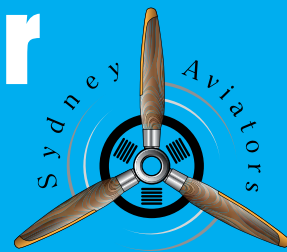


Sydney Aviators Newsletter

June/July 2015



It's time for our Bi-Monthly newsletter again...

The newsletter is always full of the latest goss on what has been happening in the world of Sydney Aviators, we thought now we would make it a little more exciting for you to read!

We have updated our mailing list since the last edition, so this edition hopefully finds all our beloved clients, from past to present!

We have created a full colour newsletter with exciting stories, images and articles to keep you up to date with Sydney Aviators, our staff, our students, our aircraft and events. Even if you haven't been able to make it for a while, you still get up to date with all that's happening at SA!

We have also have created a regular section, "Notice Board", this is going to be a great little tool for us to communicate with you the reader and also, if you would like to communicate with each other.

We might have events/theory/fly always that we would like you to know about and you might be searching for a pilot to share the cost in doing an Ayres Rock fly away, or you might want to sell the old head set, I think this one will be beneficial to everyone seeing as the newsletter will be sent to nearly 600 aviation enthusiasts. Space will be limited so first in first served for the notice board and any requests for space will be selected. We also have the "Photo of the Month"!! We want you to send in your best Sydney Aviators aviation inspired pic, first place will receive a prize each edition, see below for more details. This should be great fun!

As a final note always, we love any form of feedback at Sydney Aviators, it really gives us a chance to make your experience with us so much more enjoyable and we are always egger to hear new ideas and hear what you feel can make us better at what we do. Feel free to send any exciting ideas for the newsletter and any form of feedback on your experiences with us at Sydney aviators to adrian@sydneyaviators.com.au

Enjoy the read!

HIGH ACHIEVERS



Robert Heiftz achieved
98% in his CPL
Performance exam



Daniela Stock achieved
96% in her CPL
Performance exam

Hall Of Fame



Below is a list of Student Flight Achievements. All of these are days that a pilot never forgets and we are so excited to share these moments with our students.



Rebecca Hall - First Solo



Luke Dunscombe - First Solo



Scott Mason - First Solo



Matthew Moore - First Solo



Sage Benishay - First Solo



Ethan Paino - First Solo



Christian Fabi - First Solo



Daryl Cheng - First Solo



Jayden Peacock - First Solo



Venkata Bommireddipalli - First Solo



Bayley - First Solo



Lisa Hall - RPL



Anouk Pradier - RPL



Clinton Whiteman - RPL



Ziv Yeung - PPL



Shane Donlon - PPL



Mark Maddock - PPL



Matthew Goodall - CPL

CFI ARTICLE BY CHARLES THOMPSON: NAVIGATION TIPS & OTHER STUFF

Some years ago when I was learning to fly the time eventually came around to when I was ready for my first navigation exercise. The planned route was from Dubbo to find the village of Tottenham and then on to Nyngan where we would land and then take off and return to Dubbo.

Back in those days Visual Navigation Charts had not yet been invented so we used WAC's for navigation and ERC Low charts for our radio and navaid frequencies, restricted areas etc. As Dubbo had both VOR and NDB we were taught to track to and from the training area using both VOR and ADF during our training area basic training. This soon led us to the conclusion that we could "cheat" when planning our navs and rather than having to draw lines on charts and get out our protractors and deduct magnetic variation we could just use the VOR and track out on an appropriate radial and not have to worry about doing a lot of the maths whilst planning our flights. Once our instructors realised what we were doing then impromptu diversions would be introduced and so we would be back to the ruler and protractor again. However we learnt a few useful tricks along the way which I will pass on and you may find useful.

Going back to my first nav, Dubbo to Tottenham, if you fly towards Tottenham, and wind up right of track you will miss it, and there is nothing beyond for hundreds of miles. Now the railway line comes up from the south east from Forbes, through Trundle and Tullamore and terminates at Tottenham. So in order to make sure we did not miss Tottenham we applied a technique that I rarely see today, known as deliberate track error, where we would deliberately aim to miss Tottenham by about 10 miles to the left, pick up the railway line and follow it in. Believe it or not, and despite what some pilots have told me on navs, they do NOT move railway lines. When your watch tells you that its time you should be coming up to the railway line have a look along the direction the railway line will be running and most of the time you will see every 20 miles or so a silo or grain bulkhead. They put them on railway lines to move the grain. This technique works on any relatively straight line feature such as pipelines, irrigation canals and main roads.



Can we apply this technique to other scenarios? How about a VOR radial.

One of the routes I use for flight tests is go to Mittagong and then on to find the airstrip at Binda. What I usually see is some fairly intense map reading over some relatively featureless terrain. If you were to draw a line from Bindook (VOR & NDB), and Rugby (NDB), you would pass straight over the top of Binda. If you happened to have your TAC 4 or your ERC handy you would find an IFR track from Bindook to Rugby. That would be the 245 Radial from Bindook. What do you think would happen if you applied deliberate track error and aim to miss Binda just to the right, picked up the 245 Radial and followed it in? You would go right over the top of Binda. It would probably also satisfy the requirement for a lost procedure as it demonstrates a positive technique for establishing your position.

Another destination I use for tests is Coolah. Can be a bit tricky as the aerodrome is away from the town. Guess what? There is an IFR route on the ERC from Mudgee to Coolah. It never ceases to amaze me that commercial test candidates in particular are still mucking around with VNC's but never use TAC's and ERC's. Tracks and distances are already calculated for you and even if you are dead reckoning a track where there is no IFR route you can use the ERC to pick up a parallel track on the chart to help dead reckon the direction and bearing. ERC's and TAC's also make your flight planning so much quicker and easier with tracks and distances already done for you. Maybe we shouldn't call it dead reckoning but "ded reckoning" as the term comes from deduced reckoning. Another trick that can pay dividends if you are trying to find a location is to look at what is beyond that location if you extend your track past it. For example if you were trying to find Tooraweenah you would find it about halfway between Mudgee and Walgett. Now nobody wants to go to Walgett unless it is absolutely necessary but there is an IFR route from Mudgee to Walgett and VOR's at both. So once you are established on track then it is just a matter of knowing your groundspeed and keeping track of time to arrive at Tooraweenah.

I also remember renewing my instrument rating in an old Cessna 172 that had one VHF radio, one ADF, one VOR and absolutely nothing else. The plan was to depart from Armidale for Tamworth where we would do a VOR approach the back to Armidale for the NDB approach. That doesn't sound too bad except that the VOR scallops badly to the north of Tamworth due to the mountain range and we also needed to get a clearance to get into Tamworth controlled airspace. Remember the Cessna had no GPS or DME. It was IFR so reading the map to fix our position wasn't an option. This clearly called for some lateral thinking to establish our distance from Tamworth. Obviously part of the test was to figure out how to make this work. Several cups of coffee later a solution was achieved. Establish the outbound track from Armidale referencing the NDB. Plan the groundspeed really accurately and fly the plan. Work out a cross bearing from Mount Sandon (to the east of Tamworth) so it cut our planned track at the required distance and then call up



Tamworth ATC and request a clearance giving our position by DR (dead reckoning). If you want to hear an Air Traffic Controller get a bit of an edge to his voice then requesting a clearance IFR by giving your Position by DR will do it. Another trend I have been noticing is that when pilots are making inbound radio broadcasts they are giving information as "Leaving six thousand five hundred for two thousand five hundred ETA Mudgee at time two zero". Sounds like a good radio call. Maybe. The last time I had anything to do with ETA was when I saw it on a jar of peanut butter. And do we really need to give the circuit height we are descending to? I would have thought that would have been assumed knowledge if you were coming in to land.



Not all threat and error management relates to aviation as the poem below illustrates.

*The sun was hot already - it was only 8 o'clock
The cocky took off in his ute, to go and check his stock.
He drove around the paddocks checking wethers, ewes and lambs,
The float valves in the water troughs, the windmills on the dams*

*He stopped and turned a windmill on to fill a water tank
And saw a ewe down in the dam, a few yards from the bank.
"Typical bloody sheep," he thought, "they've got no common sense,
"They won't go through a gateway but they'll jump a bloody fence."*

*The ewe was stuck down in the mud, he knew without a doubt
She'd stay there 'til she carked it if he didn't get her out.
But when he reached the water's edge, the startled ewe broke free
And in her haste to get away, began a swimming spree.*

*He reckoned once her fleece was wet, the weight would drag her down
If he didn't rescue her, the stupid sod would drown.
Her style was unimpressive, her survival chances slim
He saw no other option, he would have to take a swim.*

*He peeled his shirt and singlet off, his trousers, boots and socks
And as he couldn't stand wet clothes, he also shed his jocks.
He jumped into the water and away that cocky swam
He caught up with her somewhere near the middle of the dam.*

*The ewe was quite evasive, she kept giving him the slip
He tried to grab her sodden fleece but couldn't get a grip.
At last he got her to the bank and stopped to catch his breath
She showed him little gratitude for saving her from death.*

*She took off like a Bondi tram around the other side
He swore next time he caught that ewe he'd hang her bloody hide.
Then round and round the dam they ran, although he felt quite puffed
He still thought he could run her down, she must be nearly stuffed..*

*The local stock rep came along, to pay a call that day.
He knew this bloke was on his own, his wife had gone away,
He didn't really think he'd get fresh scones for morning tea
But neither was he ready for what he was soon to see.*

*He rubbed his eyes in disbelief at what came into view
For running down the catchment came this frantic-looking ewe.
And on her heels in hot pursuit and wearing not a stitch
The farmer yelling wildly, "Come back here, you lousy ewe!"*

*The stock rep didn't hang around, he took off in his car
The cocky's reputation has been damaged near and far
So bear in mind the TEM rule when next you check your flocks
Spot the hazard, assess the risk, and always wear your jocks!*



Interview with an Instructor: Paras Tailor - Grade 2 Flying Instructor



Tell us a little bit about yourself?

I embarked upon the flying journey back in 2007. Since day one, it knew this was exactly what I wanted to do. I consider myself to be very lucky to be able to peruse my dreams. When I am not flying, I enjoy playing my guitar and into astronomy.

When did you decide you wanted to be a pilot?

I always wanted to do something different from a young age and an office job didn't appeal to me a great deal. I was very hands-on and practical kid. Since then I haven't stopped and continue to chase my dream.

Why didn't you start flying after School?

I started my University degree in Aviation straight after high school, where I spent 3 years away from home and learnt the ins and outs of flying from one of the best flying schools in NZ.

Do you remember your first flight and solo Flight?

I did my first trial flight back in 2006, while I was still in high school. I was hooked straight away and a few years later I managed to do my first solo in just under 12 hours total time.

When did you start flying at Sydney Aviators?

I started working with Sydney Aviators in August 2012. In between I have also spent time teaching at Basair.

What do you enjoy most about your role as a Flying Instructor at Sydney Aviators?

Instructing at Sydney Aviators has been a challenging and rewarding experience. My role not only includes instructing but also Aerial photography, charter flights and trial flights which keeps the flying exciting. Meeting different people from all experience levels and from all age groups, from as young as 12 and up to 96 years makes it interesting. Every day is different and the flying is equally dynamic.

Tell us something about you that no one else knows?

I can speak 3 languages fluently (English, Hindi and Gujarati), and understand 2 other.

What advice do you have for students RPL, PPL, CPL?

In order to be successful in Aviation, flying skills makes up for only a small percent. Attitude, networking and being in the right place at the right time is equally critical. Never give up until you reach the goal.

Note from a student: Florian Isselhorst

As you advance from my PPL to my CPL a whole lot of more boxes have to be ticked. Apart from the 7 extra exams you have to pass there is also a minimum of 70 hours as PIC.

In the beginning of my solo flying it was quite satisfying that I can fly around myself without that guy or girl next to me trying hard to teach me flying. I started flying to the usual places around NSW countryside. Bathurst, Cessnock, Mudgee, Cowra, Rilestone, Orange, Parkes etc. However, that satisfaction didn't stay in me for much longer.

So I decided to fly away for 14 days. The standard planes at SA (Sydney Aviators) available for students as we all know are Piper Warrior's, Archer's, Arrows and Cessna's with a TAS of between 105 to 130. There is a quite range to choose your plane from. I decided to fly away with a bit faster plane than a standard Piper Warrior as this will be the type of plane the CPL flight test will be in.

In this article I will talk about my trip around Australia and try to pass on some useful tips and share my experiences.

Being a student at SA I have been flying a few different types of planes and the fleet is quite large and varies as time goes by. So I had to pick the right one for this trip.

My choice was a Piper Arrow (FTH) one of the main reasons I choose her is because she has long range tanks which hold 272L. useable fuel. She does 125TAS and burns 42 Liters an hour. Which gives you a safe endurance of about 5 hours. That will play a massive role when you are flying Outback OZ. You can cover some serious distance without refueling. She also has a retractable landing gear, a GPS and enough spare KG's for a passenger some underwear and perfume. Apart from that she had a new paint job. Sparkling white with blue stripes. She was exactly what I needed. She was sexy...

Before you head off I recommend having a look at the "pic picture" and think of what you want to achieve. For me it was simply hour building. I had to do about 27 command hours. You really need to consider ALL possibilities and be prepared. Take some sleeping bags lots of water a portable ELT and perhaps a tent. If worst case scenario happens and you had to put her down in nowhere you'll be able to



survive. If you are in a remote area it might take a couple of days for search and rescue to find you. Most of the places we flew to had very limited facilities and sometimes it's just a strip somewhere in nowhere and you are on your own. Living in Sydney feels like any other city, but remember that central Australia or even NSW has very low population compared to the size. Make sure you know all the maintenance places along your route. (there is not that much.) Lets face it. When you plan to fly about 30 hours the odds that nothing will go wrong with the plane are pretty slim.



Try to take another pilot along. I did not have another pilot so I found a passenger. I recommend taking someone along. I found it was good to have some company and also, I gave my passenger some little tasks. I.e. she was loading the bags while I was pre-flying.

Also, I recommend getting an app like OZ runways or AV plan. The places out there are not like Bankstown with computers and printers. You probably wont be able to print weather reports. Many places out there wont have telephone reception either.



I found it very useful on the trip to obtain forecasts, OTAMS etc. you can also use it in flight for weather and NOTAM updates. Remember: notams can change by short notice. All the legs I flew where between 3 to 6 hours flight time, just imagine you fly 3 hours just to find out 10NM before the strip is shut for some reason and you cant get in. What's your alternate? I always planed alternates even though it was not necessary by law.

Can you get there with enough fuel, last light etc.? I know in during your training your not meant to use it and your instructor carries on about it during the training and by all means don't fly the whole trip just with your iPad, use it as an addition or backup. It can save a lot of trouble. It is really awesome to get up the next day and just fly somewhere completely new. Believe it or not, but there are

lots of things to see en route lakes, mountain ranges etc. it is stunning out there. You come across some amazing things. I wont go into detail. You have to discover that yourself. Our route took us along Lake Eyre in SA (salt lakes) they are amazing! William Creek is the place to go. They have a scenic flight operation that is quite buzzing. When we got there they had about 10 to 15 other planes form some aero club out there, so even though it's in nowhere land never assume you are alone.

Flying into Ayres Rock. That was probably the coolest flight I have done ever. You have to have an ASIC and fill out a form before with plane rego, arrival date etc. landing with Ayres Rock in front of you on final is just amazing. Again, it's quite a busy place. Local scenic operators choppers and fixed wings plus RPT and the usual traffic make this quite a busy place. Make sure you really know the procedures.



Another big point you have to think about is how will you get around once on the ground? Places like Coober Pedy have no such thing as public transport nor a taxi service. You are literally on your own. So how are you getting into town?

Some strips are 10 to 20km from town. I recommend creating an account at Couchsurfing.com. Seriously, this website is perfect. It's a community where people offer to stay at their home. Although its called couchsurfing we never slept on just a couch we always got our own room. We got to meet the locals, got picked up from the airport, got free entrances into museums, free scenic tours around town, we also got to borrow a car for free. And the best of all, it is for free!!! The entire trip I did not spend a single dollar on accommodation. How good is that? All you need to do is sign up and shoot the people a message a few days before.



Message from the Tower

Readbacks

Bankstown has multiple parallel runways defined as runway left, centre and right. Many pilots have questioned why controllers sometimes use the specific runway designator in an instruction and sometimes they don't. The Air Traffic manual states that when multiple runways are in use ATC should use the specific runway designation, however when only one runway is in use this is not required. So if the circuit is on a discrete frequency and operating to one runway, the requirement to state the runway in the instruction is not required ie "cleared touch and go". If the circuit is however being controlled by the arrivals/departure controller and thus more than one runway is in use, then the runway will be specified in the instruction from ATC, ie "runway right cleared touch and go".

Remember readbacks are important to ensure that pilot and ATC are in complete understanding of both the intentions and instructions. If in doubt, always ask for confirmation.



SYDNEY AVIATORS GOES FOR GOLD!

This year once again we were invited to take part in the NSW Interclub Flying Competition! After cleaning out the trophy cabinet in Cessnock last year we were rearing to go again and show NSW what we're made of. Without doubt being the largest representation from one club once again, the team spirit and enthusiasm of the Aviators gang was clearly on display. Although the Central Coast Crew cleaned up this year, we had a winner and everyone without exception put in their greatest effort and made Sydney Aviators proud!



The SA Team left to right: Tessa, Andrew, Rob, Greg, Daniela, Ketan, Pally, Tom, Phil, Peter, Rameez, Sebastian, Eli and Scott



Dubbo Flying Comp Experience by Robert Heifetz

On the 6th of June 2015, I participated in the Dubbo Flying Competition. I was one of 12 pilots to head up from Aviators, in addition to 5 aircraft and three instructors. I had only briefly read about the completion from the last newsletter, and it seemed like a fun day out, although I was a bit ambivalent in what the competition may hold. But, I signed up and eagerly awaited the action-packed day.

When arriving at Sydney Aviators on the Saturday morning, the excitement and anticipation was already building. We had 5 planes representing Sydney Aviators including BDB, JQO, FTH, ZSD and MJT, along with Scott, Tessa and Charles. I met my flying partner Andrew and we proceeded to go over our flight plans and pre-flight our plane, JQO. He was going to fly our leg to Dubbo, and I was to fly us back to Bankstown in the afternoon. He had planned to go via Katoomba and Mudgee before descending into Dubbo. After a group photo in front of the hangar in Bankstown, we all began to head out on our caravan trip to Dubbo.

Once we were airborne, I knew that it was going to be an amazing day of aviation. The air was cool and the wind was calm. There was quite a bit of fog in the valleys en-route, but I knew it would burn off as the trip progressed. Once we were about 45 minutes from Dubbo, we all got in contact on the radio with each other, and figured out who would be leading the pack of planes into the aerodrome and deciding on the active runway we would use. We were travelling a bit slower, and taking our time, so we decided to hang back, and once we got within sight of Dubbo, we descended and all joined for runway 05. We were then ushered into parking spots by Charles on the ground, and went into the Dubbo Aeroclub for our briefing for the day's events.

The competition was to be a climb out on runway 11, and after achieving 500 feet AGL; the instrument panel was to be covered up. It was at that point that the blind circuit was to occur. The blind circuit requires the pilot to fly the normal circuit pattern, using only outside visual cues to determine height, position, and spacing. The segments were timed and the circuit pattern was completed. On base, instead of descending, a climbing turn was used and a go-around from base was initiated. The IFR hood was put on, and a simulated engine failure was given on

downwind. The rest of the circuit was to be completed as a glide and a landing spot was chosen just past the 11 threshold. There was a buffer of about 100 feet, and touching down beyond that point would indicate a fail for that segment as it was said that you would have 'travelled through the farmer's fence.'

For my experience, the blind circuit was my strongpoint. I was able to judge my height above ground within 10 feet apparently! All those circuits in Bankstown really pay off! My instrument segment was good as well, however, if you botch the forced landing, all points for those segments are nullified. Couple all of that with busy RPT and Private traffic arriving and departing out of Dubbo on a picturesque Saturday; it made for a good test of situational awareness and traffic separation. The instructors really had their work cut out making sure all of the flights were completed while we were all under the hood and in various states of simulated panel failures.

Back on the ground, and a few sausages down, it was getting close to departing Dubbo again bound for Bankstown. As we were not staying overnight or for the dinner, we had to ensure we were back before last light. Once our Archer II was back from its last run in the competition, it was time to hit the fuel bowser, and be on our way. Our flight back to Bankstown was direct to Katoomba and Prospect before arriving back about 30 minutes before sunset. I then received the message a few hours later informing me of my joint victory of the blind circuit portion of the competition. I was pleasantly surprised and shocked! I hadn't expected or thought anything would be won, I just thought that the events were all for fun. But I've walked away with a bottle of wine from the Dubbo region and some useful navigational accessories including an all weather poncho and torch. All an added bonus!

In the end, the competition wasn't a showcase of skill, but a chance to meet lots of fellow aviators who were up for the adventure and challenge to do something completely different! I was very keen to take part in the competition, to fly to a random destination and take part in an activity, which was at first daunting, but ended up being incredibly fun and rewarding. I will definitely be back the next year!



Noticeboard

SYDNEY AVIATORS UPCOMING EVENTS

July 26th 2015: GPS Garmin 430 Course, workbook included, 9am-5pm, \$250

Sep 2015: Birdsville flyaway

Friday 31st July: Birdsville Trip information night @ 6pm at Sydney Aviators

SOME OF THE MANY 2015 EVENTS AROUND AUSTRALIA

29 Aug - 30 Aug, 2015: Watts Bridge Memorial Fly-in ("Gathering of Eagles - Australia"). Overnight camping on the airfield is encouraged. (<http://www.wattsbridge.com.au/welcome.php>)

September 12th 2015: Wings over Warwick, Warwick Airport, Massie QLD 4370

October 18th 2015: Jamestown Air Spectacular, <http://www.visitjamestown.com.au/project/jamestown-air-spectacular/>

Nov 2015: Temora: Warbirds Downunder Airshow 2015 - on November 20th & 21st 2015

More info under: <http://www.aviationmuseum.com.au/news/2015/05/956/>

Tickets are selling fast!

If you are interested in any of the above events or have somewhere you have always dreamed of flying to, please email Tessa at tessa@sydneyaviators.com.au



NEW ARRIVALS AT SYDNEY AVIATORS

We have two new Piper Archer 2's available at Sydney Aviators. Introducing! VH-LGD and VH-JQO, both machines are very well kept, low time, have great avionics and owners that love them and take pride in looking after them! Both machines are set at very affordable prices and they are perfect for Nav training and/or NVFR training! Enjoy Aviators!



Best photo competition

That time again for our Sydney Aviators Photos of the month Competition! We will offer a prize for the best aviation inspired pic that you send in, this photo must be taken by you and your camera though!! We want photos taken on your different experiences, fly a way's etc. while flying with us at Sydney Aviators. We will post the top 3 every month, first place will receive a prize!

Only send one photo which is your best, "SA Photo of the month" in the subject line and your name/number to: tcollins@sydneyaviators.com.au

Thanks Tess and Recce for the great "Cloud on Ground" and "Katoomba in the snow" shots!

Thank you Pally, Christine and Daniela for the "Cessnas in the mist" shot!!

Thank you James Campbell for the "Warrior Sunset" Pic.

Great Job Everyone, please keep contributing, they are great!



BIRDSVILLE RACES

2015

**It's time to pack your chariot and get
ready for the races once again:**

WHEN: 2nd—7th SEPTEMBER 2015

**If you would like to sign up and for
further information,**

CONTACT Tessa at Sydney Aviators

email: tessa@sydneyaviators.com.au

