



Occasional Newsletter of Walgett Aero Club Incorporated



Cessna for Gliding, Anyone?

It looks as though we have gravitated to a focus on gliding in this issue.

How good are our C182S and Skycatcher C162 at gliding? We don't want to know, but ...

The good book suggests **best glide speed 75 kts** at 1,400 kg AUV for the C182 & forum discussions suggest anywhere from 7:1 to 11:1 glide slope.

At 70 kts you may glide almost 10nm from 6,000' on the NW Slopes and Plains.

The Skycatcher is so light it may never come down in our summer updrafts?

Charger Adapter

The new unit suits C182 and C162. No future need to dismantle half the aircraft to access the battery.



New Licencing

From 4 December 2013, CASR Part 61 will prescribe the requirements and standards for the issue of flight crew licences, ratings and other authorisations, including those issued to pilots.

Relevant for attracting new members:

- The minimum age at which a pilot may apply for a licence has been reduced to 15 years of age, from the current minimum age of 16.
- RAA Certificated pilots can upgrade to the new Recreational Pilot Licence (RPL) & get to fly into controlled airspace.
- PPL holders can also apply for RPL if they can no longer meet the requirements for PPL medicals.

Check in with instructor Ken.

Ken Says ... the Skycatcher will glide

Nil Flap

70 kts

A glide ratio of 27:1 will let you glide 4.4 nm from circuit height.

otherwise

80 kts

A glide ratio of 18:1 will let you glide almost 3 nm from circuit height.

Morning Glory

September only

Stay up as long as you like.

Skycatcher Performance

Bringing the C162 back from Dubbo after upgrades, it flew beautifully with no autopilot installed (after all, it is for training!)

On a perfect Spring morning for flying, the Skycatcher demonstrated just how easy it is to NAVIGATE (let alone AVIATE).

With eyes outside the cockpit 95% of the time, one finger on the stick can keep the target within the 'tunnel' of rectangles continually emerging on the preset ALTITUDE (4,500') and TRACK (332°). At this setting, the Carby Heat stayed out of the green 'carburetor icing' zone as Coonamble came into view at 25.4 nm.



Learning to Fly Walgett... best terrain, weather and new aircraft

Walgett has its own weather station (call +61 2 6828 1585), no hills, clear skies, navigation aides (VOR, NDB), sealed runway, dirt cross strip).

Unless you want to take off weekdays at 0908 with the bank plane, there is no waiting traffic.



Instructor Ken goes with the flow – Cloud Riding in the Top End

Ken Flower is good at emergency landings – he has to be, being a glider pilot by preference. After last years disastrous trip to the ‘Top End’ and not catching any rides waiting for ‘Morning Glory’ clouds, he has returned from this Spring’s adventure re-invigorated to inspire his students.

He is planning a safari of interested pilots for next year’s event.

If the weather situation is calm, each morning, at sunrise, a cloud-shaped wave, 1.6 to 3.2 kilometers high and 600 to 1000 km long fills the horizon, moving at a speed of 40 km/h.

Sometimes there are several waves and they are always aligned from east to west. The cause is the clash of air masses of different temperatures

“The leg Cairns to Maryborough was a one-day 2-leg trip ... amazing. That Faeta is pretty good”



Want to be an RAA Instructor?

Ken tells interested Club members Barry Pettiford and David Fleming what’s involved.

A total minimum training time 20 hours dual with the CFI plus 44 hours ground training. The actual time depends on each student!

The training syllabus includes

- Principles & Methods of Instruction (Teachers are in front already)
- Legal Framework
- Flight training Lessons
- Endorsements & BFR
- Supervising Operations
- Assessment of Competencies



Demystifying the Clubhouse

Repairs and Upgrade

Repairs to the Clubhouse following the damage by vandals is underway – good to see the bastards had been imprisoned by the deadlocks.

At the same time, the Clubhouse has been given a cosmetic makeover within a budget of \$35,000 including a defined training area.

A new Clubhouse next?



Vision for the Future

With the increasing cost of avgas, our fuel bowser has reached its limit! It cuts out at \$950, a pain in the butt for our bigger customers. We will be talking with Council in the near future for a 'green fields' site to be allocated within any new aerodrome Master Plan.

There would be no WAC if not for our volunteers managing the avgas supply.



C182S and C162 Annuals

Both aircraft have had their annual checkup and have been passed as being in excellent health.

A fixed ELT has been installed in the C182s and an external power adapter purchased for when ever either needs shock treatment to get started.



Lake Keepit Soaring Club

They come from all over, guided by the setting sun and the pointers of the Southern Cross.

They don't all land for fuel. They plan to land for the hospitality, that friendly greeting so sought after having either run out of steam or way off track.

(Here members of Lake Keepit Soaring Club alight on their annual migration out West)

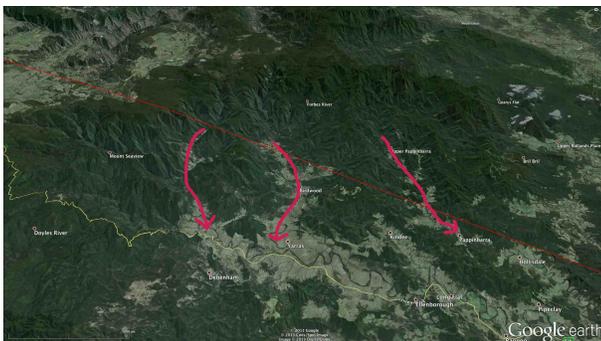
Wouldn't It Be Nice?

Flying East from Walgett to Port Macquarie covers some beautiful, if not interesting, countryside, even though I even had one C182 pilot member express concern about flying over the mountains.

Looking for possible landing spots between Walcha and Port Macquarie (as you do instinctively) when flying at 5,500' hemispherically wedged between the Great Divide and the ubiquitous Walcha clouds your available gliding distance diminishes rapidly!



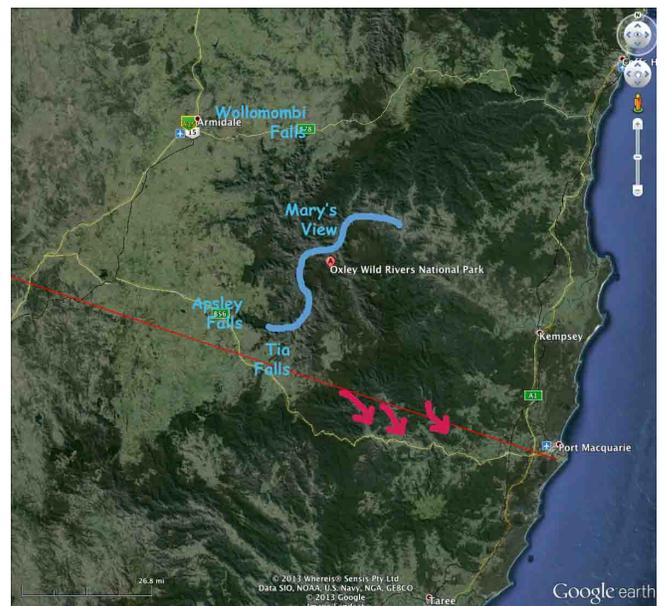
Once you get past Apsley Falls and the copious emergency landing areas on the plateau, the Southern extension of the Oxley Wild Rivers NP can add to the 'startle' factor if you need to land quickly. The best bet would be to find one of three valley systems of Mount Seaview, Birdwood or Pappinbarra that head southwards towards the Walcha-Wauhope road.



But wouldn't it be nice if some enterprising company at Port Macquarie included the Oxley Wild Rivers NP as a scenic (helicopter) tour for our activity hungry visitors to the region? A bit like Grand Canyon flights, only more interesting. A flight in Google Earth's flight simulator (that should be 'stimulator') suggests if you found yourself in the valleys in a fixed wing aircraft you could be lucky to find a reasonably cleared alluvial flat?

Gliding from 5,500' or 6,500' only 1,500' over 'tiger country' into the nearest valley may be the only solution. Any thoughts from our Hastings cousins would be appreciated.

Even a route over Armidale to the coast could benefit from knowledge of the Oxley Wild Rivers valley conditions from the air?



I'll bet NP&WLS won't let you do it?

Radio Working?

Headset was working in the C182 after talking with a departing aircraft from Dubbo and hearing the automatic feedback for Dubbo initiated by that aircraft.

In the C162, outbound calls sounded OK in the headset and the auto feedback had been initiated by another arriving QantasLink flight. At Walgett it was confirmed there had been no transmissions to/from the recently maintained C162!

Confirm
transmissions
are heard
before
departure!



Save the Date!

'Trafalgar'

8 Nov 2013

Committee has accepted an invite for lunch/fly-in.

Frog Hollow

8 Dec 2013

BBQ & fly-in near Merimbula. A feature of bush strips, next issue.

AGM

Still no audit

The AGM looks like being shifted back into the new year, as last year.

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Club members and Friends

Distribution of this Newsletter is by email only.
Recognised in this issue: Morning Glory photos ex
http://dropbears.com/m/morning_glory/, SMH,
Ken Flower, Faeta website, Flickr