

M I D - S P R I N G 2 0 1 2



Occasional Newsletter of Walgett Aero Club Incorporated



Editor goes philosophical

Previous *Newsletters* focused on **safety** issues, especially taking into account the type of aircraft we fly, the type of pilots we attract, and the clear, unobstructed skies we more often than not enjoy from Walgett.

While this approach has been instructive and complementary to such more 'official' safety publications such as *Aviation Safety*, which has now gone on-line, there are just so many case studies I can jam down your throats.

So, this issue goes back to the roots of flying – the philosophy behind flying – you be the judge as to whether pilots have improved. Also snuck in here somewhere is a very blatant advertisement for Walgett as the centre of the universe.

The next issue may be more fun?

Saint-Exupéry was cautioned ...

... by his field manager the night before he had been rostered to fly: "Navigating by the compass in a sea of clouds ... is all very well, it is very dashing ... but you want to remember that below that sea of clouds lies eternity."

An aviator and pilot, his books are as much about our weaknesses in the face of unforgiving nature.

Read his incredible story.

Save the Date!

Neil Armstrong
25th August 2012

First man to step
foot on the moon -
RIP

Voyager I
4 Sep 2012

Voyager 1 was 18.21
billion kilometers (11.31
billion miles) from home,
or 121 times the
distance from the Earth
to the Sun

Para Gliding
6-14, 20-28 Oct

Watch the skies at
Manilla with a bit
more caution during
these periods.



Fuel & Oil Management

Walgett is at the centre of Eastern Australia's flying needs for AVGAS and oils. Walgett Aero club owns & operates the fuel supply with volunteer members readily available to assist.

Stop for a coffee or soft drink.

Storage

With a total storage capacity of 44,000 litres of AVGAS, we keep enough in the 2 tanks to cater for the biggest influx of users on short notice.

We also keep plenty of both ASO W100 and W100PLUS oil available in the oil shed. Others also use our shed for their AVTUR drums.

Pricing

Standing room only at the self-service AVGAS bowser. Who wouldn't line up for fuel @ 221.00 cents/litre when it's 231.63 cents/litre at Alice Springs? (1st Sep)

Monitoring and Sampling

The underground tanks have been cleaned and inspected earlier this year and given a clean bill of health. They are now good for another 5 years.

Despite that, every load of AVGAS we receive from Shell is checked and tested before being unloaded.

Our C182 VH-EEW

Fresh from its first service with the club with ADs up to date, EEW is now ready to go anywhere.

Remember, EEW has a fuel flow gauge and hot/cold starts are different to the older model C182s. You shouldn't lean the mixture under 5,000' and there are 12, not 3, fuel drainage points.

Full fuel = 340 litres. Actual consumption is yet to be verified.





Members of Walgett Aero Club will look after you.

The **self-service fuel bowser** takes Visa and MasterCard credit cards, but **you'll need**

your pin number. If you're as dumb as Noone Smart and can't remember your pin, or if you're authorized to use someone else's card, we can fix it up the old fashioned way, **without a call out charge.**

Don't rush – help yourself to a coffee.



The Quiz

How many of us GA pilots accurately adhere to our flight planning times?

What I learnt from Flight Safety issue #87: (incidentally the last hard copy being produced – make sure you spend as much time on the first digital version as you have on the printed versions)

During flight, pilots must maintain a time reference that is accurate to within +/- 30 seconds.

(Ed: If you kept this good discipline, you would easily make Walgett to refuel on your long cross-country navigation exercise / adventure)

Your Committee's Vision

1. Be Friendly and Hard Working

We should all take a leaf out of Chris and Jenny Perrin's book (they are inseparable even when it comes to flying).

Always available to help visiting and stranded pilots and their passengers ... don't be surprised if we end up with a coffee making machine and drink dispenser sooner than later (after improved security, clubhouse repairs, webcam and internet).

(BTW, that's NOT Jenny on the left)



2. Support Members in Need

Barry and Gai Pettiford forgot to mention in their story of their trip to Perth that they helped their relatives out in Kimba. After they had sorted out one of the kids they thought they'd offer to do the same for other members in need.

3. Up to Date Aircraft 'Fleet'

Dr. Guy Hingston from Wauhope is now the proud owner of VH-WAC. On our second attempt in as many years to find a considerate owner for our beloved WAC we were successful in finding a buyer through Aviation Trader.

The C162 replacement IS on its way!



4. Keeping the Clubhouse Attractive

You may have noticed that the Clubhouse is neat and tidy and smells like Spring roses. That's because the people we didn't ask to help, 'volunteered' to trash the place on 2 occasions – smashed the storeroom door (but at least used to keys to rummage through the C182).

The Committee and member David Fleming cleaned up.

Antoine de Saint-Exupéry – Revered French Writer and Aviator

'**Antoine de Saint-Exupéry** was born into an old French family in 1900. Despite his father's death in 1904 he had an idyllic childhood, shared with his brother and three sisters at the family's château near Lyon. He was educated at a strict Jesuit school in Le Mans and then at the college of Saint-Jean in Fribourg. Against the wishes of his family he qualified as a pilot during his national service, and flew in France and North Africa until his demobilization in 1923. Unsited to civilian life and deeply hurt by a failed relationship with the writer Louise de Vilmorin, he returned to his first love, flying. In 1926 he joined the airline Latécoère, later to become Aéropostale, as one of its pioneering aviators, charged with opening mail routes to remote African colonies and to South America with primitive planes and in dangerous conditions.

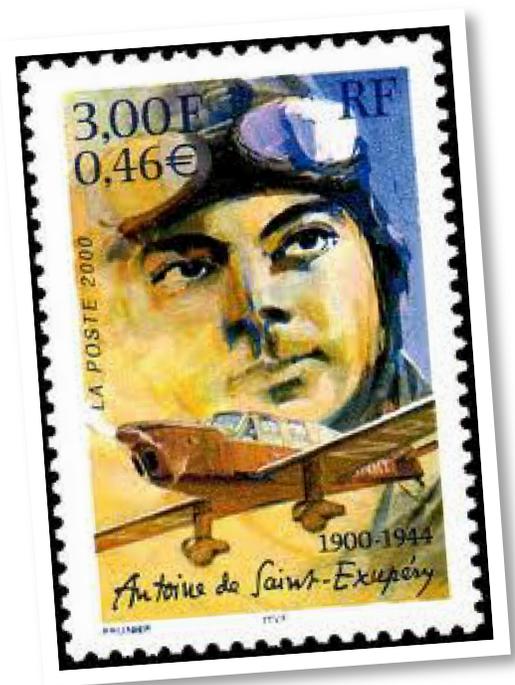
As airfield manager at the tiny outpost of Cape Juby in Morocco his duties included rescuing stranded pilots from rebel tribesmen, and it was there that he wrote *Southern Mail*, which was well received on its publication in 1929. From a later posting to Buenos Aires [In 1929, Saint-Exupéry was transferred to Argentina, where he was appointed director of the Aeroposta Argentina airline. He surveyed new air routes across South America, negotiated agreements and even occasionally flew the airmail as well as search missions looking for downed fliers. This period of his life is briefly explored in *Wings of Courage*, an IMAX film by French director Jean-Jacques Annaud] he brought the manuscript of *Night Flight* back to France, together with his fiancée, the beautiful but temperamental Consuelo Suncin. *Night Flight* was awarded the Prix Femina in 1931, firmly establishing his literary reputation. Flying and writing were inseparable elements in his passionate creativity, but he was not a model pilot; he was nonchalant about checks, and tended to lapse into reveries at the controls.

His career was chequered with near-fatal crashes and in 1936 he came down in Libya while attempting to break the Paris-Saigon record. The story of his miraculous survival in the desert is told in *Wind, Sand and Stars*. At the outbreak of the Second World War he was too old to fly a fighter but flew in a reconnaissance squadron until the French surrender in the summer of 1940. In exile in America he published the essay *Letter to a Hostage* and *The Little Prince*, the enigmatic children's fable for which he is known worldwide. Prior to this he had written of his war experiences in *Flight to Arras*, which headed the US bestseller list for six months in 1942 and was banned by the Vichy government in France. However, he refused to support de Gaulle and was vilified by the General's Free French supporters. Depressed by this and by his troubled marriage, he pestered Allied commanders in the Mediterranean to let him fly again, and it was in July 1944 that he disappeared, almost certainly shot down over the sea by a German fighter.' (Penguin Books)

Desert crash

On 30 December 1935, at 02:45 a.m., after 19 hours and 44 minutes in the air, Saint-Exupéry, along with his mechanic-navigator André Prévot, crashed in the Sahara desert. They were attempting to break the speed record in a Paris-to-Saigon air race (called a *raid*) and win a prize of 150,000 francs. Their aircraft was a [Caudron C-630 Simoun](#), and the crash site is thought to have been near the Wadi Natrun valley, close to the Nile Delta.

Both miraculously survived the crash, only to face rapid dehydration in the intense desert heat. Their maps were primitive and ambiguous, leaving them with no idea of their location. Lost among the sand dunes, their sole supplies were grapes, two oranges, a thermos of sweet coffee, chocolate, a handful of crackers, and a small ration of wine. The pair had only one day's worth of liquid. They both began to see mirages and experience auditory hallucinations, which were quickly followed by more vivid hallucinations. By the second and third day, they were so dehydrated that they stopped sweating altogether. Finally, on the fourth day, a Bedouin on a camel discovered them and administered a native rehydration treatment that saved their lives. The near brush with death would figure prominently in his 1939 memoir, *Wind, Sand and Stars*, winner of several awards. Saint-Exupéry's classic novella *The Little Prince*, which begins with a pilot being marooned in the desert, is in part a reference to this experience. (Wikipedia)



Sharing the landing

Spring is here, so watch out for birds of all sizes. It looks like a good growing season, therefore the mice may multiple, therefore the hawks may also multiply ... and emus are those dumb flightless birds that will not only make a mess of your radiator on the road they may also introduce you to the 'startle factor' mentioned in the last Newsletter, on landing.

In particular, if you're planning to land at one of our bush strips, not only do that 500' flyover to check for wires and obstacles and long grass, have a second look at the bushes.

Noone Smart recalls doing a flyover of the ALA at 'Boorooma' Station on a hot day, found it all clear except for some clumps of bushes on the edge. Only when committed to the landing did the 'clumps of bushes' run across the airstrip in front of the aircraft.

Even the fence encircling Walgett aerodrome is not good enough to keep out kangaroos, especially if the season isn't so good and they come closer to town looking for feed.



...and share the skies

Also keep in mind while flying to and from Walgett to refuel, especially on an East – West route between Walgett and the coast, there are places on route you may need to be particularly conscious of, and encourage your passengers to keep an eye out. The RPT crosses your path between Moree – Narrabri – Sydney & the bank plane will meet you head on from Tamworth to Narrabri!

Lake Keepit Soaring Club is right on the reporting point for entry to Tamworth control area – and **they operate any day of the year** when conditions are good for gliding and **they're on a different frequency to the common 126.7**.

Manilla Para Gliding at Mt Borah hosted the 2007 Paragliding World Championships. Flying courses are held at various times during the year and for this season, flying will be more intense between 6 -14 and 20 – 28 October.

Parachuting, as well as millions of bats at dusk, may be expected on approach to Port Macquarie.

“I fly because it releases my mind from the tyranny of petty things. ”
— Antoine de Saint-Exupéry

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Club Members and Friends of Walgett Aero Club

Distribution of this Newsletter is by email only. Please encourage your fellow members and friends of Walgett Aero Club to provide the Secretary of their email addresses if they wish to be updated on Club activities as soon as they are planned.