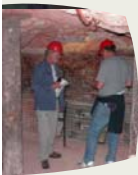




▶ STRAIGHT IN APPROACHES
page 5



▶ MERIMBULA FLYOUT
page 6



▶ BIRDSVILLE AND BEYOND
page 8

THE OFFICIAL NEWSLETTER OF THE CENTRAL COAST AERO CLUB

○ ISSUE 4 | ○ VOLUME 5 | ○ AUGUST/SEPTEMBER 2005

Since 1972

Warner Tales on track



CCAC / CASA Free BBQ

See page 4 & 12 for details

Air Safety Seminar

Presidents Report – Dennis Hunt

The Pilots Dinner was a success, probably because I was too ill to attend. I'm sure the recipients were proud to receive their awards although we forgot the certificates. The certificates and awards not collected on the night are in the Flight Hut for pick up.

Congratulations to Michael Hutchings, our Student Pilot of the Year. The recipient of this award is chosen by our flying instructors and is awarded to the student displaying the attributes of an ideal student that is promptness, effort, acceptance of the training required, inquisitiveness, notification for cancellations etc, etc. I have been told that over a number of years it's been very difficult to pick a clear winner, the standard has been so high that on some years there has been two winners as it was impossible to differentiate between the two of them, but this year Michael it was you, well done. The recipient has to have gained their GFPT in the year in question, so you only have one shot. It mustn't have been awarded the year I got my GFPT.

The runway has been patched, and a nice new centreline, numbers and run up arrows painted. Thanks go to Doug

Sonter for organising the RTA to do the painting. With any luck, before too much longer the trees to the north will be trimmed or whatever to preserve the approach gradient. The Wyong Shire Council will remove the trees, the cost of which will come out of the trust account for the Aerodrome, with both the Club's and Council's consent. The work continues and our collective appreciation must go to those dedicated few who working bee after working bee continue to show up and contribute their time, skills and effort.

Remembrance services have been conducted around the world celebrating the end of World War II, from those air force veterans returning from that conflict aero clubs boomed and developed throughout Australia, in those days they were the only means for a person to gain their pilot's license. Recent and not so recent years have seen these gallant veterans fade away together with the demise of a great number of these organisations and the closure of the aerodromes they operated from. Our Club is one of the lucky ones, we are still very strong and although our history doesn't go back to WWII it does go back thirty three years. The Club is



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Central Coast Aero Club Newsletter

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Continued from page 1

not the buildings or the aerodrome it's the people that belong to it. If you want your club to continue you have to show an interest in it. This doesn't mean you have to fly every week, although that's a big part of what we're about, but it does mean you should try to attend some of the functions, yes including working bees. By your presence at these functions and activities you're demonstrating there is a need for us to exist and further incite those few to continue their efforts to improve your club and for pundits, who would like to see our demise, prove we do have a need to exist and provide a valuable service to the community.

The Club had placed some advertisements around and about and on the 3rd September we had that open day. Thanks to those members who attended for making it a success.

Keep in mind Sunday 20th November, that's the date of our Annual General Meeting, there's a working bee on the same day and other activities are outlined in this newsletter for your information and participation.

WAIT THERE'S MORE... CFI/CP ANDY

The article in the last newsletter needs some clarification.

A few years ago Andy and I talked about Andy being Chief Flying Instructor/Chief Pilot (CFI/CP). I had been a CFI/CP since about 1975 and we both thought it appropriate that Andy experience the position.

There was no urgency at the time and no advantage as we understood the process would be that when Andy gained his testing approvals, I would lose mine. The net gain to the operation would be zero.

However early this year I experienced a detached retina in the left eye. Anticipating that the correction process might take longer than I was advised, we thought it appropriate to get Andy approved. Andy is very experienced there was no problem with CASA approving him. The prognosis with my eye is fine, I was assured I would regain the sight I had previously which was better than the 6/6 vision required.

CASA, as stated in the last newsletter, very kindly offered me the testing approvals I held as CFI/CP as independent approvals. This is a bonus meaning that we will have two testing officers on site.

Andy just has to do some supervised tests, CASA approved me to mentor Andy with these, and we're away. The left eye is taking longer than first thought, until I'm back in business and Approved Testing Officer (ATO) a friend of Andy and myself, has been conducting the testing for us. In every instance Bernie (the ATO) has complimented us on the standard of these pilots. Well done. When you average out the experience of our instructors it comes to over 7000 hours each. I would suggest that not many flying schools could boast that.

The Flying Instructors have done well handling their extra flying without my contribution, and we've been fortunate to have Paul Crowfoot help out when he wasn't busy with his Ultralight Flying School. As anybody with a small business will testify, the paperwork, including that required for CASA and our help to the CCAC has been a fulltime job anyway.

Hoping to see you soon,
Wayne.

GET WELL SOON

Leonie and Jim Longhurst haven't been experiencing the best of health recently. Both Leonie and Jim have been very familiar faces around the aerodrome for many years. Jim was a regular participant in the comps' and some years ago was the Australian champion in the Forced Landing sequence of the Australian Federation of Aero Club's championships.

Just give a kind thought for Leonie and Jim's speedy recovery and for any other member that may be going through a similar experience.

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Club Competition Results

Club Captain Rob Browne

JULY 2005

Our displaced July comp was flown on Sunday July 17th.

We had some no shows of regulars who forgot?

The weather was clear cold and a crosswind was blowing most of the day. Eleven starters faced the air judge Doug and the comp was as follows:

A zero visibility take off (pilot under the hood) on instruments. Climb as directed for a right hand circuit still on instruments. A glide approach (right hand) for a touch down first third of runway. A touch and go for another right hand circuit at low level and maneuvering for a bomb drop not below 200ft. finally another right hand circuit at 800ft, with a flapless approach and a landing next to the club house.



NORMAL COMP

- 1st Mark Booth
- 2nd Dennis Hunt
- 3rd Fred Weiss/ Andrew Millard

AEROBATICS COMP

No comp due cross wind

Free Flying Raffle next comp' was won by Dennis Hunt

As usual our bombing was rotten, to say the least. But a great lunch, put on by Alf and friendly banter was had by all the critics.

AUGUST 2005

The weather for the August comp' was great, a light nor'easter, cloudless sky and eleven starters, but sadly no aerobatics as the Citabria was in for a 100 hourly.

The exercise was as follows:

Soft field take off, circuit with a flapless landing on the first runway centreline marker. A go around and on climb out hood on for an unassisted circuit with no coaching or peaking, it was all mental calculation and timing. Us on the ground noticed some interesting approaches lining up on the freeway was a favorite for some! Finally a go around into a bad weather circuit right handed and a spot landing next to the clubhouse.

NORMAL COMP

- 1st Allan Hodges
- 2nd Dick Wesseling
- 3rd Roger Gates/ Andrew Millard

AEROBATICS COMP

No aircraft available

The free flying next comp was won by Rob Browne, and about time too!!!

By the time you read this the awards night will have passed into history, congratulations to all who received an award. Aviation as a career is a hard nut to crack, been there done that and survived!

Until next comp where we will try harder to hit the target with the bomb drop, happy and safe flying!



Thanks to Shelly Ross for the pics! Ed.

LIP READING COURSES STARTING SOON

There's a rack for headsets in the Instructor's room, it has thirteen pegs on which to hang headsets. I'm looking at it now and with no aeroplane airborne there are two headsets on the rack.

We used to have one more headset than the rack holds. We can account for some away for repair but there's five unaccounted for. Over the previous years we have lost, misplaced, seven headsets and two ELTs. Now that's twelve headsets that have done an Atlantis and simply vanished, from our sight at least.

We tend to leave the headsets on a desk in the Flight Hut, for convenience I suppose; also it seems for the convenience of others. Consequently there are and will be fewer headsets available for students and pilot's passengers, and the rental charge will increase. We'll endeavor to be more careful and keep a better track on the remaining collection.

To the phantom headset collector/s, please do an Atlantis.

NO ONE EXCEPT THEE AND ME AND I HAVE DOUBTS ABOUT THEE

On Sunday 21st August the grass was chipped off the Runway, after poisoning four weeks and then two days prior to the 21st. The debris was swept off and hence the pavement was ready for patching.

The determined group of five, (average age 61) plagued by aeroplanes taking off and landing, had to pack up and walk off time and time again. The pilots taking off and landing probably thought the six were a nuisance. But the six pressed on, cooked their own lunch and went back to work.

Never before in the field of aerodrome maintenance were holes that were so many filled by so few.

The effort was worth it, the runway is patched, the centreline, numbers etc, are painted and it looks great. It's seems a shame to take off and land on it.

We had planned to paint the Clubhouse (external) on a future working bee. It was painted last time in less than one day, even though it rained midway and some paint was washed off and those areas had to be painted again. However we had more than five members present. Maybe we could give some notice in a newsletter and get those who can attend to let us know they will be here, if we could guarantee say twenty members we could give it a go. In the meantime the surface can be prepared, holes patched (what not again) loose paint sanded off etc and on the day we'll get stuck into it.

We might put up a selection of colours in the Flight Hut, maybe only those attending can have a pick.

AIR SAFETY SEMINAR

On the evening of Wednesday 2nd November CASA will be holding an Air Safety Seminar in our clubrooms.

The seminar will be on Pilot Maintenance, Fuel Management and VFR flight into IMC. Every topic is important, and relative to your flying operations. We're grateful to CASA for offering to conduct this seminar for us and consequently your attendance would make it worthwhile and maybe encourage our friends in CASA to make similar offers in the future.

A barbeque meal will be provided hence we must know if you're coming. Seating and the meal will only be available for those who let us know. There is no cost for the evening it's free. We do have to know by 3pm Sunday 30th October and numbers will be limited. First in best dressed. The barbeque will be a bit up market from our competition day one.

A BIT OF PLAGIARISM.....IF YOU SEE SOMETHING, SAY SOMETHING'

Just recently, in the course of conducting his Daily Inspection a pilot discovered an aerial had broken off the aeroplane. Fortunately it was the ELT aerial and his planned operation wasn't jeopardised. Whether someone had broken it off was not quite clear.

However, it does highlight the need to be diligent with our inspections. As with the public transport catch phrase, 'if you see something, say something' be sure you do just that. Although there are signs at the gates onto the airside of the Aerodrome stating 'No access without escort or approval', a lot of visitors must think the signs refer to somebody other than themselves, quite a number walk straight through the gates.

If you see anybody wandering around the Aerodrome, that you feel doesn't belong here, don't hesitate to challenge that person or persons. Do it nicely, perhaps ask them can you help them or such, then direct them off the airside if they do not have a legitimate purpose. A few years ago the rear gate had been left open, a station wagon was seen cruising down the runway, when we caught up to it, the elderly occupants said they thought the runway was a road to a new subdivision and they were looking for exhibition homes to have a look at. A very innocent purpose but their action still presented a hazard.

Section 24 of the Civil Aviation Act is very clear, there is two years imprisonment for anybody caught tampering with an aircraft in a way that may endanger the safety of the aircraft or any person or property.

ARROWS...BUT NO INDIANS

The run up area now has a centreline along it and six run up bays marked by yellow lines with one small arrow to lead you in with one larger one to put the nose of the aeroplane over. You'll end up facing to the Northwest.

The larger arrow may seem a little close to the dish drain but the RTA line marking man assured us that they were the same dimensions as those at Bankstown, and were as close to the edge of the pavement as well. Where ever possible do try to put the nose of the aeroplane over the larger arrow. Then there will be room for six aeroplanes. Today an aeroplane was parked in the middle of all the bays, 90degrees to an arrow, thus preventing other aeroplanes from using the bays either side of him. Parking within a bay will permit others to use the area.

When you first arrive to the run up area use an available bay closest to the northern end of the area. The area is for run up only, to eliminate propeller damage etc, it's not for parking.

LATE CANCELLATIONS...NO SHOWS

The perennial problem, it seems to run in cycles, maybe it has to do with a full moon?

Nobody expects a pilot to fly when he/she is sick and there are certainly other circumstances of urgency with family etc that are of a higher priority than flying. But at the time of booking be satisfied that you can honor it and if you feel you have to cancel please just think about it and only do so if there is no alternative. Then please give us as much notice as you can, we may have someone else wanting the spot.

If we had say 13 hours of late cancellations a week (we have had more than that this week) and could have filled one third of them, that's about \$40,000 a year. Doctors get p....d off if someone fails to attend and that's for a consultation that last about 5 minutes. We also feel the same way when someone cancels for one period which is 90 minutes of our time or worse, for a 4 hour plus navex.

Our cancellation policy is displayed in the Flight Hut, we would rather not have to worry about it, and however history dictates otherwise. We even have no shows for free briefings! Fortunately the problem is only endemic of a relatively small percentage of our pilots. Thanks to the reliable majority.

STRAIGHT IN APPROACHES.....NOT WATCH OUT HERE I COME

In November this year CASA intends to introduce new procedures that will permit straight in approaches at non-towered aerodromes, I guess that's us.

At present AIP ENR 1.1.6.4.1 – 6.4.3 contains information for the present (this week) procedures and maybe a quick read would be appropriate, then study the publications on the new procedures when you get them. With the implementation of the new procedures MBZ and CTAF boundaries will be removed. Aerodromes where radio carriage and use is required will be depicted as CTAF <frequency> (R). That's good' another name for what was known as a MBZ then MTAf then MBZ and at some ALAs was even earlier known as a Broadcast ALA. This space intentionally left blank for next designation.

The new procedures were the subject of "extensive" consultation with the aviation industry. A friend of mine is on the RFACA Technical Sub Committee as well as the Board of the Australian Association of Flying Instructors yet he knew nothing about this?????? Apparently this is what has been happening in US airspace for more than 40 years (so we're told). We are behind the times. As with any Reg', Order, or such whether we agree or not, we have to make it work. It's a shame the "extensive" consultation didn't include the industry groups that represent GA.

Although straight in approaches may be approved it would most certainly be unwise at destinations at which you didn't have a NOTAM or at an ALA at which there was no NOTAM availability and you didn't/ couldn't telephone the operator on the day or at least the day before to determine serviceability, etc. (Straight in approaches you don't get to see the Signal Circle for say a cross or dumbbell for example).

CASA has published a document 'OPERATIONS AT NON-CONTROLLED AERODROMESA Guide to the new procedures, effective from 24 November 2005'. In this document they provide examples, one of which indicates the use of more radio calls to enhance pilot's situation awareness. In the example in question, taxi, runway entry, turning downwind, turning base, turning final calls are given as well as others that may improve other pilot's situation awareness of you. For a pilot conducting touch and go landings this works out to be at least 33 calls in one hour. With four aeroplanes carry out touch and goes that's more than one call about every twenty eight seconds without other traffic and each call takes about 5 seconds. Again, if that's what we should do, then that's what we should do. Remember that at other than CTAF...(R) no radio aircraft may be in the circuit, so lookout is still paramount as is AVIATE, NAVIGATE, COMMUNICATE..

The same publication encourages downwind legs to be flown at 1500' for jets, turboprops and other high performance aeroplanes with a downwind speed greater than 120kts. Does that include the Arrow and C182?

These procedures will apply UNLESS OTHERWISE SPECIFIED IN ERSA. We will have to have a collective think about what would be the safest and what would work best at Warnervale.



Merimbula Flyout - August 6-7 2005

By: Our Man at Warnervale

The preparation of this report has been substantially informed by Rupert's Rules and Sonter's Rule. Rupert's Rule implies that any connection with truth is only marginally greater than coincidental. A consequence of Sonter's Rule is that there are things I cannot tell you; for as Sonter says, "What goes on tour stays on tour!" (Study of the application of Sonter's Rule reveals that it is applied more rigorously to Sonter's peccadilloes than to the reportable actions of others, though Sonter does show a touching propensity to protect the reputations of student pilots, particularly if they are female. Nothing queer about Sonter!)



Before first light the airfield glistened with dew. Then, as the light increased, white fairy dust stole over the field as the dew turned to frost at YWVA in the early morning of Saturday 6th August, 2005. On that morning BAO (Cessna 172) with 3 POB and PRF (Piper Arrow III) with 2 POB took off for Merimbula. But before the planes could depart they had to be de-iced. Quite apart from the increased air friction caused by ice and its effect on lift and the control surfaces, it is near impossible to even get to let alone stay on the centre-line when looking through a frosted-over sheet of rippled and/or crazed ice on the windshield. In other words, it was a normal early cold dry late-winter morning at Warnervale Aerodrome. BAO departed first, being far slower than PRF and having further to travel due to its flight being also a navigation exercise for trainee captain Jason ("The Greaser") McDonald in the left-hand seat under instruction from Captain Blood. Trainee captain young Tony, fated to fly back from Merimbula the following day, rode in the back.

Explanations: 1. Jason McDonald was named "The Greaser" by young Tony in recognition of the consistent way in which Jason greased BAO onto runways during this flyout. 3. Flying Instructor Doug Sonter was named Captain Blood after a particularly merciless pirate captain of that name by a young (at heart) trainee captain whose chronological age was such that his future lay all behind him, and who on several occasions, after having worked till after midnight was required by Douglas Sonter to arrive at



WVA for a long navigation exercise (NAVEX) hours before first light.

PRF, Warnervale Air's much loved Piper Arrow (which has retractable gear, constant speed unit, a genuine TAS of 135kt, and reputation for "flying on rails") was piloted by Captain Brian Potts with en route spiritual guidance provided by "Brother" Alf Francis (aka "The Spirit of Warnervale"). It is rumored that provided the height AGL is not too great Alf Francis can at times be an asset to a pilot who has become "geographically challenged", for, it is said, Alf knows many of the trees below personally and can recognise some of them. Traveling via Goulburn, Braidwood and Batemans Bay, PRF enjoyed a very smooth trip down to Merimbula and beat BAO by some hours as BAO did a NAVEX via Canberra where it landed.

In a manner which roiled Captain Blood with envy and left young Tony wondering how it was possible to float so long in ground effect until he realised that the plane was already down, Jason greased in at Canberra. Young Tony was again outraged and disgusted at Canberra's GA facilities, about which we might be able to persuade him to write something in the future. As usual, the Canberra GA facilities provided no sort of drinking vessel or bubbler. Young Tony protested that he was not a dog and refused to drink from the bowl (of the WC). It was only the lack of a camera to record the event which restrained him from the behavioral protest of getting down on all fours like a dog and lapping from the garden tap outside the WC. It is rumored that Captain Blood is considering, the next time he takes young Tony to Canberra, before landing fitting a choker-chain to keep him under control.



Meanwhile Captain Potts in PRF was soon to make an interesting discovery. Having arrived at YMER (Merimbula) Captain Potts was forced to go-around due to finding, after turning FINAL, a small commuter airline backtracking on RWY 03! Captain Potts reports then

aerial traffic on DOWNWIND and early BASE for RWY 03 (which runway requires right hand circuits -- over the water) cannot be seen from RWY 03 on the ground due to trees and terrain.

At last (as far as the very patient and uncomplaining Brian and Alf were concerned) Jason, after a right-hand circuit over the sea, greased BAO onto RWY 03 at Merimbula. After BAO was refueled our five flyers took a taxi to town where Sonter's expertise in accommodation was confirmed, for the motel into which they were booked was of reasonable standard and not expensive.

Merimbula is an interesting town with a social feel different from many towns in NSW. This difference has been attributed to Merimbula being a playground for Melburnians. It has been said that Merimbula is Melbourne's Port Macquarie.

Sonter took his charges to a club for lunch and for once none of them got food poisoning. Merimbula RSL is certainly several cuts above Parkes Leagues Club where on a previous NAVEX Sonter had succeeded in food poisoning young Tony. After the evening meal, a Chinese banquet for five, Sonter and one of his trainees went out on the tiles. I can report nothing of this due to the invocation of Sonter's Rule.

About 0730 on Sunday morning BAO took off with young Tony (a slightly notorious glutton for beauty) in the left-hand seat determined to enrich his navigation training by feasting visually on the beauty of the famed NSW south coast. BAO flew down past Eden and keeping the shoreline of Twofold Bay on the left turned northward and flew coastal, substantially crabbed into wind, to Batemans Bay. Despite the spectacular and compelling beauty as BAO flew up the NSW south coast, Jason in the back was seen to be zonked, leading young Tony to speculate about just what Doug and Jason had been up to the night before down at the local. Having come over the mountains, while approaching Canberra young Tony had to lose 3 minutes in a right-hand orbit to let a heavy come into Canberra fast and low on BAO's port, after which BAO went straight into Canberra on a long final, giving young Tony his first taste of having his approach slope governed by PAPI (a light system to direct pilots onto the correct approach slope). Once young Tony was reliably maintaining 2 red PAPI lights, Sonter, determined to provide evidence that under his tutelage young Tony could do something correctly, photographed the approach view through the windshield.

Not having had the opportunity to buy a choker-chain to restrain young Tony at the GA non-facilities Sonter thought it wisest to take his charges straight to the regular public transport terminal facilities. Feeling generous after a financial windfall the previous night Sonter bought coffee and sandwiches for three, which won the hearts of his charges.

Soon after young Tony took-off from Canberra Jason took a photo of the airport out of a back window of BAO. Days later, when confronted by Captain Blood with the irrefutable photographic evidence that he had, though

crabbed into wind, stayed on the extended centre-line well after takeoff from Canberra, young Tony protested that it is very hard to maintain an unblemished record of veering off the extended centre-line after take-off and that it is only to be expected that he should, on occasion, foul up and get something right.



Despite, north of Canberra a lot of cloud obscuring the ground and BAO being repeatedly vectored by Canberra control, not very long after he had resumed his own navigation, to Sonter's surprise Tony found, on the nose, Gunning to which he was headed. Intercepting VOR tracks and flying inbound and outbound along VOR tracks was practiced. For something completely different, and to practice diversion, before BAO reached Katoomba Sonter required Tony to obtain a clearance to fly directly from Katoomba to Warnervale, thereby over flying Richmond RAAF base. Not long after over flying Richmond, Sonter put young Tony under the hood and thereby made a fascinating discovery. Sonter had noticed how hard (though not always successfully) young Tony strove to comply with air traffic control (ATC) direction. So Sonter decided to address commands to the hooded Tony as if Sonter were ATC. Sonter was amazed at how diligent and disciplined the young Tony was under this regime of command. It seems that provided when on the ground at Canberra Sonter always addresses young Tony as if Sonter is ATC it might be possible for Sonter to avoid the unseemly spectacle of, at the airport of the nation's capital, leading a student pilot around on a silver choker-chain. On DOWNWIND of RWY 20 Warnervale Sonter unhooded an uncharacteristically diligent and discipline young Tony.

PRF, which departed Merimbula well after BAO, had of course reached Warnervale much earlier. Proceeding via Batemans Bay at Ulladulla PRF entered the GA lane for VFR transit through Nowra military controlled air space which then exited at Kiama. Captain Potts reports that from Merimbula until he turned inland at Wollongong the trip was markedly turbulent due to the effect of the westerly wind blowing over the coastal high ground. PRF returned home from Wollongong via Camden, Prospect and Patonga.

Birdsville and Beyond

Sometimes things just go right – well almost

The recent fly out to the Birdsville Races in the end only involved one plane. Our intrepid C182 – CLQ, did her duty once again and we all had a great time on the way.

With four guys, only one of who has been out there in a 4WD, all wanted to see as much country as possible. The planned route from Warnervale took in Coonabarabran, Walgett, Lightning Ridge, Cunnamulla, Quilpie, Windorah and then onto Birdsville. On the way home it was decided to go over the Strezelecki Desert, the Sturts Stony Desert, across to Innaminka, Tibooburra, White Cliffs, Cobar and Narromine with the option of heading north to get back down the valley if weather looked tough over the range.



There were a few good lessons to be learnt from this trip and I will try to pull them out for you.

In planning a trip you also have to plan for bulk fuel (easy) and drum fuel (less easy and you have to buy a drum). It is then essential you check on the availability of both **fuel and an operator** for the approx time of your arrival. There would not be one place in these more remote areas where there are card facilities or a person hanging around waiting for someone to arrive. Most of these people run other businesses (or work for Council) and want to plan their day. Book your fuel, and as you will find out later in this story, it pays off. Remember to book a few weeks before your trip, so they can get fuel in if they need to, and then check again a day or two before you go – just in case. Then if you can, ring from you're last landing point and provide them with an accurate time of arrival. This then minimises the chances of you having to wait for them. It's also a good idea to recheck on your previously booked accommodation, a few days before you leave, as country pubs are just a bit casual on such things.

Also, as the distances are long, over very boring and not too distinguishable country (and without nav aids), it is wise to try to minimise the length of the legs. If there are

no towns or airstrips to plan for, then ensure you pick very good landmarks which can be seen from the air.

Before we went we had four guys totally committed and yes you guessed it – one pulled out **the night before** due to a major work issue. BUT, in anticipation we had all agreed that in the event of such a problem, it is was not fair on the others to pick up the tab for one pulling out (regardless of how good a reason one may have). Therefore each person was fully responsible for one quarter of the aircraft and fuel costs. Each pre paid for the budgeted costs, with any top up to occur on the way or at the end - and there would be no refund in case of a pull out - regardless. The only advantage was that weight and balance was not on the limits and there was a bit more room. We will give him a free CD of the trip and his Birdsville Pub beer cooler is the most expensive in history.

Now down to the flying. After an early start we headed up to Coonabarabran via Denman and flew through a couple of valleys in the Warrumbungles, noting ERSA's comments on getting too close to the Siding Springs Observatory. Refuel at Walgett and then a quick trip to Lightning Ridge for a real good look around and lunch. Did the obligatory opal mine visit and well as most of the towns attractions and we believe Lightning Ridge is well worth a visit and highly recommended. The only taxi driver in town was keen to see us go as he said he had shown too many people around only finding that they loved the place so much they didn't leave. He was concerned that the place would get too big.

Refuelled again at Cunnamulla and then over the top at Quilpie to get into Windorah with about an hour of light to go. Before landing, fly over the local towns and someone may come and pick you up. In this case it worked (as it did in other places) and a local drove out, picked us up and took us back to the plane in the morning. It turns out he owns two cattle stations, at least one plane and has over 18,000 hours, most of it from aerial mustering (without even one prang). We stayed in the Windorah Pub (pre booked, but they had lost the booking) and had a great night. Only problem was we arrived a day too late. The night previous was the annual Yabby Races and by all accounts it was more fun than the Birdsville Races, AND no – Yabbies were not on the menu that night. Still can't understand why.

The scenery out there from the air is something different and it's easy to see why it's called Channel Country.

Onward to Birdsville and before you leave home, remember to log onto the Air Services web site to download the AIP Supplement for the Birdsville Race Meeting. It was easy to pick those who knew what was going on and those who were using the wrong procedures. Flew well out into the Simpson Desert and got a good look at the sand dune system, as well as Big Red – the world's largest sand dune I am led to believe. Fantastic! Joined the circuit (using the correct procedures) and found a nice spot to camp as close to the pub as we could get.

Two nights under the wing and the races were like all races – expensive if you're loosing, but we managed our losses and a few wins just to keep it interesting. The bookies were from everywhere and there were plenty of big punters to keep them busy. Plenty of real outback (and city slicker)

characters, good entertainment and a few thousand people, make it one of those quintessential Australian experiences. However, besides the Birdsville Pub and the Races, the real highlight was the Fred Brophy Boxing Tent. If you have never had the opportunity to get into a ring and have a fight – this is your chance. Fred Brophy has a travelling boxing troupe with about seven or eight boxers who will take anyone on under his canvas big top. It's amazing who has the smallest brain, but none of those who got up got to first base. Even if humorous fights are not you're go, Fred Brophy was an outstanding showman and it was great entertainment. Just the same as we used to get at the Easter Show about 20 years ago before it was banned. In Queensland life is still a little simpler!!

The second day would have blown a dog off a chain and with the dust and both our tents blowing out, it was not fun. At times the gusts would have got up to 35kts, directly down the runway. At one stage they were considering cancelling the races. A few planes left that day to get out of the wind and dust. We heard that while the gusts were tough on the ground, once airborne it wasn't too bad, except the visibility was right down from the dust, even when they went up to 9,000 ft. Despite the wind and the dust, the organisers really looked after those who flew in with excellent prefab toilets and hot showers right on the edge of the plane parking area. Breakfast was also available for those who wanted it.



The next morning a full set of area forecasts were available and after we got the weather it was off to Innaminka for breakfast. There is not much out there and major features do not exist. But if you can read a map, the subtle features start to take on a prominence of their own and crossing the Strezelecki Desert and the Sturts Stony Desert was not too bad at all. Yes, Strezelecki was the Polish explorer who found Mount Kosciuszko and named it after the one of Poland's royalty. Obviously, a great explorer and navigator and I suspect that as he was not English, his exploratory deeds took a back seat to those of the British and Australian explorers and never made it into mainstream school textbooks.

Again, after flying over the town of Innaminka a local arrives to take us to his B&B for breakfast. Lots of planes on the ground and the question was why. At the B&B we found out. They were all having breakfast after having turned back from Tibooburra or Broken Hill. The weather

was totally overcast and rain to 300 ft at Broken Hill, wet at White Cliffs and fog to the ground at Tibooburra. The B&B owner was doing very well indeed.

More weather and phone calls, a delay of two hours and off to Tibooburra. Great to see the rabbit/dingo fence on the NSW, QLD border and again while there is little out there, there are still plenty of more subtle landmarks, dry lake basins, and the odd homestead to keep you on track. Maintaining your heading, with a good handle on time and speed, ensures you are within a small area on that map at any given time. In that country with no ground nav aids, it pays to be very accurate, monitor drift and make small corrections as required.

We had booked fuel at Tibooburra and I had rung him from Innaminka, but as a lot of those going to Adelaide and Melbourne could not get into Broken Hill they were looking for alternatives and searching for fuel at other places. Luckily he knew I was coming and had kept some for me and had turned other planes away. He was restricting fuel to 40 litres per plane, just to get them out of trouble. As I had booked, I managed to get 100 litres (with some good wrangling). I wanted to ensure that if we could not get into White Cliffs, we had enough to get back to Tibooburra or even back to Innaminka if need be, without eating into reserves. After we refuelled, he only had just on 100 litres left and would not get any more for three days. Lunch at the Tibooburra Pub and then off to White Cliffs over country that was wet and quickly turning green. The amount of water on the ground surprised us. Had to skirt around a few showers, but very comforting to know we had plenty of fuel if we had to turn around.

Again flew over the town of White Cliffs and with two other aircraft landing within 10 minutes of each other, the pub owner was out to refuel and give us a lift into town. The ground was very red and very wet and on pushing the plane back after refuelling, on what appeared to be solid ground, we got bogged in a small overflow drain. Not a lot of fun and



after some difficult moments and some digging we got it to firmer ground. We stayed at the Underground Motel and this was certainly a highlight of the trip. The owner lends his 4WD to pilots to get around and we sure did that!! Very hospitable and highly recommended. Opals we did not find nor buy.

The next morning was brilliant sunshine but the weather forecast over the range did not look too good. Went over Cobar and flew around a mine (twice) that went down, down, down into the centre of the earth. No idea of what they pull out, but it was an impressive hole. The contrast of the red dirt and the new green coming through, with blues and all other colours was fantastic. We took some shots that look like they could have been taken from outer space.



We continued onto Narromine getting up to 7,500 ft above scattered cloud to find it silky smooth (bumpy under). Refuelled and having lunch with your eye on the clouds building up caused us to consider alternates. We headed up towards the gap with the view of coming down the valley (if we could) under the cloud. As we left Mudgee the rainsqualls started, but the visibility was good and it was just a matter of manoeuvring around them. Got to Denman without too much concern and then turned east down the valley, still with plenty of showers, but good visibility and an increasing number of alternates in case things really clogged in. While flying around one of these squalls, Brisbane Central called up and warned an unknown plane - us - of getting close to the restricted area over Singleton. I acknowledged and told him why and we did miss this restricted area by a small safety margin. However, as we got closer to the coast it started to clear up and we landed in sunshine, still with red mud on the tyres.

This was a great trip with a variety of flying conditions and most of all a lot of fun. We are now considering the Gulf and a spot of fishing next time.

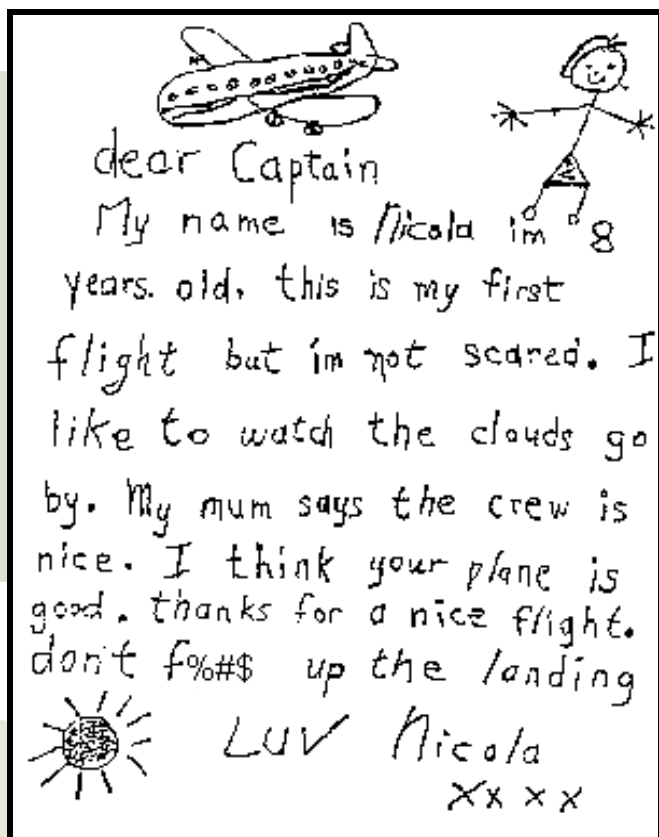
Pete Haxell

Aviation Humour



a laugh

Have



CALENDAR OF EVENTS 2005

October	1-2nd	Flyout to Mudgee for lunch
	9th	CCAC flying competition and BBQ
	16th	Working Bee
	22nd	<i>BAK Course starts</i>
November	2nd	CCAC/CASA Air Safety Seminar and BBQ 6.00pm
	13th	CCAC flying competition and BBQ
	19th	Round 3 NSW Interclub Comp Armidale
	20th	Working Bee & Annual General Meeting
	23rd	Closing date for Newsletter contributions
	26-27th	Flyout to Coolangatta
	30th	December/January Newsletter out
December	3rd	CCAC Christmas Party



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Central Coast Aero Club

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Warnervale Aerodrome



Australian Government
Civil Aviation Safety Authority

Please confirm attendance with Toni Crompton 131 757
or toni.crompton@casa.gov.au