



SEPTEMBER 2011 NEWSLETTER

PO Box 1678 Woden ACT 2606
INC 9880292 NSW

From Where I Sit

For many of us it seems as if Winter has gone on forever. Our fly-ins and fly-aways have been dogged with bad weather making it hard for those to attend or to arrive when our events have started. We had five aircraft at Scone and for those that attended we had a very full on weekend. So we must thank Neil Robertson and Alan Gordon for their efforts to make this a successful weekend. Also our Gulf & NT flyaway organised by Barry McCabe was a great success with eleven aircraft attending. It was great to see Allan Ould with his passenger Rob Hamersveld finally make it through to Katherine to stay one night before his departure back to the West. Allan spent days trying to get through and we all felt that he would never make it with the weather system that caused us all some concern as it stretched from Western Australia across the Southern parts of Queensland to the coast.

Our next event is the upcoming AGM to be held in Echuca on the last week-end of October. We have booked a number of rooms at the Port of Echuca Motel and Faye Warren is putting together an agenda for this week-end. We believe from the enquiries we have had we should get a good number of members along to help elect our committee for the upcoming. We should also have input into what our members want in regard to fly-aways, Pilot proficiency programs, maintenance issues and etc.

Our last PPP to be held in Narromine was cancelled due to lack of numbers. It is some concern that we are not seeing the numbers for this wonderful program as I am sure most will realize that this certainly attracts some worthwhile discounts on your insurance. See article written by Geoff Butler in this edition. The PPP which is run by well respected ATO Tony Smith is certainly well worth doing as some of our members have done the course several times.

Finally I would like to extend a warm welcome to our latest members David Holbourn, Melissa Keddell, Philip Fisher and Graham Mansey.

Safe Flying
David Law
President



President
David Law
Ph 03 5964 3140
Fax 03 5964 2005
Mob 0418 886 461
hamlyn@tpg.com.au

Vice President
Barry McCabe
Ph 07 4622 6411
Fax 07 4622 6444
Mob 0409226 411
smccabe@hwy54.com.au

Secretary
David Seaton
Fax 08 8239 1799
Mob 0418 829 482
david@davidseatonco.com.au

Treasurer
Duncan Morris
Ph b 03 5595 1429
Ph h 03 5595 1089
Fax 03 5595 1892
Mob 0408 528 915
duncan@duncanmorris.com.au

Membership
Irene Lawson
Ph 03 5988 4608
Fax 03 5988 4609
Mob 0401 775 782
ianirene@internode.on.net

Pilot Proficiency
Faye Warren
Mob 0438 598 976
vhkidpiper@gmail.com

Technical
Graham Bell
Ph 02 6582 1454
Fax 02 6582 1454
Mob 0418 655 796
abel.83@bigpond.com



Passengers warned of Lithium battery safety risk

Passengers are being warned of the dangers of travelling with lithium batteries on aircraft.

Lithium batteries have been reported to be the cause of an increase in dangerous goods incidents on aircraft in recent years.

Given certain conditions these batteries are more susceptible to starting fires as the energy contained in them is greater than the energy contained in dry cell or rechargeable alkaline batteries.

CASA's Director of Aviation Safety, John McCormick, said the main area of concern for CASA is the carriage of spare lithium batteries, particularly if they are carried as checked in luggage in the cargo hold.

"As these batteries have the potential to short circuit and burn under certain conditions, the preference is to have them carried in the cabin by passengers where the risk can be better managed," Mr McCormick said.

"Cabin crew and flight crew are specifically trained in the management and handling of dangerous goods incidents in the aircraft cabin, including those caused by lithium battery fires and can respond quickly if an incident arises."

Passengers can further minimise the possibility of short circuits by insulating the terminals and placing spare batteries in separate plastic bags.

The safe carriage of lithium batteries is part of an international focus by CASA and other aviation safety regulators with work being undertaken by the International Civil Aviation Organization.

Passengers may experience a small delay at check-in as airlines introduce additional questions to ensure lithium batteries are carried in the safest possible manner.

The additional dangerous goods questions will be asked at check-in whether it is via the internet, at the airport terminal with a self-service check-in or at a check-in desk staffed by an airline representative.

"It is important for people to read the declarations relating to dangerous goods and baggage safety carefully and answer these questions as fully as possible as the safety of all passengers is paramount," Mr McCormick said.

CASA encourages all passengers to either contact their airline or visit the CASA website for advice on what items can be safely carried on aircraft.

More information on lithium batteries is available in the March-April issue of CASA's Flight Safety Australia magazine.

Lithium batteries are found in items such as laptops, mobile phones, cameras, iPods and other music players.



The AeroShell Flight Jacket Kit

The AeroShell Flight Jacket Kit Bag includes one of each of the following items:

AeroShell Flight Jacket Polish,
AeroShell Flight Jacket Oil & Exhaust Remover,
AeroShell Flight Jacket Interior Cleaner,
AeroShell Flight Jacket Plexicoat,
AeroShell Flight Jacket Touch & Go,
AeroShell Flight Jacket Interior Conditioner,
AeroShell Flight Jacket Microfiber Cloth,
AeroShell Flight Jacket Anti-Static Hand Pad

Most of the above product is available separately.

These are surplus stock we are selling to APS members at 25% off the Shell Pricing.

The price includes GST, freight at your cost delivered by Fastways.

For those attending the AGM at Echuca in October please ring or email your requirements prior, to Graham Bell Mobile: 0418 655 796 or email: abel.83@bigpond.com as we will bring the stock with excluding freight.



Scone - June 2011

Scone is in the Upper Hunter Valley in NSW population of 5,000 covering 8,000 sq kms across the Shire and considered the "Horse Capital of Australia"

Scone and the Upper Hunter is the home to a world class thoroughbred, breeding and racing Industry.

The first aircraft to arrive on Friday were met by Neil to be transported to the accommodation, Airlie House Motor Inn. The sun had disappeared on Saturday but a walk around the town to explore the speciality shops and enjoy a coffee gave us a grounding on what the town had to offer.

By lunchtime more aircraft had arrived and a trip by bus to the Linga Longa pub for a hearty lunch with an overview of the surrounds as we travelled.

The Glenbawn Dam was constructed in 1957 and enlarged in 1987 to treble its holding capacity. The wall holds back 750,000 mega litres of water around twice the size of Sydney Harbour. A small hydro electric power station was installed inside the dam wall to harness otherwise wasted energy generated by the water release outlet. Lake Glenbawn is the venue for a number of events providing cabins, camping fishing & boating in an idealic setting.

We passed by Arrowfield horse stud and many others famous in the district, admiring the grand stable complex and the round yards along with the very comfortable stable area. Melbourne Cup winners Subzero and Shocking were both bred in the district of Scone.

Our guest speaker Tony Macbeth an ATC from Tamworth spoke to us on the challenges of the exam process to be accepted into the job and the number of applicants being far greater than the positions available.

Tony relayed the workload of a controller and the shift work in the major centres. such as Brisbane, Sydney and Melbourne. Tamworth has better hours and working conditions although there are a number of movements at the airfield with Air Force training carried out there.

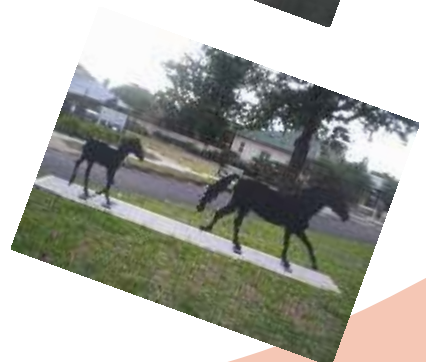
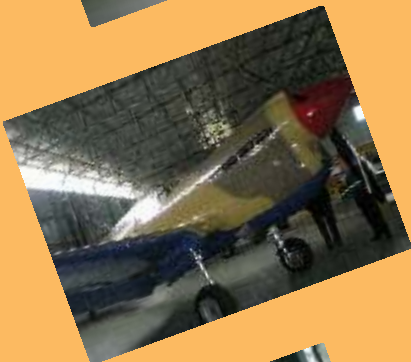
Sunday we were informed and entertained by Val Quinell as he took us through the hangars of the late Col Paye and his family. There were aircraft in various stages including a tiger moth, and many other warbirds.

There was a glasair in the process of being built piece by piece by Val which was of great interest.

As the weather was closing in we all decided to depart on the Sunday afternoon, a wise decision as it turned out with a severe front coming in by the Monday.

Neil Robertson and Alan Gordon organized the weekend, with Neil always on hand with directions transport and a helping hand.

Another successful weekend of interest, new surroundings and fellowship had by all who attended.





Member Profile - Faye Warren

Name: Faye Warren

Flying Hours: 800

Endorsements: Constant Speed, Retractable Undercarriage, Floating Hull

Aircraft Flown:

Cessnas 150,152,172,182 and Caravan Piper 140, 150, 160, 180d 180c, Arrow2, Arrow3, Pier Emerald, Jodel, Fuji, Navaho, Partnevia Tecnam and Jabiru, Last but not least, DC3 and the Helimed Chopper

Most significant flights:

Trial Introductory Flight, First Solo, Trip to Birdsville Races, Float Plane Endorsement, The Thorpedale Hills at 50 ft at sunset, First flight with grandchildren, Outback trip with grandchildren, and that incident at Emma Gorge that I learnt so much from, the 85 joy flight for disabled people in Gippsland at Latrobe Valley Aero Club, and first night flight.OOPs and Flying with Tony Smith

I have been fascinated by flight for as long as I can remember, my father had an accountant that came to the house when I was a child who was fondly nick named captain and upon finding out he flew out of Moorabbin I was spell bound, after all he seemed like an ordinary bloke. One of my strongest memories was being taken to look at the planes taking off from Essendon Airport, the noise, the fumes and the excitement. I watched the birds, particularly the Pelicans, I watched my brothers model aeroplanes, helped start them and pick up the wrecks at the end of the day and smell the dope as they fixed the wings.

I made enquiries about being an airhostess as after all the girls were not allowed up the front of the aircraft and you had to be very good at Maths to be a pilot they said. Life had other plans however as I married had had two great sons who I proceeded to drag down to Pakenham Airfield to watch the parachute's not knowing at the time that I was watching John. I attended Airshows, went Hot Air Ballooning taking every opportunity I could to get in the air. I jumped off the shed roof with my brothers with the trusty umbrella. The Boys grew older and I went back to work, volunteering at the RVIB where I invited through self interest, a flying instructor, to talk to the blind people about the sensation of flight.

Its easy he said, if you can drive a car you can fly a plane, within the next week I had taken myself down to the Longwarry Airfield, with the kids staying at a girlfriends to tackle the sky. It was marvelous, you will have to tell your husband said the friend, what if something happens, I went Solo, fessed up and my husband left. Seems he too thought women should not fly.

The boys and I soldiered on I flew every six weeks on a very careful budget, the flying school sensed this and offered me a job doing the books to help pay for my lessons.

I helped them with marketing and had the privilege of investigating the first tertiary education.

Piper Pilot Proficiency Program

I have been asked by David to write a few words regarding the benefits of pilot proficiency programs.

In October 1993 the Aviation Underwriting Agency that I was a joint owner of introduced what was known as the Robinson R22 Insurance Program which allowed substantially reduced premiums for owners and operators of R22 helicopters being used in a variety of operations such as mustering and basic ab-initio pilot training which was conditional on their attendance and successful completion of the Robinson Safety Program which consisted of two days of theory/discussion and flights conducted by approved Instructors.

This program achieved substantial results in the first year by greatly reducing the accident rate and thus pilot lives. The program which was based on Robinsons own training program in the USA taught local pilots the differences in operating Robinson R22 helicopters as compared to the common, at the time, Bell 47's and Hughes 300 helicopter types.

Over the eight years that our Company operated the Insurance Program the accident rate reduced by approximately 70% and the results that this program achieved encouraged other safety programs to be introduced on varieties of aircraft and operational requirements.

On a more personal note, I, over the years, owned several Mooney M20 aircraft and I attended several Mooney Pilot Proficiency courses which I found extremely beneficial and the benefits of the training on that aircraft type were demonstrated on a couple of occasions, the most interesting being when I encountered a complete engine failure over the mountainous area of Kinglake in a Mooney M20J as a result of a blocked fuel selector. The training automatically "kicked in", I instinctively gained height whilst I still had some inertia, set the aircraft to the best gliding speed and then looked for a safe area to land the aircraft. As it turned out I was approximately 5 to 6 miles from a short grass runway owned by an airline pilot (who owned a Cessna 180) and I was able to safely glide onto his airfield and was rewarded with a large scotch as the shock set in!

Not only are proficiency courses are good occasions for meeting other pilots and owners of aircraft of the same type where, as well as learning to operate your aeroplane more safely and learning the systems of your aircraft from an experienced LAME, it can also help save your life.

Geoff Butler

Geoff Butler | director | Butler Aviation Insurance Brokers

geoffbutler46@bigpond.com

T +61 3 5778 7289 | F +61 3 5778 7387 | M 0407 170 789

PO BOX 841 Mansfield Vic 3724

Butler Aviation Insurance Brokers is a corporate authorised rep 402555 of McKenzie Ross and Co Pty Ltd





Piper N.T. Fly-Away 2011

Bumping up and down on the Izuzu Adventure Truck :-

A Day in Kakadu

Friday 22 July after waking up early the group clambered onto the Gagudji 4WD Adventure Tour expecting a day full of sightseeing, walking and swimming in Kakadu National Park. Ken, the bus driver and tour guide, explained our day before heading north towards Maguk Gorge (Barramundi Gorge) on the Kakadu Highway on sealed Road. After leaving the highway we travelled on corrugated gravel road to the gorge entrance, short walk on the boardwalk, sandy track and over rocks to the plunge pool- pristine jade green pool, for a well earned swim. We saw the fish swimming around at the waters edge. The bottom was sandy and stayed shallow for around 2 meters before becoming very deep. Most people had a swim even though it was cold and refreshing after our long drive.

Back on the bus for the drive, 2hrs to Jim Jim Falls for lunch. Highway first then a very bumpy ride along a very corrugated track centre before tackling the sand drifts, flooded creeks and deep holes. Ken had reminded us that the track to the falls themselves was difficult over boulders for about 400metres to the lunch stop and a further 500metres to the falls. He wasn't wrong as you needed above average agility to climb over most of the rocks sometimes on your hands and knees. The "young ones" made it to under the falls, young at heart to the "beach" for a swim and some to the lunch stop overlooking the creek. The water was deep and cold and the views from all points were magnificent with the waterfall cascading over the high cliffs to the deep pool below. No crocodiles in sight.

On the return journey we needed to travel the same way over more rocks back to the bus and our trip over sand drifts, corrugations and highway back to Cooida.

Tina Bell

The Battle of Tindal

After spending three days in Darwin, it was time to get back into the air for the 90 minute flight down to Katherine (Tindal Air Force Base). We had been advised to arrive at Tindal before 11.00 am Local time as the military base would become active at that time and we may then face long delays getting in. This was always going to be tight as all but two of us had to be bussed 40kms from Darwin to Emkaytee to start the journey.

After severe pressure from David Law, (he threatened to tell Tony Smith that I wouldn't use my new rating), I was persuaded to fly this leg under IFR rules, although it was, apart from some smoke, VFR conditions. This caused my Co-pilot Ross much angst as flying above 5000 feet threatens his whole sense of being and usually causes nose bleeds.

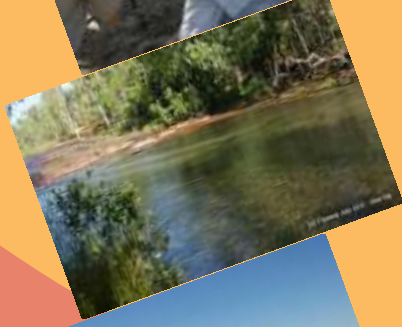
The trip down to Tindal was largely uneventful, and I enjoyed the opportunity to practice the IFR procedures. However, it remained the only leg for which I lodged an IFR flight plan on the entire trip.

The bulk of our aircraft arrived either just prior to the cut off time or shortly thereafter. We also had several other aircraft in the circuit around this time. This made things a bit exciting, with aircraft joining the circuit from all directions. This situation was made even more difficult when an RPT aircraft chose not to accept an offer (by me) to give way to him (by extending my downwind leg and allowing him to come in on the straight in approach on which he was established.) In the end he ended up mixed up amongst the rest of the aircraft sorting themselves out into the circuit pattern. From some reports it seemed he was blaming us for the ensuing confusion.

On the ground, the controllers had obviously observed what was going on and decided to intervene. They announced that the control zone was now active (5 minutes early) and proceeded to issue instructions to those aircraft still in the air. They also took control of several of us who had landed by that stage, but needed a clearance to cross the active runway to get to the GA parking area.

In the end, everyone landed safely. Five minutes later a couple of hornets turned up to strut their stuff. I am quite sure that everyone on the ground watching their display was quietly relieved that they were not still up there sharing airspace with them.

Duncan Morris.





Piper N.T. Fly-Away 2011

Well here we all are in various parts of this great country Australia preparing for the up coming tour of the top end, making sure the plane is ready and the all important weight and balance is checked with full fuel.

The weather was not in our favour, as there was a low followed by a high pressure system covering top to bottom of Australia. So no matter where you were flying from the cloud and rain was going to set you back a day or two. First stop was Longreach.

David and I woke up in Townsville to a beautiful sunny morning, loaded the plane and set off. Departing Townsville, an hour out we were flying over the cloud, so with phone calls to people on the ground at the airport and weather updates we descended down through some broken cloud and landed at Longreach.

Longreach is home to the big 747 and the smaller 707, so David and I booked the tour, for those that did not have time you should plan to do it another time as it is a close look at the building of the planes and all those question you have about statistics.

It will be 2 or 3 days before some of the group can get through due to weather, so back to the fun. The bus arrived and off for the river cruise, once on board it was beer, wine and cheers to the start of the top end fly around.

Out to Longreach airport loaded the planes we all talked about the weather as there was low cloud all the way to Mt Isa which is our next stop. Everyone decided to go direct, David and I decided to overfly Winton and make a left turn to Mt Isa, which paid off as we were flying around the low cloud. Not that flying over the top was any issue we just had a better view of the ground.

We took an underground mine tour in Mt. Isa all dressed in orange throw away overalls, rubber boots and mine belts with head light.

Taxi to the Mt Isa airport next morning, checked the weather and departed

for Adels Grove which is about one and a half hours flying time. The weather now is blue sky wind South east about 20 knots so ground speed good.

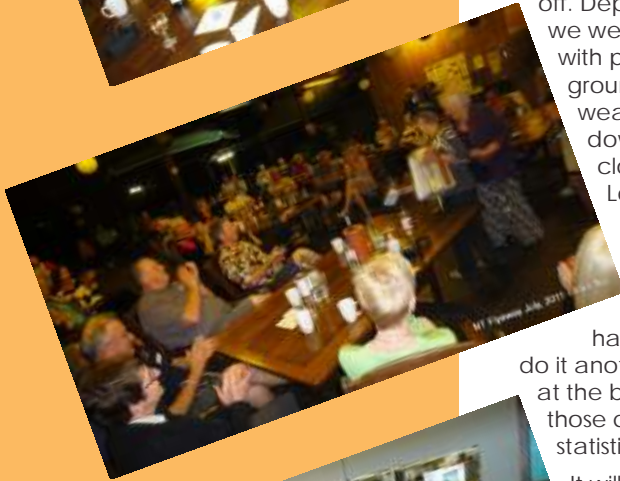
Our tour guide meet us after lunch and off on a bus ride to Lawn Hill Gorge for a canoe ride up through the gorge and a swim. We were in 30 deg temperatures, warm fresh water swimming in a remote part of Australia and once again the photos, well you had to be there. We paddled back down stream had coffee and cake and off for a bush walk and talk, bus back to Adels Grove - just enough time for a shower and off for pre dinner drinks followed by dinner and some light entertainment The next day, one by one we hand pushed the planes over to the avgas pump and filled up. The weather had also cleared for the last two planes so they had a big day flying to meet up with us at Adels Grove.

One by one we departed Adels Grove for Groote Island. Some decided to go direct which was over water and the rest followed the coast with a fuel stop Borrolloola and crossed at the closest point which was about a 45 mile crossing and yes, life jackets on for the crossing. All landed at Groote Island with a 19 km bus ride to our first class accommodation.

Another bus into the bush to see the local rock art and experience tea and damper by the banks of the local fresh water creek while the locals told stories about the dream time. Groote Eylandt archipelago is situated on the western side of the Gulf of Carpentaria 600km south east of Darwin. There are three indigenous communities on the island Alyangula is the largest community and is the mining town of GEMCO.

The GEMCO mine was established in the 60's employing many indigenous people with a remaining lifespan of 15 years to mine managanese. To sustain the economic future for Groote Eylandt, the traditional owners along with the Land Council have ventured into tourism and developed the Dugong Beach Resort and other cultural based operations

We had a tail wind next day, a 2 hour flight from Groote Island to our next stop at Cooinidia which is west of Groote. Cooinidia is within 30 miles of Jabaru so 5 aircraft separated from



the group and landed at Jabaru to check out the local flying and what to see from the air. We found the local air tour pilots helpful in letting us know what they do so when we fly around there is no conflict. The Yellow Water afternoon tour cruising up and around the water ways looking at the birds, crocs and the sun set over this vast land.

Darwin next stop, and the destination airport is Emkaytee which is about 40km by road out of town. David and I along with Melissa and Phil, flew into Darwin airport as both wanted to do some work on the planes, flight time about one and half hours.

We were all keen to leave each place one after the other and the faster aeroplanes arrived first at the destination while the other were not far behind so less time to wait for the taxi. It worked out well at every stop. Now we all had maps and GPS so as you do we all used our GPS to go to Emkaytee.

Up early and off out on a 12 hour tour including the jumping crocs, Lichfield national park as we climbed 135 steps to have a swim.

We visited the Air Museum which was amazing to see the B52 bomber and all the history of aviation. David had a problem with vibration from his prop

and Mellisa wanted an oil and filter change so we spent the day at the airport in the maintenance hangar. Allan Dalrymple always knows someone and the aircraft maintenance hangar was no exception - we walked in and someone called out and said hello to Allan and it turned out Allan also knew the person in charge. I think this helped with the service we were given to fix the planes.

Next stop Tindal, Duncan has that report covered.

We took a trip through the Cutta Cutta caves and then spent the evening at Marksie's Stockman's Camp Tucker night, a great experience with the local foods slowly cooked beside the fire pit on a very pleasant evening.

Tennant Creek for the last night, about 3.5 hours flying so we stopped in Daly Waters for lunch. Daly Waters is a town in the middle of no where on the Stuart Highway. Daly Waters originally a stop over for Qantas and the museum is in the original hangars.

David Law thanked Barry & Susan for organizing the trip and presented them with a gift from all the participants.

One by one we taxied out, made our departure calls and off we went. Some going a short way, some going as far as possible before last light. We stayed on the numbers until the signal faded away.

So until we meet again happy day and safe flying.

My thanks to David for inviting me along until we meet again safe flying.

Graham Mansey
passenger in David
Henry's Piper 140





Emergency Procedures

(Whilst, most of the following is normal procedure sometimes it is worth reviewing)

Emergency Landings: General:

A: Always show and demonstrate to new passengers the opening of the main door, especially opening the top latch before the main door latch in the case of door jamming.

B: Always select the largest open area for landing, as close as possible to human habitation. Outside assistance may well be vital in the event of damage occurring to the aircraft in the course of landing.

C: Safeguard against the element of surprise by being alert to the type of terrain over which the flight is being conducted and location of likely landing areas.

D: Warn passengers as early as possible.

E: If in doubt, land as soon as possible, as a potential failure can lead to a complete failure.

If a forced landing has been made in uninhabited country as a general rule, do not leave the A/C. Try to attract attention of rescuers by any possible means. REMEMBER the pilot in command is responsible for the passenger's safety and tending any injuries and conserving available food and water supplies.

Emergency Landings: Engine Failure after Take Off.

A: If sufficient runway/strip length is available, lower nose sufficiently to maintain speed and make a normal landing ahead.

B: If over the aerodrome boundary, and/or in position where obstacles are in the path of the A/C, and height permits, a slight change in heading may be made to line up on the most suitable landing area.

C: If time permits carry out engine failure checks-see below.

NOTE: Considerable height will be lost during any turn executed and will increase with increase in angle of bank. Seldom is it possible to return to the T/O point, so as a general rule-DO NOT ATTEMPT TO RETURN TO THE FIELD.

Emergency Landings: Complete Engine Failure after Take OFF.

A: Gain any additional height possible through use of excess speed over gliding speed - at the same time perform emergency check - Brakes Off - Mixture to Idle Cut Off - Fuel Off - All Switches Off - Hatches Closed but Unlocked - Harness Tight - Brace Position (except person in right seat).

B: A/C best glide angle/attitude/speed.

C: Select most suitable field, remember wing speed and direction and height above ground.

D: Send distress message.

E: Use flaps intelligently - Use full flaps when sure of making the field.

Emergency Procedures: Action in the Event of Fire:

A: Due to high quantity of octane fuel carried in the A/C, there is always the possibility of a violent explosion occurring if an aircraft catches fire, when avgas gets hot it vaporizes and can burst explode spontaneously.

B: Engine Fire on the Ground - Mixture OFF - Fuel OFF - Switches OFF - Throttle Closed - Evacuate the A/C - Use fire extinguisher if safe to do so?

C: Remember the Insurance is safer than the fire extinguisher.

Emergency Procedures: Fire in Flight:

A: Mixture idle cut off.

B: Fuel pumps OFF. Fuel OFF.

C: Ignition off.

D: Throttle closed.

E: MAY DAY CALL.

F: Plan emergency decent and landing - side slipping could be of advantage if fire is coming into the A/C.

Emergency Procedures: Electrical Fire in Cockpit:

A: Isolate faulty circuit.

B: Switch off master switch; pull out (if possible) faulty circuit breaker.

C: If fire continues - Battery/ Master Switch OFF.

D: If fire extinguisher is non toxic, discharge on fire source.

E: Carry out emergency landing ASAP.

Emergency Procedures: Restarting Engine in Flight:

A: It is most unlikely that the engine will stop during normal maneuvers. Under certain circumstances, such as stalling and aerobatics the engine may stop.

B: USING THE STARTER MOTOR. Close throttle to about 1/3 open.

C: Check fuel on, fuel pump on, magnetos on both.

D: Activate Starter.

E: Engine should start normally.

F: If above does not work, through these recommendations out the window.

G: WITHOUT STARTER MOTOR. Ensure that sufficed height is available (not less than 3000ft)

Lower the nose to a steep angle to increase speed.

H: Be careful not to exceed structural limitations of the A/C during the dive and recovery.

I: At about 115-130 kts the propeller should commence to turn and engine start.





ACCELERATE-GO DISTANCE:

The distance required to accelerate to V_1 with all engines at take off power, and continue the T/O on the remaining engine(s). The runway required includes the distance required to climb to 35 feet which time V_2 speed must be maintained.

ACCELERATE-STOP DISTANCE:

The Distance required accelerating to V_1 with all engine at T/O power, experiencing an engine failure at V_1 and abort the T/O and bring the A/C to a stop using breaking action.

ACCELARATION:

Force involved in overcoming inertia, and which may be defined as a change in velocity per unit of time.

Acceleration

speed designator	Description
V_1	Critical engine failure recognition speed. (See V₁ definitions below)
V_2	Takeoff safety speed. The speed at which the aircraft may safely become airborne with one engine inoperative.
V_{2min}	Minimum takeoff safety speed.
V_3	Flap retraction speed.
V_4	Steady initial climb speed. The all engines operating take-off climb speed used to the point where acceleration to flap retraction speed is initiated. Should be attained by a gross height of 400 feet.
V_B	Design manoeuvring speed , also known as the "Speed for maximum control deflection." This is the speed above which it is unwise to make full application of any single flight control (or "pull to the stops") as it may generate a force greater than the aircraft's structural limitations. The heavier an aircraft is loaded the faster this speed.
V_C	Design cruising speed, also known as the optimum cruise speed, is the most efficient speed in terms of distance, speed and fuel usage.
V_{cef}	See V_1 ; generally used in documentation of military aircraft performance.
V_D	Design diving speed.
V_{DF}	Demonstrated flight diving speed.
V_{EF}	The speed at which the Critical engine is assumed to fail during takeoff.
V_F	Designed flap speed.
V_{FC}	Maximum speed for stability characteristics.
V_{FE}	Maximum flap extended speed.
V_{FTO}	Final takeoff speed.
V_H	Maximum speed in level flight at maximum continuous power.
V_{LE}	Maximum landing gear extended speed. This is the maximum speed at which it is safe to fly a retractable gear aircraft with the landing gear extended.
V_{LO}	Maximum landing gear operating speed. This is the maximum speed at which it is safe to extend or retract the landing gear on a retractable gear aircraft.
V_{LOF}	Lift-off speed.
V_{MC}	Minimum control speed with Critical engine inoperative.
V_{mca}	Minimum control speed in the take-off configuration – the minimum calibrated airspeed at which the aircraft is directionally controllable in flight with a sudden Critical engine failure and takeoff power on the operative engine(s). ¹
V_{mco}	Minimum control speed on the ground - the minimum airspeed at which the aircraft is directionally controllable during acceleration along the runway with one engine inoperative, takeoff power on the operative engine(s), and with nose wheel steering assumed inoperative. ^{1,2,14}
V_{mcl}	Minimum control speed in the landing configuration with one engine inoperative. ^{9,11,14}
V_{MO}	Maximum operating limit speed. ^{1,7,18,19}
V_{MU}	Minimum unstick speed. ^{1,7,18,19}
V_{NE}	Never exceed speed. ^{1,7,18,19,15}
V_{NO}	Maximum structural cruising speed or maximum speed for normal operations. ^{1,7,18,19}
V_R	Rotation speed. The speed at which the aircraft's nosewheel leaves the ground. ^{1,7,18,19} Also see note on V_{ref} below.
V_{rot}	Used instead of V_R (in discussions of the takeoff performance of military aircraft) to denote rotation speed in conjunction with the term V_{ref} (refusal speed). ^{1,2,1} Landing reference speed or threshold crossing speed. ^{1,7,18,19}
V_{Ref}	In discussions of the takeoff performance of military aircraft, the term V_{ref} stands for refusal speed. Refusal speed is the maximum speed during takeoff from which the air vehicle can stop within the available remaining runway length for a specified altitude, weight, and configuration. ^{1,2,1} Incorrectly, or as an abbreviation, some documentation refers to V_{ref} and/or V_{rot} speeds as " V_r ." ^{1,6,1}
V_S	Stall speed or minimum steady flight speed for which the aircraft is still controllable. ^{1,7,18,19}
V_{S0}	Stall speed or minimum flight speed in landing configuration. ^{1,7,18,19}
V_{S1}	Stall speed or minimum steady flight speed for which the aircraft is still controllable in a specific configuration. ^{1,7,18,1}
V_{SR}	Reference stall speed. ^{1,2,1}
V_{SR0}	Reference stall speed in landing configuration. ^{1,2,1}
V_{SR1}	Reference stall speed in a specific configuration. ^{1,2,1}
V_{SW}	Speed at which the stall warning will occur. ^{1,2,1}
V_{Toss}	Category A rotorcraft takeoff safety speed. ^{1,7,11,5}
V_X	Speed that will allow for best angle of climb . ^{1,7,18,1}
V_Y	Speed that will allow for the best rate of climb . ^{1,7,18,1}



Keeping Fire Extinguishers ready to fight fires

Updated advice and information on the correct maintenance of fixed and portable aircraft fire extinguisher systems is now available. The fresh advice contains a warning that CASA has received service difficulty reports of corrosion in the neck of hand held fire extinguisher bottles. This is a particular problem where aircraft are operating in coastal and high salt environments. Aircraft owners and operators should make sure portable fire extinguisher bottle necks are inspected by removing the head of the extinguisher, if possible, or by inspecting past the head with a torch. Where portable extinguishers are mounted near the floor they should also be checked more carefully as they can be damaged by being trodden on or having baggage thrown on them.

People maintaining extinguishers are warned that weighing them on bathroom or uncalibrated scales to check the level of charge in the bottle is not acceptable. Scales must be correctly calibrated to assess potential weight loss. The updated advice says fixed fire extinguisher systems should be maintained according to the manufacturer's schedule and overhauls must be conducted in an approved facility. In 'aggressive' environments, such as coastal regions, overhauls should be carried out more often than the minimum recommended schedule. Fire extinguisher defects should be reported to CASA through the service difficulty reporting system.

Read the airworthiness bulletin on fire extinguisher maintenance <<http://casa.grapevine.com.au/lists/lt.php?id=Y0UBDQUBAgwBHVFAQBLAwsIAA%3D%3D>>

Member Profile - John Lloyd

Flying my own aircraft was always a dream and it happened this way. I needed a part for my tractor so I visited a "flying" friend who could machine it up for me. We both had private VFR licences at this time. One thing led to another --- and within a couple of months we flew over to the USA hoping to purchase our dream machines. Three of us arrived in San Francisco, my friend Mick, our ferry pilot Bill Bell and myself. Our first task was to go to the FAA office to obtain our USA flying licences. (which state that they must be handed in after death!)

We couldn't find any suitable planes in California, so after consulting the USA Trade a Plane magazine we flew north east to O'Hare Airport Chicago by commercial aircraft. Luck was with us as we found 2 Piper Lances, one just near Chicago and the other at Mettatel which is a suburb of Detroit. We now had our own transport at last.

From Mettatel we flew "in company" with Bill in one plane and Mick and I in the other one. We flew south to Cincinnati as we were looking for a Bonanza for another mate. Nothing suitable there so we continued south to a point just west of New Orleans where we found and purchased a good Bonanza. We left that plane there to be ferried by Bill at a later stage. We proceeded west flying over Texas. As we continued on at FL110 I heard a voice calling us on the radio near to the Edwards Air Force Base "N5421F (our US call sign) This is HOUSTON we have numerous F16s operating in your area" I replied to Houston, in what was no doubt an anxious tone "LOOKING FOR TRAFFIC!!!" This did give Mick and I a bit of a buzz.

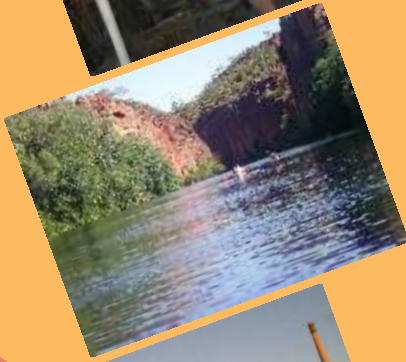
We eventually landed back in San Martin California (Bill's operating base) I flew over 40 hours in the States. Fuel cost \$1 per GALLON so we could fill up for \$50! After

reaching San Martin we left the 2 aircraft there for the necessary preparations. Fuel tanks with a capacity of 1000 litres were ordered and 44 gallon drums were obtained. So when the ferry pilot Bill actually left the States from Monterey he carried a 1000 litre tank, a 44 gallon drum plus 380 litres in the normal fuel tanks of the aircraft. He was 30% overweight and had to get special dispensation from the FAA. He was in part relying on the curvature of the earth to gain altitude!!

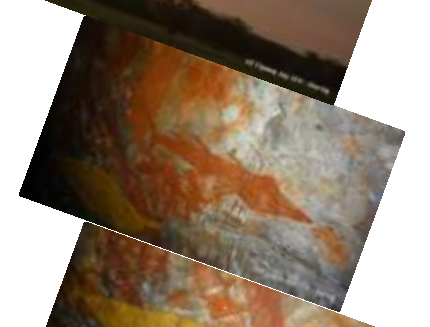
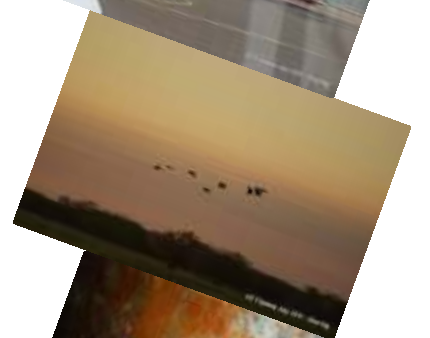
Bill had a HF ham radio which he fitted for each ferry flight which kept him entertained AND awake. The legs were Monterey to Hawaii, Hawaii to Pago Pago (an 18 hour flight) then Norfolk Island to Tullamarine, a total of about 50 hours flight time. Bill had total fuel on board of 1580 litres so he had some reserve for the 18 hour leg as the fuel burn on the Lance is 60 litres per hour.

Just as an aside, Bill experimented with the oil burn of each aircraft as we were flying around the States so he would not be left in the middle of the Pacific with no oil. Bill had actually had a swim with one flight he had undertaken approximately 350 miles south of Hawaii and the US Coastguard rescued him 12 hours later. He contacted his wife through the HAMS and she contacted the Coastguard, there was no GPS system at this time and the co-ordinates were pretty rough and ready!

This escapade all happened in 1988. I now have a total time of 3400 hours flight experience (1400 hours IFR) and I have flown over 2600 hours in HMM. I have been to many places throughout Australia from Melbourne to Perth to the Pilbara, the Kimberleys, Thursday Island, Cairns to Hobart and I have enjoyed every minute of it.



Flyaway





Places of Interest

Wave Rock
HYDEN, Western Australia

The Wave Rock airfield is located approximately 4.5 km North East of Hyden. It is a privately owned airstrip, and landing fees of \$10.00 per person (Pilot FOC) apply.

Owners - Russel & Val Mouritz and Denis & Sheenagh Collins
Phone: +61 8 98805049, +61 8 98805052 or 0429 805052

RWY	TORA	TODA	ASDA	LDA
08	1400	1760 (1.6%)	1500	1400
26	1400	1460 (1.6%)	1400	1400

Slope: Level

RWY WID 30

RWS WID 90

Runway Surface: Gravel Co- ordinates 32°25'S 118°54'E



AGM
ECHUCA

COME
JOIN THE
COMMITTEE

*Many hands
make light work*

*Enjoy the company
of other flyers*

*All assistance given
to new members.*

Incorporated in NSW No INC 9880292