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Occasional Newsletter of Walgett Aero Club Incorporated

I Lied!

In the last Newsletter for mid-Spring I forecast that this issue would be more humorous. But I don't feel in the mood and besides, we have contributions from two aviation enthusiasts that shouldn't be ignored.

And at the end is a reminder about SITUATIONAL AWARENESS as described in SkyLibrary. It is an underlying creed that serves us well in aviation as in other sectors of our lives. It is a pity that the pilots in the case studies described in previous issues did not have it on their checklists.

REMEMBER – IT'S SUMMER

Take a bottle of WATER – we are HOT & DRY out here



“Hi People at the WLG aero club”

A nice email from Young Flying Group member and Angel Flight pilot Doug Benson has prompted an insight into Angel Flight itself.

What an amazing organisation and people who are involved. Doug was even kind enough to agree that **Walgett is at the centre of everywhere when it comes to aviation.**

Then we have one of our transiting pilots appreciating the morale boost provided by club members when his vintage aircraft didn't want to leave.

Save the Date!

School Holidays

22Dec12-28 Jan 13

Avoid alcohol, food & distractions that raise blood pressure – not (unless you're flying)

Summer Events

Various

Check out the latest listings on

<http://www.aeroclub.com.au/events/>

Shire Events

2013

Being compiled as we speak. Contact 02 6828 6138 or tourism@walgett.nsw.go.au

Angel Flight

Provides free air transportation to patients in need of medical treatment at distant hospitals.

Doug Benson

I am a pilot from Young, further down South in NSW & have just received your *Newsletter* by email sent to me Craig Sargent, another pilot from Young. What an excellent job done to put it together when there is so many things against us flyers now days.

I have refuelled at Walgett many times on my way to locations all over central Queensland & have found just like you mention it is in the middle of everywhere.

I am a farm machinery mechanic when not flying & have been to Walgett just before last Christmas to show some farmers a wheat harvester, which they purchased from your local agent.

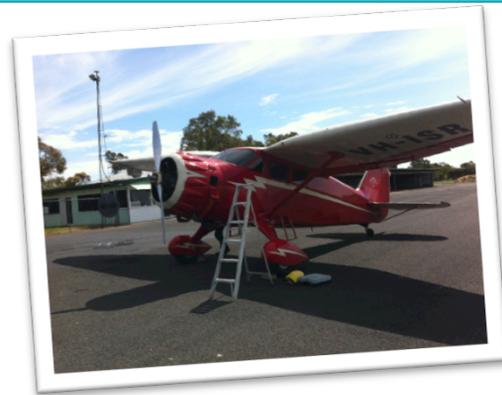
At least once a week I get cleaned up & put on my pilot uniform & do Angel Flights for the outback aussies who are in need. Our flying machines still have some uses & there are still a few of us old fellows that like to go out in the real thing rather than just talking about it.



Not long ago I flew all the way from Young to Walgett to do an Angel Flight mission from Walgett to Bankstown, then back home to Young - 6.7hrs. I started doing these missions after seeing it on *Landline* & in 23mths have completed 81 missions so far. The plane I use is KMH, a C172 belonging to the Young Flying Group, which I am part owner. Both the plane & I are IFR rated which is essential when crossing the mountains into Bankstown or further South into Melbourne.

Starting to do Angel Flights is the greatest thing I've ever been involved with. The organisation is very well run, by the group in Brisbane, & we get our missions over the computer. In my opinion the greatest Angels are the volunteer drivers in the capital city's that take the patients to the hospitals. Driving through city traffic for hours is certainly not my kind of fun. I've just looked & it would appear in 81 missions I've been to 35 different airports in all sorts of weather so that certainly keeps life interesting. Helping someone in need becomes addictive & I started to like to take the same ones over & over, & hopefully then you get to see some reward in the patient getting better with each city trip. With all these missions I've never been called on to do any from my home base, Young yet.





Interview with Dr. Tim Brownbridge

Tim became stuck with his mate Harvey during a refueling stop here at Walgett. Despite the fact that Harvey is a LAME, one of the magnetos needed fixing on a workbench back in Brisbane.

Tim was kind enough to tell us his story.

He's an anesthetist from Adelaide, married with a forgiving wife and 4 kids. He stopped flying Warriors for 10 years to be a father, but, since meeting Harvey and his 2 sheds full of aging aircraft at Mount Gamier, is now a committed vintage aircraft enthusiast. He bought a Tiger Moth from Harvey and had just picked up this vintage Stinson 'Reliant' in

Brisbane and was ferrying it home.

He's got 400 hrs on the Tiger and 6 hrs on the Stinson. The 1937 Stinson has a new engine and a faulty magneto.

When prompted by the story by Dr. Cooke and his smashing stories of survival in his Tiger, Tim offered one of his own and his Tiger, for the benefit of you, our reader/listener. (Listen to [Tim's full interview](#))

It highlights the difference between aero clubs and how they see themselves in the aviation environment. Tim wasn't given the friendly welcome at Hamilton that he enjoyed during his stopover at Walgett.

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Dr. Tim's Remedy

"Listen to your Elders"

(When you stop laughing, read below)

"If you are uncomfortable, fly with someone else".

"Learn from my experience", the young looking Dr. Tim says, "I was pressured into continuing a flight when I should have known better. I forgot my flight planning, forgot to get the latest weather, and was forced down in a paddock just before last light. I was lucky."



Borrowed from Angel Flight Website

<http://www.angelflight.org.au/>

How?

To help offset the pilots' operating costs Angel Flight Australia negotiates the waiver of landing fees at airports around the country, and Airservices Australia (AA) reverse any air navigation charges. Angel Flight pays for fuel used on all flights. AA also allows pilots to prefix their call sign with the words "Angel Flight".



Who?

Pilots

As the demand on service increases, so does the need for more volunteer pilots who own an aircraft, or can hire an aircraft, and are prepared to donate their skills and most of their aircraft operating costs to help those less fortunate than themselves.

Who Else?

Earth Angels

Pilots with low hours (below 250 PIC) are encouraged to register as Earth Angels and assist passengers with their ground transportation which may also provide an opportunity to act as co-pilot on a mission.



Pilots Profiles

Doug's flying career took off when he went solo on his 21st birthday. By the age of 40 he had achieved his commercial pilot's licence and worked as a company pilot as well as a farm machinery mechanic for a local IHC dealer. Being semi retired (at the age of 60) enabled him to spend more time flying to distant locations including Perth, Birdsville, Great Keppel Island and Ayres Rock. As an aviation enthusiast he is also the Treasurer of the Young Aero Club and Flying Group and has now achieved his IFR rating.

Dr Tim and his Stinson 'Reliant'

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Heading back home from the Avalon Airshow, he had planned a track Geelong – Hamilton – Naracoorte - Adelaide. It was windy with smoke haze and he had noticed on the flight over that there were few landmarks between Hamilton and Naracoorte.

By the time he landed at Hamilton he was tired and out of his comfort zone. A bit nervous about leaving Hamilton, the thought of being caught in failing light contributed to his decision to leave. It didn't help that the aviation community at Hamilton aerodrome weren't prepared to let him camp at the aerodrome even thou the aerodrome is some 12 km out of town.

By the time the cars on the main road were turning on their lights and no sign of Naraccorte in sight he prepared for his first 'forced landing' (*Ed. Referred to in Newsletter Winter 2012 under 'Precautionary Landings' – he didn't say whether his wife was aware of his predicament. Wives can be strange sometimes and his was ambivalent about his flying and didn't like flying in the Tiger.*)

He looked for a major road and found a paddock near a homestead. He could smell the cooking for the evening meal, and, after checking for livestock and power lines, made an uneventful landing (*Ed. After all, that's what Tiger Moths were designed for?*)

At least the homestead family was more obliging - fed him and put him up in their teenage daughter's room.

The Stinson 'Reliant' (Wikipedia)

The Reliant is a three-place high-wing fixed tailwheel land monoplane powered with a variety of radial engines.

1,327 Reliants of all types were made from 1933 to 1941, in different models, from SR-1 to SR-10. The final commercial model, the Stinson Reliant SR-10, was introduced in 1938. A militarized version was first flown in February 1942 and remained in production through several additional versions (all externally identical) until late 1943 for the US and British armed forces.

Reliant production can be broken into two distinct types - the straight wing Reliants (all models up to SR-6) and the gull wing Reliants (all models from SR-7 and after including the militarized V-77/AT-19) with there being little in common between the two groups of types. The straight wing Reliant had a wing of constant chord and thickness, which was supported by two, struts each side with additional bracing struts. In contrast the taper wing Reliant had the broadest chord and thickness of the wing at mid span, with the outer wing trailing edge heavily angled forward and a rounded cutout on the leading edge root, all supported by a single strut. The taper wing had a significant step up between the fuselage and the wing, and the changes in wing thickness gave it a distinct gull appearance from the front.

Tim says his is one of only 5 still flying. He gets 60 litres/hr fuel consumption (*Ed. That sounds bloody good when you consider it weights 2 tonne*)

VH-ISR is all metal, and strong enough to hold up the collapsed barn where it was found in the USA.

Aero Clubs can contribute to aviation safety by providing access to their facilities to pilots stranded by mechanical problems or adverse weather.

Situational Awareness

<http://www.pirep.org> What chat forums generate: "Angel Flight is a great service so keeping it going is a worthwhile effort", but then "So what it comes down to is a silly old fart who confuses ambition with ability..... multiple times until it takes him out of the gene pool."

The basic definition has been extended by Dominguez et al. (SkyLibrary) who state that SA needs to include the following four specific pieces of information:

1. extracting information from the environment;
2. integrating this information with relevant internal knowledge to create a mental picture of the current situation;
3. using this picture to direct further perceptual exploration in a continual perceptual cycle; and
4. anticipating future events.



"While on the ground the Angel Flight pilot logged on to ... (NAIPS), from which it was possible to access the most up-to-date aviation weather forecasts and reports. One of the passengers telephoned a family member for an assessment of the weather there. On the basis of this assessment, the pilot decided to continue the flight." (ATSB Report)

The Angel Flight pilot, teenage patient and the teenager's mother all died.

Taking these four elements into account, SA is defined as the continuous extraction of environmental information, the integration of this information with previous knowledge to form a coherent mental picture, and the use of that picture in directing further perception and anticipating future events.

Significance

For a pilot, situation awareness means having a mental picture of the location, flight conditions and intentions for your aircraft within an area in relation to each other and to other factors that could be about to affect its safety such as proximate terrain, obstructions, airspace reservations and weather systems. The potential consequences include CFIT, loss of control, airspace infringement, loss of separation, or an encounter with wake vortex turbulence, severe air turbulence, heavy icing or unexpectedly strong

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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.