



SAAA E-news

26th May 2014

Hello all. Here is the second edition of our e-newsletter. Thank you for the positive feedback on the first edition.

It is a work in progress – we are working on improving the format for future editions. Thanks to all who have sent contributions. There really is a lot going on out there, and I'm delighted to be able to share it with you all. Please keep the contributions coming, to comms@saaa.com I may not be able to fit everything in as soon as it's received, but it will be included as soon as possible.

Shirley

Ausfly news

We are currently working on the workshops and presentations for Ausfly (11-14 September 2014). There will be a Chapter Executive BBQ & chat, giving Chapter execs a forum to discuss Chapter matters with National Council members Paul Holaj and Martin Ongley, and each other.

Mike Horneman and Chris Sinfield will run an information session for Chapter Safety Coordinators.

There will be AP and TC sessions to bring everyone up to date with current regs and practices. We hope to see as many APs and TCs there as possible.

Planned workshops include composites, Weight and Balance, AD/ENG 4 & annual inspection. There are many more ideas in the pipeline – these will be announced when we've confirmed the presenters.

Ken Garland will run a Maintenance Procedures Course, and probably a refresher course in the days before the main event. You can enrol for these courses via the SAAA website www.saaa.com

Australian Aerobatics Academy is interested in running an EMT course again this year. Please contact Head Office if you are interested, so we can gauge numbers.

Accommodation in Narromine gets booked up very quickly, so please start planning now. If you'd like to stay on the airfield, Tent Town are hiring out comfortable tents. You can book at the following link: <http://www.tent-town.com.au/ausfly-2014/>

The Ausfly website is being updated as planning progresses. Keep checking for updated information at www.ausfly.com.au

Drivers Licence Medical

At the WA SAAA regional fly in at Denmark recently I was told that members were finding it difficult to get the driver licence (aviation) medical. It seems there was some misunderstanding regarding the standards and limitations of the new medical. The application process and limitations are



described on the CASA website at the following link:

http://casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_100908

There you will see that the medical is based on the Austroads standards for the issue of **an unconditional private motor vehicle** driver's licence medical certificate. There seems to be some misinformation circulating, that the standard is that for a commercial truck driver and what that entails. Take a look at the actual regulation and see for yourself. There is a list of additional requirements for the aviation aspect of the medical. These were drawn up during the initial planning for the new standard, and are subject to review.

We recently asked the CASA medical department about the uptake of the new medical standard. In round figures, 300 applications were returned as incomplete or with errors, 500 certificates have been issued, and 28 applications were refused.

CASA is rewriting the application forms again, and they are willing to help us with any issues, so please contact Mark Rowe at head office if you have any problems. CASA is aware that some of the original limitations are not appropriate, and Mark has been in discussion on behalf of members to achieve a better outcome.

Accident Report

What happened?

On 18 September 2013, the pilot of an amateur-built Lancair Legacy aircraft, registered VH-ALP, was taking off from runway 32 at Geraldton Airport, Western Australia. Late in the take-off roll the canopy came open – the pilot continued the take-off and manoeuvred at low level for a landing. During the approach the aircraft undershot the runway, touched down across a road then collided with the airport perimeter fence and caught fire. The aircraft was destroyed and the pilot sustained injuries that were later fatal.

What the ATSB found

The ATSB found that the pilot conducted the take-off with the canopy down but inadvertently unlatched. As the aircraft accelerated the aerodynamic loads on the canopy increased and resulted in it suddenly lifting up to a partially open position. The pilot did not reject the take-off and during the subsequent manoeuvring for landing, likely encountered control, performance and forward visibility difficulties associated with the open canopy. This adversely affected the pilot's capacity to conduct a normal approach.

Safety message

The ATSB advises owners, operators and pilots of aircraft with canopies to review the adequacy of their existing measures that are intended to ensure canopies are securely latched before flight (such as pre-take-off checks and warning systems), and the actions in case of inadvertent canopy opening during take-off.

Where possible in abnormal situations, pilots should take time to assess the nature of the abnormality to rectify the situation or mitigate the effects.

You can see the complete ATSB report here:

http://www.atsb.gov.au/publications/investigation_reports/2013/air/ao-2013-158.aspx

Regards

Mike



Technical

Don't over torque those flare fittings

And don't rotate them a tad more "just to be sure." It leads to progressive failure. Use a torque wrench and follow the torque guidelines in AC 43-13-1B.

What brought this on? Several years ago a Lancair IV did a belly slide at Jandakot. Puked its hydraulic fluid overboard during a flight so that the manual pump had nothing to work with. Inspection showed a quarter inch aluminium hydraulic line was spit out of its sleeve and "B nut." System pressure is normally around 1100 psig.

The aircraft owner said that he and his assistants were extremely careful about tightening the nuts, each checking the other after inspections and maintenance.

So Chris Howden (a hydraulics expert and PhD in Applied Physics, now retired) and I conducted some controlled experiments, took photos, and I think we explained the cause: repetitive over tightening. It does not take much. Only one cycle to 150% of recommended torque will ruin the tube flare. Do it a few times and you have aluminium foil where there used to be tubing.

Report attached FYI.

I also attached a CASA Airworthiness Bulletin on the topic focused on turbine engines which have lots of high pressure small diameter tubes. However, some messages there apply to us as well. Think brake lines and fuel lines.

And do not over torque them or tighten "just a tad more" to be sure.

Fly Safely,
Fred Moreno

The reports Fred refers to will be on the SAAA website shortly. In the mean time I can email you copies if required: comms@saaa.com

VALE: JOHN REGINALD GRIFFIN.

It is with regret I wish to advise the passing of John Reginald Griffin, SAAA Technical Counsellor, on 29th April, 2014, following a determined battle with Leukemia.

John spent his working life in aviation with long spells in the Royal Australian Air Force, Department of Quality Assurance and Qantas Airways. Upon retirement he bought himself a Cessna 150 and in 1985 joined the Australian Air League at Camden to learn to fly. John couldn't keep his hands off spanners and served the AAL in a voluntary capacity as an Engineer and Chief Engineer for the past 29 Years. This meant dedicating at least one day each weekend to keep the fleet flying so that the young members could learn to fly at a very reasonable cost. John also became active with the SAAA during this period, volunteering his time as a Technical Counsellor and supervising AAL members in the restoration of a Victa Airtourer, building a Vans RV-6 and at the time of his death had a Wag Aero J-3 Cub around 80% completed.

John was well known to everyone at Camden Airport and was always willing to have a chat or lend a willing hand to those who sought his advice. His passion for aviation inspired many young AAL Cadets to turn to aviation as a career.

John may be gone but his spirit will be watching over our future aviators as they too share aviation as a way of life.

We offer our condolences to John's wife and children.

I had the pleasure of calling John my best mate and worked alongside him at Camden throughout those wonderful years. Our greatest pleasure was to shake the hand of a first solo Student.

Keith Bridge,

What members are doing

Airpark Pancake Breakfast

Hi guys,

We had our annual Airpark Pancake Breakfast yesterday, and once again it was a great success.

Many other flying activities and events have been hit with low attendances over the past 12 months or so - price of fuel, the economy, threat of ramp checks etc, but we managed to buck the trend , aided in no small part by the totally unexpected day of perfect weather - 25 deg C and not a breath of wind. The first aircraft arrived at 0630 as he didn't want to arrive late and go at the end of the line like last year. Pretty soon the parking line was disappearing down towards the end of the runway, and at one stage the air was alive with arrivals - I counted at least 6 aircraft in the circuit. Everything from an early MXL Quicksilver to a Nieuport 11 to a Beech T-34 Mentor made for an amazing variety of aircraft on the day, with everyone enjoying the relaxed atmosphere.

Thanks to those that helped with the preparations, all those that flew in and all the locals that came in their classic muscle cars and hot-rods.



Cheers

Martin Hone

RV formation and Lilly fly in

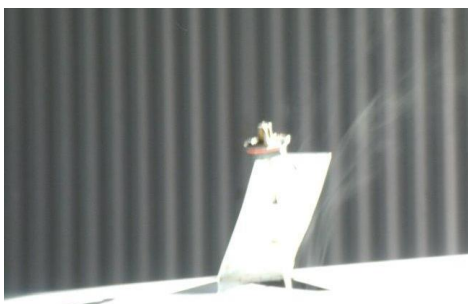
This is the 6 we did over TracMach, an annual vintage tractor fair.



Here are some of last weekend, we got 7 planes on short notice to fly in to The Lilly. Channel 7 were doing a feature on Pleun's DC3, turning it into a classy accommodation unit. Four of us did a couple of passes in formation. The other pics highlight how much moisture is produced in your engine. I lift the dip stick after every flight to let it out.



That steam/fumes is still coming out after 5 mins, maybe that's why this model has a higher rate of cam/lifter failure rate or contributes to it. Though it was only after a 13min run from Coxall's place so oil wouldn't have been hot enough long enough.



Ian Coombe

From Head Office

SAAA Staff had the pleasure of being able to Travel down to the Wings over Illawarra on May 4th. It was a lovely sunny day, but unfortunately the strong winds kept most of the aircraft on the ground. About 10 light aircraft managed to arrive from the 80+ who had registered to come before the show. On the up side, two FA-18 Hornets were able to impress the crows with their nail-biting maneuvers.

A big thank you to John DeBattista, John Cleary and Gordon Griffin for their much appreciated help on the day. Gordon allowed us to display his RV7 quick build fuselage which provided for an excellent way to gain interest.



SAAA Angels posing with Matt Hall at Natfly in front of Ian Blair's RV4

Things to consider:

- *Automatic Renewals* are done in the middle of each month, don't forget to check your membership cards and know when you are due. If you are unsure or have lost your membership card please call or email us to find out when you are due and/or get a new card.
- *Updating your details* with us. Have you moved? Changed numbers? Have a new email? Please let us know so we can update our records, or log in and do it yourself via the website.
- *Facebook* don't forget to promote our page [here](#)! Your support is much appreciated and it provides information to people thinking of building!

Amber