
The Wind Bag

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Booking VH-BAC

When you book the Club aircraft, VH-BAC, please ensure that you either use your booking or cancel the booking if you can't go flying. The most important way to keep flying costs low is to keep utilisation high. High utilisation spreads fixed costs like insurance across more hours and reduces the cost per hour. So, if your circumstances change and you can't make your booking, it is really important that you either cancel it yourself on-line or ask a Board member to cancel it on your behalf so that someone else can fly.

To illustrate the point, it costs approximately \$12000 per annum to insure VH-BAC. If it flies for 300 hours per year, the cost of insurance per hour is \$40 plus GST (\$44.00). If VH-BAC flies 400 hours per year, the cost of insurance per hour is \$30 plus GST (\$33.00). So you can see how every hour flown helps to keep fixed costs down.

President's Report

Autumn Activates

It hasn't been a great season for anyone trying to keep water up to their gardens or anyone looking to sow a crop but from an aviator's point of view the weather has been great. Some of the flying activities members have participated in included:

- Our first Flying competition for the year which was very well attended as

members took up the opportunity to sharpen their skills.

- A visit to the Animal Park at Yeoval where nine aircraft flew in for an excellent lunch.
- The Cowra Aero Club Fly-In where five local aircraft from Bathurst attended one of Cowra's on-going activities to support and expand general aviation. Joy-flights in a C172, C210 and a Nanchang CJ-6 were in constant demand as locals came to view the aircraft and vintage cars on display. Three of the Bathurst contingent continued on to the open day at "Iandra Castle" just south west of Cowra and came away very impressed by the hospitality they received.

All of these destinations are less than an hours flying from Bathurst in a C172 so especially if you take a couple of other members and cost share, they represent an enjoyable but not overly expensive opportunity to go and "commit aviation". Credit for the organization of most of the events above must go to Brian Harvey who is a fund of ideas about where to go flying especially if the destination is a little off the "beaten track".

One of the interesting aircraft on display at Cowra was the Go Air Brumby. This is a version of the Trainer prototype produced at Bankstown several years ago redesigned to meet RAA regulations and, within 12 to 18 months, to be certified in the Light Sport Category. It's an impressive little

aeroplane; all riveted aluminium, six cylinder Jabiru engine and a 120 knot cruise speed and its development will be well worth following.

Kingsley Picker

President
Bathurst aero Club

EMAIL

If you change your email address, would you please advise the Club!!! Our email address list doesn't work if we have an incorrect address. This is making it very hard to keep in touch with members. It is the reason that some notices to members are arriving late. When you change your email address, please just send the Club a quick email with your new address. The Club's email address is: bathurst.aero@bigpond.com

SOCIAL DIRECTOR'S REPORT

Hi everyone, the first night flying social of the year went off well, food was good numbers great however, the flying was a little thin on the ground as the aircraft had problems with the starter motor. A big thank you to all those who helped with the serving and clean up, it was greatly appreciated when grandma duties appeared out of nowhere.

The next night social will be on Saturday May the 6th, as the nights are decidedly cooler the food will be more warming and the flying will start earlier. Please come and enjoy the company of fellow club members, talk airplane stuff and do some flying if you must.

Any suggestions for events, dinners or guest speakers please give me a ring and we will take the suggestions to the next Board meeting and hopefully fit them into the calendar for the year.

Marg. Wood
Social Director.

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ACHIEVEMENTS

We'll update the list next issue.

PHOTOS FOR SALE

The Club has a large collection of photos of aviation activities and Club history. If you would like a copy of any photo, have a look at the Club website, then contact the Club office. You can buy copies either framed or unframed.

GIFT VOUCHERS

Ever wondered what to give someone or have someone, who can't think what to get you for a Christmas or birthday present. The Club now offers gift vouchers. This is your chance to give that special person or let them give you some free flying or buy some other Club merchandise. Please contact the Club office to buy one. You can purchase gift vouchers in any value.

CARE IN THE HANGAR

When moving aircraft in the hangar, please take great care to avoid hangar damage. We have had a recent incident of a wingtip being damaged while aircraft were being moved.

SECURITY IN THE HANGAR

The Federal Government's new security rules require that users of the hangar do two things. If you don't do them, you could be fined. The two things are:

- Ensure that you lock the land-side door after entering the hangar so that unauthorised people can't get access to the airside through the hangar.
- If you are going to be out of the hangar for more than one hour, please close the main doors. Not only does this help security, but it also prevents any damage from the arrival of a sudden squall.

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 expensive damage.

FIRST FLYING COMPETITION

The first round of the Club flying competition was held on Sunday, February 26. Despite overcast weather and the threat of rain, the flying conditions were almost perfect. Judge Linna Stanton presided over a strong and competitive field with some close results. Ten people competed and a few others opted to complete other flights with Linna. Competitors began with an instrumentless circuit and were judged on airspeeds, heights and flying skills. This was followed by a normal circuit to a flapless landing. Last was a circuit flown at a constant 70 knots to a short field landing. Lookout at each turn, radio calls and checks were all judged on each circuit. First was Glen Thompson, followed closely by Kingsley Picker and Chris Grady in second and Kevin Wilkins in third. Congratulations to these competitors on their fine performances and thanks to Linna for her hard work.

SECOND FLYING COMPETITION

Unfortunately, the **new** starter motor in VH-BAC failed just nine hours after installation as the first competitor attempted to start the engine. Thanks to Linna and others, who rang all competitors to postpone the event.

Sadly, we had a large list of booked entrants and the weather would have encouraged more people to come out and fly. We will reschedule the competition for a later date. Unfortunately despite the perfect flying conditions, VH-BAC was booked for Sunday April 9, the next Sunday and couldn't be used in competition flying.

Hawker Pacific have loaned us a starter motor until they can supply a new and improved model, which will of course be fitted under warranty.

Don't forget the third round of the flying competition on Sunday, June 4th.

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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 63373310 or email on bathurst.aero@bigpond.com)

SIGNIFICANT ANNIVERSARIES

- 70 years ago on March 5th, 1936, the prototype Supermarine Spitfire Type F37/34, registered as K5054, took its first flight at Eastleigh Airport near Southampton, UK. It was a historic moment that began the development of the Spitfire, one of the most famous fighter aircraft of all time.
- March 8th will mark the 60th anniversary of the closure of No. 10 Elementary Flying Training School. The Temora Aviation Museum is now based on the site where the training school existed. Upwards of 2,400 pilots were trained and more than 10,000 personnel were based here. The Museum's de Havilland Tiger Moth was one of the 97 Tiger Moths, flown as training aircraft at the airfield.

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.

LIGHTER THAN AIR

1. On arrival at Key West I pulled my TBM 700 past the Taxi way hold short line and keyed the mic to say hello to ground...

Me: Ground, we're going to stop here to clean up a bit.

Ground: Why? It looked like a great landing from here...

2. What to bring to the table when entering the pattern...

4

ATC: N1234, confirm you have current ATIS.

N1234: N1234 has Whiskey.

(Unidentified pilot): In that case, welcome to the party!

3 Specificity 101

Heard on Philadelphia Approach:

Duke 1234: Philly Approach, we're gonna begin our VFR descent for the field.

Controller: Duke 1234, say altitude descending to.

Duke 1234: We're descending for the field.

Controller: Roger, Duke 1234, say altitude descending to.

Duke 1234: Well, the field elevation is 78 feet, so ... hopefully, we won't be going below that.

Controller: Squawk 1200, radar services terminated.

4. MILITARY WISDOM

"A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit." - Army's magazine of preventive maintenance.

"Aim towards the Enemy." - Instruction printed on US Rocket Launcher

"Cluster bombing from B-52s is very, very accurate. The bombs are guaranteed to always hit the ground." USAF Ammo Troop

"If the enemy is in range, so are you." - Infantry Journal

"It is generally inadvisable to eject directly over the area you just bombed." U.S. Air Force Manual

"Try to look unimportant; they may be low on ammo." Infantry Journal

"Five second fuses only last three seconds." Infantry Journal

"Don't draw fire; it irritates the people around you." Your Buddies

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"If you see a bomb technician running, follow him." USAF Ammo Troop

"Blue water Navy truism: There are more planes in the ocean than submarines in the sky." From an old carrier sailor

"If the wings are travelling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe."

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

2006 COMMITTEE

The members of the Committee for 2006 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 & Assistant Social)
Jerry Trevor-Jones	Acting Treasurer
Ed Collins	Secretary (Bar)

Ordinary Members:
Errol Chopping

Graham Gentles
John Marston

Matthew Millett
Frank Wells
Margaret Wood

**Webmaster,
duty pilot rosters
Flying activities
Hangar
Flying competitions
House
Aircraft maintenance
Social**

Pilot says he was only a passenger

An Ohio flight instructor says the [NTSB is wrong](#) to assume that just because he was the only one aboard a plane with the proper credentials that he was the pilot in command. Matthew Sullivan, 24, of Dublin, Ohio, was sitting in the right front seat of a Bonanza when it crashed a mile short of Rock Hill/York County Airport in South Carolina in July. "I was strictly a passenger," Sullivan told the Rock Hill Herald. There were two other pilots on board, including the owner of the plane, and both died in the crash. The owner, Dr. Bill Coulman, sat in the back and Eric Johnson, whom Sullivan understood to be an experienced ex-military pilot, was in the left seat. But it was an IFR flight and only Sullivan held the instrument rating. He's also an instructor. And the story could be much more complicated.