



AUSTRALIAN
Mooney
PILOTS ASSOCIATION LTD

NEWSLETTER

Notes from President Skip Hodgson

It is our sorrowful duty to note for those members who are not already aware of the passing of long-time AMPA member Jerry Hughes from Perth. A great contributor



and friend Jerry will be missed by his "formation mates" at Jandakot and by all of us in AMPA who knew and liked him.

Your committee has been working on a number of projects reported elsewhere in this edition. Our fly-in to the Blue Mountains in October filled the little hotel and it seems those

attending enjoyed themselves. Remarkably only two of the parties actually arrived in aircraft. Even our Melbourne representatives came by car. In any case by car or Mooney we were delighted to see them all again, refresh acquaintances and explore the scenery.

Aircraft Insurance

Peter Wordsworth's study group on aviation insurance has been working to try to get a clearer and "fairer" statement on policy premiums from the major insurers. Although we cannot claim to have a proposal ready for press it seems that significant progress has been made and that more advice will be available "real soon now."

Avalon Airshow

Rob Buttery has enlisted a number of AMPA members to display their beautiful Mooneys at the Avalon International Airshow the week of March 20-25. We are grateful to Rob for all his work on the display program and hope that there are lots of present and future Mooniacs in the crowd at the AMPA booth at Avalon. It's a great show.

Don't miss it!

Next Pilot Proficiency Program

The Pilot Proficiency Program postponed from October 2006 due to instructor unavailability is now set to go ahead March 16-18 in Canberra.

Acclaimed Human Factors authority Rob Lee will be giving a major presentation and I am sure we will all benefit.

Although there has again been some last minute change in the faculty AMPA is looking forward to supporting the industry drive for safe flying with a successful program for new and former attendees.

Sadly Victor Rimkus has had to resign as PPP Convenor due to career pressures. I will try to carry on for the 2007 PPP in the tradition of previous convenors while we look for somebody to take this program into the future.

Hay Fly-in and Annual General Meeting

Our Annual Fly-in and General Meeting will be held this year at Hay, NSW April 27-29. Teresa McKernan and her relatives in Hay have been working hard along with local AMPA member Gordon Turner to ensure that we all have a great time. Details are elsewhere in this newsletter but please make plans now to come along, have a good time, support your association, renew old friendships and make new ones and vote at the AGM. Hopefully some fresh volunteers will offer their services as committee to keep our association operating. Remember the old codgers are fading out.

See you at Hay!

Skip Hodgson



News from our members

Attempted hijack of a Mooney?

I was being driven back to the small unsecured airport serving the local aboriginal community, after my monthly clinic. I had, of course, flown in my beautiful Mooney as usual.

Maurice, my driver, a stalwart of the local community, and I were discussing the riot there 2 weeks earlier, when the police had to come in from Rocky to help out the local boys control the situation.

Anyway, as we approached the airport entrance, Maurice pointed out a young lass coming across the paddock holding a plastic bottle – he observed that it probably wasn't water in the bottle she was clutching...

After disembarking from the car and loading my gear in to OVA, I was in the pilot's seat starting my checks prior to takeoff, when the young woman appeared at the open door. She was still clutching her bottle, and was clearly stoned out of her mind. She demanded to be taken to Rockhampton!

Fortunately, I had not yet fired up the fan out front. I needed to use a few salty phrases – and even a little physical persuasion – to stop her climbing in the open door.

At this point Maurice came over from the car to help prise her loose. She was still shouting that she should be

taken to Rockhampton.

Have you noticed there are no rear vision mirrors on a Mooney? I could not see where they were, only that they were somewhere behind me.

I decided to go before she started Round 2 and started up. After quick checks was off.

As OVA was about to lift off, a glance at the ASI showed airspeed equalled NIL. Yes, I HAD forgotten to take off the pitot tube cover, (they are always essential in this part of the world).

A command decision was made to abort the takeoff, rather than circle to land (how long was this strip again?) A rather ragged touchdown followed (fortunately without incident). So: out of the plane/off with the pitot cover and a quick takeoff on the reciprocal direction – I wasn't game to taxi all that way back to start again – and then home without further incident.

Thinking back, I can't remember anything happening like this in 30 years and 4,500 hours of flying.

Anybody else have a tale to tell?

Maybe there is something in this security fence business after all!

John Lowrey, VH-OVA





Don't miss the 2007 Hay Fly-in & AGM

ANNUAL GENERAL MEETING

NOTICE To All Members: The 2007 Annual General Meeting and fly-in will be held this year in Hay, NSW. Put it in your diary. Read the details below. Make your booking at the motel. Pay Teresa the fee for the costs involved. Tell her you are coming. And don't miss it!

Regards,
Skip Hodgson, President

THE PROGRAM FOR HAY

Day One **(Fri. 27 April 2007)**

Arrive Hay between 1.00pm – 4.00pm

Guided town tour (opportunity to be shown Hay's attractions by experienced tour guide).

Dinner & drinks* (with Hay Aero Club members and other local pilots at the Waradgery Club – private club situated in town).

Day Two **(Sat. 28 April 2007)**

Visit Ravensworth (Largest farming / feedlot enterprise in area. Situated 60km west of Hay on the Sturt Highway. Guided tour by farm agronomist and feedlot manager)

Lunch (on the banks of the Murrumbidgee River at the Maude Weir and opportunity to visit village hotel)

Relaxing afternoon at Woolamie (Working property situated 5km from Maude. Leisurely boat trip up/down the picturesque Murrumbidgee. Fishing also available)

Camp oven dinner (by the river under the stars with local bush poets).

Back to Hay.

Day Three **(Sun. 29 April 2007)**

Visit Hay's Shear Outback Museum.

Travel to Booligal (75km north of Hay and made famous in Banjo Paterson's "Hay, Hell & Booligal.")

Visit Booligal Museum (lunch).

View the historic One Tree Hotel (the Hell referred to in Banjo's poem)

Visit Embah (Local working property 25km north of Hay, featuring a mud brick home on a treeless plain/afternoon tea).

Sunset viewing.

Back to Hay AGM at Hotel

Dinner** (at Jolly Jumbuck Bistro, Riverina Hotel, Hay)

• \$400 per head

• *bar available to purchase own drinks

• **purchase own dinner and drinks

• We are available to pick up from aerodrome and ferry to motel (included)

• Room prices not included. Rooms reserved. Please make own booking for accommodation at the "Saltbush Motor Inn" - phone (02) 6993 4555 -

and quote "Mooney Pilots".

• Single room \$78 / double room \$98 includes continental breakfast.

Cooked breakfasts available on order.

• Note costs not included are Sunday evening (meal and drinks) and Friday evening (drinks).

• For those wishing to stay a while Christine is happy to show more of the town, apparently there are some beautiful gardens worthy of a visit in that arid climate.

All monies to be sent to;

Teresa McKernan.
P.O. Box 1026,
NORTH ADELAIDE SA 5006

OR

Direct to AMPA bank a/c (BSB: 035-047 Account: 15-6723) followed up with an email (teresa@mckernan.biz) so that we get accurate numbers.

• Handy websites

www.visithay.com.au

www.saltbushmotorinn.com.au





Blue Mountains Weekend

The drive and fly Blue Mountains weekend happened on the 14th and 15th October. The Dunstons and the Kellys flew and the rest took the comfortable option and drove. Julie Marder could dispute the comfort bit due to the fact they arrived in their 1964 red Volvo.

Skip was at his impeccable best organising the troops to meet, move and reassemble at exact timing and location. Skip added a new feature to his organisational skills which included arranging perfect weather.

The weekend began with a meet and greet at the Imperial Hotel at Mt Victoria on Friday afternoon later travelling down to Echo Point to watch the sun set on the Three Sisters. Skip advised that we needed to be there at 5.30pm as he had organised a pristine sunset and the opportunity for everyone to take that perfect photo. (Word has it AMPA could be releasing a calendar next year which may contain some images of the Three Sisters, check out March and October). With the sun put to bed for another day Skip moved us back to the Imperial where we enjoyed a delicious dinner and a glass of wine. The late arrival of the Ramsay family made up the full contingent for the weekend.

The Saturday began with breakfast. Most of us looked after our waistline so we enjoyed the tastes of egg, bacon, sausages, tomatoes, cereal, and toast all washed down with a variety of juices and a quenching cuppa. The bus left 9am sharp for the Jenolan Caves with a stop off to look at a wind generator complex. Again Skip had organised the weather a beautiful day of around 22 degrees. The rest of Sydney was suffering 37 degree heat wave conditions.

Into the Lucas Cave we trekked and were met by John Lucas (impersonator) who informed us that it was 140 years to the day that the NSW government took control of the area to protect it from damage and souveniring of the limestone formations. Check out February and July in the calendar for the cave photos.

Lunch was taken and devoured and back on the bus to enjoy a leisurely trip up to Lithgow for a ride on a steam train at the Zig Zag railway. After entering the carriage and reading the warning signs not to have any protruding part of our body outside the train we all hung out our heads arms whatever to see what was ahead and behind. Sooty faces and clothing were all part of the fun of the ride.

Coins were flattened on the railway line under the engine for souvenirs of the ride, a cuppa drunk, a group photo taken and we were back on the bus for the trip back to the Imperial.

Showered and spruced up and let me tell you all the young ladies look gorgeous, check out April and August, we were on the bus ready for another feed this time at the Swiss Cottage Restaurant. One thing about the flying fraternity sit some blokes around a table, give them a feed and some great stories can be told and some information learned. With good company and a few stories later you could only have one thing and that is an enjoyable time. Back on the bus for the last time and off to the Imperial, off to bed and preparing for tomorrow.

Sunday had dawned and the weather looked ordinary. Skip advised he had the weather all in hand. Breakfast taken and off we drove to Govetts Leap Lookout. Skip organised the cloud to lift long enough for January and September photos to be taken. The cliffs are approx 3500ft high and drop down to near sea level in the floor of the valley. The Kellys and Victor departed for Camden and the rest were off to entertain ourselves for the morning. Some went to Scenic World at Katoomba, bushwalking for the Dunstons and galleries and craft shops for others. The trip down the scenic railway is still as invigorating as it was 30 years ago. A walk along a new boardwalk at the bottom of the railway was quite interesting and informative.

You would not believe it but it was time for lunch which we enjoyed at Solitary Restaurant at Leura. With lunch complete the Dunstons departed for a 4pm fly out from Katoomba into cloud at approx 1000ft and the rest of us a 4pm drive out. I was not present but Skip may have organised the cloud to break to allow Brian a clear passage to his destination.

With all the planned festivities completed Skip continued to amaze and went on to organise some drought breaking rain to complete his efforts.

Good company, positive conversation and throw in some organisation are a great recipe for an enjoyable weekend. Thanks Skip.

John Connors



*Top (L to R) Kerry & Brian Dunstan, Ned Kelly, Julie & Lembit Marder.
Top Right: RAJ. Right: Robyn Kelly about to do her famous party trick,
encouraged by Sue Coventon. Bottom: the gang at the Zig Zag
Railway.*





WIT & WISDOM FROM THE MILITARY MANUAL

"Aim towards the Enemy." - (Instruction printed on US Rocket Launcher).

"When the pin is pulled, Mr. Grenade is not our friend – U.S. Marine Corps.

"Cluster bombing from B-52s are very, very accurate. The bombs are guaranteed to always hit the ground." (USAF Ammo Troop)

"If the enemy is in range, so are you." (Infantry Journal)

"It is generally inadvisable to eject directly over the area you just bombed." (U.S. Air Force Manual)

"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons." - (General Macarthur)

"Try to look unimportant; they may be low on ammo." (Infantry Journal)

"You, you, and you ... Panic. The rest of you, come with me." (U.S. Marine Corp Gunnery Sgt)

"Tracers work both ways." (U.S. Army Ordnance)

"Five second fuses only last three seconds." (Infantry Journal)

"Don't ever be the first, don't ever be the last, and don't ever volunteer to do anything." (U.S. Navy Swabbie)

"Bravery is being the only one who knows you're afraid." (David Hackworth)

"If your attack is going too well, you're walking into an ambush." (Infantry Journal)

"No combat-ready unit has ever passed inspection." - Joe Gay

"Any ship can be a minesweeper Once."

"Never tell the Platoon Sergeant you have nothing to do." (Marine Recruit)

"Don't draw fire; it irritates the people around you." - Your Buddies

"If you see a bomb technician running, follow him." (USAF Ammo Troop)

"Though I Fly Through the Valley of Death, I Shall Fear No Evil. For I am at 80,000 Feet and Climbing." (At the entrance to the old SR-71 operating base Kadena, Japan)

"You've never been lost until you've been lost at Mach 3." (Paul Crickmore (test pilot)

"The only time you have too much fuel is when you're on fire."

"Blue water Navy truism: There are more planes in the ocean than submarines in the sky." (From an old carrier sailor)

"If the wings are travelling faster than the fuselage, it's probably a helicopter – and therefore, unsafe."

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

"Without ammunition, the USAF would be just another expensive flying club."

"What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, The pilot dies."

"Never trade luck for skill."

The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" And "Oh S...!"

"Weather forecasts are horoscopes with numbers."

"Progress in airline flying: now a flight attendant can get a pilot pregnant."

Airspeed, altitude and brains. Any two are always needed to successfully complete a flight."

"A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication."

"I remember when sex was safe and flying was dangerous."

"Mankind has a perfect record in aviation; we never left one up there!"

"Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries."

"Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."

"The Piper Cub is the safest airplane in the world; it can just barely kill you." - Attributed to Max Stanley (Northrop test pilot)

"A pilot who doesn't have any fear probably isn't flying his plane to its maximum." - Jon McBride, astronaut

"If you're faced with a forced landing, fly the thing as far into the crash as possible." - Bob Hoover (renowned aerobatic and test pilot)

"Never fly in the same cockpit with someone braver than you."

"There is no reason to fly through a thunderstorm in peacetime." - Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970

"If something hasn't broken on your helicopter, it's about to."

Basic Flying Rules: "Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognised by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there."

"You know that your landing gear is up and locked when it takes full power to taxi to the terminal."

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives, the rescuer sees a bloodied pilot and asks "What happened?". The pilot's reply: "I don't know, I just got here myself!" - Attributed to Ray Crandell (Lockheed test pilot)



Aviation & Mooney Acronyms

Acronyms related to Mooney Aircraft and general aviation.

AMPA: Australian Mooney Pilots Association (www.mooney.org.au)

AMU: aviation monetary unit = \$1,000 U.S. Usage: "That alternator replacement cost me 1.5 AMUs," though it would have cost \$300 for a car and \$600 for a boat. (Thanks to Kelly Vinton.)

MAPA: Mooney Aircraft Pilots' Association, (<http://www.mooneypilots.com>) based in San Antonio, TX.

MOA: Mooney Owners' Association, (www.mooneyowners.com) based in Nokomis, FL.

US Mooney Mailing List:

<http://mooney.aviating.com>. Currently this list contains three separate groups: *Mooney* (general information including social chatter) *Mooney Tech* (technical questions relating to Mooneys) and *Mooney Longbody* (technical questions relating to longbody Mooneys).

OZ-Mooney Mailing List:

All AMPA members should be receiving this list. Highly recommended as a way to keep in touch with the latest news and as an excellent technical resource. The list is open to any pilot with an interest in Mooneys. Contact the list administrator if you're not yet on this list. Send an email to: brian.dunstan@communicaresystems.com.au

OWTA: One With The Airplane. A state of proficiency where the airplane does what you wish with little or no interruption by your forebrain. Also indicates a high degree of sensitivity on the part of the pilot to the state and health of the airplane. (Thanks to Tim Metzinger)

OWTG One With The Ground:

As contrasted with OWTA, this is not a good position for a pilot. It could be the opposite of "keeping the blue side up".

UWOF: Upside-down in the Weeds On Fire (for purists: UDIWOF). A consequence of not being in control of the airplane, particularly if you don't manage your airspeed on final and "force" the airplane to the runway. Acronym created last century by Bob Goodman, an Alabama professor and Mooney pilot, who repeatedly cautioned that this would be the consequence of shoddy maintenance, which would lead to the failure of the "little bitty bolt" which holds the tail on.

So why aren't we getting WAAS in Australia?

Well... now it's obvious and the facts are not pleasant: Airservices have been beavering away at something called GRAS for years. The penny has only dropped in recent times that:

- (1) GRAS is a form of augmentation which is incompatible with WAAS (the intended world standard)
- (2) Augmentation is extremely useful as it allows pilots to fly an ILS style of approach in place of the current type of RNAV(GNSS) approach
- (3) GRAS will not provide an Australia-wide service as it relies on a network of regional transmitters which have a useful range of 23NM
- (4) WAAS could provide an Australia-wide service, but would need to utilise additional satellite capacity

- (5) GRAS will cost operators. It will probably be supplied on a paid subscription basis and Aircraft who have it will probably receive priority handling by Airservices
- (6) There is no likely upgrade path for those who have current TSO 129 or 146 GPS receivers.
- (7) There is not yet any certified production GRAS GPS receiver available at any price.

For the full story see:

http://mooney.org.au/files/GPS-the_WAAS_that_WAS_.pdf
or email:
peterwordsworth@gmail.com

Please remind your member of parliament that aviation safety is paramount and should not be used as an excuse to levy more charges on the aviation industry.



AIRCRAFT INSURANCE SURVEY

Thanks to those members who contributed to our survey. The response to the survey was very gratifying and has proven useful.

We have had fruitful discussions and expect to be able to advise you of the outcome in the near future.

From indications thus far, the company is preparing a package specifically for AMPA members which will take into account a number of factors such as aircraft model, use of aircraft, pilot's age, last PPP attendance, estimated number of flying hours per year, whether or not the aircraft is maintained at a Mooney Service Centre and any previous accident or claim history in the past 5 years. It is expected the premium quoted on this basis will be considerable cheaper for most (but not necessarily all) of our members.

Of course, the final decision whether or not to proceed with a new insurance company is entirely at the discretion of an individual AMPA member. It must be understood however that the future success of the scheme will depend on our continued support of the new insurer.

To those members whose insurance will fall due shortly, please contact me by phone or email so I can let you know of the progress – it may well be that the final details will be available within the next few weeks

Peter Wordsworth

02 9659 9220

peterwordsworth@gmail.com

Australian Mooney Pilots Association

- President:** Skip Hodgson
Ph & Fax: (02) 9417 1982
skiphod@ozemail.com.au
- Vice President:** Victor Rimkus
vr500@bigpond.net.au
Ph: 0411 405 333
- Treasurer:** Kerry Dunstan
7 Stallwood Gardens, Leeming
WA 6149 (ampa@ccare.biz)
- Secretary** Brian Dunstan
brian.dunstan@communicaresystems.com.au
- Editor:** Peter Wordsworth
Ph: (02) 9659 9220
peterwordsworth@gmail.com
- Committee Members:** Gary McKernan
gary@mckernan.biz
- Honorary DAME:** Andrew Spall
adspall@bigpond.com
- Technical Advisor:** Hamish Ramsay (03) 5722 3726
- PPP Course Conveners:** Victor Rimkus: 0411 405 333
Brian Dunstan: 0419 906 150
Russell Kelly: (02) 6072 3632
- AMPA Mailing Address:** 7 Stallwood Gardens
LEEMING WA 6149
- Website:** www.mooney.org.au

