

The Upwind View



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Uncle Dick's Place - by Travis Cameron

It was a beautiful Sunday morning, not a breath of wind, warm & sunny. I was ready for some fun & laughter. This day I would fly a plane and encounter the famous entrepreneur Dick Smith at his own BBQ lunch. We landed at "Bowlyie" - Gundaroo, along with many other planes which brought more life and energy to the BBQ. Everyone was lovely, my lunch delicious. We took a look 'round Dick's hanger. I had a laugh when we saw a boy fly his toy remote control helicopter into the roof of the hanger, which became jammed the instant the boy realised he had gone too high. Sadly it was too late. I guess Dick now has another helicopter!

I enjoyed some time to visit Dick's holiday

house, just a short train trip from his runway. I know - his own train from his hanger to his house - unbelievable. Before I knew it, the day was ending and I hadn't encountered Dick yet, and I wasn't leaving without an introduction or a photo. Dick was a great person, different to how I had imagined, he was very down to earth and brought a strong vibe wherever he was. He was interested in myself and my want to fly, as I was interested in his traveling across the world. I was enjoying myself until the moment I was back in Boarding School at Bathurst. That Sunday was a wonderful day, I am truly thankful for those who made it all happen, giving me a once in a lifetime experience. **Travis** ✈



CANCELING SARTIME

The 134.85 FLIGHTWATCH frequency is no longer available.

Cancel your Sartime on the Area Frequency or CENSAR

e.g. Melbourne Centre 135.25 or Censar 1800 814 931

PIFR vs IFR

The Private Instrument Rating (PIFR) is designed for Private Pilots to operate IFR, without having to complete the arduous task of an Instrument Rating. It is only to be used in Private operations and can only be used in Australia. It requires a minimum of 20 hours Instrument time (cf 40 hours IF for IFR) and a pass in a PIFR theory exam available at the school.



WardAir has a new map of the Training Area. It was designed by the Department of Lands.

Your initial authorisation (En-route PIFR) allows you to fly in Instrument Meteorological Conditions once you are at or above your Lowest Safe Altitude (LSALT). Likewise for your descent, you can only descend below LSALT once you are clear of cloud.

You need to be capable of flying basic IF and being able to track accurately using either an ADF or VOR. You also need to have the skill to divert in case you cannot descend below your LSALT, cope with emergencies (yes Engine Failure in cloud!!) and fit in with other IFR traffic. The hardest thing most people find is the discipline of the radio calls and being aware of other traffic, both IFR and VFR.

Can you do an approach? – Not with your initial En-route PIFR, however it is prudent / wise - ok you really need at some stage to "add" a Flight Procedure Approval (FPA) to your PIFR. FPA's are approaches, Instrument departures and arrivals.

Do you need to renew? – Only as part of your flight review every 2 years,

but as a personal standard, keep your rating current to similar standards as required by IFR rated pilots.

Should I just do my Instrument Rating? Not necessarily unless you plan on completing your Commercial. A PIFR allows you to develop your skills, practice and then come back and gain some more skills. Is a great way to keep current and expand your knowledge and skill. For more info – ask or download CAAP 5-13

Achievements

BAK Exam

Ian Fulcher, Peter Harrison, Jeremy Hays, Andrew Elliot, Drew Carter, David Swan, Tony Rothe, Ron Jones

PIFR Exam

Malcolm Clydsdale

GFPT

Leam Dzwinek

IST SOLO

Ian Fulcher

PILOT PROFILE



Name: Peter Pigott

At School I was a hopeless student
My mother and father told me ..

If a job was worth doing it was worth doing properly

When I was a child I wanted to be..... able to do as I please!

Current Occupation:

The Gardener (??)

1st Employment was.... delivering newspapers on a pushbike in Waverton.

Then I became a Woolclasser in Northern NSW

Memorable Aviation Moment was having John Denver sing "Annie's Song" to Ann & myself whilst flying him from Mt Wilson to Mascot.

At home I cook Zucchini! - grated cooked in butter with S&P

Toys - why toys? Ann and myself sold our Medical Company to Pfizer and we asked the children what we should do—A toy shop was their suggestion

Accidents: Yes, as a 'green' helicopter pilot the door flew open as I was about to hover. I lent over to shut it & a bunch of my keys got caught in the collective. It did a slow roll on its side. It was at Darling Harbour. No one was hurt but the media arrived very shortly after. I stood in front of the chopper with cameras rolling and said proudly "Uncle Pete's helicopter may have fallen down - but Uncle Pete's Toys are still cheapest in Town!" Dick Smith still claims it was a publicity stunt!

TEMPOs: What do they mean? Can I still fly?

Yes you can - however there are just a few things you need to know.....

Eg: TAF YBTH 011840Z 2008

29005KT CAVOK

TEMPO 0307 4000 Thunderstorms with Rain **BKN 030CB**

* The conditions at Bathurst are forecast to be CAVOK

* However throughout the period from **03Z** (2pm) to **07Z** (6pm) a TEMPO is forecast.

* A **TEMPO** is used to indicate when significant variations in conditions (e.g. thunderstorms, rain, drizzle, fog etc) are expected to occur and last for a period of less than one hour but more than 30 mins in each instance. This is a temporary condition, the weather will deteriorate for up to an hour and then revert back to the original TAF conditions. i.e. CAVOK. It then may deteriorate again, but each time it will only last for no more than an hour.

* From the above TAF, during the Tempo period from **03 to 07** the **visibility** will deteriorate to **4000 m in thunderstorms and rain**. The cloud is forecast to be **5-7 oktas (BKN) of cumulonimbus at 3000 ft AGL** during the Tempo.

What requirements exist in regards to fuel and planning?

* When a TEMPO is forecast at your destination aerodrome you must carry 60 minutes holding fuel within the period 30 minutes before the forecast commencement to 30 minutes after the expected time of cessation of these deteriorations. **For this TAF holding fuel must be carried if arriving at 1:30 pm (0230Z) through to 6:30 pm (0730Z)**. Or. You can choose to carry fuel for an alternate that does not have the same deteriorating conditions i.e. require an alternate itself.

Handy Hints Starter Motors

- Do not crank engine for more than 10 Seconds!!

- Allow 20 seconds between attempts to allow the starter motor cool down. Repeat up to 6 times only.

Then let starter cool for 30 minutes



THE GOOD, THE BAD AND THE UGLY OF 2007

GOOD

- The enthusiasm and excitement people have in regards to flying
- WardAir Theory comes online via the internet and phone conferencing
- The "Temple" gets its final approval!!!
- Those Mystery Adventures that had everyone baffled.
- The spotless, well maintained airports especially @ small country ALA's i.e. Barrabra, Tooraweenah, etc
- The Effort of Hanger owners to plant lawn and keep the airport tidy

BAD

- Pilots without accurate timepieces or current charts
- Stella - airside!
- ASIC cards - The expense, purpose? Who's checking?
- Lack of signage for Public toilets @ Bathurst and the Terminal never being open for visiting pilots
- Mysterious Runway closures

UGLY

- Random mowing at airports and airport security

VH - BXK Airvan

Designed to fill the gap between the Cessna 206 and the Cessna Caravan. You can purchase 5 Airvan's for the price of 1 Caravan

Speed: Vne - 185 kts. Normal cruise - 118 KIAS

Payload: 800 kg

Engine: IO-540 Lycoming, 300 HP, 6 cylinder

Seats: 8 seats. 2 more seats than nearest competitor.

Where was it made: Australia @ Gippsland Aeronautics.

Fuel: Useable = 332L (56l/hr @ 118 KIAS)

What is it used for?: Freight

How many hours does it have?: 5 1/2 hours.

Load Space: 1.2m(high) X 1.2m (wide) X 2.2 (long)

Take off Distance: - 570 m

Landing Distance: - 370m

Single Engine aircraft can only be used for Day VFR Charter with the exception of Freight., that may be used at Night & IFR.

