
The Wind Bag

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PRESIDENT'S REPORT¹

New Blood

The lifeblood of any organization is its people: all of those who participate in its activities in some way shape or form. It is the nature of things that usually a few carry most of the work but everyone's contribution is still important.

In the Club's case it is the members' use of VH-BAC that is vitally important to our organisation's financial and social wellbeing. Aircraft utilization is an area of concern to the Board because, although it has improved in recent months, this year's usage will still fall short of the budgeted level. This means we are likely to make a loss, since although the Club is paying its way, on a cash basis, 'BAC is not generating a large enough surplus to cover provisions such as depreciation. Or in other

¹ This could be your advertising space. With a circulation of nearly 200, including 30+ aero clubs, our readership is well over a thousand. For just \$20 on the front page and \$10 on inside pages, you could reach this audience with your product or service. Ring Margaret on 02 63373310 to book this space.

words, we are not saving anything for the future.

As a way of addressing the decline in utilization the Board has put 'BAC on the market with a view to replacing it with a 2000 or 2001 model Archer III, numbers of which are becoming available in the US at a price which may be within our reach. This would give the Club an aircraft which was well received in the past with better equipment and hopefully, less unscheduled maintenance (which may have been discouraging some members from using the current aircraft.)

However if this doesn't work out then its not the end of the world - we can still overhaul the current engine and continue to operate an aircraft which is of a standard that won't be found in too many aero clubs in this country. So every half hour that you fly is important to the Club - if every member only flew in the "Comp Days" and Night Socials for example, we would be looking at over 500 hours per annum!

Another avenue by which members can contribute to the Club's operations on a regular basis is by participating in the Duty Pilot Roster. This is where members undertake to spend a Saturday or Sunday at the Club to do whatever needs doing - "meet and greet" visitors looking for fuel, a taxi etc, a little cleaning around the clubhouse or odd jobs of maintenance, tidy up 'BAC and so on. All these things, put together over the year, go a long way to keeping the Club looking good both in the physical sense and in the eyes of other aviators as they travel around the

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country. So far this year it has mostly been the Board members filling the roster so it comes around pretty quick. Obviously a lot of members are not in a position to participate in this way, but for anyone who is willing and able to do so, your contribution will be most welcome.

While continuity and stability are important in the management of any organization, the infusion of new blood and new ideas is also essential. This year the Club has been fortunate to attract the services of Errol Chopping who has taken on the reconstruction of our website. Have a look and see what an injection of enthusiasm and a new approach can do. Please don't be shy about contributing pictures stories, ideas etc for the website either – Errol is desperate for any content he can get to add to it.

So for anyone, who has the time and interest to become more than occasionally involved with Club business, I would like to encourage them to step up and join the Board and take a greater role in the management of the Club. Most of us on the Board have been around for a while and have seen the Club through some rather difficult issues. Speaking for myself, I have to confess to feeling a bit frayed around the edges but then that's probably just from having three sons who are now taller and better-looking! But to whatever degree you can participate in the Club, please do so as often as you can -especially flying 'BAC.

Kingsley Picker
President

"If God had meant humans to fly, He would have given us more money"

SECOND COMPETITION DAY

Congratulations to everyone who participated in Sunday's flying comp. All 11 participants flew extremely well and it was a very close round. The results are as follows:

1st Kingsley Picker
2nd Ed Collins
3rd Rob. Conroy

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The answer for the fuel planning question varied according to the fuel flow and TAS used but the calculations that I was looking for was the flight fuel plus 45 minutes fixed reserve plus 30 minutes holding fuel. So based on a TAS of 115 knots and fuel flow of 36 l/hr:

Flight fuel =39L

Fixed reserve =27L

Holding fuel =18L

Taxi allowance =5L

Gives a total of 89L of fuel required.

Loosing height.

If you find yourself high on approach when landing remember there are several ways to loose that extra height. Reduce the power to increase rate of descent, add flaps to increase drag or the slideslip manoeuvre without flap of course. S – turns can also be incorporated to loose extra height, and of course there is always the go-around, you'll never loose marks for going around!

Thanks for coming out and flying I had a great day and hope to see you all at the night flying social.

Happy flying

Linna.

For those, who weren't able to make the competition, here are the tasks, which Lina set for competitors:

It was pleasantly sunny and warm, but very windy for this round of the flying competition. Linna was kept busy all day with a strong field of competitors battling the wind. Although it was smooth flying aloft, competitors had to revise their crosswind landing technique for each of the three landings. The first task was an instrumentless circuit with competitors guessing their height and airspeed at various points. Second was a normal circuit to a flapless landing. Linna tested competitors on

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their ability to maintain a steady speed at each part of the circuit. The final take off led to an instrument climb, followed by a practice emergency landing. Back on the ground, competitors honed their flight planning skills with a trip from Bathurst to Temora. Linna's report above shows how to correctly calculate the answer. Thank you to Linna for her hard work on the day and congratulations to the place getters on their good performances.

AIRSIDE TOUR: SYDNEY AIRPORT

This tour is scheduled for Sunday, August 14. It is a tour for family and friends with a maximum of 44 people and a minimum of 15. The tour costs \$27 per head and lasts for two hours, including morning tea. The tour takes us by bus around the airside of Sydney Airport. We get up close and personal to arriving and departing aircraft, Qantas maintenance base, the control tower etc.

You can fly down, weather permitting. The cost of landing and taking off at KSA is a total of \$100, which needs to be added to the cost of aircraft operation. We have also hired a bus. Ring the Club office to book.

THIRD COMPETITION DAY

A small field of seven competed in this competition with Kingsley Picker coming out on top from David Bull second and Frank Wells third.

The first event was a flapless landing and this was carried out quite well. It is important to nail that speed on approach at 70 knots, as too high a speed will mean the aircraft will float forever and too much runway will be used up. Always remember that if you are too high on approach the sideslip can be used to adjust your descent. The sideslip will increase your rate of descent without picking up forward speed.

The mystery circuit was a stuck throttle on downwind. Everyone realized that the only way to fix this problem was to lean the mixture out and carry out a glide approach. Difficulties arose with the selection of the

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'mixture out' point. Most pilots acted on the side of safety and leaving the 'mixture out' until well into the approach. This resulted in most being too long on the landing. OK at Bathurst with its long runway but landing at say Yeoval, would be a problem. A good idea when you fly next would be to practice some glide approaches.

Engine failure at take-off was quite well done with all picking a suitable spot. As we have always said the number one thing in any emergency is to fly the aeroplane (aviate, navigate, communicate) and never is it more important than in an engine failure at take-off. While very little time exists for cockpit checks, I think fuel pump on, checking fuel tank selection and if fitted, carby heat on, are checks that could be completed in this situation.

The emergency landing wasn't too bad with most tending to be on the high side and landing quite long. Better this way than the other but once again some practice glide approaches could improve one's judgment. Generally cockpit checks were OK but some downwind checks were missed on the stuck throttle circuit (too involved with the problem)

Congratulations to the place getters and well done to the other pilots flying.

Jerry Trevor-Jones.

Thank you to Jerry for his hard work on the day.

PHOTO OF THE MONTH

Club members are always doing something that is aviation related. It may be visiting an aviation museum, going to an airshow or flying display, going on a flyaway or just lurking around an airport with a camera. Yes, I know that the last of these is likely to get you arrested in the current over-the-top security environment. Nevertheless, people take photographs all the time and with digital photography, it's easy to include photos in the Windbag. Starting with the next issue, we will select a photo of the month for inclusion in the Windbag. That means that we will probably have two or three photos per issue. Please email your photos

to the Club and, who knows, you may start a new career as a photographer.

CURTIS PITTS

Curtis Pitts is the man, who designed the Pitts special, much loved by many pilots for its aerobatic qualities. Curtis passed away in the USA in June at the age of 89 after a lifetime in aviation.

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. 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 for whole aero club, which includes the online booking site, is:

<http://www.bathurst-aero-club.org.au>

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. Ring Margaret on 63373310 to discuss this service.

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.)

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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.

CLUB GUESSING COMPETITION

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.

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 (Fuel)
David Bull	Vice President (Publicity & Social)
Shane Moorhead	Treasurer
Ed Collins	Secretary (Bar)

Ordinary Members:

	Flying activities
	Hangar
	Flying competitions
	House
	Webmaster
	Shop, duty pilot rosters
	Aircraft maintenance
Matthew Millett	
Errol Chopping	
Frank Wells	

LIGHTER THAN AIR

Eager Flyer...

A student pilot was on a cross country solo flight to Santa Barbara. Eager to fly "heavy metal" he contacts approach at 5,500 feet for flight following...

N12345: ...approach, Cessna 12345 checking in at flight level 550.

Approach (after a long pause): Roger, Cessna 12345 ... you can contact NASA at 368.2 for further advisories!

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2. A fighter pilot called for a priority landing because his single-engine jet fighter was running, "a bit peaked." A controller responded and the lore follows...

ATC: Roger. You're number two behind a B-52. They've had to shut down an engine.

Fighter Pilot: Ah, yes...

(pause)

...the dreaded seven-engine approach.

As heard over the Palomar Tower Freq. back in 1981, from a female controller to a distinguished elder gentleman pilot (and friend)...

Palomar Tower: Tiger Moth on the right downwind, say your intentions.

Tiger Moth: Strictly honorable Ma'am, strictly honorable.