Brisbane Valley Flyer

November - 2013

BRISBANE VALLEY SPORT AVIATION CLUB INC

www.wattsbridge.com.au
www.bvsac.org.au

Watts Bridge Memorial Airfield, Cressbrook-Caboonbah Road, Toogoolawah, Q'ld 4313.

Who is photographing who? A Trike airborne off Runway 12 at YWSG.

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CASA Part 61 – What does it mean to YOU!.

WEF December 04 2013 CASA has decreed that the Pilot Licensing system will undergo a paradigm shift. Under the new rules commencing this date, the format of the license issued to pilots will change as will the requirements for BFRs and maintaining individual pilot endorsements. Specific CASA provided details can be found in their published Part 61 booklet via the link:

http://www.casa.gov.au/wcmswr/_assets/main/lib100191/part61booklet.pdf

Many educational meetings are being held by CASA at venues across Australia and several were recently held around Brisbane to educate the flying fraternity in the new proposals. Alas, these meetings seem to create as many old questions as new questions. In essence, it would appear that this whole Part 61 process is a back-track to past practices with some new colours and frills added for disguise.

What does this new legislation mean for RA Pilots

After December 4, 2013, the CASA offered License portfolio will include a Recreational Pilot's License (RPL), a new category of license that will offer some additional privileges above that of the current RAA Pilot Certificate. Note that the RPL will not replace the current RAA issued Recreational Pilot Certificate.

The given requirements for the issue of a RPL are for the candidate to:

1. Be at least 16 years of age,
2. Hold a Class I, a Class II medical, OR a Recreational Pilot medical (this is available from any GP),
3. Have an approved logbook showing the minimum flight times have been met i.e.
    a. 25 hours minimum total flight time which must include
    b. At least 20 hours dual training, and
    c. At least 5 hours solo flight time.
4. Pass the required theory exam(s)
5. Pass the required flight test with an approved examiner.

A successful applicant for a RPL will be granted the privileges of operating as Pilot in command of a single engined aeroplane under VFR operations. A RPL is subject to the following limitations:

a. Day, VFR operations not above 10,00 feet.
b. Restricted to 25 nm from aerodrome of departure until the required Navigation Endorsement has been approved.
c. Restricted to Class G airspace until the required Controlled Airspace endorsement(s) have been approved
d. MCTOW (Maximum Certified Take-Off Weight) of 1500 kg
e. Regardless of available weight or seats, no more than one (1) passenger may be carried at any time.

If the applicant for the RPL already holds an RAA Pilot Certificate they will be able to use the privileges of a RPL after they have successfully completed an appropriate flight review.

I attended such a CASA training night at Archerfield and there was much more discussed than I have presented here. The changes to the actual license issued to a pilot by CASA from 4 December include a complete redesign of the issued document and this new product will contain and display all type ratings and endorsements. Also, the CASA trainers indicated that BFRs will be required on all endorsements. If you hold a CPL, an instructor rating and an aerobatic endorsement, you will be required to do a BFR on each of these three parts to exercise the privileges of all of them. This created considerable dissent and discussion but we were assured, that is the current requirement. Naturally, we were warned, if the new procedures are not workable they will be modified until they are.

So what does this all meant to a current RA-AUS certified pilot? That's a damn good question and the simple answer is, "NOTHING". What it does do is open a door to allow them to follow a diverging path from RA-AUS and obtain a CASA issued Licence which will allow essentially the same privileges as an RA-AUS pilot

but in aircraft with an increased MCTOW (to 1500 kg MCTOW). It appears that the cost of maintaining such a licence will be greatly in excess of the current RA-AUS model – essentially the same as maintaining a PPL.

What does it mean to the holder of a current PPL? Very little unless you have a medical situation where you cannot maintain the minimum of a Class II medical certificate. In such a case a pilot can drop to a Recreational Pilot Medical Certificate issued by their GP and get a RPL and continue flying BUT with the restrictions the RPL holds.

There was much more but it related to political issues or commercial operations.

Happy flying

------ ooOOoo ------

Kilcoy Breakfast

October 26, the Kilcoy Breakfast was on because the weather said so. In support of this the ARFOR was giving variable winds at 2000 feet and not much more at 5000 feet.

Peter Davies and I departed Boonah at about 0755 AEST in our Lightwing and, apart from the usual haze hazards, had an entirely uneventful flight to Kilcoy via Laidley, Mt Hallen and Somerset Village.

It was a good turnout – about 23 aircraft were there whilst we were participating. The breakfast was great and it was good catching up with others that I had not seen since previous fly-ins. The only problem I encountered was with the SD card in my camera. I changed cards and the replacement card failed completely and the images were lost. The four images below are all that I took on the first card.

Early days – waiting for the arrivals.

DH82a, VP-APE taxis in.

Both ends of the runway were active, as the wind couldn't make up its mind whether it was coming or going - an easterly or a westerly.

David Kerr's Classic Champion 7EC.

Concepts to Consider

The Problem with Flight Training

A catchall phrase, pilot error, is assigned either as a broad cause or a factor in upwards of 90 percent of general aviation accidents. But pilot error comes in two distinctly different flavours: tactical errors, which can be attributed directly to a pilot's chosen behaviour; and operational errors, which can be traced back to instructional errors or omissions committed during flight training. Little usually can be done to eliminate tactical errors made by those who intentionally ignore safe flying practices. The foundation for operational errors, on the other hand, is laid and even reinforced during the transfer of knowledge between aviation educators and their pupils. So suppose that as a result of the aviation education system itself, the pilot never received the appropriate knowledge and skill to handle a particular situation? Or suppose as a result of the pilot's training, the probability is near zero that the pilot can or will choose a suitable course of action? How can we then blame the pilot for committing the error? Take the typical stall training conducted to satisfy the CASA's flight test standards, for instance. The emphasis is placed on detailed procedures used to configure for, perform and exit a couple of specific types of stalls. Treated as an independent manoeuvre unto itself, the whole ordeal is often enveloped in unnecessary melodrama as well. The actual lessons learned, however, are fear and a false association between the stall and slow airspeed. Also the use of rudder comes into question. There is a growing tendency for modern pilot training to ignore the task of keeping the aeroplane straight with rudder and a sickening compromise of aileron, adverse yaw and indiscrete jabs on the pedals with indecisive feet is the result. If an aeroplane's nose is kept on a reference point, there is very little need for aileron use as the wings will remain level in almost all circumstances.

Taxi Smack

Driving the airplane to and from the runway is a piece of cake, right? Not for the dozens who prang something each year. Many pilots appear to have the attitude that a flight begins with takeoff and ends when the airplane departs the runway after the landing roll. However, ground operations certainly cause their share of grief. While many taxi accidents are unavoidable, such as during bush operations, the majority fall into categories that can only be described as stupid human tricks. Seen in the recent past was a pilot, angry his usual tie-down point was being used taken by someone else, rarked around a SEQ airfield so fast he raised the inside wheel of his Jabiru off the ground. This happened several times as he taxied (??) around trying to find an alternative. A tactful mention of other aeroplanes in the vicinity was met with a barrage of angry invective and profanity. Nice guy! And he walks among us.

Top Ten Aviation Risk Reduction Steps

How's this for an aviation truism? "The best pilots possess the superior judgment necessary to avoid situations requiring their superior skills to survive." While arguably more true than a whole wealth of other aeronautical truisms, it doesn't provide much guidance in our quest to become one of those wiser and more-capable aviators. Which raises an obvious question: How does one develop such profound judgment? First off, what exactly is risk? Borrowing a widely used formula, we can describe risk as the product of a known threat weighed against the probability of that threat occurring. Another way to express it would be something like Risk = Probability x Consequences. Our risk-managed learning process begins the first time we venture out alone. Our maiden solo is just the first of such envelope-expanding experiences we'll face. What's the threat in a first solo? The student crashing, of course, or freezing at the controls, or running the plane off the runway, or.... Since it's our CFIs who urge us into that first solo flight, we can reasonably infer that the CFI has made that risk assessment for us, and gave us the nod when the instructor gauges as low the probability of a bad result. But the confidence shown by our CFI, who did the heavy lifting in risk-management for our first solo, is the first of a very few times in which we can acceptably cede judgment to another. By the time we embark on our CFI-approved solo cross-country, we're at the point where all further in-flight decision making is all ours.

It might be argued that every aircraft accident is the direct result of in improperly carried out risk assessment, and certainly some accidents are just that. However, sometimes all the risks may not be obvious

and how can one assess the unknown. The only way is to have a planned retreat available so if things begin to go pear-shaped, you can turn tail and run so-to-speak. *He who turns and flies away will get to fly another day*.

Thou Shalt Not

The most-violated rules and regs are sometimes true safety problems, sometimes merely legal ones. Sometimes you look at a specific requirement and have to scratch your head. What, you ask yourself, can that possibly have to do with flight safety? The various rules, placards and limitations seem to be written more for the CASA's lawyers than for pilots and their passengers. However, you can still be prosecuted for failing to address and comply with such requirements. Whilst it is true that some say that the laws are written for the guidance of wise men and the obedience of fools, a pilot complying with all the rules is less likely to find him/her self in difficulty because the rules are designed for just that purpose – to minimise the chance of a pilots getting out of their depth and running into danger that they have not the experience or training (or wit) to notice. Every time a pilot operates outside the framework of the law they should realise and specifically note that they are on their OWN. If the law says "DON'T" and they "DO", then they MUST realise that the level of jeopardy they put themselves and their aeroplanes and their passengers in has risen. They had better not misjudge anything.

The Days of Charlie Burr.

Mr. Burr, a family friend, was flying the airplane as we levelled off at 1,500 feet, arriving overhead of "Burr's International," as we called the narrow, short farm airstrip. "Ever fly a glider?" came the question from the front seat. "Nope."

"Do you want to?"

"Sure."

Mr. Burr reached over and turned the magneto switch from both to off. The nose of the Cub came up until the relative wind stopped wind-milling the propeller. It all seemed surreal as we hung in the air in total silence. Then came a surprise.

"Your airplane!" he called out just above the whisper of air rushing outside. I took the controls and did exactly as he instructed. "Keep your approach high until you are sure you can make the field," he said. "Once over the pine trees at the end of the strip, put her into a sideslip to lose altitude and control your speed to landing." I followed his instructions, and we made a dead-stick landing.

Years after that, I was flying with a student out of Richards Field, still in South Florida, in my Citabria. After the flight, we walked into the hangar where I kept my red Pitts Special with its standard white Pitts stripe down the side. The single-place Pitts was equipped with 150 hp. My student said he had never seen a Pitts fly. That was all of the encouragement I needed.

Opening the fuel cap during preflight in the dim hangar light, I rocked the airplane to visually check the fuel for my short 15 minutes of fame and aerobatic flight. The small plastic sight gauge for fuel showed that it was full as it curved back into the bottom of the tank. I pushed the Pitts out of the hangar, and soon the roar of the engine shot the airplane into an almost vertical climb. Leveling off at 3,000 feet the aerobatics began — the sequence of a loop, roll, Cuban eight and vertical reverse to head back for landing.

Suddenly, the roar of the 150 hp turned into dead silence, leaving me with only the whisper of the wind. I rocked the wings, suspecting a fuel problem. There was a short burst of power as the remaining fuel in the tanks made it to the engine. Then, once again, only the silence of the wind.

The Pitts Special is a wonderful airplane capable of many things, but with biplane wings, bracing wires and small lifting surfaces, gliding is not one of them!

Looking below from 1,000 feet, I saw a smooth field. Richard's Field was absolutely and definitely out of range. A steep half circle had me lined up into the wind, high between the small rows of tomato plants that were just showing above the ground. A voice from my past told me to keep the approach high until I was sure I could reach the field. Then a slip would dissipate altitude and control airspeed. As the small plants passed by during the landing flare, I reached up and slid the Pitt's canopy open.

There was no damage. My student had seen me go down and was running across the field to meet me. We put the tail of the Pitts in the bed of my truck and sheepishly towed it out of the field, down the street and to Richard's Field's gas pump. Charlie Burr's lessons of a dead-stick, high approach and slip to landing were good lessons indeed. The lesson re-learned was never to rely on fuel gauges or even sight looking into the tank. Always use a fuel dipstick, even for a 15-minute flight!

Perhaps there is another lesson to be learned from my experience. That lesson, taught by Charlie Burr, is to take care in how you affect the lives of others so that what you have taught will live on from generation to generation.

Dear Members,

Remedial work, due to on-going issues is to be undertaken on the clubhouse and public toilet sewerage/grey water holding tanks on Monday 4th and Tuesday 5th November 2013.

Therefore, members will not be able to use the sewerage system or water taps in the clubhouses or at the public toilets on these 2 days.

A Portaloo will be placed opposite the public toilet during this period.

Regards Liz Cook

Secretary

Glenda Faint UPDATE

As some of you will know, Glenda, our fellow club member, is still recovering from spinal surgery which she had more than 4 weeks ago. It is not expected that she will be home before Christmas. If you would like to give her a call she would love to hear from you. Glenda's mobile number is 0412-317-753

FLY-INS Looming

Nov 2	Temora, NSW	Warbirds Downunder 2013 Airshow
Nov 2	Pimpama, QLD	Aviatrix Fly In. Lady's Day at GCSFC
Nov 2	Kingaroy, QLD	South Burnett Motors in Motion!
Nov 3	Gympie, QLD	Gympie Aero Club Breakfast Fly-In
Nov 9	Murgon (Angelfield), QLD	Burnett Flyers Breakfast Fly-In
Nov 10	Caboolture, QLD	Flight Heritage Museum Fundraiser

FOR SALE

I would like to advertise the fact that I have for sale plans, components, materials and tools for the construction of a scratch-build Sonex. Due to unforeseen circumstances I am no longer able to continue with the project.

All items are available near Boonah for current list prices, a huge saving to be made as I have absorbed the considerable freight costs involved in shipping from the US.

If you are interested, or you know someone who is, please call me. I can be contacted by email or Mobile on **0488404324**.

Thanks, - Peter Moll.

FOR SALE

For Sale - Corby Starlet restoration project.

Aircraft is complete but dismantled. Damaged in landing accident. New stronger one-piece spar allowing increase of 50lbs to AUW has been fitted. Some woodwork needed to wing, spare ribs available... but not needed. Fuselage good condition, cockpit needs tidy up.

Engine Hapi 60hp TT aprox 700hrs Cylinders overhauled at 485 TT Windscreen/Canopy in good condition. Well built aircraft all paperwork
available.

All yours for $7500. View at Watts Bridge no obligation For full details call Ron on **0428 747737** or email rondunn747@hotmail.com

To Give away

A Freight box, aprox 4mx1.5m, would make good workbench.
View Watts Bridge –
Tel: Ron **0428 747737**

For Sale

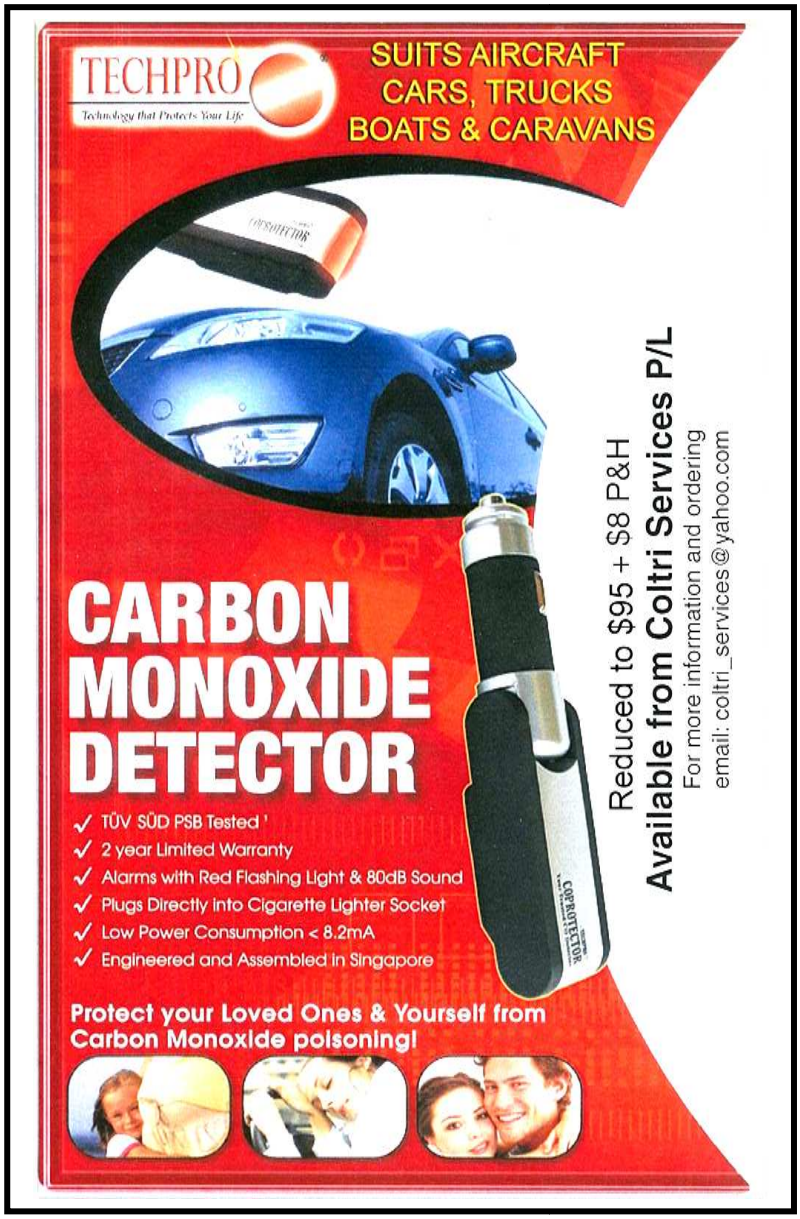
Simple magnetic Compass

- Fully floating card
- Deviation adjustable

Imported for project but not now required.

$40.00

Contact Rob Knight
0400 89 3632



Mystery Aircraft (November Issue)

Mystery Aircraft for October.

Clues – very well known manufacturer. Has little resemblence to later produced aircraft. This example shows this man's first attempt at an enclosed cockpit

Mystery Aircraft (October Issue)

This is an image of a De Havilland DH80a Puss Moth with its wings folded. It was in this type of aeroplane that Bert Hinkler was killed in 1933.

CONGRATULATIONS
Mal McKenzie correctly identified the October Mystery Aircraft.
Mal, please contact me so I can arrange to drop off your two After Dark Technology memory stix.

Joke for the Month

"To be honest – all the statistics are against you".

Quotes (or, "There's wisdom in the air):

1. If you want to grow old as a pilot, you've got to know when to push it, and when to back off. **Chuck Yeager.**
2. You know, being a test pilot isn't always the healthiest business in the world. **Alan Shepard.**
3. Time to spare – go by air (unknown).

BirdsiPhotography

Want an air-to-air or ground shot of you and your dream machine? It's easy to arrange and will cost less than you might think. Grab the phone and contact Peter Davies or Rob Knight on 0400 89 3632, or email kni.rob@bigpond.com

Keeping up with the Play (Test yourself – how good are you, really?)

1. Which of the following statements relating to hypoxia is/are correct?
   - ☐ A. This is never a problem below 6000 feet.
   - ☐ B. This only affects people who are smokers
   - ☐ C. This is only a problem above 10,000 feet altitude.
   - ☐ D. This can be a problem even for non smokers and those with respiratory illnesses below 5000 feet.

2. Anabatic wind is associated with mountainous terrain and is caused by:?
   - ☐ A. Severe turbulence.
   - ☐ B. Diurnal variation of the surface air temperature.
   - ☐ C. The passage through the area of a low level trough.
   - ☐ D. The venturi effect as the air flows through steep sided valleys.

3. An aeroplane operating with flaps set in the reflex position would be said to have:
   - ☐ A. Wash IN.
   - ☐ B. Wash OUT.
   - ☐ C. Increased longitudinal dihedral
   - ☐ D. A decreased angle of incidence.

4. If a pilot sets 1013.2 hPa on the altimeter subscale the altimeter will read:
   - ☐ A. Elevation AMSL.
   - ☐ B. Density altitude.
   - ☐ C. Pressure altitude.
   - ☐ D. Absolute altitude.

5. Whilst gliding a pilot notices that the VSI is reading zero. What other instruments should he/she consider to possibly have flawed indications?
   - ☐ A. None.
   - ☐ B. Compass, Slip/Skid.
   - ☐ C. All.
   - ☐ D. ASI and Altimeter.

ANSWERS: 1. D, 2. B, 3. A, 4. C, 5. D.

If you have any problems with these questions, call me (in the evenings) and let's discuss it! Ed.

BRISBANE VALLEY SPORT AVIATION CLUB Inc

MINUTES OF THE OCTOBER 2013 GENERAL MEETING

MEETING LOCATION:	Watts Bridge Memorial Airfield – BVSAC Clubrooms
MEETING DATE:	12th Oct 2013
MEETING OPENED:	10:18 AM
MEMBERS PRESENT:	15
APOLOGIES:	Neil Bowden, Liz Cook, Glenda & Richard Faint, John Innes, Rob Knight.
VISITORS:	Max Bains
NEW MEMBERS:	Max Bains
MINUTES:	September, 2013 Meeting of the BVSAC Inc. Proposed: Ian Ratcliffe, Seconded: Peter Ratcliffe, Acceptance Motion Carried.
PRESIDENT'S REPORT:	Absent
SECRETARY'S REPORT:	Absent

TREASURER'S REPORT:

Opening Balance	$ 16,149.60
Outgoings	$ 409.40
Income	$ 764.64
Electricity Balance	$ 849.84
Closing Balance	$ 16,217.92

WBMA REPORT: Next year should be interesting. New groups have expressed interest in moving to WBMA.
Be aware of snakes being active at the airfield**, e**specially in the late afternoon and evenings.

BUSINESS ARISING: Nil.

GENERAL BUSINESS: BVSAC Christmas Party nominated for Saturday 30th November, or Saturday 7th December commencing at 10.00 am.
Volunteers are required to help setup and prepare food and drinks.

Richard and Glenda need our support at this time.

RAAus Board Report

- Registration renewals are taking up to three months to be processed, not two weeks.
- Office procedure upheavals are ongoing. New acting technical manager is very good.
- By November 2013 all aircraft files will have been audited. Some aircraft owners still have to send in requested paper work. Registration renewals will be from the date of processing.
- All paper files are now being transferred to a computerized database and file system. This will help streamline the future registration renewal process.
- The suggested relocation of the RAAus head office discussed. This may not be feasible due to the extra costs of holding RAAus meetings. This would be due to additional travel and accommodation costs of the staff and board members.

NEXT MEETING: The next meeting will be 2nd Nov 2013 in the BVSAC Clubrooms Watts Bridge at 10:00AM
A BBQ lunch will follow the meeting.

MEETING CLOSED: There being no further business, the meeting was declared closed at 11:07AM
A BBQ lunch was held after the meeting.

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