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AIRTOURER ASSOCIATION



Dedicated to the preservation and continued airworthiness of VICTA and AESL Airtourer Series Aircraft



NEWSLETTER

<http://www.Airtourer.asn.au>

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Articles for inclusion in the Newsletter should be submitted direct to John O'Halloran at the contacts listed above.

The next Newsletter will be published in November 2013. Contributions and or advertisements are to be with JOH by 15 October 2013.

Advertisements are free for current members.

Editorial

This newsletter is probably the shortest since I've been the editor. Unfortunately the workload in my "day job" has consumed a huge amount of my time. I'm currently in Seattle for the delivery of a B747-8F and a B777-300ER and once again rely on Jan's help in getting the newsletter to you.

I've been attempting to transfer some of the Secretarial tasks, particularly the membership renewals to Monique Gillett. Unfortunately Monique has had a busy time recently as well with a Line Check, a type conversion and simulator checks. The membership renewals have been printed and will be included with this newsletter. Thank you to those members who are well organised and have already sent their renewals without receiving a notice.

When my workload prevents me from writing articles I rely on contributions from the members. Thanks to John Day for an article on operations at non towered airports which is very relevant to our fly-ins.

Jan and I look forward to seeing you all at Deniliquin.

Safe Airtouring,

John O'Halloran

Cover Photo: The one and only Victa Aircruiser at Rylston Aerodrome during the annual convention.

Disclaimer

The views expressed are those of the contributors and not necessarily those of the Publishers, the Airtourer Association or the Airtourer Co-operative Ltd.

President's Pen



For anyone living in the southern part of Australia winter means short cold days and generally poor flying weather. And if there is good weather it's usually in the middle of the week!

This is the logic behind the Winter Mid-Year Lunch event. IF we cannot fly then let's at least get together and talk about it.

And what a delightful day it was. Always willing to try something new we gathered at the PERSIMMON Restaurant in the National Gallery of Victoria for what was a superbly relaxed long Sunday lunch and accompanying wines. The venue is glass on three sides looking out over the sculpture garden, which is the best way to see it on a freezing cold Melbourne day.

And of course there was the attraction of the gallery itself, we only left when the staff ushered us towards the door at closing time.

Members will be pleased to know that Andrew Clement has joined your Associations Events Committee. As well as restoring an Airtourer to airworthiness Andrew is an active member of the Shepparton Aero Club and brings a fresh perspective to the task of planning and conducting flying events.

Until the Presidents Fly-In at Deniliquin in September safe and enjoyable flying.

Mike Fisher

Fly-In Safety

Operations at Non Towered Airports

John Day

We hope to see as many of you as possible at the President's Fly-In on the weekend of 20-22 September. This year we will be visiting Deniliquin (YDLQ) and Tocumwal (YTOC). We anticipate a great weekend with a focus on flying.

A fly-in by its nature brings lots of aircraft together at the same time making a normally quiet country airfield quite busy for a period of time. There have been some observations of what may be described as "unusual" departure and arrival procedures at recent fly-ins.

The Association is never going to tell you how to fly your aircraft but we all want our events to be safe, stress free and enjoyable gatherings. With this in mind it may be time for a refresher on procedures at Non-Towered Aerodromes (NTA's). These are what you probably originally knew as uncontrolled airfields. They will also be shortly known as uncontrolled airfields again. These airfields are typically (but not always) country airfields located in Class G airspace.

Operations in the vicinity of an aerodrome

The procedures for flying into NTA's have evolved over the last few years, as have the requirements to have and to use the radio in the vicinity of such aerodromes. The procedures rely on aircraft being able to see and avoid other aircraft. Radio is an aid to knowing where to look for aircraft

to visually identify traffic. VHF radio must be fitted and used on the correct CTAF in the vicinity all Registered, Certified and Military aerodromes. In addition certain other aerodromes require the use of radio. The ERSA entry will show you the status of an aerodrome in the top right hand corner of its entry as REG, CERT or MIL. Both YDLQ and YTOC are REG aerodromes. You may well ask what "in the vicinity" means. This term has now been defined as:

- Outside controlled airspace
- Within 10NM or the ARP
- At a height above the ARP that could result in conflict with operations at the aerodrome

That last point probably means below 3000' AGL but there are also defined broadcast areas on charts of different dimensions. An example of this is the area around Redcliffe north of Brisbane.

So if you are flying in the vicinity of any REG, CERT or MIL aerodrome you must make the required broadcasts even if you are not landing at the aerodrome.

Required radio broadcasts

You are required to make six specific broadcasts in the vicinity of an aerodrome:

- Prior to or during taxi for departure
- Entering the runway
- 10NM inbound with intentions and an estimate for the circuit area

- Immediately before joining the circuit
- When making a straight in approach at not less than 3NM from the runway
- When in the vicinity of an aerodrome but not intending to land

In addition to these broadcasts you must broadcast at any time that it is necessary to clarify your position to other aircraft.

If you did not hear a transmission clearly ask the aircraft to repeat it or clarify its intentions.

Content of broadcasts

Because multiple aerodromes use the same CTAF your broadcasts must include:

- Name of the aerodrome
- Type of aircraft and callsign
- Position of the aircraft and intentions
- Name of the aerodrome again

A typical transmission would be in the following format:

- "Deniliquin traffic"
- "Airtourer"
- "Foxtrot Mike Mike"
- "One zero miles south, inbound two thousand five hundred"
- "Circuit area three five"
- "Deniliquin"

Where appropriate, you should include your intentions in the broadcast. This allows other aircraft to anticipate what you will do next and factor that into their decision making. Eg:

• "Deniliquin traffic, Airtourer, Foxtrot Mike Mike, entering runway two four to backtrack, Deniliquin" will let other aircraft know that there will be a delay as you backtrack prior to takeoff. They can then plan their circuit appropriately.

- "Deniliquin traffic, Airtourer, Foxtrot

Mike Mike, rolling runway two four for Tocumwal, Deniliquin",

will mean that everybody expects you to takeoff on runway 24 then turn left and most likely climb on downwind for a departure to the southeast. If you were departing to somewhere a bit more obscure it would be better to use a compass quadrant or radial to describe what you will be doing. Most importantly everybody expects you to turn left. If you are planning to conduct a right turn after departure include that in the broadcast.

Some aerodromes, such as YTOC, have an AFRU. At these airfields you will either hear the name of the airfield transmitted back to you or a tone transmitted back to you. If you do not hear one of these things your radio may have failed or you may be on the wrong frequency so try another VHF and check the current CTAF is selected. The frequency used at a particular aerodrome can change for a variety of reasons so up to date charts, ERSAs and NOTAMS are vital.

TCAS

All regional airliners and most turboprop aircraft are fitted with TCAS. To enable them to "see" you should always fly with your transponder selected to ALT and use a code of 1200 in most cases.

Joining the circuit

The days of having to fly three legs of the circuit are long gone. You can legally join the circuit via the downwind, base or final legs. With that said, joining on base or final are not recommended practices. Both require knowledge of the wind direction and additional broadcasts of intentions. In these situations you must also give way to aircraft that are already established in the circuit pattern.

Circuit altitudes have been standardised at 500', 1000' and 1500' AGL depending on the performance of the aircraft. With this in mind if you do not know what runway is in use it is recommended to overfly the aerodrome 500' above the highest circuit altitude, i.e. at 2000' AGL. There are good diagrams of the recommended circuit joining procedures in the references below.

Departing the circuit

Aircraft departing the circuit should do so by extending one of the circuit legs until clear of the circuit. You will need to be above 2000'AGL if intending to turn left from downwind to cross the field. Do not turn against the standard circuit direction unless well clear of the circuit both later-

ally and vertically. This means extending upwind to at least 3NM and being above 2000'AGL whilst continuing to climb. As we know the standard circuit direction is to the left but at some airports right hand circuits are required. Mudgee is one such example. Always review the current ERSA to determine if non-standard circuits are required.

A final note

In preparation for the President's Fly-In be aware that YTOC has several special procedures. They are clearly laid out under FLIGHT PROCEDURES for YTOC in ERSA. Please be familiar with them, follow them and maintain a good lookout. This will make life for everybody safer.

References

CASA has a number of resources to refresh your knowledge on NTA.

eLearning: Operations at, or in the vicinity of, non-towered aerodromes
http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_100101

CAAP 166-1(1): Operations in the vicinity of non-towered (non-controlled) aerodromes

CAAP 166-2(0): Pilots' responsibility for collision avoidance in the vicinity of non-towered (non-controlled) aerodromes using 'see-and-avoid'

http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_91054

Non-Towered Aerodrome Procedures Booklet

http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90006

A Note on the Bus Timetables for Deniliquin

The bus is for the collective convenience of all members, it is not a limousine service! If you can not make yourself available at the times published please make other arrangements.

President's Fly-In **20-22 September 2013 Deniliquin NSW**

Event Program

FRIDAY 20th

- Arrivals at Deniliquin
- Refreshments will be available at Aero Club
- Transport to RIVERVIEW MOTEL for group accommodation
- 1500 First bus
- 1700 Last bus
- 1900 Welcome dinner in Rinaldis Restaurant conveniently located at the Riverview Motel. Order your own meals and drinks from menu and pay your own account.

SATURDAY 21st

- 0930 Riverview Motels town tour with a well-deserved stop for morning coffee
- 1100 Bus to airfield for flight departures to Tocumwal
- 1200 Pick-up from airfield by Tocumwal Golf Club bus
- 1230 Lunch at Tocumwal Golf Club Bistro.
- Relax whilst overlooking spectacular scenery from the clubhouse balcony.
- Place your own lunch orders and pay.
- 1400 Return to airfield by Tocumwal Golf Club bus
- Circa 1430 tour of Airtourer Co-Op central store
- Return flight to Deniliquin when ready
- 1600 and 1700 Bus to Riverview Motel
- 1830 Bus to dinner
- 1900 Dinner at The RSL in the heart of town.
- We will have our own room in which to dine but order your own meals which will be served to the table.
- Drinks can be ordered and collected from the bar.
- Return Bus to Motel as required

SUNDAY 22nd

- 0900 bus to Airfield
- Sunday Morning Breakfast at Deniliquin Aero Club from 0830
- Airfield free time for flying and departures home when ready

Your Events Committee:

John Day	0412 399329
Neil Jensen	0447 758489 Ground Transport Captain
Gerry Pels	0418 335965 Registrar
Andrew Clement	0438 2622315
Mike Fisher	0429869134

Registration form is in the mail or on the website

Calendar of Events

President's Fly In

20-22 September 2013
Denililqin NSW.
Details in this Newsletter

Christmas Event

7-8 December 2013
Asses Ears wilderness lodge in the Grampians.

2014 Convention & Annual General Meeting

21-23 March 2014
Mildura region.

Latest information on the website

FOR SALE

Airtourer VH-UQX



TTIS 4860,150HP Lycoming 0-320 E2D, Fixed Pitch Propeller Sensenich 74 DM 6S5-1.5-60.Both engine and prop have approx 1387 hours to run.

Drawings of 150HP conversion. Cleveland Brakes and Wheels. New TKM Radio.

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