
The Wind Bag

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OFFICIAL JOURNAL OF THE BATHURST AERO CLUB

President's Report

The good and the not so good

Like all clubs, our Club operates solely for the benefit of members. Profits from any of our activities are put straight back into Club assets to enhance facilities and activities for members.

Our current facilities are the results of the efforts of many members, past and present, who have given up time and skills to make your Club the success, which it is. We have excellent Clubrooms, a large hangar, an excellent aircraft and many other assets.

Over the years in which I have been a member of the Board, I have been lucky to work with many Board members, who give generously of their time and skills to ensure that the Club continues to prosper. The Board this year is no exception. Members give up one night a month to attend the monthly Board meeting. They give up many more hours of their time to do all of the jobs, which are required to keep the Club running.

However, it is not just Board members, who give up their time to help the Club to operate. Recent events show how ordinary members contribute willingly and enthusiastically.

As many of you will know, the Club recently hosted an 85th birthday party for Club Patron and long time Club member, instructor and friend Charlie Polain. It was a very successful party with perfect weather for flying and partying.

This party happened because many Club members gave up their time to make it a great day. Jerry Trevor-Jones and Brian Harvey made contact with many older members. Margaret Collins, Margaret Trevor-Jones and Chris Howard were the ring leaders in organising the kitchen and provision of food. My apologies to all those, who quietly helped and I haven't named. (And not to forget Peter Ticehurst, our Social Director, who coordinated the catering, but had to miss the party to attend to family duties.)

Only a couple of weeks after that to coincide with the third round of the flying competition, we had a fly-in of recreational aviation aircraft. About a dozen aircraft arrived on another perfect day. Again, many members assisted. Thanks go to our Vice President, Graham Gentles for his research on the RA scene and Chris Stott, who used some personal contacts to ensure a good range of RA aircraft were present.

The range of RA aircraft was substantial several different types present. After lunch, Club members and visitors moved from aircraft to aircraft and each owner gave a short information session about their aircraft.

Thanks again to Peter Ticehurst, who produced food out of thin air to feed the large crowd and Kingsley Picker Kevin Wilkins and many other, who cooked and cleaned in the kitchen.

On July 21 (see the enclosed invitation) we have our annual Christmas in July function. Already we have volunteers for providing the food. As always, the value is excellent, so come along and enjoy yourself.

The not so good side of Club activities has been working bees. We seem unable to attract members along. The working bee in March attracted only four Board members, who worked hard to improve the appearance of the Clubrooms and surrounds. However, the limited numbers restricted progress. We will try again in Spring and hopefully more members will be able to spare a couple of hours to do essential maintenance on our assets.

Recreational aviation

As many of you know, this is the fastest growing area of light aviation. It is self administered by **Recreational Aviation Australia (RAA)**. This body is not a voracious bureaucracy like CASA sitting around dreaming up new charges to discourage private aviation. RAA wants to encourage aviation. RAA doesn't require a medical. You only need to be healthy enough to hold a current drivers licence. The training is considerably cheaper and can largely be credited towards a PPL at a later date. RAA is working to have

CASA remove other restrictions such as the current ban on flying into controlled airspace.

If the enthusiasm of the RA pilots and crew, who flew in on June 3 is any indication, they are succeeding. We had advance notice of six aircraft coming, but others apparently heard about the day and said, "Let's go!!!" The enthusiasm of pilots and crew was infectious. These people are committing aviation with gusto.

Some of you will have read reports in the AOPA magazine and elsewhere of aero clubs, which have embraced recreational aviation and been rewarded with new members and increased activity.

The Board has been monitoring the development of RA and the responses of other aero clubs. Vice President Graham Gentles has done a lot of research on RA flying training, RA aircraft and the strengths and weaknesses of this sector of aviation.

The Board has now decided to make the Clubrooms available to Orange Ultraflight on one weekend day each month to facilitate recreational aviation training. For those of us, who already hold a PPL, it is an opportunity to acquire both a general endorsement and a type endorsement. Ken Pidcock, the chief instructor and owner of Orange Ultraflight operates a brand new Australian made Jabiru J160. This is an aircraft, which can be registered with RAA or with CASA. The training costs \$125 per hour and Ken estimates that most PPL holders will need 5 to 7 hours to convert.

Many of us on the Board have been talking with members and the response has been universal: we need to add recreational aviation opportunities to our traditional activities in general aviation. In addition to facilitating RAA training, the Board is seriously considering the purchase of an RA aircraft such as the J160. If you would like to comment on these ideas, please email your comments to the Club or talk to a Board member.

Flying competitions

Attendance at the competitions has been good again this year with members often not being able to find a slot before we run out of daylight.

In this issue, you will find reports on the first three rounds of the Club flying competition. Thanks to Jerry Trevor-Jones for taking the time to write these reports.

Please read Jerry's reports. In the spirit of the competitions, he doesn't just provide a summary of the day's activities. He reviews the performance of competitors and provides excellent advice for us all to use to improve our flying. As the old saying goes, "You're never too old to learn." That's certainly the case with flying. There's always something new to learn and a skill to brush up on. Book early and take the

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opportunity to improve your skills and have a bit of fun in the next round of the flying competition.

Hire rate for VH-BAC

Unfortunately, the Board has had to increase the hire rate for VH-BAC. The Board regrets the need for an increase, but found that we could no longer continue to absorb increased costs since the hire rate was last increased some three years ago. The hire rate has been increased to \$185 per hour inclusive of GST. The fuel surcharge will continue whenever the fuel price is above \$1.50 per litre. Our Treasurer did a survey and found that the revised hire rate is still less than many clubs charge for comparable aircraft. Indeed, some of the aircraft with which he made the comparison are unlikely to be as well equipped as VH-BAC, which has the full factory fitted Nav II pack. **The GPS database was recently updated to enhance its utility for members.**

David Bull,
President.

Advertising with Bathurst Aero Club

Want to advertise your business with Bathurst Aero Club? This newsletter goes to over 120 members and 30 aero clubs around NSW. The Club website currently has over 150 hits per week. Talk to a member of the Board about advertising your business in the newsletter or on the website.

Sunday Afternoon Flyaways

Often we just need an excuse to go flying. The Club is going to try short flyaways on Sunday afternoons, beginning with one or two a month. The idea is to fly to somewhere close like Mudgee or Orange, stretch our legs, have a cup of tea or coffee and fly home. If there is an aero club at the destination, we will organise to visit it. **Keep an eye on the website for dates, times and destinations.**

Wanted: Duty Pilots

As many of you know, the Club runs on a voluntary basis. Part of that voluntary basis is the duty pilot roster. Numbers are dwindling. We need some new volunteers. At the moment, duty pilots are rostered on about once every five weeks. With more volunteers, we will increase the length of the cycle and reduce the number of times any person has to do it. **Please consider volunteering to help the Club.**

Duty pilots spend about half a weekend day to do the following jobs:

- Greet visitors.

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- Clean the Clubrooms.
- Serve fuel if needed.

Club Raffle

We started this project two years ago. It's now time to complete it. The raffle will be drawn on July 31st this year. The prize is a desktop computer with your choice of a colour printer or MS Flight Simulator. If you have any unsold tickets, please bring them back to the Club by July 25th. If you would like to buy some last tickets, they're available from the Club for just \$2.00. Remember, this is your last chance to buy a ticket.

First Flying Comp

Twelve members took part in the first competition for 2007 on Sunday, February 25. Conditions were quite good, although those that competed in the afternoon had to contend with a cross wind (10 knots).

The first task was a short field take off with an obstacle clearance climb. The flight manual (and it is also marked on the pre take off check list on display in the aircraft) says that we should use 10 degrees of flap, hold on the brakes, apply full power, release the brakes, rotate at 51 knots and climb out at 56 knots until clear of obstacle. After clear of obstacle lower the nose, take up flap and resume normal climb. Not everyone had the correct technique, some using 20 degrees of flap (ok for a poor surface take off and no obstacles to worry about), others putting forward their own ideas. Just a word here on the holding on the brakes with this type of take off; this should only be used on a good surface as serious prop damage can result if the surface is gravel or covered in stones or loose blue metal.

Cockpit checks were not too bad, but it still puzzles me why pilots don't use the checklist in the aircraft. That way, nothing is forgotten.

The short field landing (approach speed on final 61 knots) could have been much better with only one pilot touching down on the mark. The secret is to have the aircraft set up early, keeping your attitude constant and using power to control your rate of descent. What caught most pilots out was that there was little or no headwind and instead of extending downwind a little to compensate, most finished up too high and too fast on final approach.

Instrument flying was not too bad, but only one used the heading bug to help.

The emergency landing was ok, but very few cleared the engine on descent, a must when we are practicing these procedures.

Most got some of the load and balance and take off chart correct, but no one got it all right. Don't forget if

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you should get a CASA ramp check, you may be asked to produce both of these to prove you are not overweight and in balance, and the runway you intend to use is suitable. No one used the 8 pounds allowance for engine start up, run up and taxi. (You need all you can with a full load.) The aircraft was in balance, both zero fuel weight and maximum take off weight, but I didn't see any paper work to see how this was arrived at. All but one was correct with this answer.

The exercise is an interesting one and certainly points out the difficulties with light aircraft in their ability to carry a full compliment of passengers and baggage, and still have sufficient fuel for anything like a reasonable trip. My calculations showed we had 117.3 pounds available for fuel, which equates to 74 litres or a total endurance of 2.1 hours (based on 36 litres per hour). This means that after we allow for 45 minutes reserve, we have a flight time of only 1.4 hours (1hour and 25 minutes).

The problem with the take off chart is that no one used pressure height, which is the criterion to be used and instead used aerodrome elevation. I assumed that all would use Bathurst as the aerodrome in question and I apologise for not mentioning this in the questionnaire. The aerodrome QNH was to be obtained from the aircraft altimeter on the day (simply read it off the subscale with the elevation set) and was 1018 hps.

To convert to pressure height (which is 1013 hps), we simply multiply the difference of 5 hps by 30 feet giving 150 feet, and then because the pressure height is lower we deduct the 150 feet from the aerodrome elevation of 2435 feet. This gives us a pressure height on the day of 2285 feet (say 2300 feet). As we don't have a figure of 2300 feet on the chart, we have to interpolate between 2000 and 3000 feet. We can do this by taking three tenths of the difference between 1380 feet and 1515 feet (40.5 feet). This gives a take off roll of 1420.5 feet (1380 plus 40.5) less 10% for a 10 knot headwind gives an answer of 1278.5 feet as the take off roll. Once again to be absolutely accurate we could deduct 11% as the wind was 10 knots and not 9 knots, but I wouldn't go to this extreme.

Congratulations to the place getters on the day, who were Kingsley Picker on 56 points first; Glen Thompson on 55, second; and Peter Ticehurst 54.5 in third place.

Jerry Trevor-Jones.

Second Flying Comp

The competition day on Sunday April 1 saw nine members take part in what were ideal flying conditions.

The first task was an instrument less circuit, from take off to landing. The take offs and climb out were very

good, it just meant keep it straight, a little bit of back pressure on the control column and the aircraft will tell you when it is ready to fly. Climb out speeds were very close to the mark, however, the judging of heights was not so good with only one getting close to the correct heights for the complete circuit. Turns left after take off were made anywhere between 800 ft. and 1000 ft. with down wind legs being flown any where up to 1600ft. Turns on to final varied from 700ft. to 1000ft., but most were able to have the approach speed very close to correct.

The second task was a flapless circuit and landing and as a whole these were not too bad. It is important when flying circuits to properly assess the wind speed and direction, not only to determine which runway to use, but also to gauge the strength of the wind to see if the circuit needs to be modified to keep the right proportions and to get the final approach correct. On Sunday there was no significant wind, and thus no headwind on final, so it was advisable to extend down wind a little to compensate, otherwise, as some did, they found themselves too high on final. We need a little more speed on final with a flapless approach, but not too much (70 knots is plenty) and of course the approach is much flatter than a flapped approach, which in turn means less change of attitude on round out. Once you have rounded out and got the required nose up attitude let the aircraft settle on the main wheels, be careful not to overdo the nose up attitude as it is possible in a Cessna to touch the tail in a flapless landing.

The instrument climb was a little harder this time as we had no artificial horizon but on the whole it was not too badly flown.

The emergency landing caught a few out, as without any significant headwind on final, most were too high on their approach. Once you have made your base turn you should, from the perspective of the runway, be able to judge whether you are high or low and you have time at this point to adjust the approach. If you are too high (as most were) angle out the base leg, apply flap a little earlier, and if you are still too high, "s" turns can be used as a last resort. We all know that it is better to be too high than too low but the fence at the end of the paddock can also cause problems!

On the other hand if we are too low at the base turn cut the corner and angle towards the runway and delay flap until you are certain you can make it. Checks were ok but always remember that the main thing in any emergency situation is to fly the aeroplane and don't devote so much attention to your checks that you forget to fly the aeroplane! Really the only things that the pilot can do anything about are fuel, carby ice, mixture and ignition, if there are conrods and pistons hanging out of the engine cowls, there is not much the pilot can do to rectify the situation! So the procedure the pilot should adopt when the engine fails is firstly, to use up any extra speed to gain additional height and establish the

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aircraft at the best glide speed, at the same time he can be applying carby heat, electric fuel pump on, check mixture is rich, change to another fuel tank and checking that the magneto switches are still on. (Tony Howard once had a passenger in the Navajo sitting in the co pilots seat who wanted to go to the toilet at the rear of the aircraft and in getting out of his seat put his hand on the overhead panel, where the magneto switches are, and accidentally turned them off.)

Once these checks are done, and the problem is not solved, select your field and plan the approach. Should time allow, and your main focus now is on flying the aeroplane and closely monitoring the plan you are following, come back and do a more comprehensive check, try another fuel tank, if there is one, try alternative magnetos (if one has failed it may be interfering with the other and by isolating the bad one you may at least restore partial power, then if time is still available, try for a restart). If the problem is still there give a May Day call and brief your passengers. Your final check before touching down should be to switch everything off (master switch only after flaps have been lowered) mixture lean and fuel. And don't forget to clear the engine every 500 ft. of descent whilst practicing emergency landings. Remember Aviate, Navigate, Communicate in that order.

The questionnaire on the weather forecast showed most had some understanding of the weather but the main problem area was being able to convert U. T. C. to local time. This led to errors in the time frame of the weather changes.

Congratulations to Glen Thompson who was the winner this time on 62.5 points with Ed Collins on 61.5 in second place and David Bull third with 59 points.

Jerry Trevor-Jones

Easter Flyaway to Lake Mungo

For quite some time now we had talked about going out to Mungo National Park but pressures of farming during drought, etc., have always put it on the back burner, and when Brian Harvey mentioned organising an Easter flyaway out to Mungo we jumped at the opportunity. It seems the best way to get on with your good intentions is to make a definite arrangement and go, rather than continually procrastinating. Full credit must go to Brian for the planning of this trip - it was truly wonderful.

There were four departures from Bathurst, Brian Harvey and Kathy, Peter and Joan Cornett, Geoff Parsons and Ed and Margaret Collins. A fifth plane piloted by Laurie O'Connell met up with us at Lake Mungo. We left Bathurst about 10.30 a.m. on Good Friday and flew to Griffith to refuel where we were made most welcome by the aero club who offered refreshments and a pleasant place to have our lunch break. We then flew on to Hay and were met and transported into our motel by the owner. Hay is a great

country town and the motel and service was second to none and we can fully recommend the Nicholas Royal Motel to anyone looking to spend time in Hay. They offer a package of a night's accommodation, cooked breakfast, admission to the Australian Shearers Hall of Fame and morning tea at the cafe. It would be a great destination for an overnight flyaway.

We left Hay early afternoon on Saturday and flew to Pooncarie, which is a small town 30 nms north west of Lake Mungo. I think Peter Cornett was the only one of us with any idea of what to expect, but we were all totally knocked out by the place. The strip was equal to any strip servicing a remote town. It's an all weather gravel strip with PAL lighting. A call to the Telegraph Hotel in town resulted in a ride from the strip into town - one of us in the front with the driver and the rest on the back of the ute with the dog. Pooncarie is situated on the Darling River 130 kms north of Mildura with a population of 84 but despite the size it is a very interesting and friendly place. Everyone was more than willing to assist us in every way. The accommodation is motel style and the dining room at the pub serves great outback meals. I think we would all like to have spent more time there but our 7.30 a.m. lift was waiting for us spot on time to transport us all back to our planes for our next stop at Mungo. If ever you want to experience the back country and spent some time in that area, we can fully recommend a stop-over in Pooncarie.

The strips at Mungo were in good condition and everyone landed, tied down and was installed in our individual lodges in plenty of time to go on the Ranger Guided Discovery Tour. It's very hard to describe this place - you have to see it for yourself. It lies within the Willandra Lakes Region World Heritage Area and shows evidence of around 50,000 years of human occupation. There's plenty to see and do and was quite busy when we were there, being the Easter period. There are numerous camping grounds and a main lodge surrounded by accommodation lodges - it's hard to believe you are in such a remote place until you fly over the whole area and only then are you able to appreciate the vast distances and effects of the drought. Our tour was a full-day tour and took us across the dry lake bed and onto the Walls of China which are really huge sand dunes. There is ample evidence of ancient human and animal occupation and one of the most interesting things, we thought, was that remains of Tasmanian tigers had been found there.

We left Mungo early on Monday morning and after fuel stops at Hay and Griffith, arrived back to Bathurst at about 2.00 p.m. We all had a marvellous time and thanks must go to Brian Harvey for all his work in organising this trip. Hopefully, many more to come.

Thanks to Margaret and Ed Collins for this report.

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Third Flying Comp

Sunday June 3 saw the third competition for the year held in ideal flying conditions (once the fog had cleared) with eight members taking part. The late start, it was about 11 am before we got under way, unfortunately meant that we were not able to fly all those that wanted to take part.

The first task was a normal 1000 ft circuit with judging emphasis placed on flying the proper heights, circuit proportions, approach and landing, and of course cockpit checks. In the good conditions this was quite well carried out by all members. The second circuit was a glide approach and for the most part this was also OK.

The engine failure on take off was the third task that was judged and most realised from that height (300 ft), the only option was to go straight ahead and pick the best paddock available from 30 degrees either side of the nose of the aircraft. As we have always said, the main thing to consider in any emergency situation is to fly the aeroplane. In this case adopt the best glide speed and maintain it, and plan the approach to the paddock selected using flap as required. Whilst time does not allow a complete cockpit check, there is time to carry out the basics without detracting from the main task of flying the aircraft. These will vary from aircraft to aircraft, but the important checks should include electric fuel pump on, apply carb heat, change fuel tanks and check the mixture is fully rich. (On a few occasions when flying aircraft with constant speed propellers, I have had students mistake the mixture control for the prop control, which eventually leads to a lack of engine noise when they keep winding the control back thinking that they are adjusting the revs.)

In the case of VH-BAC, I would put the fuel pump on, check mixture control and fuel cut-off valve are in the appropriate positions, and make sure the fuel selector is in the "both" position. I am sure that these checks can be done without detracting from the main task at hand and quite probably may solve the problem.

The steep turns I felt were a bit disappointing, probably because most have not practiced them for awhile. Most were not able to maintain a constant height or bank and in all cases, the aircraft was out of balance, sometimes a full ball width outside, particularly in the turns to the right. Some of the trouble comes from spending too much time looking at the instruments and not picking up your own cues from outside the aircraft and relating the aircraft's attitude to the natural horizon. Once we have established our bank, stabilise it, a quick check of the instruments to see we have balance, the appropriate bank and are maintaining height and then concentrate on those cues outside. Only quick references should be made inside the cockpit. In using the rudder, we must remember that in turns to the left the engine torque helps us and we don't need a lot of rudder, but in turns

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to the right, we need a lot more as we have to overcome the torque effect as well.

Also in a steep turn in the C172 we should use full power to help overcome the extra drag created. Another thing that caused concern was that some were prepared to go straight into the turn without clearing the area for other traffic.

The emergency landing exercise was OK, but once again the majority did not clear the engine on the way down.

The quiz on the area forecast was well done with the lowest mark being 9 out of 10.

The winner on the day was David Bull with 63 points from Kingsley Picker on 62.5 and equal third were Errol Chopping and Rob Conroy on 57.5.

Jerry Trevor-Jones.

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.

Links to Bathurst Aero Club Website

The Board of Bathurst Aero Club thinks that linking Aero Club websites will encourage aviation activity. If other aero clubs agree with this idea, please let us know your website address and we'll add it to the links on our website and please include our website as a link on your website.

(www.bathurst-aero-club.org.au)

Oil into VH-BAC

If you put oil into VH-BAC, please ensure that you record this on the maintenance release. Monitoring oil consumption is one of the best ways to monitor the condition of the engine, so it is important that we know how much oil the engine is using. At present, we are running it on Shell oil. There is a container of oil in the cargo compartment.

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.

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CARE IN THE HANGAR

When moving aircraft in the hangar, please take great care to avoid hangar damage. If possible, find someone to help you move aircraft.

Lighter Than Air

Overheard in Southern Florida:

Fort Myers Approach: Cessna Three Four Alpha, say heading.

Cessna: Ah, we're headin' for Tampa.

Fort Myers Approach: Cessna Three Four Alpha, say heading.

Cessna: Well, okay, we're headin' for the LaBelle VOR first and then going on to Tampa.

Fort Myers Approach: Cessna Three Four Alpha, could you look at your compass and tell me what number is behind the little line?

Cessna: Oh...you want to know which way we're going right now. Three five zero, sir.

It pays to be aware!!!

This comes from a search and rescue pilot at Canadian Forces Base in Bagotville, Quebec. It happened late one night during bad weather, as heard over the tower radio:

Helicopter pilot: Roger, I'm holding at 3,000 feet over the beacon.

Second voice: (Panic in voice) No, you can't be doing that...I'm holding at 3,000 feet over that beacon.

Helicopter pilot: (Short pause) You idiot, you're my copilot.

Board of Directors 2007

The members of the Board for 2007 and their responsibilities are listed below. If you have any problems or suggestions in any of these areas, please contact the appropriate member.

David Bull	President (Publicity)
Graham Gentles	Vice President (Flying)
Brian Bailey	Treasurer
Ed Collins	Secretary (Bar)

Ordinary Members:
Errol Chopping

Tom Fallow
John Marston
Matthew Millett
Peter Ticehurst
Kevin Wilkins

**Webmaster,
duty pilot rosters
Aircraft maintenance
Fuel
House
Social
Hangar**

