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# The Wind Bag

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## OFFICIAL JOURNAL OF THE BATHURST AERO CLUB

### PRESIDENT'S REPORT

#### Wither GA?

Yes, that's "wither" as in "dry up and blow away". Many people have been expressing their concerns at the declining levels of activity in General Aviation. Some sectors such as flying training continue to expand but the levels of charter, business usage and private activity, depending on the indicators used, are all declining. Various reasons have been advanced for this situation including the cost of running an ever aging fleet, no investment allowance available to assist in replacing them, constant changes in operating procedures, a perception of a hostile regulatory environment and the advent of cheap airline fares between the most popular destinations. Any and all of these tend to discourage the use of light aircraft for personal use.

This Club is certainly not immune from this gloomy larger picture. We are seeing a continual decline in the level of fuels sales, which is a direct result of reduced activity in GA, and a drop in the number of hours flown in the Club aircraft. The latter is of particular concern, as it leads directly to the Club making a financial loss. The hourly rate is based on an assumption that aircraft use will reach a certain number of hours per financial year and if that level is not reached then fixed costs like insurance will not be covered.

The question is what can we as a Club do about it? Firstly I must point out that although there have been significant changes in rules and procedures, as far as operating VFR and OCTA, which is what most of us do, most of the time; things have never been simpler. The requirements for good airmanship and careful flight planning remain unchanged and unchanging; but the demands for mandatory flight notification and reporting have largely disappeared. It is now up to you as the PIC to exercise good judgment in such matters and make your own arrangements, which is pretty straightforward.

Secondly we are trying to encourage as much flying activity as possible. The traditional Competitions/Currency Flights/Mini Joy Flights will continue to be offered to encourage members who have

become a little rusty to return to the fold and to challenge those who do fly regularly. (See the report on the first "Comp" elsewhere in the newsletter.) As well, through the newsletter, email and snail mail flyers, we will promote as many accessible destinations and events as possible. The Temora Aviation Museum, Iandra Castle, NatFly at Naromine, HARS at Wollongong, and Cessnock to name a few, are all relatively handy destinations with something interesting to see or do without costing too much for three or four people to cost share in VH-BAC.

It is heartening to see that there is interest in such activities as shown by the response to the flyaway to Goomba station near Yeoval. Aided by the glorious autumn weather, everyone enjoyed a great day out. A big "thank you" to all the participants, particularly Brian Harvey for the idea and the organization. If anyone has a similar idea for a flyaway we would like to hear about it, especially if you can help run it! Ultimately, it is the members who will determine the fate of the Club through the level of flying activity. This is a club and we are not driven by the need to make substantial profits but it still has to pay its way. VH-BAC is our biggest asset and our largest source of costs – if there aren't enough people prepared to fly it often enough then clearly we will need to make significant changes in how and what we operate. Any feedback, suggestions, and new ideas will be welcomed especially where they are backed up by a willingness to participate in making them work. Going on in the same old way would only mean following the trend of "Wither GA".

*Kingsley Picker*

President, Bathurst Aero Club

#### COMPTITION DAY 27<sup>th</sup> February 2005

15 members took part in the first competition day for 2005.

First went to David Bull with Kingsley Picker close behind and Frank Wells third, again with not much between them.

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The competition consisted of a normal left hand 1000' circuit, a 500' circuit with a short field landing, an instrument climb including compass turns and the inevitable forced landing. In addition to the flying sequences, pilots were asked to carry out a load and balance.

Only two competitors gained full points for this exercise. The answer to the question 'is the aircraft in balance' is yes. The amount of fuel that can be carried is 106.3 lbs, which equates to 67 litres. The flight time available relates to what fuel consumption rate is used and I accepted figures from 36 to 38 litres per hour. Using 38 litres an hour this gave one hour of flight time and of course the 45 minutes reserve. Climbing to higher altitudes would give a better rate but you are not going to climb too high with a flight time of one hour. 38 litres per hour seems to be a good 'across the board' rate to work on.

The most common error was not allowing the 45 minutes reserve and others didn't make use of the 8lbs of fuel allowance (for engine start taxi and run up) to add that extra fuel.

The normal left hand circuit was fairly well carried out, some were high on downwind others a little wide. Downwind checks varied from very good to non existent.

The pre take-off checks also varied considerably. There is a very good check list in the aircraft, why not use same.

The low level circuit wasn't too bad, but very few got anywhere near the piano keys that were the aiming point. The secret of short field landings is to set the aircraft up early, even if it means extending your downwind leg to allow the extra time. Almost all were a lot too high and/or too fast. The book says 61 knots for a short field approach.

The instrument climb was OK (very few however using the heading bug) but the compass turns were generally not well carried out. The points to remember with compass turns are firstly, ONUS (overshoot north and undershoot south). Approx 20°, and keep your angle of bank when turning to about 15°. Good to practice these as a failed vacuum pump will leave you without a DG.

The emergency landing was really a very easy task (having the whole length of 35 to land in) and everybody made it, but the checks varied from very good to inadequate. Engines are really very reliable and more often than not a trouble check will sort out the problem. The pilot has control over carby ice (not in VH-BAC) fuel and mixture settings as well as ignition switches. If we check all of these it is quite likely the problem will go away.

## The Wind Bag

Congratulations to the placegetters and it was great to see 15 members participate. **(And thanks to Jerry for his hard work as judge. Editor)**

*Jerry Trevor-Jones.*

### SECRETARY'S REPORT

If there was ever a time the Club needed the total support of its members, it is now. Increased costs and loss of some good sources of revenue, which have been well documented previously, are making things very difficult.

VH-BAC is the Club's major asset, it is maintained to the highest standard and is a delight to fly, but it requires utilization. Remember if you are not current come along and fly dual in the flying competitions or arrange a dual check at a suitable time. An extra hour or two per year flown by every member would help reduce our fixed costs.

Just a reminder to all members, especially new members that the bar is open from about 4pm Sundays. Bring your friends, have a beer or a soft drink and enjoy some hangar talk.

The Board has worked very hard to arrange interesting events which will be spread throughout the year, so please keep your calendars handy and try to attend these, you will not be disappointed.

On March 6<sup>th</sup>, eighteen members and friends in six aircraft and one car enjoyed a flyaway to Gamboola Station (Yeoval) and zoo. Our hosts were delightful people, the food was great and their private zoo is credit to them. Thanks to Brian Harvey for his sterling effort in arranging this event.



*A group of happy members at Yeoval with Peter Hanneman's Texan.*

Please don't forget your club needs your support. Come along and enjoy it.

*Ed Collins,*  
Honorary Secretary

### ON-LINE BOOKING SYSTEM

The system is now operational. If you don't have access to the internet, you can still ring Margaret (63373310) during Club office hours to book VH-BAC, if you would like to do it that way. Outside Club office hours, but during normal business hours, ring David Bull (63384570) or Errol Chopping (63384527) to book.

Margaret will update the book on each of her working days.

The web address to make the booking is:

<http://silica.csu.edu.au/bac/>

#### TAKE CARE WITH VH-BAC

Please take care with our lovely Club aircraft, whenever you move it backwards down a slope, such as getting it out of our own hangar. The tail tends to hang low and it is easy to catch the trailing edge of the elevators on the ground and cause some damage.

#### CLERICAL ASSISTANCE

As a means of cutting costs and maintaining the financial viability of the Club, the Board has resolved to enhance the role of Margaret, our very effective office manager. The Board's resolution is that the Club will offer Margaret's clerical expertise to small businesses. This service may include such things as answering the telephone for small businesses or preparing letters or other documents. This will allow the Club to increase its income and make better use of Margaret's skills.

#### HONOUR ROLL

The Board has resolved to develop an *Honour Roll*. This document would list the names of all Club members, who have unfortunately passed away. This is a long term project. To assist the Club to begin this project, the Board requests that any members, who can remember the names of members, who have passed away, contact the Club office to allow us to record the information. (Phone Margaret on 63373310.)

#### NEW MEMBERS

We have a number of new members, so if you see them around, please make them feel welcome. Space precludes a list this issue. Nevertheless, welcome to all new members. We look forward to a long and happy association with you.

### BATHURST AERO CLUB SHOP

Don't forget that the Club can now offer you the cheapest aviation documents. You can order all of your aviation charts and documents, like the ERSA, VTC's and WAC's to name just a few from your Club. Not only is this the cheapest way to buy them, but your Club makes a little money, which goes to improving our facilities. Ring the Club office to make your order.

### MAINTENANCE REPORT

Late last year, some of the sunshades around the upstairs office were damaged in a storm. Matthew Millet, director in charge of maintenance, has repaired the damage and the sunshades have been reinstalled. Matthew, with your editor as a labourer, reinstalled the sunshades on the day of our first flying competition for 2005.

### CLUB RAFFLE

With the loss of some of our other sources of income, such as farming, the Club is running a guessing competition to help raise some money. First prize is a top line computer with your choice of a printer or a flight simulator.

Tickets are only two dollars. When you're in the office, please buy a ticket. If you think that you can spare a little time, it would be great if you could take a book of ten tickets and sell them. Just ask Margaret for a book.

### A DAY IN THE BAY

Nine of us headed for Moruya for a weekend of flying, deep sea fishing, seafood eating, golfing, surfing and general relaxation on February 19. The weather was good early on and was predicted to be wet on Saturday night then clearing on Sunday, so a timely getaway was in order. Jo slipped out in FMG, a C152, before the Rex landed and I taxied BAC afterwards, both of us beating an almost direct track via Shelleys. MGZ, another C172, and PJO, a Rockwell, left sometime after that and we were joined by ITI, a Casset, abeam Batemans Bay. Landing in Moruya, it was easy to be distracted by the coastal views and the final approach for runway 36 took us over the opal green and blue estuary. MGZ arrived within 20 minutes of BAC but PJO, who had been seduced by the coastal route and sightseeing around pigeon house mountain, arrived some 30 minutes after that.



*It was a grey day on approach to Moruya.*

With the weather darkening and overcast stratus at 4500 ft, we secured the aircraft and hopped on our minibus. It was obvious as the day progressed in Batemans Bay that we were in for some strange weather. The deep sea fishing operator cancelled ( 'I'm not goin' out in them storms mate') and the golf was converted into deep and meaningful conversations over espressos in the local café. Four of us hit the briny surf despite the rain and were rewarded with warm water and a nice shore break. Friends and relatives from Canberra joined us in the evening and brought fresh oysters, prawns and marinated fish. These together with our collected salads and local produce made for a hearty banquet on a wet Saturday night by the Bay.

The forecast for Sunday was clearing weather, but although we waited till noon there was little sign of blue. We decided to slip up the coast to Wollongong, knowing we could probably find a way home either westward from there or via Bankstown, where we had the use of a car. Leading the four aircraft, and in constant communication on 123.45, I probed northward sticking within gliding distance of the coast. Initially the 2000 feet ceiling and very light showers made the going easy but by Ulladulla I reported I was down to 1100 feet and in decreasing visibility. I took the contour route around Jervis Bay and by the time I'd reached Commerong Island I was down to 700 ft with the darkest thickest wettest rain cell I'd ever seen blocking my path to Wollongong. Turning 180 degrees at about 600 feet over the water I retreated south and took the option of landing at Jervis Bay military airfield.

We thought we'd be in for an earful at Jervis Bay, but the Lieutenant Commander said he preferred talking with us to fishing us out of the sea. He also opened the mess hall and toilets, arranged a secure parking place for the aircraft, downloaded the latest weather and organised a minibus to town where we stayed overnight in the Huskisson pub. I was glad it was Jervis Bay and not Guantanamo Bay!

## The Wind Bag

Unfortunately while pushing BAC backwards down into the parking area, the tail bumped the ground and four of the securing rivets on the left hand elevator broke. This meant I had to leave the aircraft there and hitch a ride home in PJO on Monday, the next day. I returned on the Tuesday with our LAMEs Charlie and Mark and BAC was ready to fly in 20 minutes. With clearance from the Commander and Nowra ATC, I made my way out for Wollongong and then VFR on top home to Bathurst.

*Errol Chopping*

### CLUBPERSON CUP

During 2005, we are going to try a new Club award. It will use the Ray Green Trophy. The award will be based on member contributions to Club activities. Every activity, which you take part in, *can* be recorded, if you wish it to be. At the Annual Dinner, the member, who has accumulated the largest number of points will be awarded the trophy. Get to it. Possible point scoring activities include:

- Attend End of Month BBQ
- Submit Windbag article
- Attend Flying Comp
- Attend Sunday Afternoon Bar
- Attend Working Bee
- Perform Duty Pilot Duties
- Fly in Comp
- Attend Night Social
- Attend Misc. Social
- Attend Fly Away
- Attend AGM
- Attend Annual Dinner

### 2005 COMMITTEE

The members of the Committee for 2004 and their responsibilities are listed below. If you have any problems or suggestions in any of these areas, please contact the appropriate member.

Kingsley Picker	President ( <b>Fuel</b> )
David Bull	Vice President ( <b>Publicity &amp; Social</b> )
Shane Moorhead	Treasurer
Ed Collins	Secretary ( <b>Bar</b> )

Ordinary Members:

	<b>Flying activities</b>
	<b>Hangar</b>
	<b>Flying competitions</b>
Matthew Millett	<b>House</b>
	<b>Webmaster, shop, duty</b>
	<b>pilot rosters</b>
Frank Wells	<b>Aircraft maintenance</b>