

December 2018



Piper news

THE NEWSLETTER OF
THE AUSTRALIAN PIPER AIRCRAFT SOCIETY INC
PO BOX 31 ROMA 4455
INC 9880292 NSW



President's Report

Dear Members,

Firstly, at this time of the year I wish everybody a Merry Christmas and Happy New Year.

Our APAS Club over the past 12 months has experienced many changes that enhance and modernise the club and have also given us a new sense of presence with a name change and the introduction of a new clothing line creating a stronger brand.

All of our 2017/2018 events were extremely well attended and from my position it was good to see many new friendships made, new members attending, and plenty of Piper hours flown all over the country in the spirit of aviation and friendship which is the backbone of our Club. I feel the club is certainly changing with the times and in difficult conditions with the burdens of GA, but your committee over the past 12 months has been building a platform that will last for years and allows for change of leaderships into the future and governing your club more fluidly. Your Committee's aim in 2019 is to take as many members as we can on exciting flying experiences so please look at the Event Calendar and put away some time to come along.

I must make mention of our AGM in Bathurst as it was extremely well attended and with the changes to our constitution the discussion was healthy and helped us make the right decisions and carried out at all times in the environment of making the club better.

The new clothing line and logo is an exciting direction and I look forward to seeing our members in their new vests and caps. The introduction of APAS branded High Visibility vests will also increase our brand awareness. These are all part your membership fees now which add value to your membership.



Also, our PPP programme is part of your membership fees under conditions and this not only adds to your membership value **but is encouraging you to come to our PPPs and increase your pilot skill levels and knowledge of aircraft. Our next PPP weekend is at Cowra 3-5 May 2019 and I want to see the most members and their aircraft attend that we have ever had.** OZ Fly will be conducting this weekend and if you have any special training ideas that will benefit all our members place your ideas on the Piper Forum and the committee will see if we can accommodate.

Lastly, the changes and the events over the past 12 months did not happen by chance. Your committee has worked hard and long to place our club in a wonderful position that has created a great spirit of friendship and aviation that I see everywhere I attend. Recently I have had people comment on our club environment, so I say many thanks to the committee for the work you do but most importantly the manner in which you conduct all aspects of each persons position - it's always done in a team environment which is reflected in the club's position and by others in the industry.

So in closing I really ask you to come and join us at Cowra and show our new brand and strength whilst at the same time increasing your skills and making new friendships.

Merry Christmas
David Ind
APAS President

Bringing Piper Aircraft Pilots Together

Annual General Meeting 2018

The Piper Society's AGM for 2018, held at Rydges, Mt Panorama in Bathurst 21-22 September, saw 40 members attend and enjoy the social aspects that such a gathering enables. When the majority of members had arrived at the Bathurst Aeroclub our hosts kindly supplied afternoon tea, complete with homemade scones, jam and cream which was consumed with enthusiasm by all.

David Ind kindly lent his bus driving skills to ferry everyone to the accommodation, detouring around the racetrack on the way to the hotel. Being driven around the racetrack by David in the minibus had to be mentioned as one of the highlights and it became very easy to imagine the race in action whilst at the same time wonder how the drivers manage the high speeds they achieve on such a narrow, winding road. The location was unique as the hotel is trackside and affords a great view of Mount Panorama, especially from the corner rooms that some were lucky to have.

Saturday's activities saw our group head out of town into the countryside to the town of Hill End, stopping along the way at the 'Painted Horse Café' for morning tea in another small, historic town.



Hill End was a very interesting historic mining town to visit and even came complete with free sausages on this day to everyone's surprise, courtesy of the local fire brigade. After wandering around the town, immersing ourselves in the history presented in the museum, perusing the various goods and indulging in ice creams on offer at the store, we left this quaint ambient town to get to work panning for gold. After being given instructions and handed our equipment, most of us attempted to find the elusive metal. Some persisted longer than others, but it is safe to say that everyone enjoyed the activity or at least enjoyed watching others hard at work. Needless to say there was no-one going home at all richer in gold after this, but richer for having had the experience and feeling a little closer to how hard the miners lives would have been.

Back at the hotel it was freshen-up time before drinks and then dinner, also at the same venue. Unbeknown to me, the day had a surprise in store when, at dessert time, a very beautiful and elaborate cake appeared and placed in front of me – something to do with having a birthday that day—thanks Dave (Long in particular that is, but also Ron). I was very pleasantly surprised and I think everyone enjoyed their piece of this culinary delight.

Sunday saw us gather together for the AGM and discuss some important issues, such as changing the name of the society to include the word 'Aircraft'. This, as we all remember, was carried and has since set into motion a range of activities such as designing a new logo. After the AGM many of us had to fly home, leaving behind another enjoyable event with the Australian Piper Aircraft Society.

Cath Lincoln





“Pilot to the Plate” Weekend 15th - 18th March 2019



Accommodation at Berry and Millthorpe is booked in and also both dinner venues at the Coolangatta Estate and Tonic in Millthorpe are booked. This weekend will be a great one to enjoy superb food and flying so please think about coming along. If you showed interest at the AGM, now is the time to confirm your interest and pay a deposit to lock in your seats as there is unfortunately limited dinner seats due to advance weddings and special occasions, not to mention the reputation of Tonic as a ‘One Hat’ restaurant.

So, get on the email or phone and lock in your seats at the table. It will be a terrific weekend.

The weekend is planned at this point as per follows:

Friday 15th March

Fly into Nowra between 11.30am -1pm and get picked and bused to your accommodation via a scenic drive. Then at 3pm the ‘**BIG FOOT**’ will take us on a local tour and top of Coolangatta Mountain. It will be a ‘**HOOT**’.

We will return to have 45mins of wine tasting and then Dinner at 7pm followed by a few drinks.

Coolangatta Estate: www.coolangattaestate.com.au

Saturday 16th 8.30am

You will be picked and transported to Dave and Vicki’s small farm and have breakfast and about 10am be transported to the airport and to depart for Orange and I suggest a Victor 1 flight and then turn to Orange for arrival at about 1pm and their John Pullen will arrange transport and take you to Millthorpe and your accommodation via a scenic route and then Dinner at 7pm Tonic Restaurant. **Tonic:** www.tonicmillthorpe.com.au

Sunday 17th March 8.30am

You will get picked and then taken to John and Jan Pullen country estate for breakfast. And then be transported to the airport for a lunchtime departure. There may be some small changes but will not affect a great weekend.

Estimates costs only at this point till we have numbers:

Coolangatta Estate is \$ 190.00 per night

Big foot tour \$40.00 per person

Millthorpe Motel \$180.00 a night

Transport costs for the weekend \$ 80 per person

All meals and Drinks paid individually by members

A deposit of **\$200.00** is to be paid to lock in your weekend:

BENDIGO BANK

BSB 633-000, Account No: 141744482

Account name - Australian Piper Aircraft Society

Please advise the Treasurer- Doug Johnson djohnsonaus@gmail.com of date deposited and amount.

Contact:

Dave Ind - 0417 887 010 signman@skylinensw.com.au

Vicki Ind - 0417 887 011



Tech Talkback with Rod Shearer



Tech Talkback



With Rod

Painting

I am often asked why a repaint of an aircraft is so expensive. My answer is that it isn't expensive for what you get. Stripping & repainting an aircraft is an awful job & very difficult. The paint stripper is noxious smelly stuff, the paints dangerous & the conditions usually uncomfortable. You need to have a facility with proper equipment for a start. I've seen several aircraft that have been painted by 'Old Mate'. These are the machines that have the 'flat' rivets where they have been sanded off. Aircraft need to have the paint taken off with the correct stripper. Soda Blasting is a great method but requires specialist equipment & is still expensive. All the windows & plastic parts need to be properly protected to prevent damage to them. All corrosion & damage 'discovered' during the stripping process needs to be corrected. The flight controls have to be removed & rebalanced after painting. It goes on & on. Add to this that the painted surface of a machine the size of a Cherokee can equal 4 motorcars! So I can appreciate that a quality paint job is north of 20K.

Stiff Trim

If you have a Stab Trim that is stiff to operate or an electrical trim that is slow, it could be the Trim Cable Drum. This is the cylindrical thing wound with cable in the fairing under the rudder. Under no circumstances lube this with a sticky lubricant. This will attract dust & bind it up. Always use a silicon or teflon based lube that cures 'dry'.

Leaky Fuel Tanks

Leaks from the Tanks are a pest. If you have a tank leaking around the rivets it can be repaired. It is a big job but well within the capabilities of a competent Aircraft Metalworker.

Pitot Covers

Use one. Enough said.

Oil Cooler Hose Airworthiness Directive

AD/PA28/2017-14-04 was altered recently by the FAA. It is still a visual inspection each 100 hours but is now divided into a myriad of subparts. If your Oil Cooler is mounted fore or aft is the main focus but the inspection is essentially the same. Remember that these hoses (& all Piper engine bay Fuel & Oil Hoses) have a retirement life of 8 years or 1000 Hours. If you go the extra mile & fit Teflon hoses then they have no life limit (as long as their condition is okay) & this AD becomes 'not applicable'.

Garmin G5

These units are becoming very popular as there is an STC (Supplementary Type Certificate) for various GA types. You need to be aware that for the certified installation two G5 Indicators are required. In Experimental installs one unit can act as both AH & DG. The STC does not allow this.

ADSB Transponders

Don't be in a rush to fit an ADSB Transponder to your VFR aircraft. They are not mandated for VFR ops (here in the Bush, no Transponder is required at all). CASA have been conducting a consultation with a view to making the whole ADSB thingy cheaper & easier to do. There will be more cost effective solutions available in the near term, so don't jump the gun.

Cherokee Fuel Dip-stick

I have been asked by several people for a Cherokee Fuel Tank Dip-stick. I have included a copy of the one I use & you are free to duplicate it. Use at your own risk but it has served me well. Make it from a nice piece broomstick for the classic look.

DISCLAIMER

Any advice contained in this newsletter has been prepared without taking into account your specific circumstances, objectives, or needs. Before acting on any advice given the Australian Piper Aircraft Society Inc recommends that you consider whether it is appropriate for your circumstances.



In To Africa

Dave Laughton

A chance meeting in the William Creek pub with a Cirrus pilot a few years ago led us to think about changing our plans for travelling around South Africa, Botswana and Namibia. Instead of largely driving (with commercial flights for the big legs) why not fly ourselves as he had done.

And so it was to be, but there was to be a delay of a year. Why? First up we were too late to secure our preferred dates, not a big deal. Second, we mentioned what we were planning and two others thought it was a pretty good idea, and if we delayed until the following year they'd join us, so we could then customise the route to our preference, and that's what we did.

Dave Long and Cath Lincoln were in the second plane with another friend of ours, Jane Brilliant, a long lapsed commercial GA pilot looking for a reason to get back into it in the third along with our (optional) pilot guide. A fourth couple from Holland also asked to join us, so that was our flight.

The pilot guide was there to do all the hard work, getting weather, filing flight plans (I never did figure them out), organise fuelling, customs, immigration and any other formalities.

Rae researched and mapped out the places we wanted to visit, sought input from the others and passed that on to our South African self-fly safari tour organiser, Dave Van der Spuy of African Aero Safaris. With his experience he was able to devise a route and select safari camps to meet our needs whilst considering flight times and fuel requirements, and availability.

All parties looked at the proposal and locked it in by booking one year ahead to ensure we got the accommodation we wanted as we were at the start of their busy season. We chose mid May as the best compromise between reliable flying weather and good wildlife spotting prospects, and it worked!

Hate to admit it but we chose to hire 182 Cessnas. Reasons were - animal spotting was important and the high wing was ideal for that, they were more readily available for hire and if one broke down we had the capacity to carry the two crew plus baggage split between the other two planes.

Luckily nothing broke, terminally, only a few minor glitches, but one thing it did was confirm that I NEVER want to own a Cessna. Ask over a beer some day.

How did it all work I hear you ask ?

Because we were hiring South African registered aircraft we needed to hold an S.A. licence. To do that we went to Cape Town where the operator is based, a good place to visit. A theory examination based on their (somewhat odd, to us) rules followed some solid coaching and a bit of home study. This bit was not as well organised as it could have been as it could have all been done from Australia under no time pressure before departure. The practical flying was done in a vintage 172 with a souped up (thank heaven) engine, based out of Cape Town International and consisted of a roughly 90 minute sightseeing tour around Cape Good Hope, with the weather gods on our side, but the traffic gods against some of us with long holding while heavy jets came and went.





Capetown from Jane's Cessna check flight

We allowed five nights to do the flying (in case we struck poor weather or other delays) with sightseeing capably filling in our spare time. Before heading off to Johannesburg to pick up our planes we had three wonderful nights in Franschhoek, a very French influenced town in the wine district near the better known Stellenbosch.

Off to Jo'burg and once again we had to do check rides with the various plane renters before they'd hand over the keys. For a couple of hundred dollars we also purchased one month's insurance, just in case we got too close to the wildlife.

To our surprise our three planes came from three different airports. Just a bit daunting for each of us as our first solo flight was done independent of any 'Mother Hen' tour leader to shepherd us out, within close proximity to Jo'burg International in fairly busy, unfamiliar and 'interesting' airspace as we set off for our rallying airport point about 45 minutes away at Pilanesberg.

While Rae and I were collecting our plane at Wonderboom airport a call came in from another safari operator looking to rent a 206 ASAP. Reason was that one of his customers had just cleaned up a Giraffe, taking off a wing and a neck. Very unhappy ending for the one with the neck. Insurance suddenly looked like a bargain.

Pilanesberg airport provided the first of many 'interesting' engagements with officialdom. The Dutch couple rented a 172 so were a bit slower than the 182's, and for a couple of reasons were two hours late arriving. With the intention of getting to hurry up so we could do our first game drive I sought to access the tarmac where there were four planes parked, all ours, likely the only landings for the day. Seemed simple enough. Go through scanner, show pilot stuff, walk on. No. Can't do that. Must tell one the airport staff who will tell someone else who will, eventually, wander out and pass on a message but necessarily the one we wanted. Wandering, beaten, back out of the terminal a brainwave occurred. I returned through the scanner, apologised for my incompetence and explained I needed to get something I'd left in my plane. No problem. Walk on through Sir. Success! Message passed OK then back into the terminal via scanner, emptying pockets etc, etc, fill in another form and then free to go.

To be continued ...



The pilots with Dave Van der Spuy (far left)



At the Cape of Good Hope

Lilydale PPP

Leigh Barling



The theme for Lilydale PPP was Aircraft Performance & Flying in Controlled Airspace. The shorter 830m runway was used for the weekend with markers at 100m intervals so pilots could check their take-off and landing performance. The weather on Friday was perfect for flying and so some members took advantage of the conditions and did some flying sessions. The Friday evening 'meet and greet BBQ' hosted by myself and Tracey at our home was well attended with most participants present.



BBQ dinner at the Barlings'

On Saturday, Tony Smith conducted the ground component, and it was interesting to note that many newer aircraft's POH had the Australian P charts that include the CASA 15% mandated increase, while most older aircraft's POH had the original American P charts which need to have the 15% added to the figures.

Other topics covered were aircraft systems and emergency procedures with Tony including those priceless snippets of information along the way.

With the help of Colin Burns and Murray Gerraty, the flying sessions were completed on the Saturday as Sunday's forecast was not too friendly. The sessions covered aircraft performance, as well as systems and emergency procedures, and some members also found time to enter controlled airspace and carryout a Melbourne city scenic orbit.

The partners in flight course was not run due to insufficient numbers, however the 'Partners Touring Program' conducted by Cath Lincoln was a great hit.



The group at Cloudhill Gardens, Olinda



Lunch at Sky High, Mt Dandenong



The Christmas Dinner was held at Fergusson's Winery in the Yarra Valley and everyone enjoyed great food and conversation. Barry McCabe received the Duncan Morris Alternator Award from Tony Smith.

On Sunday morning we had Stuart Hills give a talk on avionics upgrades, including what questions you should ask of your avionics' workshop. Stuart has worked for most of the major avionics groups in the past and is happy to offer independent advice on your avionic needs. Also, Don Gordon opened up his hanger for those to inspect his rebuilt Tiger-moth and P51 Replica kit plane.

We then provided brunch including bacon & egg rolls or hamburgers so that those who needed to depart, did so with "Full Tanks"

In all 17 members attended the ground session with 10 doing flying sessions and 8 partners touring the Yarra Valley.

Big Thankyou to Lilydale Flying School, Tony Smith, Colin Burns, Murray Gerraty, Stuart Hills, Don Gordon, David Goode and Cath Lincoln for contributing to the event, and Sharon Maloney for providing some photos.



Your Piper clothing order will be arriving soon.

Open Mic Issue

Ian Tucker & Vicky Giles

We had a recent experience with the coms in our Arrow II which we thought would be worth sharing with APAS members.

Departed out of Strahan on the west coast of Tasmania returning to our base airport at Devonport. There were some coms difficulties with a chopper on departure and a couple of tell-tail loud crackles in our headsets. Apart from that all seemed OK until overhead Cradle Mountain when Vicky asked where we would land if we had an engine failure now. I replied "maybe on that sealed road down there or, if there are power lines, we'd try a wheels-up in that button grass over there". Next we hear one of the local instructors at Devonport advise that we had an open mic. Checked the radios and noticed the "Tx" intermittently coming on next to the active frequency on the Coms 1 (see photo). We then realised that our "private" cockpit conversation was being broadcast to all traffic within range on the Devonport CTAF frequency. Despite this intermittent coms fault continuing for the remaining 20 minutes of the flight, we were able to make a safe landing at Devonport.



Photo 1 – Note the little Tx on the coms display

After some protracted trouble shooting the culprit was found to be a broken wire leading from the press-to-talk button on the pilot control column where it exits the control column behind the panel. (See photo).

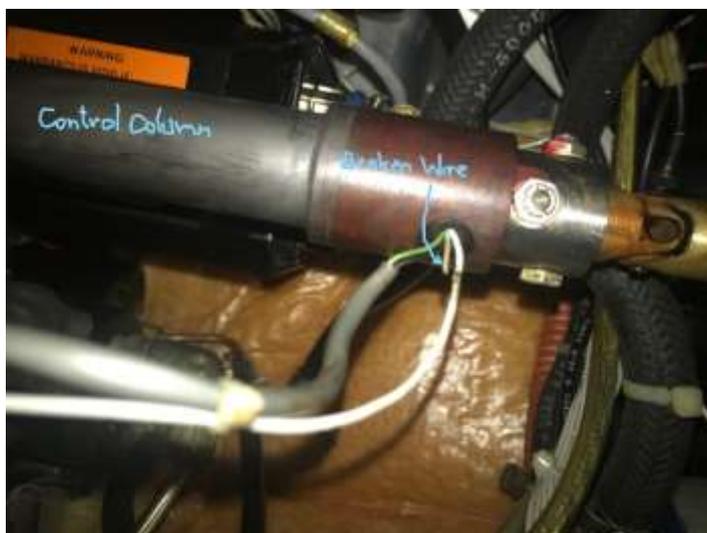


Photo 2 - Showing broken coms wire protruding from control column

This wire is obviously subject to a lot of movement as the control column is moved during flight and pre-flight checks. At some stage in the aircrafts past there obviously been some poor quality wiring done in this area which caused the wire to fail. Our LAME completed the necessary re-wiring with proper sheathing and securing with a cable tie (see photo). All coms working perfectly since.



Photo 3 - Wiring repaired

Needless to say, we now regularly check for that little "Tx" on the coms display to ensure that our private cockpit conversations are actually "private".

Safe Flying
Ian Tucker & Vicky Giles
VH-IGL



UP THERE

Cool air, clear light, dawn awakens the land
Off to the airport, flight plan in hand,
Rumble & clatter, doors open wide
Behold the big bird still sleeping inside.

Walk around wisely inspecting the wings,
(Seek imperfections from piloting sins!)
Fuel free of water, oil to the mark,
Onto the tarmac & ready to start

Prime then 'clear prop', the starter breaths life,
300 horses cut air with a knife,
Gauges are set, run up the power
All is in order, cleared by the tower

Taxi to threshold, full power to the prop,
Knots run to 80 before we lift off
Climb to 500, gear stowed & flaps in
Level for cruise, let the wonder begin.

Floating on high, savour the moment.
Leaving below a world full of torment
A passion for flight I'm keen to declare
The love that abounds each time I'm up there!

Alan Bradshaw 29/4/2015



Membership Renewals

Thankyou for being part of the Australian Piper Aircraft Society. If you haven't got around to renewing your membership yet, we hope you'll do so soon and remain part of our flying community. Contact Alan Bradshaw 0418 500 368





Calendar

Australian Piper Aircraft Society Events

DATE	EVENT	CONTACT
15-18 March 2019	'Pilot to the Plate' Weekend Flyaway	David Ind John Pullen
3-5 May 2019	Pilot Proficiency Program Cowra, NSW	David Goode - flyinggoode@gmail.com
June 2019	Fly & Walk Weekend Murray River Walk, NSW www.greatwalksofaustralia.com.au	David Ind 0417 887 010 signman@skylinesw.com.au
September 2019	AGM Port Macquarie, NSW	David Ind 0417 887 010 signman@skylinesw.com.au
November 2019	Pilot Proficiency Program and Roma Saleyards Tour Roma, QLD	Barry McCabe smccabe@hwy54.com.au
February 2020	Western Australia Flyaway	
April 2020	Warbirds Over Wanaka	
July 2021	Oshkosh/Piper Factory Visit	

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*Merry
Christmas &
Happy Flying in
the
New Year!*