



Occasional Newsletter of Walgett Aero Club Incorporated

## We're Now GA and RAA!

Because we have been active facilitating the training of a number of students learning to fly RAA aircraft, this edition focuses more on our new acquisition, the Cessna Skycatcher.

At the same time, our recently acquired 1999 model C182S has been getting a good workout with some of our members. It is good that we have two modern aircraft now for our members and students to advance their training.

The Skycatcher has some exciting new features, and couples with our environment, perfect for training and cross-country from **Walgett as the fuel centre for Eastern Australia.**

## Check Us Out

**Our new C162 and C182S await your inspection**



## “Walgett Traffic, this is Skycatcher 8163”

Wednesday 21 November 2012 will be etched into Club history, remembered as the day members were finally able to ferry our new C162 Skycatcher 8163 from Deniliquin to Walgett. The ferry was facilitated by using our newly acquired C182 ‘Hamish’ EEW and gave both our CFI and two regular users a chance at familiarization.

Merry Xmas 8163 and all – enjoy the 44°C over summer!

Save the Date(s): Avalon 28 Feb - 3 Mar 2013

**NATFLY 2013**  
**28–30 March 2013**  
Temora to host the national RAA fly-in

**IFFR to Hobart**  
**5–8 April 2013**  
International Fellowship of Flying Rotarians welcome to refuel.

**AAA to Darwin**  
**16-20 Sept 2013**  
CFI Ken Flower is the Narrabri rep. on the AAA– any requests?

## What You Can Learn flying with other pilots

Imagine 3 experienced and testosterone charged male pilots (total logbook hours 4,155) flying together in our 'new' C182 from Walgett to Deniliquin to retrieve our brand new C162! Strangely, each learnt something new from each other as they became more familiar with the C182S characteristics, and navigation.

### Maps: Folding, Marking Up

WAC Charts, trimmed and cut in 5 discrete lines, can be easily folded into any 200 mm x 120 mm palm held sections giving immediate access to the track in progress.

Marking those fixed points or DR points within each ½ hour are easier with a scaled pencil/marker.

Do you use a paper chart and pencil or cello glazed chart with marker pen?

### Accessing Weather on Route

Just as you can access the local weather (AWIS) flying into Tamworth Controlled airspace on the VOR, a number of airports also offer AWIS on their NDB as well as telephone ... just turn the volume up.

Walgett has AWIS accessible by telephone on

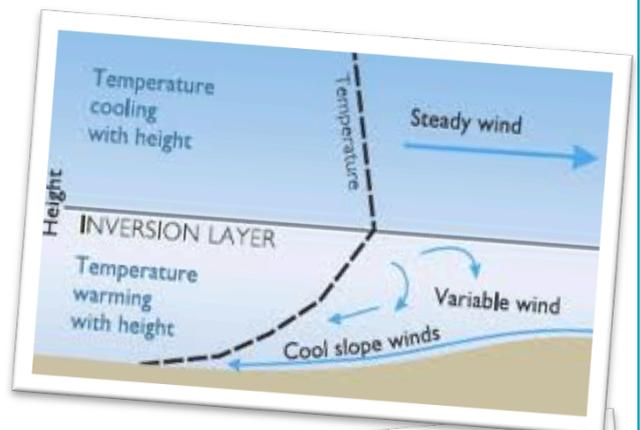
**02 6828 1585**

### Flying Non-Hemispherical BL 5000

Ken was an RAA CFI with a passion for gliders, until he got his hands on our C182S and C162. He reads the haze, cloud movements and ground for thermals and will choose any level BL 5000 that best suits.

He is also paranoid about all IFR and other VFR pilots and will often fly somewhere between the IFR and VFR hemispherical levels to add further separation.

Noone Smart never thought to be that flexible.





## Interview with Inaugural Club Member John Macknight

We found John at the Deniliquin Aero Club. He had been kind enough to secure our C162 in one of Deniliquin's fabulous hangers.

An inaugural member of Walgett Aero Club back in 1958, he was working at the 'Brigalows' Carinda and then with stock and station agents AML&F at Coonamble. Bill Benbow was the flying instructor, working in the radio shop at Walgett and training students weekends. John received his pilot licence in the second batch with Bill O'Brien, following Ron Pearson, Phil Blake and Bill Meader. John was one of two to receive a Commonwealth Flying Scholarship, covering half his flying costs.

He set up a charter business in 1964 and started an RPT service in 1970 linking Deni to Wagga

Wagga with Airlines of NSW and the rest of the world. His charters went all over Australia.

Selling the RPT in 1991 and finally the charter operation in 1997, he set about commissioning airport lighting across Australia for the next 15 years, including capital city and RAAF airports.

In 2010, aged 73, John bought a CTLS RAA category aircraft (similar to that above, left), adding 250 hrs to his 20,000+ hrs all together.

Recognized with a Certificate of Air Safety in 1997 and an OAM in 2010 for 'Services to Aviation', John remains a stickler for safety, good maintenance and good training.

He looks forward to coming back to Walgett (in Winter)



## John's Advice

**Ensconced in Deniliquin for much of his flying career, John Macknight (that's how he spells it) has fond memories of Walgett, and when prompted, has this advice for students:**

*"I believe in 99% of cases, accidents can be attributed to pilot error. I attribute this to poor training and poor procedures. Students should be aware of the SOPs for every aircraft".*

# YWLG-YDLQ in EEW & Skycatcher 8163

## Don't Forget to Enjoy the View

Before you hit the boring bit between Griffith and Deniliquin, you can appreciate the Macquarie Marshes and Lake Cargelligo both full of water after 10 years of drought. Barry and Jeff's 14<sup>th</sup> Edition WAC charts are now more accurate than the 16<sup>th</sup> Edition that Ken was using to find the rivers!



## Navigation Tools

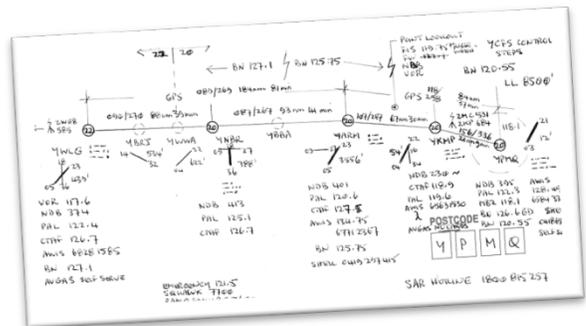
Ken and Barry flight planned a direct route based on the GPS (“forces students to map read properly”) and penciled in locations on his paper chart referring to Enroute Low charts for frequency changes. Jeff marked up his cello glazed chart with marker pen and referred to his pre-prepared ‘Envelope Plan’ having planned airport to airport (“just in case”). The envelope has all the relevant info from WAC, Enroute Low, VTC and PCA charts (“forces the pilot to do thorough flight planning before the flight”).



## A CFI's attention to Detail

If you're unfamiliar with an aircraft you're about to fly, take a hint from Ken, observed reviewing the paperwork for the new C162. “Prepare as thou you're going to be subjected to a ramp check when you land: make sure the maintenance release is in order with enough engine time to run.”

We all got there at the same time in the end.



## Special Procedures

Note John Macknight's comments above re poor procedures. Who would have thought to look at the back of ERSA: You coastal fliers would be aware of those sensitive environmental areas, but when you come inland are you aware of the Fruit Fly Exclusion Area- ‘carrying fresh fruit without a permit is illegal’?

## C162 Skycatcher 8163

### “When All Else Fails, Read the Manual”

This is not a review on flying the Skycatcher, but an initial reaction after having flown older model Cessnas.

We were just getting used to our ‘new’ model C182S, 20 years younger than our earlier Q model, with GPS and large moving map display holding hands with the electronic compass when along comes our brand new C162, 12 years younger again reflecting a modern era glass cockpit. It has more pages than you can poke a stick at and almost as many you will probably ever need.

Stick to page one shown here and you can’t go wrong. →

So that takes away any fear you have had that, being modern, it’s also more complicated, therefore less confidence building. Not so. This one display replaces all those dials spread across your vision. When your eyes are in the cockpit, they need only look to one spot – easy!

But there’s more! If you’re an old codger who doesn’t play computer games, this will get you hooked. If you’re a younger model used to playing computer games, you’ll enjoy this cockpit display. Just remember, you still need to

pretend you’re looking out the window while navigating VFR.

What’s not shown on the display pictures in the manual is the tunnel you can line yourself up with to fly through. Once you set up the desired altitude and heading, and you’re on track, just keep the target on the screen within the continuously emerging and enlarging rectangular boxes – easy! The altitude will beep at you if you float higher or lower than the assigned altitude than 200’, and the rev meter will flash red if you exceed the green limit.

If you’re a Jabiru owner, you already know not to lower the flaps while the door is open.

For the Skycatcher, there are some other interesting differences: With its ‘gull wing’ doors, **don’t leave the key in after opening the**

**door**, and definitely **DO NOT OPEN IN FLIGHT**, even if the seatbelt is caught and flapping against the hull; cabling and fuel lines are exposed and excellent for maintenance access and visible reference to fuel levels on the ground and in the air, but I guess it’s not a substitute for a visual and dip on the tanks.

Come and have a fly.



# Breaking News

... or, it was back in November when this Newsletter was being prepared: The engine of a Cirrus aircraft stopped 3 nm South of Gilgandra, causing the pilot to deploy the parachute. The two persons on board survived but the aircraft appears a write-off, crumpling the underbelly after landing on open ground previously used as an emergency landing area.

Hopefully the investigation will shed light on that unenviable decision to deploy the parachute in the absence of mountains, rocks or water and within gliding distance from an airstrip?



## C162 Displays

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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.