



# JUNE 2013 NEWSLETTER

PO Box 1678 Woden ACT 2606  
INC 9880292 NSW

## A few words from the chair

Once again your committee has been busy since the last Newsletter, and the events we have organised have been very successful.

The fly in to Clare was a huge success. We had 23 participants who all enjoyed a wonderful weekend of aviation, wineries, and fellowship. Many thanks to David & Vicki Ind for their excellent organisation of the weekend. Many thanks also to David Willson a member of the Clare Valley Flying Group and the local Bus operator who spent the entire weekend with us and turned the trip into something quite special.

PPP's - We now have two PPP's Scheduled for the remainder of this calendar year. One at Bendigo (21<sup>st</sup> to 23<sup>rd</sup> June) and another at Mudgee (30<sup>th</sup> Aug to 1<sup>st</sup> Sept). The Bendigo Program was added to the schedule because a group of Piper Flyers approached us to ask if we could run one for them. If you would like us to run one in your area then please contact Dave Laughton to find out how easy it is for us to bring the program to you if you can get the numbers and provide a little bit of logistical support.

David Ind has now finalised the Kimberley Fly Away and we look forward to hearing about another successful trip in our next newsletter. Safe flying and best wishes to everyone going on this trip.

AGM - It is already time to begin thinking about our next AGM which will be held in Port Macquarie over the weekend of 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> of November. Regular attendees will be aware that the formal part of the weekend does not detract from a great weekend of aviation & fellowship. This year Graham & Tina Bell are organising a weekend of activities for everyone to enjoy. It is simply another great opportunity to involve yourself in an event run by your society. Don't be put off by the thought that you will be railroaded into a job. (Coerced maybe, but not railroaded!!)

We welcome the following new members to the society.



~ David Long  
~ David Goode  
~ Alan Bradshaw  
~ Adrian Basile  
~ Paul Harris  
~ Ray Pilcher

Adrian & Paul are returning to the fold after taking a sabbatical. Welcome back.

Your committee has been working hard on your behalf, contributing Idea's and promoting the society wherever they can. Thanks everyone.

Remember it is your society, come along to one of our events, or better still contact us with any ideas of other events we could arrange or indeed simply support and become part of.

### *Safe Flying*

**Duncan Morris**

*President Australian Piper Society Inc.*



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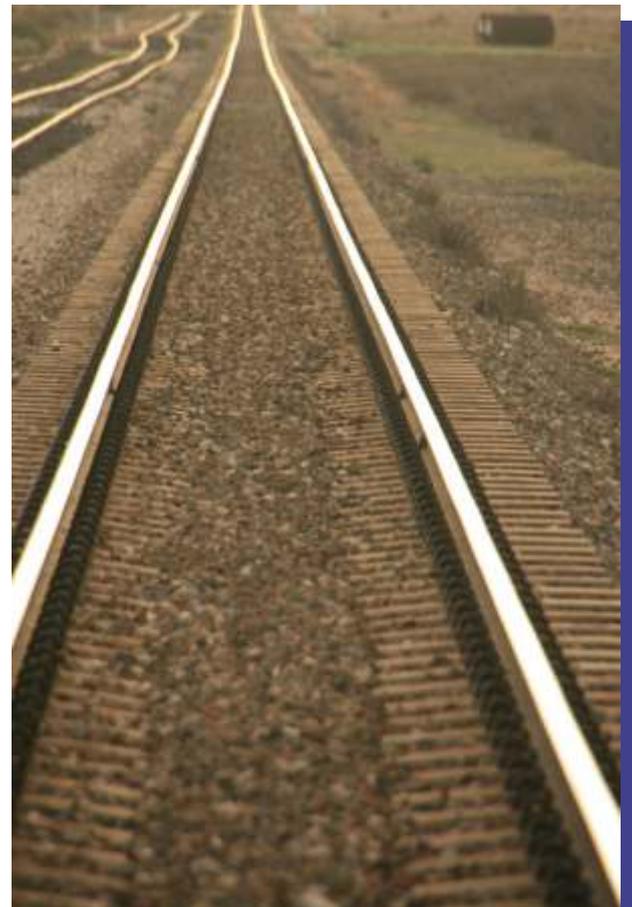
The only part of WA we've ever seen is the Kimberley region, and that was only last year. Magnificent ! Time now to have a look at the SW corner, so come mid March with a month up our sleeves off we go. Departing Toowoomba, Thargomindah is any easy hop for our first overnight stay. Catch up with some old mates for a beer then rest up for a pretty big day ahead.

Next day dawns beautifully as we set off for fuel at Coober Pedy. The track takes us smack over Lake Eyre, which last time around was still fairly well covered in water, until recent years a fairly rare sight. This time the only water was a 'puddle' about one kilometre long out in the southern end of North Lake Eyre. The compensation for little water is a stunning array of colours and textures in the salt surface, and seeing it from down (legally) low is just magic. Elsewhere in the desert to the east of the lake, somewhat surprisingly, were still numerous lakes with the last remnants of the flocks of pelicans.

Three hours from Thargo we arrive at Coober Pedy for our brief stop and leg stretch having passed low over one of the old Ghan railway bridges and the spectacular Painted Hills southwest of Lake Eyre. The bloke cleaning the terminal engaged in a bit of chatter which included a not so subtle lecture on the irresponsibility of people wasting fuel flippantly flying around the country. It was too subtle for us to register so in due course we bade him farewell, still babbling, and headed off to Forrest out on the Trans Australian Railway, just over the WA border and 60nm north of the highway, literally the middle of nowhere.

This 2.10 leg takes us out over the Woomera rocket range restricted areas, which fortunately were not active. Not only did that save a heap of flying time but also presented a raft of interesting views of roads and infrastructure near Maralinga. Not sure exactly what it actually was but we invented all sorts of creative notions of launch pads and atom bomb test sites, which no doubt some were.

So here we are over the Nullarbor, finally, so glad we are not trying to cross it on horse back. Tough mob those explorers and early settlers, not to mention those who still work the stations out here.





As we draw toward Forrest we see the railway quietly converging from the left, and with it one of the many trains that criss-cross the nation, topped only by the appearance of an enormous sealed dual runway airport. Bit of a surprise. Forrest, a town of two people, a town dog and seven houses, but what a great place it turned out to be.

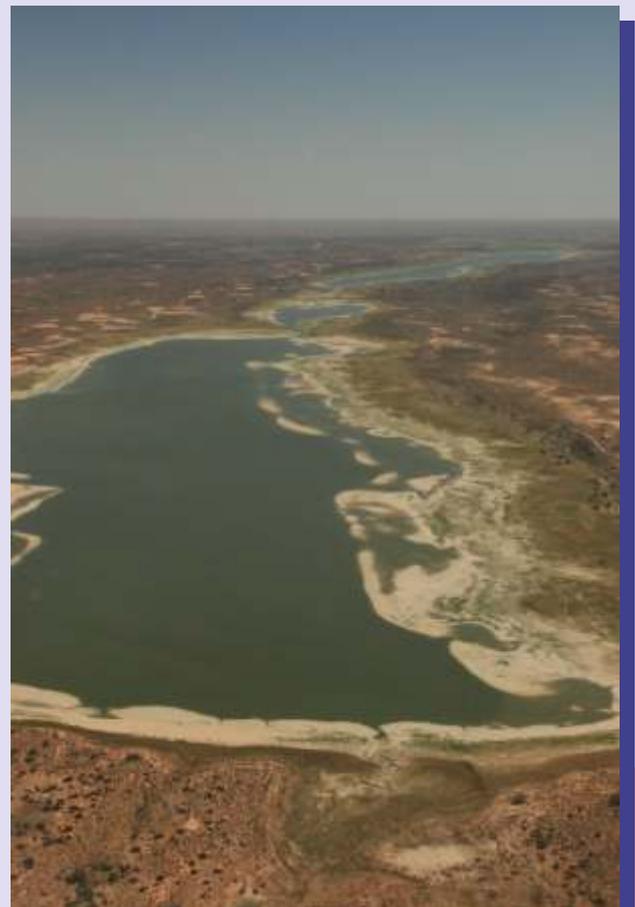
Originally set up in 1929 as an overnight stopover for flights to and from Perth the original hangar still stands, and it's yours for the duration of your stay, for free. The old hostel has gone as have the railway fettler's huts, but those houses occupied by the Met bureau etc remain and are now set up for accommodation. Not five star but clean, comfortable, air conditioned and fully self contained. But, if you are like us, having someone do the cooking for dinner, not to mention provide some company and lots of local knowledge, then you'll spend a few bob, walk half way across town (about 80 metres) and join the managers at their place for the evening.

History abounds at Forrest. The old weather observation station still stands in its original state and is now a museum, and for a change you can clamber up the old steps to the rooftop lookout without all the restrictions, safety warnings and equipment we now see so often. Great.

After an enjoyable stay we head west again following along the railway, getting the mandatory overhead photo of an oncoming train on the world's longest straight stretch of track, and on to Kalgoorlie. That too provided a stunning and unexpected welcome as we flew in across the massive Super Pit gold mine with its mountains of tailings right on the edge of town, to be welcomed immediately after by the vista of an emerald green airport, looking more like a manicured sports ground than a dusty outback strip, due to recent rains.

*to be continued .... some time*

**Dave Laughton & Rae Percival, VH-SOG**





## Mudgee NSW PPP – August 30<sup>th</sup>. – Sept 1<sup>st</sup>. 2013

We have also finalised the dates for the previously announced Mudgee PPP. They are August 30-Sept 1, so if you can't make it to Bendigo you have another opportunity, possibly closer to home, or maybe in an area you have not visited before. Feel free to register your expression of interest for the Mudgee PPP via a quick email (or even a slow one if you prefer) if it suits you better, but a formal invitation will be emailed closer to the date. Pencil it in

Hope we you are able to make it to one or the other of these great weekends, particularly if you have not been to one before. We know that once you have done a PPP you are extremely likely to attend another, they are just that good so give it a go.

Regards  
**Dave Laughton**  
PPP Co-ordinator

## Bendigo Victoria June 21<sup>st</sup> – 23<sup>rd</sup> 2013

Due to popular demand we have scheduled an extra PPP to be run in Bendigo on June 21-23 making it the third for 2013, a busy year and a new record for the club.

The Swan Hill PPP was very well attended and it looks like this one may be as well, so if you want to be in it we recommend you email your completed registration documents as soon as possible.

We may need to limit numbers in order to ensure we can accommodate all those wishing to complete the flying segment however attendance for the Ground/Theory day is not limited.

We have also changed the fee structure so that you have more options, but the total cost is still at a subsidized rate, so take advantage of it while it lasts.

## Pilot Proficiency Program

*The Next PPP course is coming up fast and there are a couple of vacancies.*

*Come along and learn some more on what you and your aircraft can do to make your flying skills even better and more enjoyable.*

*No exams, No judgment.....only a wealth of knowledge passed on in a friendly environment with other Piper pilots.*

<b>When:</b>	21 - 23 June 2013
<b>Where:</b>	Bendigo Airport, Victoria
<b>Time:</b>	Arrive some time on Friday 21 <sup>st</sup> February
<b>Depart:</b>	Around noon on Sunday 23 <sup>rd</sup> February
<b>Course:</b>	Optional Flying on Friday afternoon and Sunday morning. Discussions, lectures and training all day Saturday.
<b>Social:</b>	Friday evening BBQ and drinks at the Aero Club. Saturday evening Dinner venue TBA
<b>Cost:</b>	All participants must be current members Pro-rata membership (if required) \$50 Saturday ground session \$150 Flying session (optional) \$100

### Suggested Accommodation:

Lakeview Motor Inn  
286 Napier St  
Bendigo  
Ph 03 5445 5300

### More Information and Registration:

Melissa Fisher  
PO Box PO Box 704  
Warragul Vic 3820  
03 5817 2999  
mak@dcsi.net.au



## \*\* SIGMETs are changing – make sure you know all about it\*\*

The Bureau of Meteorology is making changes to the format of its SIGMETs - Significant Meteorological Information - from 30 May 2013. A SIGMET gives a concise description of the occurrence, or expected occurrence, of en-route weather which is potentially hazardous to aircraft in areas over which a meteorological watch is being maintained. Most of the changes have been made to align Australian SIGMETs with International Civil Aviation Organization's specifications. The Bureau of Meteorology says the changes will make it simpler to enter SIGMETs into flight planning systems and will make the training of international pilots easier. The key changes are the description of vertical levels at and below 10,000 feet, the format of the SIGMET sequence number and the format of the last line of each SIGMET. After 30 May 2013, the vertical extent will be given in feet for levels below 10,000 feet, instead of the current practice of using the abbreviation A (altitude) for levels up to and including 10,000 feet. Vertical levels at and above 10,000 feet will be given in hundreds of feet. The second change is to the sequence number of a SIGMET. The new SIGMET format will adopt the International Civil Aviation Organization three-character sequence number format and will be nationally assigned for each flight information region. A location reference will no longer be included in the sequence number but will be given in the last line of the SIGMET. The third change is to the format of the last line of the SIGMET, which will now be referred to as 'RMK' (remark line), instead of the current practice of using 'STS'. There will also only be one SIGMET current for each event in each flight information region, instead of the current practice which can have multiple SIGMETs current for one event.

*Read more about the SIGMET changes*

<http://casa.grapevine.com.au/lists/lt.php?id=Y0UCAwIDAAUGVx9VBwUPTAoCCAg%3D>

## \*\* Aircraft registrations pass new high\*\*

There are now more than 15,000 aircraft registered in Australia. The milestone was passed earlier this year, with about 50 new aircraft being added to the Australian aircraft register each month.

Registration of Australian aircraft began in July 1919 when the International Commission for Air Navigation allocated civil aircraft registration prefixes to each member nation. British Commonwealth countries were allocated the letter 'G' with the next one or two letters indicating the countries within the Commonwealth - Australia being allocated 'G-AU'. Australian Certificate of Registration No.1 was issued on 28 June 1921 for an Avro 504K aircraft registered G-AUBA. From January 1929, Australian aircraft began displaying 'VH' as a prefix to the registration mark. The first machine to be registered under the new system was a Gipsy Moth that bore the marking VH-UKF. The register increased gradually after World War II, reaching 1000 aircraft in the late 1950s and 10,000 in the early 1990s. By 2003 the number rose to 12,000. CASA regularly publishes a list of available registration marks and people are able to reserve a particular mark for a 12-month period. Large airlines reserve blocks of registration marks, so a certain model of aircraft can have consecutive marks.

*Aircraft registration information and forms is on our website.*

<http://casa.grapevine.com.au/lists/lt.php?id=Y0UCAwIDAAUGWB9VBwUPTAoCCAg%3D>

## \*\* Engine welding warning\*\*

A warning has been issued about potential problems caused by weld repairs to engine crankcases. Reports of failures and cracking of weld-repaired crankcases in the region of cylinder retention studs continue to be received by CASA and are attributed to inadequate welding repairs. Limited welding repairs to certain crankcases may be permitted by engine manufacturers under approved schemes used by appropriately approved specialist repair organisations. However, if there is inadequate pre-weld crack detection and poor cleaning or welding technique there will be an overall degradation of the crankcase material. Where there is weaker or softer crankcase material in the region of the cylinder retention studs this can result in a loss of stud torque. Fatigue cracking is soon initiated and this can eventually result in separation of the cylinder from the crankcase. In the United States there have been two accidents involving an in-flight loss of power due to separation of one of the cylinders from the crankcase. In an airworthiness bulletin CASA makes six recommendations to avoid problems caused by weld repairs to crankcases. CASA says the recommendations will assist in detecting "potential catastrophic engine failures".

*Read the crankcase welding airworthiness bulletin*

<http://casa.grapevine.com.au/lists/lt.php?id=Y0UCAwIDAAUHUX9VBwUPTAoCCAg%3D>

*Courtesy of CASA*





# Airservices ADS-B and Mode S Transponders

## ADS-B Mandates 2014-2017

On **16 August 2012**, the Director of Aviation Safety, CASA made instruments for a phased requirement for all IFR aircraft to be equipped for ADS-B by **2nd February 2017**. This applies to all Australian aircraft and will enhance Airservices capability to provide safe and efficient air traffic management services.

**2014 – IFR Forward fit:** Any aircraft that is first registered on or after **6th February 2014** and is operated under the IFR category must carry serviceable ADS-B transmitting equipment that complies with the CASA Civil Aviation Order (CAOs) 20.18 and Civil Aviation Order (CAO) 20.18 Amendment Instrument 2012 (No. 1).

**2016 – IFR for Western Australia:** On and after **4th February 2016**, an aircraft that is operated under the IFR in Airspace that is Class A, B, C or E and within the arc of a circle that starts 500 NM true north from Perth aerodrome and finishes 500 NM true east from Perth Airport must carry serviceable ADS-B transmitting equipment that complies with Civil Aviation Order 20.18 and Civil Aviation Order (CAO) 20.18 Amendment Instrument 2012 (No. 1).

**2017 – All IFR aircraft:** On and after **2nd February 2017**, any aircraft that is first registered before 6 February 2014 and is operated under the IFR category must carry serviceable ADS-B transmitting equipment that complies with Civil Aviation Order 20.18 and Civil Aviation Order (CAO) 20.18 Amendment Instrument 2012 (No. 1).

The CAO amendment F2012L01739 was registered on the Federal Register of Legislative Instruments on 22nd August 2012 and came into effect on 23rd August 2012.

## Mode S Mandate 2014 – 2016

**2014 – Mode S for New aircraft and Mode S for New transponders:** Any aircraft that is first registered or modified by having its transponder installation replaced, on or after **6th February 2014** and is operated in Class A, B, C or E airspace or above 10,000 feet above mean sea level in Class G airspace, must carry a serviceable Mode S transponder.

**2016 – Mode S for Airport surface movement:** All aircraft operating at Brisbane, Sydney, Melbourne or Perth airports must carry a serviceable Mode S transponder that meets the standards on and after **4th February 2016**. This will provide for optimised interoperation with the Advanced Surface Movement Guidance and Control System that has been installed and commissioned at Melbourne and Sydney airports and is planned to be installed and commissioned at Brisbane and Perth over the next year.

## Useful References:

Civil Aviation Order 20.18

Civil Aviation Order (CAO) 20.18 Amendment Instrument 2012 (No. 1)

Over the next three to four years we will see changes in avionics that are required for IFR flight. By 2016 there will be at least 200 ground based nav aids turned off.

The new systems will be based on PBN (Performance Based Navigation) which requires a GPS to TSO C145/146 capability and Mode S transponder with ADS-B capability.

For those with a Garmin 430 TSO C129 need to, as soon as possible, update their unit to TSO C145/146 as Garmin are only going to support this upgrade for a short time and possibly discontinued well before the end of the year. (Check with your local avionics centre). This upgrade will cost approximately \$4,000 - \$4,500.

The TSO C129 GPS units do not support performance based navigation and will require all aircraft that are to remain in the IFR category to upgrade to a new GPS TSO C145/146 and Mode S with ADS-B capability in the timelines announced by Airservices.

There is a belief within the industry that this could force more than a quarter of the IFR fleet to drop back to VFR or even out of the air.



# Key Timelines

## Aircraft equipment



Effective Date	Applicable to	Requirement
12 December 2013	Aircraft operating at or above FL 290	ADS-B required
1 January 2014	New aircraft registered on or after 1 January 2014 <ul style="list-style-type: none"> <li>MCTOW - 5700 kg and 19 passengers</li> </ul>	TCAS    Version 7.1
6 February 2014	New aircraft registered in Australia on or after 6 February 2014	ADS-B required
	New aircraft operating in aerial work or private operations, or Existing aircraft modified after 6 February 2014 and: Operating in class A, B, C, or E airspace, or Operating above 10,000ft in class G airspace. Note: Not applicable to aircraft operating in class E airspace or above 10,000ft in class G airspace if the aircraft has no engine or insufficient electrical power capacity to operate a transponder.	Mode S transponder with ADS-B capability
	New aircraft operating in RPT or charter operations	Two independent TSO C145/146 or TSO C196 GNSS (with CAO 20.91 ops authorisation), or One TSO C145/146 or TSO C196 GNSS, and One ADF or VOR (TSO'd) and CAO 20.91 ops authorisation
	New aircraft operating in aerial work or private operations	One independent TSO C145/146 or TSO C196 GNSS (with CAO 20.91 ops authorisation)
	Existing aircraft operating in RPT or charter operations, if modified after 6 February 2014	Two independent TSO C145/146 or TSO C196 GNSS (with CAO 20.91 ops authorisation); or One TSO C145/146 or TSO C196 GNSS; and One ADF or VOR (TSO'd) and CAO 20.91 ops authorisation
4 February 2016	Existing aircraft operating in aerial work or private operations if modified after 6 February 2014	One independent TSO C145/146 or TSO C196 GNSS (with CAO 20.91 ops authorisation)
	Aircraft operating in class A, B, C or E airspace in the 500nm quadrant north and east of Perth	ADS-B required
	Aircraft operating at Brisbane, Sydney, Melbourne, or Perth aerodromes	Mode S transponder with ADS-B capability
	Existing aircraft operating in RPT or charter operations	Two independent TSO C145/146 or TSO C196 GNSS (with CAO 20.91 ops authorisation), or One TSO C129, TSO C145/146 or TSO C196 GNSS, and One ADF or VOR (TSO'd) and CAO 20.91 ops authorisation
	Existing aircraft operating in aerial work or private operations	One TSO C145/146 or TSO C196 GNSS (with CAO 20.91 ops authorisation), or One TSO C129, TSO C145/146 or TSO C196 GNSS, and One ADF or VOR (TSO'd) and CAO 20.91 ops authorisation
2 February 2017	Existing aircraft on the Australian register before 6 February 2014	ADS-B required

### Notes

1. Requirements are applicable to aircraft conducting IFR operations only.
2. Refer to CAO 20.18 and 20.91 for full details of requirements.
3. Aircraft with stand-alone GNSS may be covered by the deeming provisions of CAO 20.91.



## Clare Valley Weekend

A total of 8 Aircraft and 23 members attended the extended weekend in the Clare Valley, landing on one of the newest airports in the country.

Friday's weather was blue sky for all but Bill Obrien from Mackay who made it through rain & cloud and a few occasions of carburettor icing for our weekend.

All aircraft landed between 3 – 4pm on the Friday and were met at the new (nearly finished club house) with cold crown lagers & champagne for all arrivals.

We were then transported into the township to our accommodation, Clare Valley Cabins that consisted of self contained cabins in the rolling hills of the Clare Valley.

After unpacking and a quick shower we loaded back into the bus to be transported into the township of Clare to the “middle pub” for dinner and a few quiet drinks.

Plenty of aircraft stories and fellowship over dinner and few beers & wines enjoyed by all.

On the Saturday we were booked on a vineyard and local history tour of the Clare Valley with “Clare Valley Tours”, Dave Wilson as our guide. The day was a lazy stroll through the local vineyards and the history of Clare that included lunch.

Clare has much to offer and our tour only touched the surface of exploring the area and its history. Dave Wilson provided a knowledgeable history lesson from the front of the bus, answering all our questions.

Dinner that evening was in a vineyard restaurant “Skillogalee” We dined amongst the vineyards and enjoyed a beautiful meal and wines, the setting was magic on a beautiful night. I suggest if you have not been there and you are passing make sure you call in, the vineyard restaurant was specially opened at night just for the Piper Society so there was 23 of us which made it a special night, we returned back to our cabins very content and looking forward to the next days activities.

The sun rose on a perfect Sunday morning and after breakfast we jumped back on the bus and headed down to Rowland Flat for the air show. On our way down we stopped at Maggie Beers Farm Door Shop where we all (I think) purchased her jams and condiments and beautiful cooking ingredients then sat by the lake and had coffee & cake.

We arrived at the air show at 12.30 to a packed air show of people and aircraft where we were treated to great displays of airmanship and aerobatics.





The most amazing part of the day was the brilliant

aerobatic display by Chris Sperow his flying skills were outstanding. He has been Australian Champion 13 times and to see him ribbon cut inverted at less than 50ft is something to be seen, but there is a catch to his display. Chris is 75 years of age, so please age is no barrier, I went to watch him get out of the aircraft, he jumped out like a startled Giselle, so there is hope for us all.



The air show conducted just as it started, brilliantly, but it was time for us to head home with a few beers on board. On the way home we called into some more vineyards and churches to complete the day.

Back home for a change then headed back out for dinner at Gallys Restaurant with members of the Clare Valley Club. The night included movies of the air strip being built and a local member who raised money with his wonderful old car the "Whippet" plenty of good food and wine was enjoyed.

It also gave me an opportunity to thank Dave Wilson and the Clare Valley Club for their help and hospitality during our stay in the Clare Valley.

Monday morning dawned with some cloud around and a reasonable forecast for all of us. For the last time we loaded the bus and headed to the airport where we all said our good byes and headed home.

The weekend was a great success with many positive responses from those who attended, but it is the members that make weekends.

This weekend was a testimony to that, through friendship and flying, we can all enjoy these fly ins.



Thanks everybody for your participation.

#### **Weekend Awards**

**Most Luggage you can fit in a 4 seater piper,**

Winner:- Melissa & Phil Fisher

Runner Up:- Barry & Susan McCabe

**Best Red Wine Drinker**

Outstanding Winner:- Barry McCabe

Runner Up:- Yours truly & the lot in IDN

**Good to see you award**

David & Beverly Seaton

**Where not to sure award**

Duncan Morris & Bill Obrien in cabin 7, always late for the bus or in the shower and seen closer as the weekend went on

The four day weekends look like they have a future.

Our Kimberley trip with another 8 – 9 aircraft for 14 days is just around the corner so I better get busy again.

*Happy flying*  
**David Ind**





## AGM AUSTRALIAN PIPER SOCIETY INC.

### Dates:-

Friday 1<sup>st</sup> November – Sunday 3<sup>rd</sup> November

### Accommodation:-

HW Boutique Motel, Port Macquarie

Program details to follow -----

Contact Graham Bell - M 0418 655 796



## On A Wing And A Chair

Dave Jacka will be the first person with quadriplegia to fly solo around Australia. On a Wing and a Chair will proudly support Dave as he sets off in April hugging the Coastline in his Jabiru J230.

The trip set off in Tooradin Victoria and travelled through Tasmania along the East coast to the Top. Some rest days in Darwin before heading West on the return to Tooradin. It will take around four and a half weeks to complete his journey, stopping at schools and community groups to chat about his adventures and challenges.

Dave's support team will follow him in two aircraft providing ground assistance throughout the journey.

Dave's flight will raise public awareness of what people with disabilities can achieve.

Dave and Linda travelled to Griffith NSW last October to speak to the Piper group at our AGM over dinner with the Griffith Aero Club.





For URGENT sale



### VH - UWO

Piper Warrior/Archer PA 28 180hp

One owner since new 1977 A/F 5775 TTIS

Engine 0 hours since Lycoming, Factory new O/H with Lycoming Warranty.

Recent Repaint 8/10 All annual and major inspections 12/12/13

A/C has Gap Seals, Dremmer Wing tips. (Stol Type)

Contact Graham Bell 0418 655 796

A/C Located at Port Macquarie



## Member Profile

I have always been interested in aircraft as long as I can remember with kites, model gliders etc. It was not until I was in New Zealand that I started flying lessons in 1967 with the Wellington Aero Club flying Victa Airtourers. When back in Australia I continued with a variety of flying schools/clubs due to the constant relocations for work.

By the early 1970's I had, as known then a restricted private licence and it was not until the early 1980's that I had the restriction removed and over the next few years did tail wheel, constant speed, retractable, aerobatic and finally a command instrument rating. For the next ten years we hired aircraft and enjoyed the ability to travel widely and see many parts of the country in the limited time we had from running our business.

In 1994 we made the big step into ownership and purchased a Piper Arrow iv. This gave us the freedom to go somewhere at short notice and extend our trips without the stress of having the aircraft back for other commitments. The other benefits were the increased knowledge in your own aircraft and it's systems. We have travelled most of Australia, into a lot of the remote areas and stations enjoying the outback, the people, and the flying experience.

Our children have always flown on trips from an early age and now our Grand-daughter enjoys the flying and our last trip around Far North Queensland's Gulf.

I have been an Australian Piper Member since its conception joining the committee at different levels, and have enjoyed the fellowship, pilot proficiency programs and the new friendships that have developed over the last ten years.

*David Law*





### Australian Piper Society 2013

### Arnhem Land & Kimberley Safari

Just to let you all know that the final numbers for the Safari have been locked in.

There are eight aircraft and 18 lucky people who will be flying their own Piper aircraft into the Kimberley region and beyond.

What an opportunity to take in the spectacular and ever changing wonders of both the north west corner across to Arnhem land and south into the sunsets of Broome.

Whether they are walking into the Bungle Bungles or flying over the coast at the furthest most North West point at Cape Leveque they will enjoy every moment and have plenty to chat about every evening amongst fellow Piper flyers.

We wish all that are going a safe and enjoyable flying safari. Take plenty of photos and watch this space in the newsletter for a tantalizing report.

*Safari leader*  
**David Ind**  
0417887010

#### Port Lincoln



Port Lincoln is known to many as the Seafood Capital of Australia. Port Lincoln is located on Boston Bay at the Southern end of the Eyre Peninsula in South Australia and was named by Mathew Flinders in 1802.

Port Lincoln has many diverse industries which include beef, lamb, wool and cereal crops. Their fishing industries include tuna,

prawns, lobster, abalone and scale fish.

There are many activities that can be undertaken including Shark cage diving, swim with the tuna, fishing and visit the many of the national parks in the region.

There are many fine restaurants in Port Lincoln with traditional hotels, specialty restaurants and many take-aways.

Accommodation ranges through apartments, bed and breakfast, motels, hotels and caravan parks.



#### **Airport co ordinates**

Check ERSA for details

**Latitude 34° .36.3' South**

**Longitude 135° . 52.8' East**

### Calendar Of Events

JUNE 21st - 23rd  
BENDIGO PPP

JULY 5th - 18th  
KIMBERLEY SAFARI

AUGUST 30th - SEPTEMBER 1st  
MUDGEE PPP

NOVEMBER 1st - 3rd  
AGM - PORT MACQUARIE