

AUSTRALIAN
Mooney
 PILOTS ASSOCIATION LTD

NEWSLETTER

Roger Weeks AMPA's Honorary CFI has been awarded the "Above and Beyond Award" for his contribution to the Pilot Proficiency Program (PPP)

This trophy which was donated by AMPA member Richard Bial is for a member's outstanding contribution to AMPA.

Roger has been present at 7 of our PPP's and he has prepared the Flight Curriculum for the course. He is also responsible for briefing and organising Flight Instructors for the PPP.

In addition to his role as CFI for the PPP he presents a number of topics constituting the theory part of the course. These include:

Flight by the Numbers

P Factor

Night Flying.

The Award was presented to Roger at the recent Canberra PPP by our President John Chesbrough.

The previous recipients were Russell and Robyn Kelly.

CANBERRA PPP

Another successful PPP was held in Canberra on March 31 and April 1 and 2.

The course had 7 participants and these included:

Robert Buttery, AP

Mike Fitzgerald, AP

Julian Fraser

Des Heffernan

John Kelman

Brian McWhae AP

John Webber, AP

AP denotes Advanced Participant who has previously attended the course.

Mike Fitzgerald flew from Kalgoorlie, John Kelman from Emerald, Qld., Robert Buttery, Julian Fraser and John Webber from Melbourne and Des Heffernan and Brian McWhae from Merimbula.

Robert Buttery and John Webber were awarded IFR status Certificates, John completing his IFR renewal during the course with Ian Mallett.

Course instructors were:

Brian Candler

Ian Mallett

Melinda Weeks

Brian Weeks

Roger and Melinda once again took their holidays from RACWA to join us.

That is dedication to our cause when they use part of their holidays to travel to the East to assist with the course.

We again thank all instructors for their assistance.

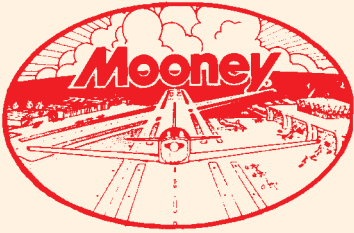
SPECIAL GUEST

During the PPP we were fortunate to have Mick Toller, Director of Safety CASA, attend and present Certificates to our successful participants.

We thank him for taking time to attend the course.



Roger Weeks receiving the 'Above and Beyond' trophy from Robyn Kelly



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Gordon Grant 1990-1993
 Bryan Baker 1993-1995
 Russell Kelly 1995-1999
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Julian Fraser (left) receives his PPP certificate from Mick Toller of CASA

PPP MAINTENANCE

During this PPP the Maintenance segment of our course was presented once again by Don Longville from RACWA. Don gave up his own time to travel east and assist us.

His comprehensive knowledge of Mooneys comes from managing the 8 Mooneys on the line with RACWA.

These Mooneys have been known to operate approx. 1200 hours per annum each.

Don's presentation includes class room and workshop sessions together with a strip-down of a Mooney. An aircraft is jacked, belly panels and control panels removed to permit us to inspect the inner workings of a Mooney and to watch both a manual and electric gear retraction.

In this instance my Mooney was the victim and I given a list of items to be fixed.

Don's enthusiasm for the PPP is appreciated and we hope to have his continuing involvement.

PPP COURSE PRESENTERS

The Physiology segment of the PPP Course was again resented by Dr. Andrew Spall from Qld.

Andrew flew to Canberra in his 231 to assist us.

Andrew also called introduced Dr. Jeff Brock to the course who gave an outstanding and unforgettable presentation on Accident Analysis in GA.

Jeff has agreed to assist with further courses and is preparing and Advanced Physiology Module.

PRESIDENT JOHN

If you have noticed Mooney NWF criss-crossing the eastern part of our continent recently it is our President John Chesbrough. He has been here some 6 weeks and has called on a number of our members to keep the Mooney spirit alive. John attended the PPP and will be making his way north to attend the Easter Fly-in at Longreach.

(A rumour has it that his wife Marguerite kicked him out of their home so that she could complete her PhD)



Ian Mallet of CASA with Robert Buttery prior to his flight for NPA endorsement

CANBERRA AIRPORT

The Directors of Canberra International Airport (CIA) have once again given their support to our fledgling PPP by waiving Landing Charges and Parking Charges during our PPP.

PPP participants were given the privilege of all parking on the tarmac together.

The CEO of CIA Mr. Terry Snow flew my Mooney before obtaining a Bonanza and more recently a Cessna Citation.

We thank CIA for their support.

HIGH ALTITUDE COURSE

We have obtained permission from the RAAF to run our High Altitude Course at Edinburgh SA.

This is planned for September and is a must for anyone who flies in the Flight Levels.

The course shall include the following:

High Altitude
Meteorology

Oxygen equipment

Physiology

These will be followed by a session in the hyperbaric chamber.

Details will be announced in the next Newsletter.



GPS course participants with Ian Mallet of CASA. Left to right, Robert Buttery, Mike Fitzgerald, Mick Haxell, Andrew Spall, Robyn Kelly, Ian Mallet, Carr Hordern (ABS), Brian Candler, John Kelman and Russell Kelly

We are expecting interest from other flying groups for this Course.

GPS COURSE

A successful GPS course was held prior to the PPP in Canberra.

This was presented by Ian Mallett, CASA's guru on GPS.

Course participants were given Log Book endorsements.

Two attendees, Robert Buttery and John Webber flew with Ian to obtain their NPA endorsement.

Ian's support of our PPP is appreciated for his role as both a Course Presenter and flight instructor.

YOUR COMMITMENT TO MSA.

Mooney Safety Australia (MSA) which organises your PPP's and the other courses such as GPS and the forthcoming High Altitude Course, operate on a tight budget.

The organisers of these courses do this in their own time and at considerable expense to themselves. These courses are provided for the benefit of members.

MSA's commitment to safety is setting the standard for other GA organisations to follow.

We continue to receive industry acknowledgment and recognition for our courses.

It is therefore disheartening and financially a loss when we have prospective participants cancel at the last minute prior to a course that we have organised.

To maintain a high standard we must retain the services of competent flying instructors and a maintenance lecturer. The cost of bringing these people to Canberra is considerable.

So please give us some consideration when next enrolling in one of our courses.

Future courses will only be held after we receive deposits and commitments from prospective attendants. The cut-off date shall be 2 months prior to any course and if we don't have the numbers to remain financial then the course shall be cancelled.

AUSTRALIAN BONANZA SOCIETY (ABS)

ABS was represented at the recent PPP by Derek Hooper.

Derek attended on behalf of ABS to participate in a PPP and obtain first-hand experience so that some of our ideas may be considered for the ABS PPP.

Our relationship with ABS continues to develop and AMPA members are welcome, with one exception, at their fly-ins.

A STANDING OVATION

Congratulations to Gary and Terese McKernan who have obtained a Mooney Ovation..

This has recently arrived in Australia and should be seen at the Easter Flyin.

Gary operates an extremely successful Materials Handling Equipment Business in SA and is one of our active members attending both Fly-ins and PPPs.

MOONEY PRODUCTION

MAC has advised the following production figures for 1999.

M20M, or TLS Bravo: 22 aircraft

M20R or Ovation, 30 aircraft

M20S or Eagle, 39 aircraft.

The Eagle is the new baby on the line, only coming into production in 1999.

MOONEY PILOTS SHOW POOR AIRMANSHIP

Herein list BASI reports pertaining to Mooney aircraft for the last quarter of 1999.

Though there was one accident resulting from a loss of control in the landing stage, well documented and discussed in the PPP, Mooney pilots continue to show poor airmanship.

Mullaloo Point, WA, October 21

The pilot advised a rough running engine and requested a direct track for Jandakot. The a/c subsequently made a normal landing.

WA, October 25

The a/c was observed by radar to enter CTA without a clearance. There was no infringement of separation standards.

Mackay Aerodrome, QLD, October 25.

ATC advised that the pilot did not report in the circuit area as requested. The a/c then landed without a clearance.

Shoawater Bay, QLD, Nov. 4

The a/c was observed by radar inside R684 without a clearance.

Condoblin, NSW, Nov. 12.

The pilot informed FS that the a/c had a rough running engine and that he intended to divert the a/c to Condoblin. The a/c subsequently landed safely.



Don Longville conducting a maintenance class during the PPP

W Melbourne, VIC, Nov. 19

The a/c was observed by radar to enter CTA without clearance.

Rottneest Island, WA, Nov 26

The a/c was observed to enter CTA without a clearance.

Jandakot, WA, Nov. 28

The pilot commenced the t/o run without a clearance and while another a/c was still crossing the runway.

Stirling, WA, Nov 29

The a/c was observed by radar to enter R119C with a clearance.

Coffs Harbour, NSW, Dec. 8

The a/c was observed to enter CTA without a clearance.



AMPA members at the PPP dinner (left to right) Don Longville, John Chesbrough and Des Heffernan

Goondiwindi, QLD, Dec. 16

On arrival at the aerodrome the pilot cancelled SARTIME. However the CENSAR data base had not received the flight plan from the NAIPS pilot access facility.

Beverley, WA, Dec. 17

The pilot reported making a normal arrival overhead the destination aerodrome, electing to land on runway 16. The wind conditions were described a variable and gusting to approx. 10 kts.

During the final stages of the approach to land, the pilot reported that the a/c was travelling too fast. the nose wheel contacted the runway surface and the a/c commenced to porpoise along the runway, with bounces that were described to be getting progressively more severe. The pilot was unable to maintain control of the a/c and it departed the runway.

The main right wheel and nose landing gear collapsed during the accident sequence. The propeller struck the runway surface and the lower engine cowlings, cowl flaps and outboard portion of the right wing sustained minor damage. The pilot and passenger were not injured and vacated the a/c without assistance.

The reported circumstances of this accident appear to be consistent with an uncorrected pilot induced oscillation, following a faster than normal approach to land.

Rockhampton, QLD, Dec. 19

The pilot was cleared to track 035M on departure from Rockhampton. The pilot later reported west of Rockhampton tracking to the southwest.

Darwin, NT, Dec 22.

The a/c crossed runway 36 without a clearance.



The Kelly family departing Canberra after the PPP

PPP Participants with their instructors



John Kelman with his instructor Brian Candler



Des Heffernan with his instructor Melinda Weeks



Mike Fitzgerald (right) with his instructor Roger Weeks



Julian Fraser (left) with his instructor Roger Weeks



Robert Buttery with his instructor Brian Candler



John Webber (right) with his instructor Ian Mallet



Brian McWhae with his instructor Melinda Weeks