna's most iconic design, but there's so much more to do. The schedule gives us a chance to connect with one another, for kids to play and spouses to make new friends, too. I think that's what keeps our Club so vibrant – it's **not** just for the pilots in the family. Even if you can't make the trek in your aircraft, you'll still have a blast!

For us, the journey to Bismarck is about 1,100 NM, so we're starting to think about planning our itinerary to add some additional stops along the way. Our convention is the weekend following the famous Antique Aircraft Association Fly-in in Blakesburg, Iowa (www.antiqueairfield.com). Our aircraft are the “new” compared to many that you see attending and **flying** at the event. We haven't been for a few years and this seems like just the excuse we need to make the trip. I hope some of you can join us! We will talk more about it in upcoming newsletters and on the

website forum. I'm hoping we can find a group of 195s who want to connect at Blakesburg on our way to Bismarck.

On the same weekend, there's a famous steam show in near-by Mt. Pleasant, Iowa (www.oldthreshers.com).

From there, we are planning to visit Mt. Rushmore "on

the way" to Bismarck,

and then stop at "The

Greatest Show in the

West," taking in the

stars at the famous

Medora outdoor

theatre. More details to

follow, but if you're

interested, please

reach out or join the

conversation on our

website.



We're planning a number of activities leading up to the convention including a visit to Mt. Rushmore.

Website

enhancements

We're also in the

process of making some upgrades to our website.

Many of you will remember our good fortune to have

Ron Gruner, a long-time 195er, create a custom

website to connect us many years before anyone had

such a thing. A few years ago, just as we were starting

to transition to a new team with plans to gradually

modernize our website, we suddenly found ourselves

on shaky ground. A server upgrade from our web-

hosting service had suddenly made our

website unstable.

After a few weeks of investigation we had to accept

that, while our website was still great, the web-hosting

service just couldn't provide a stable foundation for it

any longer. So, we had to "jump" to a new website. At

the time Andy Sharpe, our webmaster, had been

working on forum upgrades to help make it easier to

include pictures and provide better access from mobile

devices. Well, that platform was the fastest way to put

together a new website, and the developer was planning

a steady stream of upgrades that would enhance its

capability. In spite of a

lot of different

people's efforts, we are

still "awaiting" some

of those upgrades.

So, it's time to make

some changes again,

and a software

provider we looked at

back in the day has

made some important

advancements that

will allow us to

incorporate their

platform now. So,

we've been working

with Andy to get ready to start making another shift in

our websites capabilities. Among the most important

items on our list is the development of a membership

list, more user-friendly forum capabilities, the ability to

better manage the members' reference library, enhanced

capabilities for promoting, registering and

communicating around club events as well as tightening

up the forum and overall communications.

This is a good time to explain, that while some of the

things we enjoyed on the old website are not presently

accessible, it's all been preserved. As we migrate to the

new website, this information will be loaded back in.

We are presently putting together an outline of the


requirements for each page and the related

functionality. As we complete this, we will start to put

the new pages together one at a time. The advantage of this go-around is that we will have the opportunity to thoroughly test everything before we promote it up to the live website.

So, in the coming weeks and months we will be making the transition to make this most-important resource the centerpiece for our Club and the events and conversations that keep us together, preserve the practicality of our classic aircraft and ensure we have a

place to connect in cyberspace from wherever in the world we may be.

Please take a look at the events calendar on page 7 and make plans to come out and participate. We will keep more information coming on the website, and in future newsletters. Thank you everyone with an interest in our organization, and especially to the many members who step up to organize the events and conversations that keep us vibrant, engaged and connected. Fly safe! 


AIN: Insurance premiums on the rise

According to a recent article in *Aviation International News*, aircraft operators should expect insurance premium increases of between 10 and 25 percent in 2019 as insurers react to a series of high-priced aviation-related judgments and try to refill coffers that were already depleted from a decade of artificially low premiums.

“We started out this year seeing five to seven percent increases as the norm,” said Steve Johns, president at LL Johns and Associates. “Then the last few months, it was 10 percent. Now we’re seeing up to 25 percent increases, especially for operators that are higher risk or have had a history of losses.”

As reported in the article, various factors enticed new insurance companies to enter the aviation market starting in about 2006, fueling intense competition that drove premium prices to pre-2000 levels. The total aviation premiums declined from \$2.16 billion in 2005 to \$1.65 billion in 2014, even though the number of commercial aircraft delivered increased each year during that period.

Since 2010, there have been at least five years where total aviation premiums collected were less than total claims paid out, but premiums stayed low as the new insurers continued to bring capital to the market, creating a glut of capital available to cover claims. However, as individual companies failed to make a profit over time, those newcomers—including some of the reinsurance companies that essentially insure the insurers—began to leave the unprofitable aviation market, forcing the others to raise rates to cover losses.

“Six reinsurers have recently pulled out of the aviation market,” said Ernest DeSpain, senior vice president at W. Brown and Associates Insurance Services. “The rest have been increasing their rates 10 to 15 percent. There’s still a lot of capacity available, but the reinsurers need to start seeing profits and they may need a 15 to 25 percent increase to do that. That will accelerate premium increases because the insurance companies will pass that cost on as well.” 

Planning underway for 2019 convention in Bismarck, ND

Carol and Bob Simmers are excited to host us at our annual convention in Bismarck, North Dakota September 5-8 and are busy planning an array of activities to showcase the area and provide us all a great experience.

From the rich Red River Valley in the east to the Missouri River bluffs to the rugged and beautiful North Dakota Badlands in the West, there is so much to see! Bismarck, the Capitol of North Dakota, is located in the middle of the state giving access to all of this beauty.

This year we're also planning a number of Club activities the week prior for those traveling to the event, including a stop-over during Labor Day weekend at the Antique Airplane Association's annual fly-in in Blakesburg, Iowa and a potential visit to the Old Threshers Reunion in near-by Mount Pleasant, Iowa. From there, we'll head to the Black Hills of South Dakota and a visit to Mount

Rushmore, and then on to a performance at the historic Medora amphitheater.

The Convention will kick off with an early arrivals outing on Wednesday in Bob and Carol's backyard followed by three fun-filled days of 195ing. We're also planning a day of kids activities. Prior to the departure on

Sunday morning Club members are invited to participate in a pancake breakfast that will be provided by the area Masons and Shriners. It's an annual fly-in/drive-in fundraiser that raises money to support the Robert E. Asker Scottish Rite Speech Therapy Center for Children.

We will continue to update the schedule as we get closer to September and we get events scheduled. The convention headquarters will be the Radisson Inn of Bismarck. See reservation information below.

You can also checkout the host FBO at www.bismarckaero.com



2019 convention hotel block information

Host Hotel: Radisson Inn, Bismarck, ND

Website: www.radisson.com/bismarck_downtown

Room rate: \$119.00, pet friendly

Reservations: 701-255-6000 or online at www.radisson.com (enter destination, check in date, check out date, number of adults, and enter promo code **CESS19**)

Cutoff deadline: 8/3/2019. After this date reservations will be accepted on a space a rate available basis only.

Inexpensive camera technology improves visibility

by Bella Havasreti, Kent, WA

I don't have a whole lot of 195 time yet, but I have been receiving advice and coaching by a good friend who has owned one for 25+ years. One of the challenges of operating the 190/195 series aircraft that was pointed out to me early on is the restricted/poor visibility over the nose during ground operations - particularly, when one flies by themselves, and there is no RH seat passenger to keep an eye out of the RH side of the aircraft looking forward.

Naturally, S-turning while taxiing these aircraft is a must, and I had read that owners had strategically placed convex round mirrors at locations that give some visibility over the RH side of the nose. The thought occurred to me that with the advent of relatively inexpensive backup camera technology, and the fact that many of us have an iPad mounted somewhere in the airplane, there might be a relatively low-cost technology solution that could enhance safety + keep 195 owners from running into things while taxiing these iconic aircraft.

As an evaluation test, I purchased an inexpensive WiFi backup camera from 4UCam on Amazon.com, and connected the WiFi transmitter to an existing un-used 2-amp breaker. Then I ran the wire for the remotely-mounted camera behind the upholstery panels on the RH side of the forward cabin and screwed the mounting base of the camera to one of the bolts/nuts holding the windshield onto the support frames near the upper RH corner of the windshield.


I connected my iPad to the WiFi network created by the backup camera WiFi transmitter and downloaded a free application mentioned in the 4UCam documentation to my iPad and presto! Now, I enjoy near real-time video



WiFi-based camera technology provides visibility out the right-hand side of the aircraft during taxi. Video may be displayed on an iPhone or iPad.

visibility over the RH side of the 195 nose displayed full width/height on my iPad.

Apparently, this WiFi-based camera technology has been engineered to minimize signal/video latency. When I view the iPad screen while taxiing, I've experienced little to no lag-time of the imagery.

For what it's worth, were I to do it again I might invest in a higher-quality camera that provides an HD image, although the image quality afforded by the particular camera I purchased is sufficient for the purpose of keeping me from running into something in the path of my taxiing 195. 

International Cessna 195 Club

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Newsletter Editor

2019 Calendar of Events

April 2 - 7
Sun N Fun 2019
– Club BBQ, Thursday April 4th
May 24-27
Club Caravan to Pensacola FL
– Featuring a visit to the Naval Aviation Museum
June 21-23
Service Clinic at Paine Field, Seattle
July 22-28
AirVenture 2019
September 5-8
Club Convention, Bismarck, ND
October 4-6
Will Fly for Food, St Louis, MO
