

# MID MURRAY FLYING CLUB



## JUNE 2006 NEWSLETTER

### MEGAFLY visits Kerang



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**Welcome** to the June newsletter.

Apologies for the lateness of this months issue but a couple of the contributors were a bit slow providing their information.

Wings night last month was a huge success with a large attendance and many awards handed out. Details of the main awards are detailed elsewhere in the newsletter.

The club's new website at [www.ifly.com.au](http://www.ifly.com.au) is steadily progressing under the guidance of Steve Cameron. Steve now has a registration process working and would like all members and friends of the club to visit the site and follow the registration process.

### WHAT'S ON THIS MONTH

- **June 18** Comps day at Boort starting at 11-00am with BBQ lunch available
- **June 19** Committee meeting
- **June 24 to 30** PPL theory course

## PRESIDENT'S REPORT

The Mid Murray Flying Club is a non profit club run by volunteers with a paid CFI. Membership subscriptions are a main source of revenue for the club.

**Annual member's fees are due and payable as at 1<sup>st</sup> July.**

Full Member	\$120
Aircraft Owner	\$120
Student Pilot	\$66
Social Member	\$33
Life Member	\$45

### Membership gives

Cheaper fuel rates,  
Cheapest possible aircraft rates,  
Monthly Newsletter  
Theory Lectures  
Social Activities,  
Fly-Aways,  
Monthly Flying Comps  
Expert Tuition



Last month the Mid Murray Flying Club held a successful Wings Night at the Rio Vista. With 150 people attending and over 60 awards it was a busy night with plenty of conversation. Thanks to all those who helped with the preparations. Having such a turnout was just great, and with all the awards it shows how busy Graham and Jenny have been over the last 12 months.

The club proudly awarded past president, Andrew McDonald a Life Membership. Macca wasn't able to be present on the night due to family commitments

but we caught up with him on the weekend and presented him with his award.

Jenny Taberner was awarded Club(wo)man of the year. Jenny really puts a lot of enthusiasm into the Flying Club and she thoroughly deserved the award. She has re-gained her Commercial license and is doing plenty of instructing in the Tecnam.

Paul Davis took out the Roby Manuel Award. Paul has shown a very high level of dedication over the past 12 months, gaining his Commercial License and really increasing his flying skills. Well done Paul.

At our last Committee Meeting we discussed the usage of all of club planes and although most of the planes are being used efficiently the one that stands out is HWV our C182RG. The number of hours that HWV is being used over the past few years has dwindled. This is partly due to costs and partly due to the popularity of the new Tecnams. The club is considering selling HWV and replacing it with an aircraft that more of the members would be willing to fly. Whilst the club is loath to sell HWV and loose it altogether we would look favourable at selling HWV to a Mid Murray Flying Club Member. That way, those that want to fly it may be able to cross hire. If anyone is interested please contact either myself or Graham.

**CANCELLING SARTIME:** Most of us have been guilty of forgetting to cancel our SARTIME after we land (and costing us a bottle of red wine with Graham!) due to the distraction of securing the aircraft and talking to passengers. This is one way that I have found to reduce this risk and save the embarrassment of a phone call. As soon as you submit your flight plan set you mobile phone alarm to remind you five or ten minutes before your SARTIME. This has saved me more than once in the past. I also have the CENSAR number programmed into my phone. It is simple but quite effective.

## COMING EVENTS

- **June 24 to 30** PPL theory course



## CFI REPORT

What a great month May has been. The club aircraft flew over 240 hours again and we finished off a lot of licences in time for wings night . Wings night was really successful, the venue was ideal with 165 attending. Our speaker was the local Superintendent of Police who flies around his beat in a Motor glider. The awards included 22 first solos, 21.GFPTs, 20RAA licences, 16.PPLs, 3.Formation Endorsements, 7.Instructor Ratings, 1Night Ratings, 2CPLs, 2.Retractable endorsements. A list of achievements is elsewhere in the newsletter

We already have 2. PPLs and 5 first Solos for next years wings night.

It seem that the investment in the second Tecnam will certainly pay off. The figures considered when the first one was purchased implied that if we did 400 hours per year, then it would have been worthwhile. We did that amount in the first 5 months and will easily double that figure for the 12 month period. The second one is working just as hard since it was purchased and it looks as though it will do 250 to 300 hours in the three months since we have had it.

We have had Raoul Cruz and Chris Abbott from Albury with us for several weeks in their Cessna Cardinal (177) finishing their licence with us. Both of them have joined as members. Dick Peel from Kangaroo Lake and Rodney Hibbert from Lake Charm have also joined the club and both have done their first solo during May. As well, Barry O'Brian has gone off on his own in the Tecnam – the first time he has been solo in an aircraft in over 20 years. Well done Barry. Darren I 'Anson has achieved his GFPT as well.

The Sunday after wings night was another successful club event in the form of a working bee and comps day combined with a public open day. Unfortunately the comps had to be abandoned when it started raining, raining ultralights that is, when about 40 ultralights arrived unexpected and for a couple of our unfortunate pilots it was difficult to either take off or land. This influx of numerous shapes and sizes of aircraft , although unplanned really made the day for the public. A number of visitors took trial instructional flights and we have obtained a bout 5 new students as a result of the day.

Elwyn is actively instructing and had his first student go first solo, I'm not sure who was the most nervous, instructor or student. Elwyn's first student is Dick Peel , some of you will know from the Catalina museum at Lake Boga.

Now the next major event on the club calendar is the PPL theory course 24 – 30 June and we need catering assistance in the form of people to work on the roster to prepare meals and clean up. Donations of cake or the like are always welcome. Please contact us if you are able to help.

Happy flying to next month

Graham

# WINGS NIGHT ACHIEVEMENTS 2006

Name	Award	On the/In	Date
Adrian Peel	1st Solo	on the	20th April 2006
Andrew Jochs	1st Solo	on the	28th November 2005
Cameron Bennett	1st Solo	on the	15th February 2006
Darren l'Anson	1st Solo	on the	18th February 2006
Doreen Newman	1st Solo	on the	5th March 2006
Geoff Rudge	1st Solo	on the	2nd February 2006
James Perkins	1st Solo	on the	28th November 2005
Jess Newing	1st Solo	on the	11th January 2006
Jordan Simpson	1st Solo	on the	28th February 2006
Luigi Lucca	1st Solo	on the	4th February 2006
Pat Grant	1st Solo	on the	28th November 2005
Rex Capstick	1st Solo	on the	15th November 2005
Rod Chalmers	1st Solo	on the	26th November 2005
Stephen Gillingham	1st Solo	on the	17th November 2005
Tim Collins	1st Solo	on the	13th September 2005
Tom Barnes	1st Solo	on the	20th June 2005
Jenny Taberner	Commercial	on the	23rd March 2006
Paul Davis	Commercial	on the	18th November 2005
John Cooper	Formation Endorsement	in	November 2005
John Holmes	Formation Endorsement	in	November 2005
Ross McCubbin	Formation Endorsement	in	November 2005
Andrew Jochs	GFPT	on the	13th April 2006
Andy Jane	GFPT	on the	21st February 2006
Cameron Bennett	GFPT	on the	17th April 2006
Damien Hogan	GFPT	on the	26th April 2006
James Perkins	GFPT	on the	16th November 2005
Jess Newing	GFPT	on the	19th January 2006
Kevin Ross	GFPT	on the	26th October 2005
Matt Waterson	GFPT	on the	18th November 2005
Pat Grant	GFPT	on the	19th November 2005
Rex Capstick	GFPT	on the	9th December 2005
Scott Donnan	GFPT	on the	29th August 2005
Stephen Gillingham	GFPT	on the	17th February 2006
Tom Barnes	GFPT	on the	12th October 2005
Doreen Newman	GFPT	on the	20th April 2006
Adam Laughlin	GFPT	on the	14th May 2006
Geoff Rudge	GFPT	on the	13th May 2006

## WINGS NIGHT ACHIEVEMENTS 2006 cont'd

Alan Middleton	Instructor Rating	in	February 2006
Elwyn Mott	Instructor Rating	in	February 2006
Graeme Drage	Instructor Rating	in	February 2006
Mark Griffin	Instructor Rating	in	January 2006
Peter Weissenfield	Instructor Rating	in	January 2006
Robert Johns	Instructor Rating	in	January 2006
Tony Brand	Instructor Rating	in	January 2006
James McCormick	Night Rating	on the	11th May 2006
Adam Bird	Private Pilots Licence	on the	6th April 2006
Ashlea Mills	Private Pilots Licence	on the	16th January 2006
Chris Littlemore	Private Pilots Licence	on the	17th April 2006
Christian Carthew	Private Pilots Licence	on the	31st March 2006
Clinton Hopkins	Private Pilots Licence	on the	25th June 2005
Darren Brown	Private Pilots Licence	on the	3rd November 2005
Greg Lake	Private Pilots Licence	on the	29th September 2005
James McCormick	Private Pilots Licence	on the	17th November 2005
Nick Pay	Private Pilots Licence	on the	1st May 2006
Phil Symes	Private Pilots Licence	on the	20th September 2005
Steve English	Private Pilots Licence	on the	13th October 2005
Tom Gordon	Private Pilots Licence	on the	20th September 2005
Veronica Collins	Private Pilots Licence	on the	4th November 2005
Andrew Hipwell	RAA Licence	on the	27th April 2006
Cameron Bennett	RAA Licence	on the	17th April 2006
Carolyn Williams	RAA Licence	on the	27th April 2006
Dean Featherstone	RAA Licence	on the	13th August 2005
Dick Lanyon	RAA Licence	on the	24th August 2005
Doreen Newman	RAA Licence	on the	20th April 2006
Geoff Rudge	RAA Licence	on the	13th May 2006
Greg Hinton	RAA Licence	on the	17th April 2006
Greg O'Bree	RAA Licence	on the	25th April 2006
James Perkins	RAA Licence	on the	1st December 2005
Pat Grant	RAA Licence	on the	14th April 2006
Rex Capstick	RAA Licence	on the	7th May 2006
Rick Kent	RAA Licence	on the	3rd May 2006
Scott Donnan	RAA Licence	on the	2nd January 2006
Stephen Gillingham	RAA Licence	on the	19th April 2006
Steve Cameron	Retract Endorsement	on the	4th February 2006

# Insidious Static

This story courtesy of a friend in the UK. A salient lesson for us all.

The story starts a few days before the flight in question when a previous pilot noticed that the starboard fuselage static vent of the Trinidad was blocked by gunge. To rectify this he set about extracting the gunge with a straightened paper clip, possibly not appreciating that some of the gunge might have fallen back into the static system. Nevertheless he proceeded to enjoy an uneventful flight.

Two days later Tim arrived for a check ride and to collect the aircraft for positioning at Southampton prior to departure for Tangiers. Tim is an experienced CPL power pilot, glider pilot and parachutist. Although he had previously been thoroughly checked out on the aircraft his Club currency had expired. Tim was held up by traffic and was half an hour late: I was conscious of having to hurry to be on time for a meeting that evening.

The check ride was predominantly designed to see if Tim could run through the checklist correctly and then perform a swift circuit. It was a hot, fine, and windless day and the aircraft had full tanks. On the approach Tim left the application of full flap rather late and consequently we were really high half a mile from touchdown which meant closing the throttle altogether. It occurred to me that we ought to throw the approach away but time pressures militated against this.

The indicated airspeed was some 90 knots at this juncture and as speed reduced I became aware of a very nose high attitude. At about 85 knots indicated the stall warning horn sounded which I thought was ridiculous as the aircraft's gear and flap stall speed is 53 knots. Shortly after this I became visually aware of a very rapid rate of descent with the ground approaching alarmingly swiftly.

In spite of the nose high attitude and the stall warner blaring neither of us comprehended at once what was happening. In the event I finally shouted POWER - I do not remember whether it was Tim or I who actually bashed the throttle open and checked the huge rate of descent. We then touched down gently in a nose high attitude with the stall warning still sounding.

At the time I put this poor approach and landing to lack of practice in a strange aircraft and as all other parts of the check had been completed immaculately, after discussing the stall warning and in view of his experience, I was content to tell Tim that he had passed the check.

Two days later Tim telephoned from Santander to say that not only had the stall warning sounded on the approach to Santander but that he had found the starboard static vent to be gunged up at Jersey. He had dealt with the obstruction in the same way as the earlier pilot and then the penny dropped on both of us with a pretty heavy clang. There must have been a collection of gunge in the static system which was causing a partial blockage leading to an inaccurate airspeed indication.

You will recall that the movement of the airspeed needle is governed by a diaphragm registering the difference between pitot static plus kinetic pressure on one side against fuselage vent static pressure on the other side. If there is a partial blockage on the fuselage static line the static pressure in the diaphragm chamber will be lower than ambient in the descent and the airspeed indicator will over-read. The higher the rate of descent the greater will be the over-reading.

The insect debris removed from the static lines would provide the equivalent of a filling for about a third of a rolled cigarette.

## Insidious Static cont'd

It then dawned on Tim and myself that we had virtually stalled the Trinidad on finals and could have ended as a blazing heap in the undershoot.

That really astounded me is that I failed to appreciate the excessively nose high attitude of the aircraft and my slowness of reaction to the sound of the stall warning horn. Even after we had landed I did not appreciate that anything was amiss so insidious was the effect of the static blockage.

The question is why was the airspeed indicator over-reading? You will recall that the previous pilot had found gunge in the static vents and had poked at the blockage with a pin.

In the aftermath the static lines were dismantled and we found that both lines had been invaded by thoroughly cunning insects. The static vents on each side of the fuselage are both connected via a Y joint to the static side of the airspeed indicator: the Y joint being in the rear fuselage. The said insects, in seeking to make a home for their young, had travelled about 10 inches down each static line to build a little mud wall, retreated a couple of inches and laid the young. Each then retreated further and built another mud wall about two inches from the static vent and then, before pushing off, covered up the static vent itself.

**Moral No 1.** There must be a reason for gunge in a static vent and poking at it is not the way to deal with it. It is but a two-minute task to reach the static lines and these should always be investigated should gunge appear in the static vent itself.

**Moral No 2.** The stall warning horn is there for a purpose. If you hear it then apply power at once and climb to a safe height to investigate.

**Moral No 3.** If there's a hole, sooner or later, something will climb into it.

**Moral No 4.** If you're rushing things you're inviting disaster

## WINGS NIGHT AWARDS 2006

Congratulations to the following pilots who won the major awards for 2006.

Veronica Collins - Jim Morris Trophy

Paul Davis - Roby Manual Trophy

Terry Ayres - Team Shield

Ernie Moore - Pilot of the Year

Ken Loader - Aggregate Forced Landing

Jennie Taberner - Clubman of the Year

Cameron Bennett - Stirers Award

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