

# BRISBANE VALLEY FLYER

DECEMBER- 2019



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

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Contact, at the North Pole

*Note. Next Issue – Next Year, February 2020*

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## Risking Management of Risk

By Rob Knight

Over the last two issues I have been examining a grass roots approach to managing the risks we take when we fly aircraft. I have been critical of the training imposed because the regulatory authorities don't actually require the teaching of risk management, but rather to do as the instructor does and says and you'll be safe. This does not teach a student how to remain safe 20 years later.

After a person qualifies as an unrestricted pilot, be it certified or licensed, there is no further requirement to look into risk management – it's a done thing – all over rover. BFRs only cover a cross section of basic flying skills, and maybe a little general knowledge. If a pilot chases further endorsements, the training is all handling skills on the new type or specialist operation, apart from a formation or Low Flying endorsement, and these are all related to the specialist role being endorsed. So, if the authorities can't ensure ongoing risk management skills, it has to be up to the pilot if they want to make old bones.

As a practicing pilot, I find much of my risk management is from the inside, so to speak. It's how I view what I am doing with an aeroplane, and what risks I envisage that I am exposing myself to and taking appropriate action to mitigate or minimise those risks. Motorists are all too regularly apprehended and fined for driving with alcohol in their systems, or driving on bald tyres, or other avoidable roadworthiness issues. Why should pilots be different? To some extent I believe we are different, but accident statistics dictate that we are not different enough, for the additional risks that aviation activities involve.

A simple base line for every qualifying pilot is that the risk management skills that we have on the day we pass our flight test are the minimum skill level that we should hold, not the maximum. For many pilots, their initial operations after qualifying are mostly local as their experience grows and they gain experience as qualified pilots. Over that period, the perceived risks pertaining to their local area become ingrained and so become established as the norms so consideration of other potential risks are ignored. And with experience grown in this environment, pilots often become complacent to potential issues and refuse to accept that there is an identifiable risk involved. This situation I have discussed in the two previous issues but it needs reiterating that risks exist regardless of experience, and those of us who use their experience to deny risks are exposing themselves to issues that might be planned around for a safer flight operation.

An example – a low time PPL in Wellington (NZWN) booked a PA28 Cherokee Warrior to fly herself and three friends to some horse races in Christchurch. Being her first interisland cross-country flight, I got her to verbalise the weather forecast which clearly depicted the onset of Canterbury nor-wester in the late afternoon. I personally briefed her and showed her the predicted 45 plus knot winds that would exist along the east coast of the South Island after 1600 hours local time. I authorised her flight based on an instruction that she must depart Christchurch no later than 1430 hours to ensure she was home in Wellington before the winds came through OR she stayed overnight in Christchurch and returned home following day when the winds would have blown themselves out. I imagine that you have already guessed that she departed later than I authorised and ran into trouble: her ATD NZCH was 1548 local time. The wind had not yet risen at that time in Christchurch.

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As usual, because of the Southern Alps and coriolus, the nor-wester became more northerly up the east coast below 5000 feet, and the wind speed was closer to 60 knots than 45. As a result I got a call from the Tower that DSK was in trouble north of Kaikoura with a groundspeed of less than 40 knots: her ETA WN was now about 45 minutes after ECT.

I had been concerned for some time and had stayed on at the Club after my duty time ended in case there was a problem. I had a Grumman AA5B Tiger already pre-flighted and grabbed another Instructor to work the radio before departing south into deep twilight under a very high overcast.

With daylight gone, and her not being night rated, I instructed her to turn on all her lights which made her easy to find about 2 miles out to sea off Cape Campbell flying in severe turbulence. In radio contact I turned in front of her and reduced speed to lead her back for a straight in approach from Cook Strait onto runway 34. The lights of Wellington City gave her a horizon datum of sorts but there were no visible stars to assist and Cook Strait below was invisible in black. Luckily, as it is an international airport, the tower arranged gaps in the heavy traffic, and the runway, when we got there, was flood lit so her landing was not a serious issue. I landed as she cleared onto a speedway and we both taxied back to the Club.

The moral of this episode lies in its example of a pilot not understanding the significance of what, to them, appeared a pedantic and trivial instruction. Her experience level did not allow her to envisage the issues she would meet in an environment differing to that in which her experience had been gained. Her arrogance exposed her and her three friends to a serious chance of death or injury and the Club property to potential loss. The cost of her flight was high, and not just in embarrassment with her subsequent grounding. Her flight time back to WN was 4 hours 10 minutes instead of 1 hour 48 minutes and she was charged for the cost of the AA5B used to go and get her. She was also well reminded that she had objected to my insisting she had full tanks departing CH. If she hadn't, she would have run out of fuel somewhere between Kaikoura and Cape Campbell, and a ditching would be unlikely to have been survivable.

This young woman was an intelligent person, with at least one university degree behind her. She worked as a financial consultant to the New Zealand banking industry and had I suggested that she was not safety conscious before she left she would have sued me for slander. Her danger lay in her attitude.

So why should you take note of this stupid act (for that's what it was)? What is the message in this for you?

The message is that there is no way any of us can visualise all the risks that we take, at any time let alone when flying. So we must cover ourselves as best we can for the simple and every-day ones yet remain vigilant for unexpected or possible hazards that may appear. Taking and applying advice is a good example of preparing for what you, personally, might not expect.

The issue related above happened elsewhere but a fairly recent fatal accident in somewhat parallel circumstances occurred in Australia. Other recent problems I am aware of concern a pilot fitting a go-pro camera to his airframe above and behind his cockpit to find, when airborne, his aircraft became dangerously unstable and he was in serious fear of getting it back on the ground safely. Another pilot, in spite of warnings about loading aircraft aft of the Centre of Gravity, over filled his luggage area and attempted a take-off. He actually got airborne and the nose pitched uncontrollably up as he reached the ends of the runway and caught the top wire on the upwind fence which pulled

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him back down and may have saved his life. This RA-Aus pilot trained in the early days when single seaters were used and was extremely abusive when confronted, claiming he had never needed instruction, his surviving clearly showed his aptitude for flying and he considered himself to be the best qualified bush pilot around. His thinning grey hair proving the adage that only the good die young.

If you always fly within the rules then you probably are pretty safe in the greater scheme of things. However, humans are fallible and we can all fall to temptation and leave the security of the rules, even, perhaps, just a teenie-weenie little bit. Surviving pilots, who have broken the rules, often aid their surviving by remembering and applying the fact that, outside the rules, extra care must be taken as there are ADDED RISKS. Failing to mitigate all risks is the overpass to the undertaker. But remember – there's no excuse in non-emergency circumstances for breaking the law.

Again, note that every pilot I have depicted here would have insisted they were perfectly safe pilots, just as you insist that you are.

Happy Flying – keep safe and, above all – keep wary.

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## UK Backs Hybrid-electric Re-engineing of Britten-Norman Islander

by Charles Alcock, November 20, 2019

Cranfield Aerospace Solutions (CAeS) this week received a \$12 million UK government grant to support its plans to develop a hybrid-electric propulsion system for the nine-seat Britten-Norman Islander twin-engine aircraft. The Project Fresson team plans to spend the next 30 months developing a demonstrator version of the re-engined aircraft, which is used for a variety of roles, including short regional airline connections to island locations.



Britten-Norman Islander Electrified by 2022?

The goal of Project Fresson is to secure approval from the European Union Aviation Safety Agency and UK Civil Aviation Authority to offer the hybrid-electric power plant as a modification for the Islander by the end of 2022. Other members of the program include engine maker Rolls-Royce (supplying the power management system), Denis Ferranti (electric motors), Delta

Motorsport (battery packs), the University of Warwick (battery testing and characterization), and Britten-Norman (providing a baseline aircraft and data/design support).

*This story comes from the new [FutureFlight.aero](http://FutureFlight.aero) resource developed by AIN to provide objective, independent coverage of new aviation technology, including electric aircraft developments. For more information google [FutureFlight.aero](http://FutureFlight.aero).*

## FAA To Take Full Control of Max Airworthiness Certification

by Gregory Polek, - November 27, 2019



Stored Boeing 737 Max 8s sit grounded in Moses Lake, Washington. (Photo: Barry Ambrose)

Boeing has lost its approval to certify individual 737 Max jets for flight as a result of a decision by the U.S. Federal Aviation Administration to bar the manufacturer from issuing its own airworthiness certificates under its organizational designation authority (ODA). The agency said it would reserve the authority to issue the certificates until Boeing puts in place “fully functional quality control and verification processes.” In the past, the FAA shared responsibility with Boeing to issue certification ahead of delivery.

“The FAA will retain such authority until the agency is confident that, at a minimum, Boeing has fully functional quality control and verification processes in place; delivery processes are similarly functional and stable; and Boeing’s 737 Max compliance, design, and production processes meet all regulatory standards and conditions for delegation and ensure the safety of the public,” the agency wrote in a November 26 letter to Boeing.

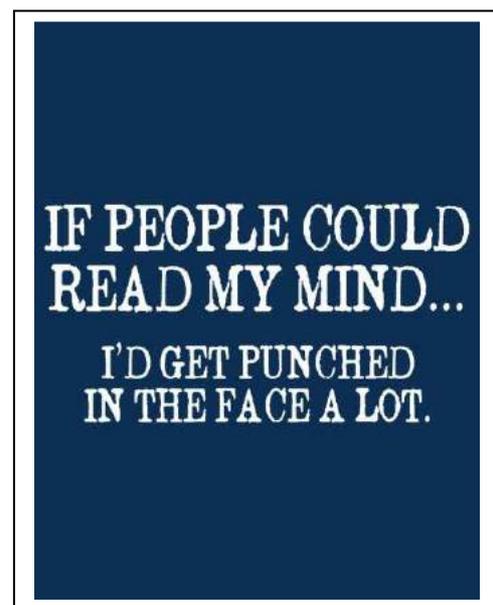
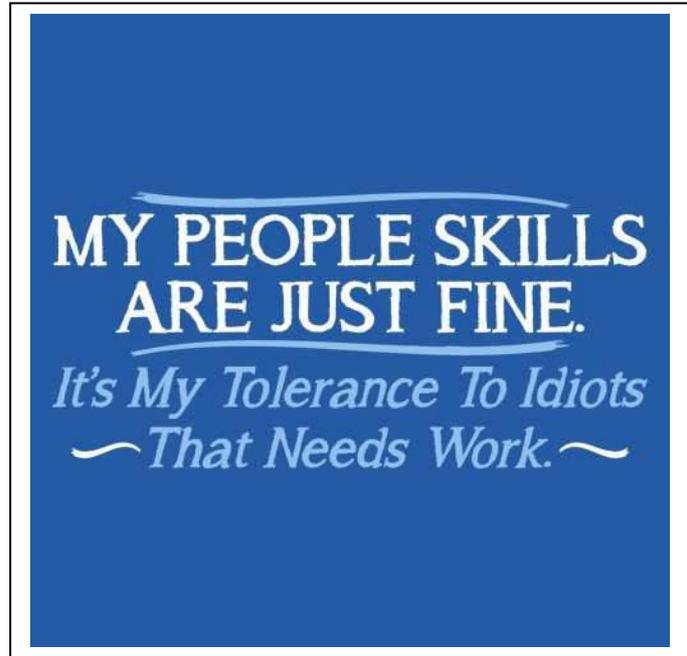
In a statement issued to AIN on Wednesday, the agency said it has enough inspectors in place to meet Boeing’s expected delivery capacity.

“The FAA notified Boeing today that the agency will retain authority over the issuance of airworthiness certificates for all newly manufactured 737 Max aircraft,” said the FAA’s statement. “This action is in line with Administrator Steve Dickson’s commitment that the agency fully controls the approval process for the aircraft’s safe return to service.”

The issuance of the certificate represents the final FAA action affirming the airworthiness of each newly manufactured airplane. The FAA’s retention of the authority does not affect Max jets already certified before the model’s grounding in March. However, operators of those aircraft must comply with all changes required by an FAA airworthiness directive the agency will issue as part of its requirements for the model's return to service.

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Boeing has previously said it expects to receive authority to lift the grounding by the end of this year. However, the FAA said it has not completed its review of Boeing's design changes and proposals for associated pilot training. "The agency will not approve the aircraft for return to service until it has completed numerous rounds of rigorous testing," it added. "The FAA will take all the time it needs."



## **A New Light on the Infamous Concorde Flight 4590 Crash in Paris on 25 July 2000**

Sent in by courtesy of Peter Wilkinson

The following is from Facebook. I believe it was a lecture last night at the Royal Air Force Museum in the UK. A very interesting read:-

The RAeS lecture by Concorde pilot John Hutchinson last night was fascinating and astonishing. He presented clear evidence that the French authorities, who conducted the crash investigation, covered up the true cause and tried to blame Continental airways engineers and design weaknesses in Concorde. The truth is that Air France was totally to blame. Firstly their maintenance procedures were extremely poor.

During an undercarriage service a spacer, that kept the wheels tracking straight, was not replaced. The spacer was later found on the shelf in the maintenance hangar. The aircraft had done four flights with this defect prior to the crash so it wasn't the prime cause, but as with all accidents there were a number of other errors that all added up.

This may have been another successful flight had the crew not had such a cavalier attitude to flight safety. The first officer's licence had expired making the flight illegal. This wasn't a factor in the crash but demonstrates the unprofessional attitude in Air France.

The main fault lies with the Captain who overrode procedure and ordered the tanks to be filled to the brim instead of the normal 80%. He ordered more fuel than was required to be put in the aft tanks used for taxiing. He allowed 19 bags, that had not been weighed, to be loaded in the aft hold. All this made the aircraft over weight and the CofG out of limits.

Presumably due to the weight and balance being out of limits he requested to use the runway extension, even though it was officially out of use because it was being re-surfaced. He also elected to take off with an 8 kt tail wind. The French investigations verdict was that the crash was caused by a metal strap falling off a Continental airways DC10 onto the runway which burst a tyre, punctured the Concorde's fuel tank starting a fire.

What really happened was that as the aircraft accelerated over the unprepared part of the runway it hit a ledge as it crossed onto the prepared surface at about 100kt. This caused the wheels to track to the left as they had no spacer to constrain them.

The tyres overheated and burst starting the fire. The aircraft slewed off the runway to the left, hit a runway light and the metal strap which carved a piece of tyre off which was then thrown up into the wing tank setting up a shock wave. As the tank was full there was nowhere for it to go other than out through the top of the wing streaming fuel into the engine efflux. The engine overheated but wasn't on fire and was still producing power.

The flight engineer ignored normal procedure and shut the engine down. As the aircraft was past V2 he should have allowed the aircraft to gain height before doing that. All this contributed to the aircraft crashing into a hotel killing all 109 on board and 4 people in the hotel. The death toll could

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have been a lot worse. As the Concorde was careering off the runway it missed a fully loaded 747 waiting for permission to cross, by just 20 feet.

On board that aircraft was the President of France and his wife. In addition to that a British youth orchestra had planned to stay in the hotel. Had it not been for their ferry being delayed they would have checked in and certainly perished as well. What makes the French authorities actions even worse was that they obstructed the UKs AAIB investigation, not allowing full and timely access to the crash site and certain evidence.

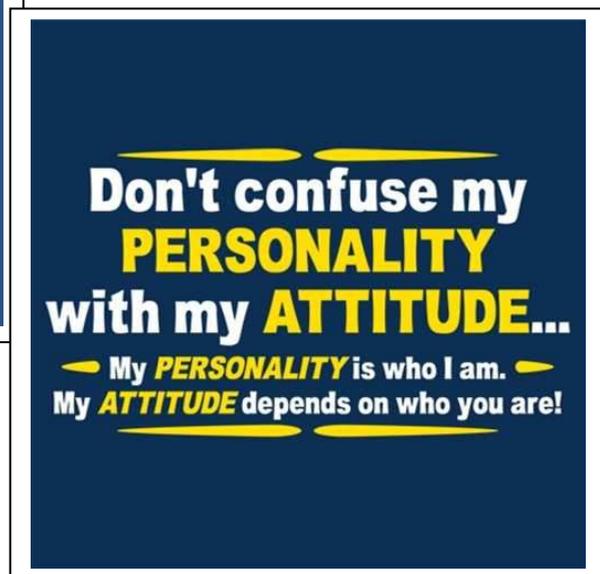
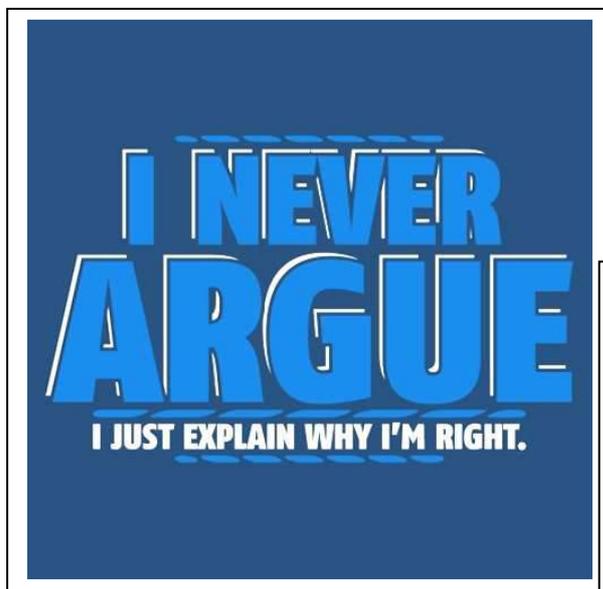
The French prosecuted the Continental Airways engineers for manslaughter and they unfairly blamed design weaknesses in Concorde. The engineers were later acquitted on appeal, and this is where much of the hidden evidence came to light. After the trial the French barrister, who successfully defended the engineers, was mysteriously found dead but the French didn't hold an inquest into that.

A disgraceful chain of events that eventually led to Air France, who wanted to see Concorde grounded, putting pressure on Airbus, who were the design authority for Concorde, to increase their charges to British Airways. This was a deliberate act to make the aircraft too expensive to operate and resulted in an unjustifiable slur on the reputation of one of the greatest aircraft ever to fly. Thanks for John Hutchinson for revealing the truth and the shame on the French for allowing this to happen.

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## Agwagon: The Poor Man's P-51

From an Article written by Daryl Murphy

December 2005- Author's note: *Cessna Agwagons are working airplanes, employees that are paid by the hour to do hot, dirty jobs—sometimes seven days a week. It's not likely that many Cessna Flyer Association members have ever flown an Agwagon, but you can be sure that the experience the company gained with this tough little bird found its way into every airplane that has since come from Wichita.*

The first use of an airplane to disperse agricultural chemicals was in 1921, when Army Lt. John Macready spread insecticide on a field outside of Troy, Ohio that was infested with caterpillars. The aerial application business soon caught on as a quick and timely method of applying dust on expansive Southern cotton fields to fight infestations of *Anthonomus grandis*—boll weevil.

But widespread use of the airplane for aerial application did not become a common practice until after World War II. There were two reasons: the invention and acceptance of new chemicals and farming practices developed during the war years, and the abundance of inexpensive surplus airplanes.

For a few hundred dollars, a pilot could buy a Stearman biplane and convert it so it could carry and disperse dust or liquid pesticide, herbicide, fertilizer or even seed. The advantage to a farmer was that an aerial operator could apply the material in a matter of minutes instead of the hours or days that it took with ground-bound equipment. The airplane was particularly suited to the large-scale farming operations in the West and the labour-intensive cotton or rice farms of the South.

There was only one problem. While Stearmans were rugged and cheap enough, they just didn't have the performance to keep pilots out of trouble on hot days or at high elevations when climbs from a 60 or 70 mph run five feet above the ground to an altitude high enough to make a quick, safe turn.

Of course, there was an abundance of Cubs, 140s, 180s and similar aircraft that had been fitted with spray booms or spreader boxes, but their use was limited to smaller farms because of the small payload. Texas A&M University had a vested interest in agricultural aviation because of the state's vast cotton, rice and cereal grain farms.

In 1949, they developed a design project dubbed the Ag-1 to build a specialized, all-metal airplane



The Cessna 188 Agwagon – developed from the Ag-1

that would take advantage of postwar advances in aerodynamics, construction and materials and would provide good payload and performance while eliminating the vices experienced with the Stearman.

The University got support from Piper, Beech and Cessna for the project. Prof. Ben Hamner did the structural design, aided by contributions of Fred Weick, a

veteran designer who had won the prestigious Fawcett Award in 1946 for the Ercoupe.

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While Cessna decided to mull it over, Piper snatched the project—and Weick—in 1956 and began work on what would become the PA-25 Pawnee.

Of course, neither company knew all that much about the highly specialized agricultural application market, but Cessna knew that entering it would require some homework. By its very location in “America’s Bread Basket,” a large percentage of its employees were people with farm backgrounds, but finding someone who had actually done—or even witnessed—aerial application was a different story.

As far as the airplane design, the company knew in theory what it would be. They had let Piper test the waters of the small agplane market, and they knew their only other major competition was the big Snow S-2 and Grumman’s G-164 Ag Cat biplane.

Cessna’s version would not be as large as those two, but it would offer more volume than Piper’s, and of course, it would be all-metal and adapt existing components wherever possible. Engineers began to bone up on ag aviation. Accustomed to designing shapes that encouraged speed, they now had to start thinking about aerodynamics as a way to manage the flow of dispersant material so that it did an effective job for the customer.

In 1964 a group of engineers set off for major aerial application areas in Georgia and Texas and interviewed owners and pilots and determine what they wanted. “To carry the requested 200 gallons of liquid,” wrote Cessna manager of flight test Bill Thompson, “it was necessary to consider a 200 sq. ft. wing area and about 40+ feet of span. The operators had requested a large and robust wing root ‘step area’ capable of withstanding abuse from loaders dumping 100-lb. bags of dry material into the hopper.”

That prompted use of existing Model 185 wings, attached to strong stub wing assemblies made of welded tubular steel and integrated into the tubular steel fuselage structure. Lift struts attached to the top of the wing and braced by an intermediate jury strut were specified.

At the time, drag wasn’t much of a consideration. To keep costs down, they used the tail cone, empennage and cowling from the Model 180. The pilot sat high behind the 200-gallon fiberglass hopper, and had a 360° view through large side and wrap-around rear windows.

Ventilation was placed at the top of the canopy to minimize ingress of spray from previous passes, and the cockpit had two doors. A massive tubular steel forward fuselage protected fuel tank, hopper and pilot.

The traditional Cessna/Wittman flat spring landing gear was made of heavy duty chrome-vanadium

steel with 6.00 x 6 wheels or oversize 8.00 x 8 x 22 tires. The airframe was triple corrosion-proofed,



An Agwagon against the Southern Alps in New Zealand

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cables were corrosion resistant and removable panels allowed operators to hose down the entire airplane—an exercise to try and prevent corrosion from chemical residue that most owners did at the end of every working day.

The first prototype was equipped with the old standby 182 engine, the 230 hp Continental O-470, and a fixed-pitch propeller. First flight was Feb. 19, 1965, and aerodynamic problems were discovered in the strut attach area. In addition, extremely low wing dihedral had been specified, but was unacceptable for the FAA-required lateral stability test in balked landing-climb configuration. The dihedral was initially increased to six degrees, and then 1970 when new testing parameters were written were raised to nine.

The large wing area produced somewhat sluggish aileron control, so the 185 wings were replaced with 206 wings modified with extended ailerons. Consideration was given to preventing degradation of performance by using internal booms in the wings with only the external nozzles exposed to the airstreams.

The experiment had some success, but operators pointed out that the gain in performance was not probably worth the possibility of leaky fittings creating serious corrosion inside the wing structure. With the 230 hp engine and fixed-pitch prop, at gross weight (3,300 lb. Normal Category, 3,800 lb. Restricted), top speed was 130 mph; service ceiling 10,000 feet.

The second prototype was equipped with a 300 hp Continental IO-520-D and constant speed propeller, which allowed a gross weight increase in Restricted Category to 4,000 lb. and at the top speed of 151, but added only 400 feet to the service ceiling.

Production began in the 1966 model year with the 230 hp Model 188 and the 300 hp Model A-188 priced at \$15,995 and \$18,995, respectively. 139 188s and 178 A-188s were delivered in the 1967 model year, and its clean lines earned it the nickname, “The Poor Man’s P-51.”

As a result of field experience, yearly updates were made. By the end of 1972, the fleet had grown to 211 188s and 621 A-188s. It was clear that operators preferred the extra horsepower margin of the A-188 nearly three to one.

In 1972, the Agwagon C and Agtruck debuted. The C had camber lift wingtips, the Agtruck’s hopper had grown to 280 gallons, and both had 28-volt electrical systems and a host of lights for night time spraying.

The next year the Agtruck’s restricted category gross weight was increased to 4,200 lb. and in 1975 both models were equipped with swing-out engine mounts. Fuel capacity was expanded to 54 gal. in 1976 with two wing tanks. The Agtruck was now priced at \$45,000, and optional equipment included an air conditioner.



Cessna 188B/A1 Agtruk operated by Keyland Air & Ground Services, in Dalby, QLD.

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The last significant improvements on the line were in 1979 with the addition of the \$60,000 310 hp turbocharged option and 4,400-lb. gross weight. By 1983, inflation and the adding cost of liability pushed the price past \$100,000 and operators began looking for better value. Only 41 aircraft were delivered in its last year, but deliveries of the Agwagon during its 16-year production run had totalled 3,084, including 111 aircraft assembled in Argentina and Columbia.

The Poor Man's P-51 had created a lot of business for Cessna, and is still making a profit for its operators more than 20 years after the last example rolled out of the factory.

On the value of all-metal airplanes

"My brother and I were spraying Arizona orange trees in Stearmans, and there were smudge pots at one end of the field," the veteran crop duster was telling a group of rapt listeners. "What we didn't know was that our chemicals were flammable. I turned on the spray a little too soon when I started a run and it caught fire. Problem was, I was going 70 mph and the fire was going about 80! At the other end of the field when I pulled back on the stick, it just wiggled around in my hand. I turned around and all I saw behind me was flames and bare tubing where there used to be fabric. The whole back end of that Stearman was on fire!"

"Wow," a young man said, "What did you do?"

"Fifteen feet off the ground in an airplane that's disappearing real quick? Not too many choices—I jumped out!"

"And what happened then?" the wide-eyed listener asked. "Oh, I was killed; nobody can survive a jump that low," the duster replied dryly.

The subtle difference between five and six feet altitude

In 1966, when Cessna was readying the Agwagon for the market, we were filming the airplane at work to show to dealers at the introduction meetings. The opening scene was to be shot just after sunrise, with the Agwagon silhouetted against the morning sky, flying directly at the camera.

I had briefed the pilot, an experienced, high-time ex-crop duster Cessna had hired as a demo pilot, and he took off for the first of a planned five runs. I set the camera up at the end of the field and fixed my eye on the viewfinder as he came toward me at 120 mph. When he passed overhead, I could feel my hair stand up from the prop wash. Then he landed and taxied over.

"What's wrong?" I yelled as the engine came to a stop.

"You might want to stand somewhere else," he said quietly through the side window. "When I fly this low, I really can't tell the difference between a five and a six-foot altitude!"

From then on, I watched through binoculars.

*(Editor's note: The term "Poor Man's P-51" was used by Robert Cassidy as far back as 1992 in his article of the same name. That article was likely the inspiration for this article's title.)*

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## FLY-INS Looming

14 December 2019	YMRG Murgon	Brekkie with the Burnett Flyers
Jan 10-12 2020	YEVD Evans Head	The Great Eastern Fly In
Jan 10-12 2020	YSHR Shute Harbour	Fortnight Dinner at the Hangar Cafe and Bar
8 March 2020	YCFN Clifton	Clifton Fly In (or Drive in) See ad elsewhere in this issue

### Mystery Aircraft (This Issue)

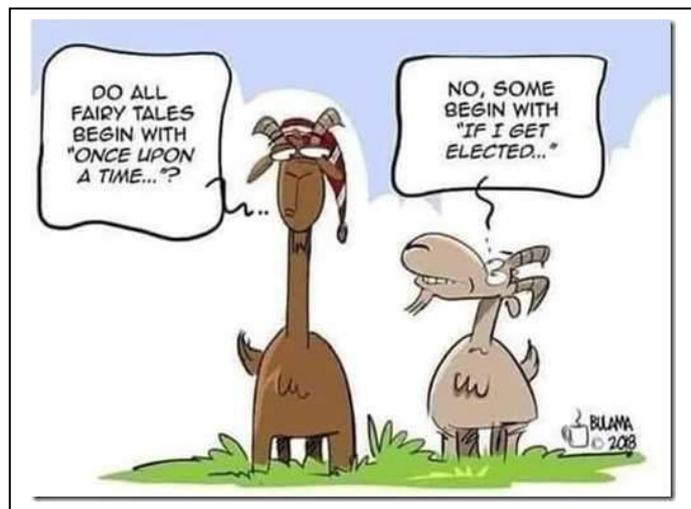
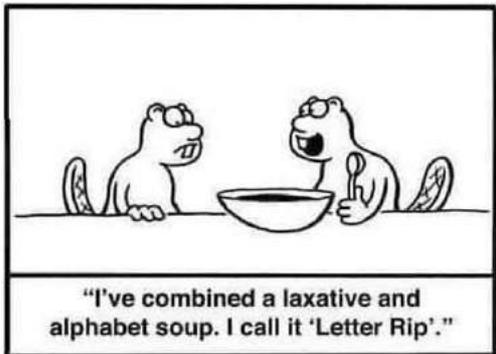
What's this?



### Mystery Aircraft (Last Issue)



The **Yokosuka MXY-7 Ohka**, ("cherry blossom" in modern orthography) was a purpose-built, rocket-powered human-guided *kamikaze* attack aircraft employed by Japan against Allied ships towards the end of World War II. It first flew in 1944. A total of seven ships were damaged or sunk by this aircraft.



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### **2020 CLIFTON FLY IN**

On 8<sup>th</sup> March 2020 Lone Eagle Flying School invites you to Clifton Airfield to its Annual Fly-In at Clifton Airfield and to celebrate International Women In Aviation Week. This Fly In has become an iconic event in the region and is the premier attraction for all types of aviation in southern Queensland. See various types, shapes, sizes and models of recreational, ultralight and homebuilt aircraft including sport, vintage, general aviation and any other flying machine. Come late pm Saturday, 7<sup>th</sup> for sit down dinner, drinks and hangar talk. Fly or drive in, see ERSA. On field camping, bring your swag or caravan. Advise for catering. For more information follow us on

website : <http://www.loneeagleflyingschool.org.au>

facebook : <https://www.facebook.com/LoneEagleFlyingSchool/>

email : [admin@loneeagleflyingschool.org.au](mailto:admin@loneeagleflyingschool.org.au)

phone : Trevor Bange 0429 378 370

Everyone is welcome,

A handwritten signature in black ink that reads "Trevor Bange".

Trevor Bange,



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

1. Which of the following is the maximum airspeed to which a pilot should expose an aircraft to turbulence?
  - A.  $V_{so}$ .
  - B.  $V_{ci}$ .
  - C.  $V_{no}$ .
  - D.  $V_y$ .
2. Flying at 1500 feet AMSL and 1249 feet above ground level, what horizontal distance from cloud must a pilot maintain to remain within visual flight rules?
  - A. 500 metres.
  - B. 1500 metres.
  - C. 5000 metres
  - D. Clear of cloud.
3. The aircraft in question 2 above descends to 800 feet above ground level. Does the distance the aircraft must remain clear from cloud change? If so, to what minima?
  - A. No.
  - B. Yes, 1500 metres.
  - C. Yes, 5000 metres
  - D. Yes, it must remain clear of cloud.
4. Which of the following would constitute the greatest risk for flight?
  - A. A first time passenger.
  - B. No operative radio.
  - C. Deteriorating weather.
  - D. A pilot in command that has failed to complete a BFR.
5. An aeroplane's stall speed is increased when it is changing its flight path because:
  - A. It is undergoing an acceleration.
  - B. Its weight is increased.
  - C. Its drag increases.
  - D. A and B are both correct.

See answers overleaf

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Answers: 1, C, 2, B, 3, D, 4, D, 5, A

If you have any problems with these questions, See Notes BELOW or call me (in the evening) and let's discuss them. Rob Knight: 0400 89 3632.

1. Google and see "V-Airspeed table".  
VNO is the maximum normal operating speed and an aircraft should not be flown above that speed in turbulence
2. See VFRG, VMC – non controlled airspace – Class G.
3. See VFRG, VMC – non controlled airspace – Class G.  
Descending to within 1000 feet of the surface reduces the distance required to remain from cloud to merely remain clear of them.
4. A first time passenger is of little risk except airsickness.  
A non operative radio is no real threat to the safe operation of an aircraft operating under VFR in VMC subject to the airspace being operated in.  
Deteriorating weather could certainly be a threat but only if it eventuates and the pilot chooses to operate in it.  
Pilot with an out of date BFR is very much an untested product and a number of dangerous flaws to his/her operating performance could arise and endanger the aircraft and all on board regardless of any other considerations.
5. A turning aeroplane is operating under acceleration and its loading will increase. The loading acts in the same way as an increase in weight and the aircraft's stall speed will rise.

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## - Brisbane Valley Flyer -

### Aircraft Parts and Tools

Item	Condition	Price
VDO Volt Readout instrument	Brand New	\$70.00
Skystrobe Strobe light for Ultralight	NEW – IN BOX	\$75.00
Altimeter – non-sensitive with subscale in “Hg.	Brand new	\$50.00
Brand New ¼ drive Torque Wrench (SCA)	Brand New	\$60.00

### Headset

Pilot (brand) headset in headset bag (Ideal spare)	Brand new condition	\$100.00
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Contact Rob Knight at either [kni.rob@bigpond.com](mailto:kni.rob@bigpond.com), or call **0400 89 3632**.

### Pilot Equipment for Sale

- ~~1 x used David Clarke Headset.~~ **SOLD**
- ~~1 x brand new David Clarke headset~~ **SOLD**
- ~~1 x Garmin 196 GPS~~ **SOLD**
- 1 x used hand held Transceiver (Vertex VXA-220) \$150.00

Contact Julie Driver on Tel. **0421 369 328**

## - Brisbane Valley Flyer -

### Aircraft for sale

¾ scale replica Spitfire

**\$60,000**



Powered by a 6 cylinder engine, this delightful aircraft has good performance and low hours. Available for immediate delivery.

It comes with a low flight time, excellent handling qualities, superb charisma, a brand new mechanical fuel pump and two jack stands.

For details contact Bill Watson. Tel., **0447 186 336**

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### 95-10 Shuttle Mk2 for Sale.

Not registered, and dismantled for storage.

Jabiru 1600 powered. Basic instruments & radio.

Sweet flying aircraft. Make a good project. \$4000.00 O.N.O.

Ph. **0488 422 156** (Clyde Howard)



## - Brisbane Valley Flyer -

### 95-10 Colby Single seat aircraft for sale.

Airframe 202 hrs. Engine (503 SDCl) 37 hours on Rotax overhauled engine.

Instruments and radio. Registered and ready to fly away. Currently at Forest Hill. Could consider delivery for fuel cost.

Flying – ready to take home with you.

**\$5500.00 negotiable.** Ph Rob on **0400 89 3632** for details.



The Lockyer Valley from the Colby