

The Temora Flyers Inc Newsletter

May 12th 2016

Clin Ashton Martin Day

The 2nd April was a big day for TFI.

The day started with a great turnout of aeroplanes heading for Clin's airstrip to the north of Temora. The weather was perfect, the aircraft all serviceable, including some pilots who flew all the way from Tumut to take part.

16 aeroplanes took off from Temora and there were 16 perfect landings at Clin's. In all there were 21 aircraft lined up parallel to the runway (including 5 belonging to Clin). This is a record for Clin's strip. There are many photos on our Facebook Page so please take a look.

Marshalling, transportation and morning tea was organised by Clin, Barb & Ian, and a great time was had by all.

The visit was all too short as the aeroplanes needed to get back before the Museum flying commenced at Temora.

A big thank you from all at TFI to Clin & Barb for being magnificent hosts for our first ever fly out!

Later that evening we had the pleasure of Clin & Barb's company once again for a hangar talk at TFIHQ. Clin provided us with a talk about his early flying exploits in Chipmunks and Harvards. This was videoed by Norm Bailey and is available to watch on our Facebook Page. Note that this is only Part ONE of several talks.

Barb very kindly donated a Brass Bell which was used on the night to inform Clin that he had exceeded his allowed time..... The Bell is available for all future talks.

Catering (phenomenal gourmet pizza) provided by Garath & Robyn Otley

Official opening of TFI HQ

Following a General Meeting of TFI, we had the Deputy Mayor Graham Sinclair welcome TFI to the airfield and offer kind words of support for our new venture. Council have been extremely supportive of our activities particularly the additional

activity we have created, and the great charity work that is being carried out regularly. The old Terminal building is now fully functional once again.

Update on building improvements

There are many improvements in progress to make the building more usable:

Garath Otley has organised new plumbing and drainage for a small kitchenette. With some fundraising, we hope to install a kitchen very soon.

Quincy Maxwell has loaned TFI a Drinks Vending Machine

Various members have also provided many items to enhance the ambiance of the building.

Thanks to Bob & Lynne we have a Visitors Book and a donation box. Please feel free to use both!

The TFI Logo Competition

On the 27th April, Lynn & Bob Blaine and myself attended the High School assembly to announce the winners of the logo competition and to award the prizes to the students and school. Claudia Bushell took first prize and we raised \$100 for the school. Claudia & the runners up all received hats with the new logo, certificates and get a free ride in TFI member aeroplanes (with parental consent). Details on TFI Facebook page.

I think this was a great initiative, and the logo is awesome!

Please note that you can get the logo embroidered on hats, shirts, jackets etc at Millers in town for a small charge.

Hangar Talk - Emma Bowley

On Saturday the 7th May we had a very interesting and informative talk from Emma Bowley on her flying history and experiences (including her association with crop dusters), culminating in living the dream at Temora. Aside from looking after Guy and the children, Emma is also a wine expert, RAAus pilot, GA Pilot and has ambitions to become a flying instructor. I think Emma would be a great asset to the flying community as an instructor, and hope everyone will encourage that ambition!

Country Hope Weekend

TFI will be hosting this annual event which is being coordinated by Ian Bell. There will be approximately 35 children along with a similar number of carers, parents and siblings, so about 70 people in total. They arrive on Friday the 20th May and depart on 22nd May.

This will be a very significant event every year, and special thanks should be made to the Temora Aviation Museum and the Temora Council who along with TFI are the major sponsors.

Approximately 16 TFI pilots and aircraft will be flying with the children from Country Hope and catering will be arranged by Garath & Robyn on the Friday and Saturday evenings at TFI HQ

Additional sponsors are The Temora Quota Club, The Boat Club and Super V8's, The Temora Aero Club

Thanks to everyone taking part.

To all readers, if you have interesting articles you would like to put in the newsletter, please email me at "novemberbravowhiskey@gmail.com"

Nick Wills

President TFI

Extracts from the Illawarra Flyers Newsletter courtesy John Cleary

WOI 2016:

- [Great video footage of WOI 2016 from Australian Flying](#)

From SAAA:

Dear Members,

Vans Aircraft has released a new service bulletin for cracking in the rear wing spar, this is applicable to most RVs;

<http://www.vansaircraft.com/pdf/sb16-03-28.pdf>

Regards

Eddie Seve

Hon Secretary

Dear Member,

SAAA National Council is pleased to announce we have partnered with [OFX](#) (formally OzForex) to provide you with discounted foreign exchange services. Using OFX to buy your kit components overseas will typically save you hundreds of dollars over your local bank or credit card. For those that are already flying, you can still save on the purchase of parts and equipment overseas. You can even register an account in your business name if you wish.

For new accounts opened by SAAA members using the registration link below, [OFX](#) will waive their standard transaction fees for transfers of over \$250.

By using OFX you will also enjoy;

- ü No receiving bank fees in most countries (including the USA where the majority of our kit components are purchased)*
- ü Extremely competitive foreign exchange rates across over 55 currencies*
- ü Online access 24/7*
- ü Access to a dedicated Dealer by phone*

- ü Exchange rate alerts via email*
- ü Access to OFX's highly regarded daily and weekly "Market Commentary"*
- ü Complete exchange rate transparency*
- ü Risk management tools through Limit Orders and Forward Exchange Contracts.*

[Registering](#) with them is FREE and you can view their live dealing rates immediately.

By using this service you will also be contributing to the SAAA as OFX will make a small donation from each transaction back to the SAAA, to be used to provide services to our members.

For single transactions over \$100k we have a dedicated partner account manager who will make sure you get the best rate possible. Please contact the SAAA office if you need this service.

Yours sincerely

*Rob Lawrie
Hon National President
[0401 578 700](tel:0401578700)*

From Flight Safety:

- [Ongoing lessons from the story of a pioneer's death](#)

From CASA:

- [AWB 24-011 Issue 1](#) - Aircraft Circuit Breaker Maintenance & Operation
- [AC 139-27 v1.0 – Guidelines for certified air/ground radio services](#) has been published.
- New Standards Development project: [SS 16/03 – Frequency use in Class G airspace](#).

Issue:

Under regulation 166 of the Civil Aviation Regulations 1988, pilots must make a radio broadcast when operating in the vicinity of a non-controlled aerodrome whenever it is reasonably necessary to avoid a collision or the risk of a collision. Multicom (126.7) is a VHF frequency to be used in the vicinity of a non-controlled aerodrome. In 2013, CASA received feedback from a number of pilots about confusion as to the appropriate VHF frequencies to use. CASA heard from recreational pilots, local aero clubs and flight schools, as well as pilots involved in fire-bombing operations.

In May 2013, CASA published a clarification in the AIP that the Area VHF was the appropriate frequency to monitor and, if necessary, make a broadcast when operating in the vicinity of aerodromes that are not marked on an aeronautical chart. The safety basis for this approach was that if an aerodrome is not marked on an aeronautical chart it is not always possible for pilots to be aware of its existence and switch from the Area VHF frequency to the Multicom frequency, meaning the benefits of alerted 'see and avoid' procedures would not be available to pilots when operating on separate frequencies.

Some members of the VFR pilot community-mainly those represented by the Regional Airspace and Procedures Advisory Committee (RAPAC) convenors have voiced concerns about the consultation process that led to the AIP amendments in May 2013 and believe that current procedures introduce risks associated with frequency congestion on frequencies used by Air Traffic control (ATC), Area VHF frequency low-level coverage and aerodromes being close to Area VHF boundaries. The RAPAC convenors believe that a common low-level VFR frequency is more appropriate and have requested that CASA review frequencies used in class G airspace.

Objective:

The objective of this project is to develop a Discussion Paper (DP) to look at the two options described below and any other options that are identified:

- maintain the current situation whereby the Area VHF frequency is used as the appropriate VHF frequency in the vicinity of an aerodrome not published on an aeronautical chart*
- promulgate a common low-level VFR frequency for use in Class G airspace.*

The risks associated with each option will be outlined and industry will be asked to identify appropriate frequencies for use in Class G airspace.

An industry project team will be established to assist CASA to review responses to the DP.

Responses to the DP will assist CASA to determine the appropriate frequencies to use in Class G airspace.

Australian Flying comment:

*The whole issue of which frequency to use at unmarked ALAs is one of the most perplexing in aviation: perplexing in what is the best solution, and perplexing that it has gone so far as to have a [discussion paper](#) in the wind. CASA is becoming very entrenched in its position that the VHF area should be used; industry seems to be similarly fortifying its stance that Multicom 126.7 is the way to go. **Dick Smith** has even threatened legal action! OK, everyone please go to their corners. We have groups called **Regional Airspace and Procedures Advisory Committees (RAPAC)** that were created, I believe, to solve issues just like this. It seems pointless to have advisory committees then ignore them. Put them to work, listen to what they say, and take action based on that.*

- [AWB 02-056 Issue 1](#) - Vortex Generators and Aerodynamic Configuration Control for Small Single and Twin Engine Aircraft
- [AWB 34-015 Issue 2](#) - Assigning Transponder Aircraft Address
- [AC 66-07 v1.1 - Practical training options for aircraft type training and recording of recent work experience](#) has been published.

From ATSB:

The Australian Transport Safety Bureau is conducting a short online survey, seeking your views on how we're travelling.

The anonymous survey only takes 5 minutes to complete. The findings will help determine how we keep you informed and improve the way we work with you in the future.

We're particularly keen to know your opinions of our service, responsiveness and relevance to your needs.

If you're involved with the aviation, maritime or rail sectors, or are a member of the travelling public, we would like to hear from you.

Please help us distribute this survey by sharing this page with your colleagues and others in the transport industry.

We're seeking your views via a short online survey: [Have your say!](#)

- [Final report – in-flight Avro fire](#)
- [Air data system failure involving Airbus A330-243, A6-EYJ, near Brisbane Airport, Qld on 21 November 2013](#) – relevant to all pilots

- [Emerging trends in Australian Aviation Safety Jan to June 2015](#) – excerpts relevant to us are attached - see “Emerging Trends in Australian General Aviation Jan to June 2015” doc

From Australian Flying:

- [Government Contingent faces GA Community in Heated Debate](#)
- [Greg Hood takes over ATSB](#)
- [Inside the 2016 TAAAF Policy](#)
- [The Australian Aviation Associations Forum \(TAAAF\) 2016 policy paper](#) really should be our guiding policy going forward. It's concise, well presented, easy to read, easy to understand and accurate. But, there is a lot in it, and some parts do need a deep understanding of the issues to fathom their importance. [I've had a go at analysing the best bits](#), and would welcome your assessments as well. (Hitch)
- [Video – Turbo AirCam on floats with reversing props](#)
- [Video – Volocopter first manned flight](#)
- [Video – home made helicopter made from 54 drones](#)
- [Shelley's writing on the crossing she did with David and Phil in 2010](#)
- [QANTAS Museum launches fund raiser for Super Connie](#)

From SAAA:

- See attached SAAA President's NOTAM 290416

From RA Aus:

- Attached please find copies of blank proxy forms to vote on the change to the RA Aus constitution. It is important that all financial members have their say on this pivotal change. If you are a financial member and have not yet voted or assigned a proxy, you have until May 13 to get one of these in.
- [Current incident and defect reports](#)

From AOPA:

- [Quotations on Flying](#)
- [Quotes from GA Giants](#)

From Aviation Business:

- [\\$115m committed in the budget for Badgerys Creek](#)

From AVweb:

- [Aspen offers STC for Evolution backup display](#)
- [Hot air balloon damaged by drone](#)
- [BA collision not a drone incident](#)
- [Hoverboard record shattered](#)
- [Gyroplane pilot claims new distance record](#)
- [US complains about stunting Russian](#)
- [Bonanza pilot declares emergency before in-flight breakup](#)
- [Converted 747 now largest firefighter](#)
- [SkyeIntelligence Autofollowing Drone](#)
- [Forced Landing on a California Rooftop](#)
- [Hydrogen Fuelcells – Practical for Aircraft now?](#)
- [Cherokee Control Column Failure](#)

General:

- [Compare Evolution Aircraft with the competition](#)
- [From Joe – SAAA Sydney Group – combating unwanted RC Drones](#)
- [From the Aerobatic Textbook: The Immelman - YouTube](#) – Note early recovery technique

- [Furniture from scrap aircraft parts](#)
- [Get the latest on Solar Impulse](#)
- [From Phil Ayrton – Link to a home built full scale Spitfire](#)
- [Model helicopter – talented pilot - video](#)
- [Weather cam at Stanwell – from John Martin](#)
- [From Peter Bowman – Budapest Airshow](#)