



Pioneer Aviation Gippsland

Recreational Flying School News

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ANTHONY'S RAMBLINGS

Summer is almost upon us, the days are getting longer. I have already started some lessons at 7.30 but I am thinking, that as the days get warmer and the air bumpy that lessons and for that matter private hire could start as early as 6.00am. I will start at 6.00am as soon as people book that time. I think that on forecast hot/windy days I would like to start early and finish at lunch time to get the best weather. This also means that those of you who start work at 8 or 9 could get in some flying before work when the weather is at its best. During daylight saving late afternoon flying would be possible till 8pm or later; once again bookings would be essential.

Dehydration is the curse of summer. I guess it will be warming up soon after what seems like months of screaming winds. Please, when you fly take a bottle of water with you. The Jabiru is good in that a bottle will fit down next to the seat. As you fly along and each time you do your CLEAROFF checks (we do don't we?) have a sip of water. Just before entering the circuit have as much as you can, you will feel much more alert, it works.

Our Graduation Dinner was a great success. Every one that I spoke to had a good night, the food was good and the wine prices high, so no one got drunk. We had eleven graduates - the highest number in one year since the school opened and three x-country endorsements. Special mention to Peter Sealie and Sandra Lewis for clocking up 1,000 hours of private flying, very few pilots get to 500 hours, so to have 1,000 is a very special achievement.



L-R, me, Sandra, Peter, Cliff, Trevor, Keith, Sonny, Ashley, Allan, Rod, Mark & Kingsley

Emergency Locator Beacon's (ELB) will be mandatory soon, in all 2 seat aircraft that fly more than 50 miles from departure point. We have in our Jabiru 4497 a GPS equipped ELB, which means that if the worst happens the occupants will be found. The ELB will send out a distress call with the lat and long, so it should be found in minutes! The ELB is stowed where the head sets plug in sitting on the lower seat belt mount. To activate simply remove from pouch and flick the aerial up, it is now **on**

We now have an electronic credit card machine. It works on the mobile phone network. As with all technology it comes at a cost, in this case I will have to charge 3% on all transactions.

It was reported to me that July was the windiest July on record. I guess if it blows over 30 knots all day for days that seems right, any wonder the hangar doors stayed locked for days on end.



Above is a photo of Kevin Young on his return with the Come And Get It Trophy in late July. The CAGIT started some years ago to give pilots an excuse (do they need one?) to go somewhere. Kevin has been following the trophy for some time and it looked like he was having to go over to WA to get it. Fortunately for the wallet by the time he set out it was only up the road in Narromine. Kevin had some real fun getting out of the Valley (waited 2 days) and even then he went via Geelong and Bendigo way up to Narromine, good trip back next day.

If you go to [/www.auf.asn.au/cagit_trophy/cagi.html](http://www.auf.asn.au/cagit_trophy/cagi.html) for the full history of the CAGIT. It was taken after a couple of weeks and went to Lethbridge.

Cilff Wood has returned to the UK to take up a new job there.

Peter Ward has returned to WA after completing his Pilot Certificate and Passenger Endorsement.

We all wish them the best for the future and it will be interesting to know how the UK scene compares with ours.

NEW AVIATORS

Craig Grech-Cumbo from Ripplebrook
Gary Dean from Traralgon
Paul Mitchell from Traralgon
Maurice Bayfield from Cranbourne

FIRST SOLO



Rod Saunders on the 17th of September

PILOT CERTIFICATES

Mark Duncan on the 24th July

PASSENGER ENDORSEMENTS

Ashley Hiscock
Peter Ward
Mark Duncan
Keith Roberts

CROSS COUNTRY ENDORSEMENTS

Ron Wilson on the 23rd of August

GA PPL.

Congratulations to Andrew Phillips on gaining his PPL. Andrew is the first student who gained his Pilot Certificate with us to go onto and obtain a PPL. Andrew learnt in his Foxbat but now has a Liberty XL which is GA so he had to have a GA Licence.

TO ALL OF THE ABOVE, WELCOME TO PIONEER AVIATION GIPPSLAND AND CONGRATULATIONS TO ALL OF THE ACHIEVERS.

CLASSES

Sue Coffey conducted a Human Factors course on the 1st of August, there were 5 participants. Mark Duncan, Roger Barlee, Roy Urand, David Tanner and Brad Stayches

I am thinking of running a BAK course on a Wednesday evening, say starting 6.30 and going to 8.30-9. What do you think, please let me know and away we will go. Would take about 4 nights.

THE FLEET

4497

We now have a colour GPS in 4497. It operates the same as the old GPS but now in vivid colour - adds colour to the cockpit!

The new engine has been fitted. I did not notice any difference to the old as far as climb performance went but the other day on full throttle it went to red line in straight and level flight, something the old one did not do.

4702

And where did the old GPS go, but to 4702, no excuses to get lost now. Due to a design fault in the engine causing through bolt failures we will be modifying the engine slightly, I might say on expert advice

FLYING TIPS

The other day as I was putting one of our Jabirus away I noticed some damage to the nose spat. Upon further inspection a couple of things came to mind. One, it must have been a heavy landing (this should have been reported to me so I can inspect the aircraft for damage) and two, the pilot pushed forward on the stick and tried to force the aircraft to land (this is very dangerous). This is the fourth time damage to the nose spat has occurred over the years. On three occasions the pilot got away with it, but on one occasion the aircraft had to have a holiday in Swan Hill for major repairs.

The scenario goes like this, the pilot has flared and is in the hold off, the wind may be blowing the aircraft off the runway (this happened to me in my training) so the pilot in his attempt to land pushes forward on the stick or the pilot has flared too high and tries to force the aircraft down. **NEVER, NEVER, NEVER** PUSH FORWARD ON THE STICK IN THE HOLDOFF. YOU WILL DAMAGE THE AIRCRAFT IF YOU ARE LUCKY AND IN THE WORST CASE HURT YOURSELF AND SEVERLY DAMAGE THE AIRCRAFT. It happens all the time, just read the incident reports in the RAAus magazine. I like to think of the stick as having a one way ratchet attached during the hold off, you can only pull back. You may hesitate but you must NEVER let it go forward. A pilot must never force an aircraft to land, it must be guided to the runway and it will always land when it is ready and it is very good at it. If you are not happy with the approach or the flare height, **go around**. You then may push the stick forward to gain the correct attitude for the go around. Just to finish off, please report heavy landings and for that matter any other problems you have with the aircraft (ie, loose mike boom).

Please, if you are having any problems with your flying, talk to me. It may be a simple fix or misunderstanding, we may do a couple of circuits, usually at private rates.

During my training I was doing aerobatics and during stall turns I was falling out of the sky at all angles, it was just not working. I asked my instructor to come up and show me. I sat through one stall turn and I could see what I was doing wrong, in this case reducing power too early. After that fight and some more practice the stall turn was easy and they worked.

FLYWAYS

Start planing for Easter next year, I have drawn up a flight plan which is on the notice board, Kevin has also done one, if you have a particular route or place you want to see let me know.

Happy flying
Anthony Morrison

