

QUEENSLAND ULTRALIGHT ASSOCIATION

FEBRUARY 2009 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

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HUMAN FACTORS AND FLYING

Recently the RAAus introduced a Human Factors element into the training syllabus of future Pilot Certificate candidates. Existing Pilot Certificate holders have until 2010 to pass the Human Factors examination or attend an approved Human Factors training course. This pass or attendance record needs to be shown on a future BFR renewal application by 2010. Most RAAus approved flying schools can provide information on any courses available or provision of the required study materials.

This interest in Human Factors is in response to the recognition of the part human responses and error play in the operation and maintenance of all forms of aviation following detailed examination of many aircraft accidents and incidents in recent years. One theme that comes through is to be aware of all the factors prior to flying so that the flight, if taken, can be conducted safely for the pilot and any passengers carried.

In December I purchased the Dyson Holland Human Factors study manual for RAAus pilots and sat the HF examination. This examination consists of twenty five multiple choice questions and requires an eighty per cent pass mark. Most of the questions are simply a comprehension test of the study material. In the Dyson Holland manual are two sets of sample questions that are very similar to the test examination questions. Other study material available for GA private and commercial pilots is more detailed in many areas and do not cover several areas that are more relevant for RAAus type operations and the examination syllabus. I mention this as I looked at this material first before reading the more applicable Dyson Holland manual.

The Human Factors syllabus covers the following areas of study

- A) Medical and Lifestyle Factors
- B) Pressure Changes and Associated Problems
- C) Hearing and Vision
- D) Collision Avoidance
- E) Disorientation and Visual illusions
- F) Environmental Considerations and Survival
- G) Human Factors
- H) Airmanship.



John Walmsley of Coominya Flight Training has offered to conduct an approved Human Factors training course, commencing in late February or later. This course would be over three sessions at either the QUA Clubhouse for QUA members or at the Coominya Flight Training Facility. These courses would be open for other interested persons to attend also. A minimum of ten participants is required. Anticipated costs are \$30.00 per session plus \$30.00 for the text book and study briefs. Prior registration would be required. Please phone John on 07 54264614 or 0413452547 for more information on this Human Factors training.

THE NEXT QUA MEETING IS ON MONDAY 2nd FEBRUARY AT THE SAAA CLUBHOUSE AT ARCHERFIELD FROM 07.30PM. ALL QUA MEMBERS AND INTERESTED PERSONS ARE WELCOME.

MY FIRST SOLO NAV

Well Friends, during my learning experience / challenge to be a pilot I thought my first ever solo would be one of the most anxious and rewarding achievements in the journey. For some people this could be true but today for me, I think could be another rung up the ladder. Because today, I did my nav solo and I'm sure I called on EVERY bit of training I have done so far. The trip itself was fairly simple, track Lynfield to Boonah keeping separation from restricted air space then across to Clifton and then back to Lynfield. Thankfully I had landed at these places before, so I am familiar with their position and layout. However the wind, turbulence and cloud in the past visits hadn't been a problem. The day started well.



I arrived at Lynfield, finished my flight plan, refuelled and check over the Tecnam. After a quick briefing with Kev and Ian, I am set to go. Once in the plane the awesome responsibility is starting to sink in and I am definitely a little nervous. One advantage though, now I have a spare seat to put my flight plan and maps on, but best be careful where I put the spare headset as I don't want it to get stuck under the right hand side control stickWow, couldn't that upset the way the plane flies.

Now checks done, radio done, nice take off and in the air, left turn and on the compass heading to Boonah via right side of Mt Walker, yeah so far so good, half way now and check my noted land marks, still on track, great. Further on and abeam Warrel View and now my inbound call to Boonah. All good, got that call right and now I hear on the Boonah CTAF, "Tecnam inbound for Boonah, runway 22 active, be aware strong cross wind from the east and rotors coming off the mountain," Geez, I know exactly what all of that means so I immediately reply, "Callsign, thank you,Boonah"

OK, I thought to myself, don't worry about that now, just fly the plane correctly and find the airfield. Have the airfield in sight now, I have already descended to 500' above circuit height and as I am on the dead side of runway 22 circuit I can comfortably descend to circuit height and call, "Joining midfield cross wind". All seemed normal, turn downwind near that mountain and man this thing is really bouncing around (rotors). I fly downwind, call the downwind checks, turn base, all done, turn final and the cross wind has blown me way off the runway center line. So I start to try and bring it into line and it's not going that well so I didn't hesitate in calling a go round. Power back on, flaps up, track down the right side of the Runway 22 and off to fly a much wider circuit to allow for all that wind. Yes, now that is much better, in line and further away so I can bring it in with some power. Wow this is the most cross wind I have ever faced and Kev is not sitting next me to save the day, so it is just me and my training .

An extra 5 knots, wings level with the stick and whatever rudder it takes to keep on the center line. Now I am just to the left of the center line to allow for the drift and heaps of left rudder and the plane is on about a 25 deg angle to the runway and I am at flare height, so now flare and I can't let the wheels touch at that angle so straighten the plane and left wing down a touch and on the ground small bounce and wriggle over to the right side a bit and rollingGeez what a job, that was good and the most crosswind I have ever landed in !!!

Went over to the Flying School hangar and had a coffee with Greg (the fellow who gave me the in flight tip). When speaking to him and a couple of the other local flyers they wised me up on a better path over the mountains to Clifton. After thinking about what Kev had said in the past about being prepared to amend your plan to suit the conditions, I decided to work out a track to Thornton and then to Clifton to avoid the highest

MY FIRST SOLO NAV cont.

mountains and also turbulence. I took off from Boonah (more fun in the cross wind), tracked to Thornton and after double checking time and landmarks, decided that I had found Thornton so I changed course for Clifton and over all those mountains. I'm listening to the motor (keep running sweet you good thing) and the cloud base is not far above me, but I can see clearly ahead and the cloud height was consistent as I'm looking to the horizon. It's all kind of hazy or smoky and I really want to see a fairly large town with grain silos. I can't see a thing. Now I am starting to feel an air of uncertainty of my direction but I just kept thinking about what Kev had told me"I can't emphasize enough how important it is stay on your compass heading when your vision is limited". So I really concentrated my efforts on holding my heading and as the time wore on I could see a town in the distance and as it came closer I could see the grain silos. Yes, it was Clifton right on my spinner.

Joined the circuit at Clifton and another cross wind landing. Not as bad as Boonah, though here there are no mountains to stir things up. After landing I had a chat and a coffee with Trevor who told me that my radio calls were spot on so he figured it must be a student coming in. After a walk around, check the fuel and the airframe, I jump back in and take off for a heading back home to Lynfield. Yes, that was definitely the easiest leg of the trip, heaps of landmarks and features to work with, stayed on my heading, inbound call over Gatton Airpark and straight to Lynfield. I over flew the strip, turned at the windmill and came in and landed nicely. Now this strip has had me daunted up until now but after that trip, landing here was a snack !!!

After a bit of late lunch and a debrief with Kev, I refuelled the Tecnam and took off again for a bit more solo work,,,, over to Watts Bridge for some circuit work, then an absolutely beautiful flight back to Lynfield as the sun was setting and the comfortable feeling of being in total control of what's happening Yes, I believe I can now say that I can fly an aeroplane. How good is that?

Safe flying by QUA member Jim Gollagher.

Thanks for sharing your experiences, Jim.

Vale..... Hoxton Park Airfield.

Closed 2008.

Recently I read of the closure of the Hoxton Park Airfield west of Sydney. This was another popular airfield used for recreational flying and flight training that became surrounded by housing developments. The owners disregarded the needs of the local flying community and businesses. Soon after the developers took possession the bulldozers moved in and tore up the 1,100 meter bitumen runway. Some thirty years back I did my first solo in a Beech Sundowner from this runway along with some further training.

I remember it being a good airfield to operate from as I learnt to fly. Often there would be good sink from the ever present wind shear as I was on late final when landing. After take off on runway 16, one was always aware of the ever present radio tower that was looming just beyond the circuit boundary. See and avoid at all times. From a safety point, this airfield is now no longer available as an alternate to Bankstown or Camden Aerodromes in times of bad weather or other incidents.

An email from Bill Finlen informs us of planned developments on the Evans Head Memorial Aerodrome by the Richmond Valley Council. The plan is to rezone a large portion of the aerodrome so that a retirement village may be constructed on the site. This would see the future closure of this historic aerodrome.

The Richmond Valley Council was also responsible for downgrading the Casino Aerodrome by reducing the runway length, removal of runway lighting and the GPS approach beacons. A commercial caravan/motorhome park was built within the original aerodrome precinct. A housing estate was also positioned up to the airfield boundaries. Whilst Hoxton Park is extinct, there is still time to petition the Richmond Valley Council and other levels of government to prevent this development that will force the closure of the Evans Head Memorial Aerodrome. An alternative development for an aviation airpark has been presented also. The following petition needs to be send immediately.

Mal McKenzie.

The Evans Head Memorial Aerodrome was given to Council in 1992 under a Deed of Agreement which defined what Council could and could not do with the Aerodrome. We believe the current proposal to build a retirement village on the site is a land use planning conflict in breach of the Deed.

In 2000 the community asked for the Aerodrome to be listed on the NSW State Heritage Register and in November 2002 the State government gazetted it as a State Heritage site because of the major role it played in the Australian War Effort during World War II. More than 1,000 RAAF personnel who trained at Evans Head lost their lives defending Australia's freedom.

Richmond Valley Council ignored a proposal for an airpark and is planning to carve up the Aerodrome for retirement village which is not appropriate to the Aerodrome and its aviation history. The location of the retirement village on the Aerodrome will create a land use planning conflict which will ultimately lead to the demise of the Aerodrome. The first step in creating the retirement village is a rezoning of the land. If you wish to oppose the development of a retirement village then you should write to the Minister for Planning, The Hon Kristina Keneally, MP, GPO Box 5341, Sydney NSW 2001 spelling out your objection and the reasons for your objection. She also has an email address: office@keneally.minister.nsw.gov.au We would also appreciate a copy of your letter for our records: The Secretary, Evans Head Memorial Aerodrome Committee Incorporated, PO Box 64, Evans Head NSW 2473 or ragates@netspace.net We can be reached on 02 6682 5161.

Grounds which you might like to include in your letter of objection include the following:

We object to rezoning of the Evans Head Memorial Aerodrome for a retirement village and nursing home. The grounds for objection include but are not limited to:

1. Richmond Valley Council has not complied with the 1992 Deed of Agreement over the Aerodrome with the Australian government which requires Council to ensure that on and from 1 July 1992, the Council "*shall take such actions as is within its power to create land use zoning around the Aerodrome which will prevent residential and other incompatible development in areas which are or which may be adversely affected by aircraft noise*"
2. The retirement village is non-aviation based and will result in a land use conflict due to the close proximity of the development to existing runways
3. The proposal's non-aviation based purpose will have the potential to adversely impact on the identified State heritage significance of the Aerodrome
4. Development approval has been pre-empted by Council by them offering the land to the retirement village proponent before the planning process for the Aerodrome began. They ignored a pre-existing proposal for an airpark on the site during the planning process
5. Capacity of existing services and infrastructure to support the proposal are not adequate
6. Inappropriate endorsement of GHD's Plan of Management by the NSW Heritage Council on 26 August 2005 without adequate consideration of the effects of noise on residents who would be located on the site.
7. There are more appropriate aviation uses for the Aerodrome including development of an airpark and related aviation facilities which will provide employment and other opportunities for the community. The current area set aside for an airpark is not economically viable and is too constrained by heritage requirements
8. There are other locations at Evans Head where a nursing home facility could be built.

You may wish to put these in your own words and, of course, add your own reasons. This matter is urgent and must be with the Minister before the end of January. Thank you. Dr Richard Gates

FOR SALE

VW Components QVAG member John Innes has the following VW engine components for sale. **Magnetos**---Slick and Scintilla, **Complete induction system** including clamps and side draught carburetor, **Complete exhaust system** for the Type One engine, and a **Propeller** and **Hub**. All ready to fit to your VW. For more information **John** can be contacted on **041764310** or email jbinnes@bigpond.com

NEW QUA SEW ON BADGE

The new QUA cloth logo badge is available for sale to members for \$10.00 each. An initial run of one hundred badges was made. Thanks to Peter and Roger for organizing this with the supplier. The badges will be available at the next QUA Inc meeting in October. This will be a good item to decorate your flying cap or coat to promote the QUA.



SOCIAL CALENDAR

- February 2nd** **QUA Inc General Meeting** at the SAAA Clubhouse at Archerfield. We will be meeting at 07.30pm with a supper and coffee after the meeting. QUA members and any interested persons are welcome to attend.
- February 21st** **Heck Field CASA Training Day**
CASA AvSafety Seminars for AustralianPilots/ delivering engaging presentations on our airspace Gold Coast Sports Flying Club Inc will host the evening/ ending with a free BBQ. Contact Peter Johnstone via email kityhawk@iprimus.com.au or mobile 0430 466 28
- February 21 – 22nd** **Wings and Waves Fly In** at the Old Bar Heritage Airstrip near Taree in NSW. Please phone Tony Ryan on 02 65572429 for more details.
- March 15th** **Annual Clifton Fly In** hosted by the Darling Downs Sport Aircraft Assoc. This fly in is becoming a premier event on the flying calendar in SE Qld. Fly or drive in, on field camping and a BBQ Saturday evening. Bring your swag. Contact Trevor Bange on 07 46958541 or trevorbange@bigpond.com
- April 10 – 12th** **NARROMINE (YNRM) NATFLY 12th ANNIVERSARY FLYIN**
Join the fastest growing family of aviation for our 12th NATFLY
Contact the RAAus on 02 6280 4700 for more information.
- May 02 -03** **TOOWOOMBA 11th ANNUAL DAVID HACK MEMORIAL FLYIN**
Vietnam Memorial Fly-in has been themed to coincide with the 11th Annual David Hack Classic Aircraft and Vehicle Meet Sunday May 3, 2009
Contact Scott Williamson on skwilliamson@aapt.net.au

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