



Pioneer Aviation Gippsland

Recreational Flying School News

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June – July 2007

ANTHONY'S RAMBLINGS

The LVAC Annual Wings Presentation Dinner is going to be held on the 13th of October, time, cost and venue to be announced.

For those of you who have gained a Pilots Certificate, Passenger or Cross-Country Endorsements I encourage you to come along with your friends for the presentation and a good night. Last year was a good night with a guest speaker, I am assured that there will be enough food.

Wind shear. What is it? It is when wind (air) changes direction or speed. We know wind shear as turbulence, whether it is mechanical or thermal. What is the difference? Mechanical is when air passes over trees, buildings, mountains etc; thermal is rising air caused by the ground heating up at different rates. Mechanical turbulence is usually associated with strong winds and at times, lenticular clouds (mountain waves) can be seen usually indicating strong turbulence or wind shear. On those beautiful days with puffy little clouds it can be quite rough due to rising air; that is how those little fluffy clouds are formed. Of course those big Cumulus clouds formed the same way and you can experience severe turbulence (wind shear) - stay away.

Most of the time we only worry about wind shear on the approach and landing phase of our flight. Most of you will have experienced wind shear on landing and **all** runways are subject to wind shear. As you approach, the aircraft will suddenly climb (higher indicated airspeed) or descend (lower indicated airspeed) or you will be blown left or right. How do we overcome wind shear on the approach? Simple really; maintain the glide slope using power. As the aircraft rises, reduce power (increases rate of descent) or, as the aircraft descends increase power (reduces rate of descent). As far as keeping on track, imagine the centre line on the runway extends right out to base, keep the aircraft over this line with aileron, drifting left, lower the right wing and visa versa.

The runways at YLTV

- 9 Usually the least amount of windshear, sometimes it may be encountered on base.
- 27 Usually some can be encountered on take off and finals
- 21 This runway probably has the least amount of windshear unless you are conducting cross wind landings.
- 3 The worst runway, especially since the new Helimed building was built. You can expect windshear on take off and landing especially if the wind is from the right. This can be extreme windshear even if the wind is light and from the right. Consider using runway 09.

If the wind is blowing from the north, because of the mountains up there, expect strong wind shear. All other directions, even if the wind is strong, it is usually very flyable.

Rob Piper our very first student has set a few records for the school and aviators on the airfield

- First student to gain his Pilot Certificate
- First student cross country endorsement
- First student to buy his own aircraft
- First student to fly around Australia
- First student to fly solo around Australia
- First Jabiru based at YLTV to fly around Australia

Rob arrived back on the 21st, 6 weeks after leaving.

NEW AVIATORS

Will Hollands from Warragul

FIRST SOLO



Raymond Bennett on the 16th of June

PILOT CERTIFICATES

Rod Miskin on the 16th of June

Maurice Wright on the 14th of July

PASSENGER ENDORSEMENTS

Rod Miskin

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

THE FLEET

4497

It seems that in every newsletter the J160 has clocked over another milestone, this time 900 hours was clocked up on the 4th of June, Maurice was flying at the time.

Our J160 now has a new nav aid in the way of a Garmin 196 GPS.

4772

Kevin took the Sierra to Tocumwal recently without a GPS, well done. Of course, as we pushed it back into the hangar Vic turned up with the GPS which he had sent away for repairs and upgrades; very flash now with coloured terrain etc.

NEW AIRCRAFT ON THE FIELD

Laurie Armstrong arrived back on the 11th of June with his new Corby Starlet 24 - he now joins Alan 19-3991, Henry VH-BCS, Rucky VH-RKY, Barnie and 19-488, making 5 on the field and the new splinter group.

AIRPORT NEWS OUR NEW HANGARE / SCHOOL

I now have a Planing Permit of sorts! It is conditional on the airport manager making submissions / reports etc on the remnant native grasses to DSE. The report then has to be accepted and this is for the whole airport. He has 6 months to do this. There are some other issues regarding car parks, roads, taxiways, electricity, water and sewerage that also need addressing. I am not holding my breath; it could take another year before we move to our new address

FLYWAYS

Around Australia adventurers Sandra & Nelson (JSP4), Peter & Linden (JSP4), Rob & Barbara (J160) and Rob Piper (J160) They left on the 1st June arriving Bundaberg 4th, stranded by weather before leaving for Gladstone arriving on the 7th. Arrived Innisfail 10th. Departed Innisfail on the 28th arriving safe at Bourktown. Plan to fly to Borroloola on the 29th. Instead arrived Jabiru on the 29th. Flew into Emkaytee on the 1st. Emkaytee is 30 miles south of Darwin. Arrived Kununrura 3rd for 2 nights. Arrived Derby 5th and on to Broome on the 7th. Arrived Port Hedland on the 12th with Tom And Coral in the RV6. Rob Piper left the group at Broome and now is at Wyalkatchem, the rest flew onto Shark Bay on the 14th for two nights. After Shark Bay the troops went onto Geraldton, Wyalkchem and are now at Bunbury. Rob, Peter and Linden are crossing the Nullarbour. Rob and company arrived Port Augusta on the 19th, the rest are stuck at Bunbury due weather (and I was lead to believe that the sun always shone in WA). Rob Piper arrived back at 2pm on the 21st, the rest are due back on Wednesday except for Peter & Linden who have gone onto Bundy. Sandra & Nelson along with Tom & Coral arrived back at YLTV on Tuesday the 24th.

BUNDABERG FLYAWAY

A number of YLTV based aircraft, pilots and friends are going to Bundy for the air show on the 3-5 of August. I will be going with Vic in the Tecnam as part of his cross-country endorsement (big one a). Sandra & Nelson, Peter & Linden, Robin & Barbara , Pauline (new student) & Tom, Tony & Maurice should all be there

Happy flying

Anthony Morrison

