

A NOTE FROM YOUR PRESIDENT

An awesome weekend of aviation was orchestrated by Andrew, Natalie and the team from TAVAS on the 21 and 22 of April. While the forecast may have scared off some of the public from attending, those that came were treated to a spectacular TAVAS Great War Flying Display 2018 and were blessed with good weather. General feedback from members, exhibitors, vendors and the public was that the event was an outstanding success. Andrew has expressed his thanks to the club and its members and to those individuals and organisations that went out of their way to make the event a success.

As well as the event, TAVAS have also been very busy putting the final touches to their museum. Located in Hangar 106, they have brought together the beginning of aviation and its Australian influences, together with the start of military aviation and Australia's involvement in WWI aviation complete with the most detailed information on our WWI aces currently available. **This is a must see.** Well worth the modest fee for a unique experience.

You may have noticed the new fencing and pedestrian access gate on Eagle Lane. Work will soon commence to replace the fence between hangars 104 and 105 as well as the fencing around the carpark at the end of Aerodrome Road.

The new fence has already highlighted an ongoing issue with persons illegally accessing the fuel bowser and purchasing leaded fuel for non aviation purposes. This is a Federal Law and non compliance risks the availability of fuel at the airfield. Please do not provide access to nonmembers wishing to obtain fuel from the bowser.

As reported last edition, the BBQ facilities are in place at the clubhouse and a BBQ is now available. You will need to arrange through the Secretary should you need access to the BBQ as it is secured inside the clubhouse when not used.

Unfortunately, Telstra has not been as well organised as everyone else and we still have not been connected to the internet. I will continue to chase this one and hope to find a successful conclusion.

A big thanks to all who have contributed to this edition of Airwaves.

Fly safe, fly friendly and be considerate.

Cheers

Troy

OPERATIONAL NOTICES

FIRE HOSE REELS. Fire hoses are located for use in fire emergencies only. CAC Inc cannot protect members found by QFRS to be washing cars or aircraft with fire hoses. Substantial penalties /fines apply.

SECURITY. We have been notified that fuel is being stolen from parked aircraft. We can only assume that fellow members are not responsible for these thefts. The public should not be airside without authority and be accompanied by a member. If you see a person who you believe should not be strolling around the aircraft/hangars, please challenge them. Gate keys and pad codes are supplied for the benefit of members only.

TAKEOFF SAFETY

Recent tragic events have again focussed our attention on takeoff safety. In this issue, we intend to discuss the general subject of safety, and the more specific but related subject of sideslipping.

Each and every takeoff should not be initiated without careful consideration of many factors that may modify the performance of the pilot or the aircraft. Let's consider takeoff under three headings – complacency, preparation, and technique.

Complacency. How do we define it? How do we overcome it? How many times have you had something happen and you have said to yourself “...if only...?” Perhaps that is the test. Before you take off, ask yourself if you have an accident/incident are you going to say “...if only”...? If you can put your hand on your heart and say “no”, then you have not been complacent. So rather than just haul the aircraft out of the hangar, do a quick and dirty preflight, and launch off – slow down and do the “if only” checks.

Preparation- with the knowledge that take-off puts us into a very vulnerable position we need to do all we can to reduce that exposure and mitigate the effects of a problem, such as an engine failure. In the event the noise stops the best things we can have are altitude and decent terrain we can get to, and a plan. We need to think how best to achieve all of them. Firstly – use all the runway. Take off right from the end (remember the old saw that makes runway behind you one of aviation's three most useless things). Establish a correct climb ASAP and do not reduce power until at 400-500 ft. The engine is designed to run at full power for five minutes or so, and it is often said that engines do fail at the time of a power change.

Think about which runway offers the best terrain ahead. Be your own man and use what you think is safest not just what everybody else is using. You may need to ensure traffic on another runway is aware of your intentions. There is no such thing as a 'duty runway' at a CTAF. Have you any knowledge of the terrain/vegetation ahead. What are the areas you could turn to, such as a cross runway, or a less forested area.

Brief yourself. The worst thing about a sudden engine failure is the shock. It takes time to collect yourself, and if you have not thought about it before you now have to formulate a plan. Consider the take-off in segments As a hypothetical-- if the engine stops before, say 200ft, I can land straight ahead - on this airport up to 500ft I could probably turn to the cross runway and land - after 500ft there is a forest so I'll turn immediately I get to 500 to a downwind to keep me within gliding distance of the airport. As the take-off progresses note as you pass each of your predetermined points and have the current plan ready in your mind. Now when the engine stops you proceed straight into your plan. The important things to brief yourself about are what is different about this take-off. Professional airline pilots that fly the same routes, often with the same crew, brief every take-off, and the most important part of the brief is what is unique to this departure. A routine brief, spoken to yourself like a poem learned by heart is another form of complacency. Make it relevant, not parrot fashion..

As an example of this type of thinking. One major airline told its pilots that every landing approach was to be planned as a descent to minimum altitude and a go-around. If at the minima all was well then don't go around – simply land. It was possibly a bit over-the-top but does suggest a strategy for take-off- a strategy of being prepared. Plan your departure as a take-off with an engine failure, check off your decision points as you go, and consider that you didn't have to use them as a bonus.

Technique. Practice the four Fs – FLY, FIELD, FUEL, FLAPS (you can add a fifth F if you are relieved by the use of the expletive)

Fly. If you have established a correct climb speed you can simply lower the nose and you will settle at a correct glide speed without excessive height loss. Climbing at a low speed will eat up a lot of your height regaining the

speed following an engine failure. Know the glide speed and fly it to get the best glide performance

Field. If you have self-briefed you know where you are going, so head towards it. If you do not have a field already selected do the trained thing and look for something within thirty degrees of the nose and head for it. Remember it is better to get on the ground and run into an object at low speed than to fly into the ground at flying speed. Momentum is increased by the square of the speed so the maths will show the difference between running off a field at 30kts, and flying into it at 60. You may have to pick the best of a bad lot but discipline yourself to fly all the way down. Keep correct speed and steer the aeroplane onto the ground, maybe into the crash, under control. To quote Bob Hoover “ fly it all the way into the crash”

Previous articles have highlighted the fact that aeroplanes, left alone, do not stall so do not hold the stick back to keep the nose up. You cannot stretch the glide. – only make it worse. If you cause the aircraft to stall, and if it is turning at the same time, it may enter a spin. Flying at the correct speed allows you a margin over the stall and keeps your descent rate such that you will have enough energy left to be able to flare for landing. Accordingly it is very important if you are turning to the landing spot that you maintain airspeed and do not hold the stick back with crossed controls.

Fuel. If you have established a glide , selected a field, and you have time, check your fuel is on and the appropriate tank selected, and perhaps change tank

Flaps. Once you are in a position to use them lower flaps if you have them. They will reduce speed and every bit of speed off is a help, provided you maintain good speed control. Finally, if you have time, turn electrics off (after flap extension if they are electric flaps)

Sideslipping . Whilst generally thought of something most relevant to aircraft without flaps, it is still a very useful tool for the pilot, provided it is done properly. Some flapped aircraft have a restriction on side slipping with flap so check the flight manual. HOWEVER if you have to do it then do it – but properly- maintain your speed and tracking. Many years ago, when the Boeing 767 was a very new aircraft, a Canadian pilot suffered a double engine flame out and made a successful, flapped landing into a disused airfield using a steep sideslipping approach.

There are three handling deficiencies one sees with side slips – speed control, tracking and recovery to a straight glide.

Speed is maintained in the normal way, by nose attitude, bearing in mind that the nose is no longer pointing where you are going and you will have a slightly higher nose attitude than for a normal glide.

Tracking needs to be set up in the first place by yawing away from the direction you plan to slip in order to maintain the ground track to your landing site. Side slip is varied by the amount of bank you have and the ability of the rudder to hold it. Every aircraft is limited by one or the other. To keep your track you must know what limits your aircraft. If you do not have sufficient rudder authority, or if you do not hold it on hard enough you will begin to turn off track.

Recovery. By preference you should quit the slip as early as possible to permit a stable approach with time to concentrate on the flare and where the aircraft is pointed. It is common to roll wings level and leave the nose high. In a draggy aeroplane like a Tiger Moth you will quickly lose speed and develop a high sink rate. The simplest way to recover to a correct attitude and direction is to simply take off the top rudder and allow the nose to yaw back around and down.

The ability to very quickly establish a slip at low level may be the best skill you could have available, allowing you to land straight ahead. But remember, in a side slip you have crossed controls so if you lose speed and are holding the stick back it is recipe for a spin entry. It must be practiced.

As I usually finish these articles – put it on your wish list for your next flight review. Ensure your instructor is comfortable with the manoeuvre. Perhaps he/she will allow you to practice quick entries and correct recoveries at a medium level and then try them in simulated take-off engine failures

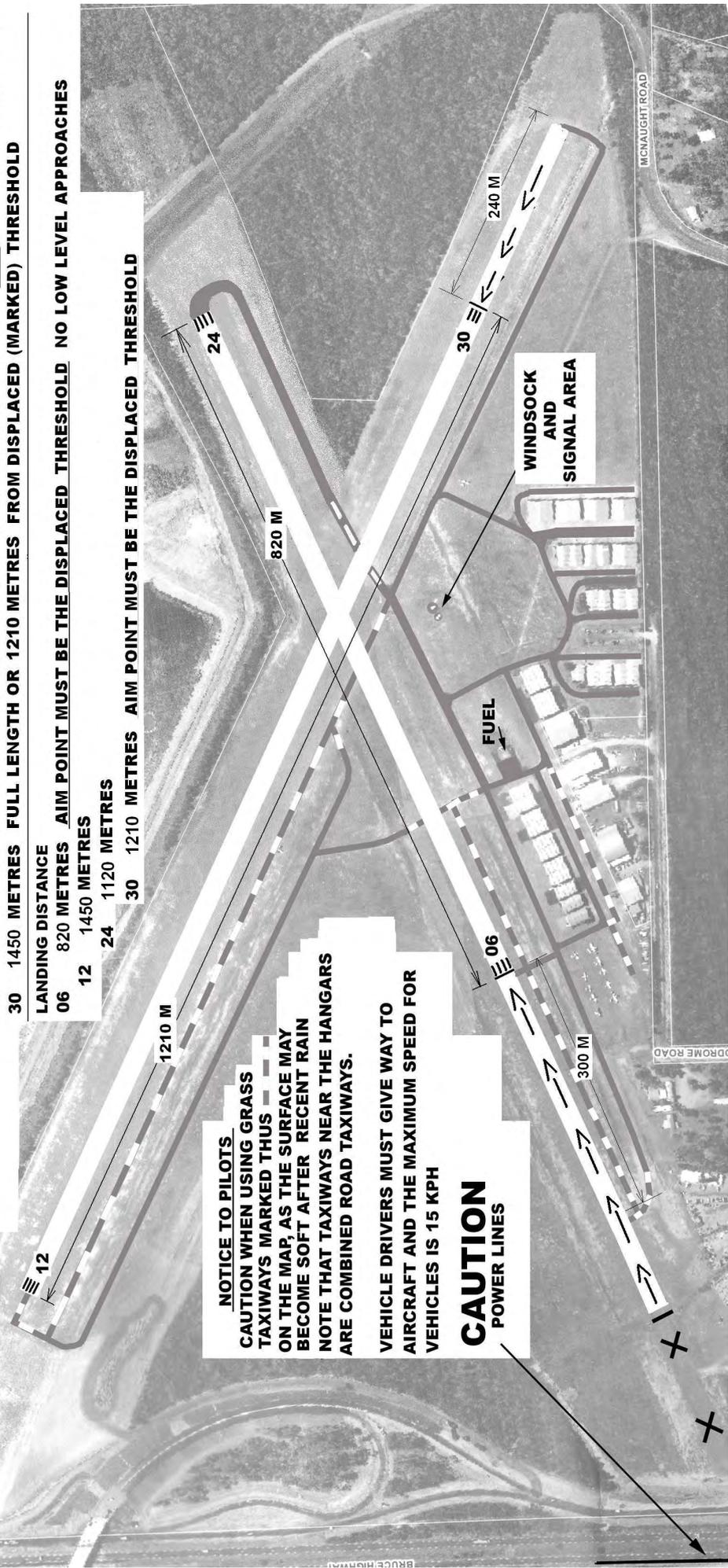
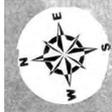
Thanks to Ray Vuillermin for this important subject matter that is vital for our safety .

RUNWAY 30 IS RIGHT HAND CIRCUIT ALL OTHER ARE LEFT HAND NOTE RUNWAY 06, AND 30 HAVE DISPLACED THRESHOLDS RUNWAY 24 IS ONLY TO BE USED IF PREVAILING WIND DICTATES ITS USE, IF USED AVOID FLYING OVER THE HOSPITAL AND RESIDENTIAL AREA TO THE WEST. CAUTION, KANGAROOS AND LARGE BIRDS ON THE AIRFIELD AND IN THE AREA.

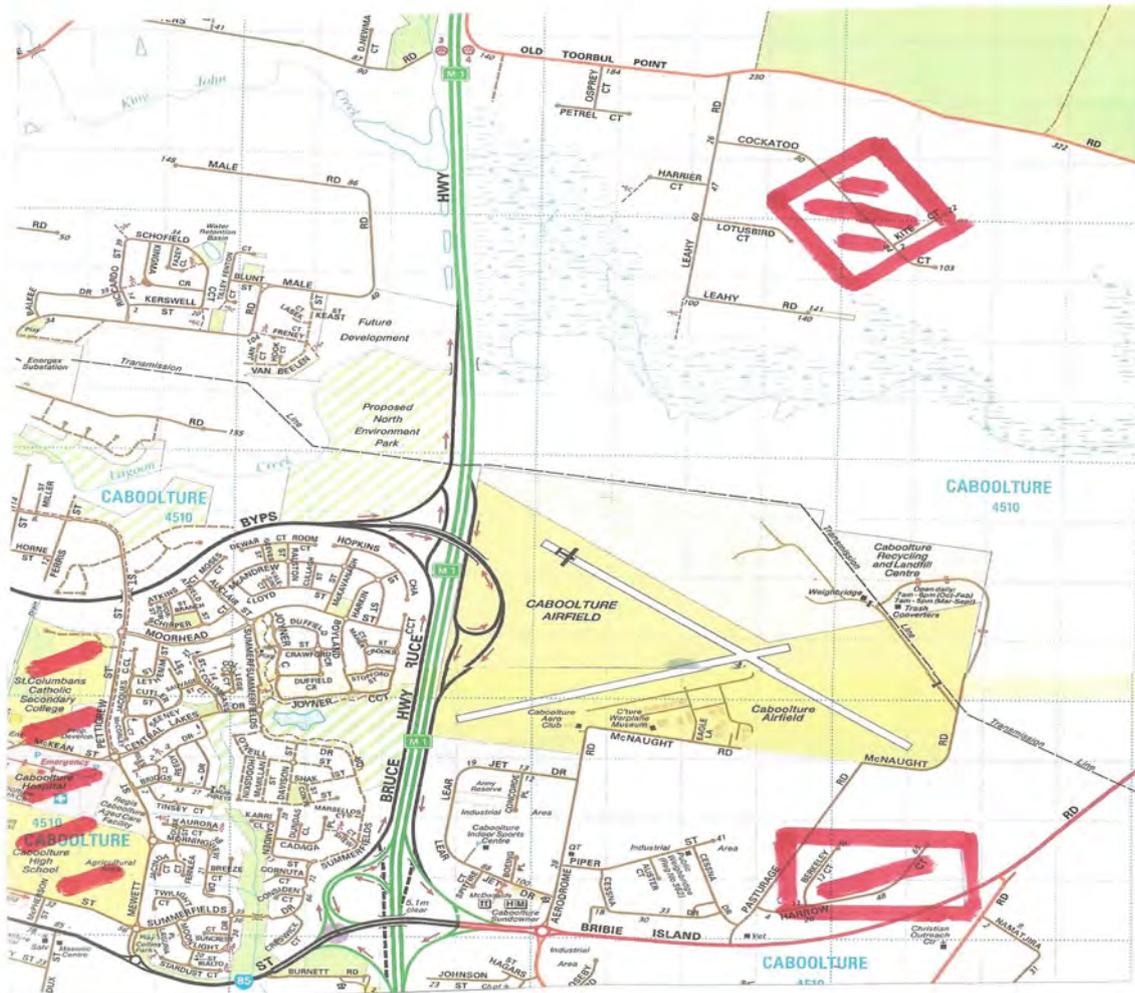
TAKE OFF DISTANCE AVAILABLE RUNWAY	06	1120 METRES	FULL LENGTH OR 820 METRES FROM DISPLACED (MARKED) THRESHOLD
	12	1210 METRES	
	24	820 METRES	ADDITIONAL RUNWAY BEYOND UPWIND THRESHOLD MUST NOT BE USED FOR TAKEOFF
	30	1450 METRES	FULL LENGTH OR 1210 METRES FROM DISPLACED (MARKED) THRESHOLD

LANDING DISTANCE	06	820 METRES	AIM POINT MUST BE THE DISPLACED THRESHOLD NO LOW LEVEL APPROACHES
	12	1450 METRES	
	24	1120 METRES	
	30	1210 METRES	AIM POINT MUST BE THE DISPLACED THRESHOLD

NOTICE TO PILOTS
CAUTION WHEN USING GRASS TAXIWAYS MARKED THUS ON THE MAP AS THE SURFACE MAY BECOME SOFT AFTER RECENT RAIN
NOTE THAT TAXIWAYS NEAR THE HANGARS ARE COMBINED ROAD TAXIWAYS.
VEHICLE DRIVERS MUST GIVE WAY TO AIRCRAFT AND THE MAXIMUM SPEED FOR VEHICLES IS 15 KPH
CAUTION POWER LINES



FLY NEIGHBOURLY



PLEASE RESPECT THE RIGHTS OF RESIDENTS WHO RESIDE IN THE SHADED LOCATIONS DEPICTED ABOVE.

Some of them have a passion for making noise complaints that are noted by Council and QLD government.

NEVER FLY OVER THE CABOOLTURE HOSPITAL If you are unable to avoid the hospital, maybe you should be riding a bicycle and not flying an aircraft!



The speed limit for airside vehicles is 15 Kph. Those that flaunt the speed limit may find their airside privileges revoked.

MEMBERS' CONTRIBUTIONS

Private Hire- Cessna 172 (N), VH-KBL is available for Private Hire from Caboolture Aerodrome. Rates are \$150 per hour dry and \$220 per hour wet inclusive of GST. Please contact Craig via email at craigmcshane@bigpond.com or visit www.flyhire.com.au .



SYNDICATE SHARE A32 VIXXEN AT CABOOLTURE AIRFIELD

Syndicate share for genuine sale due to member being unable to continue flying. Long running, well-managed syndicate operates at Caboolture Airfield, Queensland and the current aircraft is the 6th owned to date by the syndicate. Run by members for member's benefit aiming to keep the price for flying as low as possible while being able to fly a relatively new aircraft. Current aircraft is a 2016 white Aeroprakt A32 Vixxen with apx 300 hours total time. Fitted with 100HP Rotax, Dynon instrument pack (10 inch touch screen, radio and intercom) and auto pilot. Contact Ian McDonnell 07 3886 5828 or 0448 777 025.



Hangar space available for one aircraft. Sharing with one other aircraft making it easy to access. Very clean hangar with newly painted floor. \$300 per month. Contact David Geers 0418 10 3535.

Garman 326 transponder perfect condition with tray open to offers. Contact David Geers 0418 10 3535.

Posts by members relating to Club and member activities are welcome in Word format emailed to airwaves@cabaeroclub.org.au

FOR SALE

Tecnam Sierra P2002 – REGO 24-4651

Based at Caboolture

DETAILS as at 07 May 2018.

Great Condition
MicroAir Mode C Transponder
XCOM VHF Radio/Intercom/Dual Watch
Dynon EFIS D10A Garmin GPS296 iPad holder Electric Trim
Tinted Canopy

MTOW 600kg, Empty 312kg, Fantastic Payload 288kg
Many aircraft in this category have only 220 to 240 kg payload. HUGE difference.

Stall under 40 kts @ Full Flaps.
Rotax 912 ULS 100 HP, Brand New (Not overhauled) 2,000 Hr engine installed 27 Apr 2016. Total Engine Time to date 258.4

Airframe TTIS 1921.4
Full Airframe and Engine Log Books available showing completion of all 100 hourly's. Flight planning speed at ground level 105 kts. TAS at 5000' is higher. Fuel usage rate @ 18 lt/hr at MTOW. Can get as low as 14 Lt/Hr for local flying not at MTOW.

100 ltr fuel capacity

Always hangered.
Currently owned by a two-person syndicate.
Would be great aircraft for an individual, school or syndicate. Ra-Aus registered as Certified Aircraft.
Because the aircraft is certified, and the owners have RPL & PPL, they can fly into and through Controlled Air Space.

NOTE on Payload of 288 kg: This is one of the very few UL aircraft that has this payload capacity. Therefore, you can accommodate a Pilot and Passenger to 196Kg + 20 kg Baggage and Full Fuel at 72 kg. Compare this to any of the new certified ultralight.

Price \$115,000 private sale, NO GST

Ring Doug McCullough 0403 255 575
Or email for further details: doug.mac1946@gmail.com

