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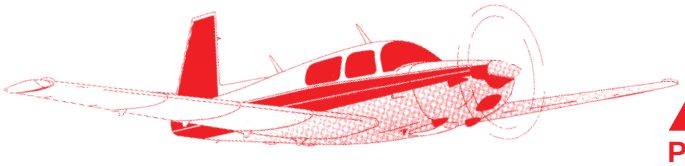

AUSTRALIAN Mooney PILOTS ASSOCIATION LTD

NEWSLETTER

GETTING HIGH

MSA's (Mooney Safety Australia) first High Altitude course was held at RAAF Edinburgh on September 1 and 2.

It was an enormous success thanks to the team from RAAF Edinburgh, led by Wing Commander Surech Bubu and our own Russell and Robyn Kelly and members Andrew Spall and Robert Buttery.

Ten AMPA members attended the course and all left thankful they had participated.

Numbers were restricted to 10 people as we were only permitted one chamber run.

Members included:

Dennis Bartlett
Robert Buttery
Julian Fraser
Russell Kelly
Richard Melsom
Marc Michell
Brian Moore
Gary McKernan
Andrew Spall
Don Rowling

Russell and Robyn flew there trusty 231 in from Melbourne. Dennis Bartlett flew his Baron from Tyabb, Julian Fraser and Robert Buttery flew commercially from Melbourne. Andrew Spall flew commercially from Noosa. Brian Moore and Richard Melsom flew in from Perth in Brian's beautiful 201SE. Marc Michell and Gary McKernan both living in Adelaide assisted with transport duties.

The course commenced at 8.30 on Friday morning in the AVMED facility. This is a magnificent complex supporting new classrooms with excellent equipment, library and the hypobaric chamber.

The morning session included Ground Theory, all presented by Andrew Spall. Topics included:

Respiration, circulation, Hypoxia, Carbon Monoxide poisoning, carbon dioxide, altitude induced DCS, trapped gases and pulse oximetry

Prior to lunch Peter Kaak (RAAF) presented the Chamber run briefing.

Following lunch at the RAAF canteen, great burgers, we spent the afternoon with Peter and his team and the Chanber run.

After donning oxygen masks and testing their snug fit we were placed in the chamber. With all of us seated and stapped in, breathing 100% oxygen we had to endure a 30 minute settling in period. This allows one to be sure they wish to proceed.

AMPA members in the Hypobaric Chamber.

A rapid decompression to 25,000' then occurred.

Half of the group removed their masks and carried out certain tasks, arithmetic multiplication, sketching, signing and awaited the onset of hypoxia. The remaining group watched monitoring the others for signs of "stupidity". After 3 minutes, or earlier if you so desired, one replaced their mask and switched to 100% oxygen. Unsettling at first normality soon returned and you could

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Dennis Bartlett and RAAF Assistant.

then note your reaction. The remaining group then carried out similar tasks.

With everyone settled and breathing 100 oxygen we began a fast descent to Sea Level conditions, delayed when yours truly suffered a partial blockage of the Eustachian tube with resulting middle ear pain. The instructor is prepared with the appropriate nasal drops.

Most of us had varying experiences and we are now aware of how we would feel when hypoxia, insidious as it is, could beset us.

WOULD YOU KNOW WHEN YOU WERE BECOMING HYPOXIC?

Peter Kaak then took us on a tour of RAAF Edinburgh including an inspection of an Orion.

The base contains almost one of each type of a/c used by the RAAF.

Friday evening was held at the local tavern, entertained by the graphics from Andrew Spall's Laptop. Most members retired early however Dennis Bartlett stayed on to enjoy the entertainment, a delightful musical singing duo. He was trying to explain to them what the 4 mile high Club was.

Saturday's program consisted of Physiology in the morning session presented by Andrew Spall and Robert Buttery.

Some members also experienced the Barany chair, a simple rotating chair where one is fitted with eye masks and subject to interesting gravitational affects.

The afternoon session kicked off with a presentation by Bruce Brooks from the BOM.

This included high altitude weather and TAATS.

Dr. Gordon Cable from AVMED presented the final classroom session "Oxygen Delivery Systems". We thank him for giving up his weekend to assist us.

Members then received their Certificates.

With Marc Michell and Gary McKernan acting as couriers we then visited the radar complex at Adelaide airport, monitoring traffic within the Adelaide Control Centre on radar screens and witnessing TAATS in operation. We thank the Centre's staff for their assistance.

Saturday evening, participants (who remained on in Adelaide) were guests of Marc and Fleur Michell in their beautiful home for a delightful meal, wine and Mooney talk.

RAAF Edinburgh Hypobaric Chamber.

We thank Marc and Fleur for their hospitality and organising assistance and both Gary McKernan and Marc for ferrying us between Parafield, RAAF Edinburgh and the Motel.

We are gratified by the welcome offered by the RAAF AVMED people and their assistance with running this course.

We hope to run another course in the near future when the RAAF can slot us in to their busy schedule for those members who were denied a position this time.

POSTSCRIPT

How relevant this course should be to all fliers. A hypoxic accident was averted last year when a RAAF King Air suffered decompression problems and the pilot became hypoxic, however another person in the aircraft identified the hypoxic state of the pilot and took control.

If you do not fly unpressurised turbocharged aircraft and see no reason for attending such a course as this, then how will you identify your own response to oxygen deprivation when it does occur in some commercial or charter aircraft.

BEST TO BE WISE THEN !!!!!!!!!!!

INDUCTION ICE

from Brian Moore

On Thursday 31 August Richard Melsom and I set out from Jandakot in TRY to fly to Parafield for the AMPA high altitude course, 1 was keen to attend the course as 1 have been flying in the flight levels with an approved oxygen system for the last three years,

We departed Jandakot just after 7.00am local and climbed into cloud at about 2000 ft on our way to 7000 ft on an IFR clearance. We reached 7000 ft and I trimmed the aircraft before engaging the altitude hold of the autopilot. We had ad 2500 rpm's, full throttle, opened the ram air and I leaned the mixture. TRY settled down to just under 160 knots tas and oven though we were still in cloud, the icing level was above us,

All of a sudden the engine lost power. Here we were in cloud with an engine having lost power, nearly a pilot's worst nightmare (at night would be worse). 1 changed fuel tanks, checked mags on both, switched on the boost pump, richened the mixture, disengaged the autopilot (a mistake) and pushed the nose down. A quick look at the engine instruments revealed that the revs were still at 2500 rpm (constant speed), the manifold pressure

Left to right: Peter Kaak (RAAF), Dennis Bartlett, Richard Melsom, Marc Michell, Andrew Spall and friend, Russell Kelly, Robert Buttery, Don Rowling, Julian Fraser, Brian Moore, Gary McKernan.

Richard Melsom assisting in the chamber.

was above 20 inches, oil pressure and temperature were normal cylinder head temp. was down a little on normal, but the EGT had fallen significantly. At this stage, probably only 15 seconds after the power loss, Richard closed the ram air. I was still checking the instruments and then observed that we were banking to the left and had turned off heading by about 40 degrees. I said to Richard that I was going to fly the aircraft and try to get down. At this stage, some 30 seconds after the failure, the engine fired up and ran smoothly again. I regained our heading and then commenced a climb.

We had lost less than 1,000 ft and probably ten years off our lives.

What are the lessons? I have been flying 201 Mooneys for almost 20 years and have never heard of induction icing in the 201. I disengaged the autopilot and disturbed the aircraft by pushing the nose down with a view to getting visual quickly. I should have left the autopilot on and, when the speed *came* back to 90 knots (best glide), disengaged just the attitude hold and let the autotrim set the attitude to hold 90 knots. I probably will not use the ram air in cloud close to the freeing level in future,

However, the flight ended up being a good one. We flew Jandakot to Whyalla nonstop, some 1,340 nautical miles in 6 hours and 46 seconds wheels off to wheels on, consuming only 205 litres of fuel in the process. Most of the time we were at 15,500 ft with a TAS over 155 knots and a ground speed around 200 knots. We could have made Parafield non-stop but as I have never landed with less than 45 minutes in the tanks it was not an option,

For those who may say that a Mooney 201 will not go that fast in the flight levels, I was fortunate to have had Richard on board as a witness. TRY is a very fast 201. It has the ailerons rigged at almost minus 2 degrees and the flaps rigged at about zero degrees. The airframe is well polished and the prop is very smooth and clean. The gear doors close properly and the engine does not run hot with the cowl flaps closed. I had the centre of gravity in the rear third of the envelope. we were between 70 and 200 kgs under gross weight, and I trimmed the aircraft onto "the step" before engaging the autopilot.

FERRYING A TLS

By Bill Cox of Bear Air International

"One of the realities of delivering airplanes around the world is the consideration of safety. Those of us who make our living at this somewhat unusual occupation operate airplanes in environments and under conditions unlike those most other pilots would accept.

A consistent concern for most of us is fuel quality, since we fly to places where facilities aren't always the most modern and personnel aren't always the best trained. One consistent factor that makes the job a little easier is spotting a BP sign. As one of the world's largest automotive/marine/aircraft fuel producers, BP has earned the trust of pilots who operate in areas where considerations such as search and rescue are definite sources of concern. In many areas of Indonesia, Africa and the Middle East, SAR aircraft simply aren't available, so a fuel-induced engine problem is more than a casual concern.

It's one thing to operate a business or corporate aircraft over well-populated areas where alternates are everywhere and there's no major concern about making it to an airport in the event of an engine failure. It's quite another to operate the same aircraft across 7000 nm of water, something ferry pilots do regularly in delivering single and multi-engine aircraft from the USA to Australia and other destinations along the Pacific Rim. It may seem inconceivable that ANYONE would even consider such a trip in a single-engine machine, but the fact is that modern aircraft engines and fuels are so reliable, there's minimal

risk. Still, it's a little daunting when you consider that a typical general aviation piston engine turns over about two MILLION times in a typical 14 hour Pacific crossing on the 2166 nm hop from Santa Barbara, California and Honolulu, Hawaii.

A recent delivery flight from Boston, Massachusetts to Moruya, NSW, Australia gives some indication of the challenge to both the engine and fuel. This trip in Narooma, Australia residents' David and Precy Morgan's 1996 Mooney Bravo, a turbocharged, 270 hp, single-engine, business aircraft, required a total flight time near 70 hours, covering a distance equal to halfway around the world. During that time, the Avco-Lycoming engine never missed a beat, and powered the aircraft to speeds as high as 250 mph and altitudes up to 25,000 feet.

Equally significant, the aircraft was being operated on the long Pacific legs at max weights 1000 pounds above normally certified gross. Such an overload was necessary to allow auxiliary fuel capacity for sufficient endurance on the 2000 nm legs between islands. Travelling at reduced power settings to improve range, several of these legs demanded 12-14 hours to complete.

When you stop and think about it, 10,000 nm seems a great distance – all those zeros are a little intimidating. In reality, however, the distance isn't nearly so daunting if you're flying the fastest Mooney ever built, the 270 hp, turbocharged, intercooled Bravo.

Born in 1989 as the TLS (originally an abbreviation for Turbo Lycoming Sabre – North American Aviation objected to the use of the name Sabre), the airplane evolved to the Bravo in 1995, incorporating some minor engine upgrades that increased reliability and solved a vexing surging problem on the original model. From the beginning, the TLS/Bravo was a giant killer. In one fell swoop (as opposed to two), Mooney knocked off the Piper Malibu as the world's fastest production piston airplane, scoring about five knots better cruise at the same max height, 25,000 feet. The official number was over 220 knots, and experience suggests several of the type really would do the book numbers.

(Back in 1994 in conjunction with a story in the American Magazine, PLANE & PILOT, I set eight world, point-to-point speed records in a TLS flying at FL250 between Los Angeles, California and Jacksonville, Florida. The average was 300.1 but the highest speed recorded was between Los Angeles and Albuquerque at 339.4. We obviously had good tailwinds that day.)

Now, Australia will have a first hand opportunity to see exactly what a Bravo can do thanks to the interest of veteran Mooney fan David Morgan of Narooma NSW. Morgan recently hired me to ferry his 1996 Bravo from Boston, Massachusetts to Moruya. Original American owner Mathew Freese had outfitted the airplane with virtually everything on the option list – EFIS, TKS anti-ice system, flight director, etc – and if the result was an extremely talented airplane, it was also a slightly heavy airplane.

Personally, I'll take the former over the latter as I'd be operating the Bravo about 1000 pounds over gross with ferry fuel for the Pacific crossing anyway. All the equipment meant an easier trip for me, and the fuel overload was of little consequence. An additional 100 or even 300 pounds extra has little meaning when the airplane is so far over gross for the delivery flight.

After a series of problems, some so ludicrous as to be on the edge of the ridiculous (how about the fact that some airplane-illiterate banker spelled Mooney MOONAY – and that held up the funds transfer for TWO WEEKS), the airplane was finally ready for the crossing in late May. Fog and bad winds had delayed the trip several days before I was able to launch from Santa Barbara for Honolulu.

The initial Pacific crossing was uneventful above the perpetual low overcast, though winds weren't nearly as good as forecast (but then they never are). Most delivery pilots like the clouds

Russell Kelly with RAAF officer.

Marc Michell, ready and waiting.

below, as if you can't see the water, we can almost delude ourselves that we're over the flat plains of Kansas. Just under 14 hours after takeoff, I rolled the wheels onto Honolulu's runway 4R. When I pulled up to the fuel truck at Air Service Hawaii, the Bravo took right at 200 gallons of 100LL, leaving me with a reasonable 50 gallon reserve, nearly three hours at intermediate cruise settings.

After a day for customs, immigration, three legs of flight planning, refueling and a chance to let my butt recover, it was on to Majuro, Marshall Islands, 1965 nm downrange from Honolulu. If the mainland-to Honolulu leg is mostly headwinds, the second leg to Majuro nearly always benefits from Trade winds, often 15-25 mph at 8000/10,000 feet. It was more like 10 mph on my trip, but any push was welcome.

About 800 nm out from Honolulu, the route flies directly over Johnston Island, formerly one of America's worst kept secrets and the repository of the US supply of chemical and biological weapons. The strategic location so far from Hawaii and, more importantly, downwind means any accidental release wouldn't contaminate America's paradise where most of the Japanese vacation. Any such accident might be picked up by the trades and carried southwest, but the next rock available is Majuro Atoll, almost 1200 nm away, and any release would have dissipated in the atmosphere by that time.

Majuro showed up pretty much on schedule at 12.5 hours, and Mooney N628JF (now renamed VH-TLS) was ready for the remaining two easy legs. The third hop on such an international Pacific delivery flight was from Majuro to Honiera, Solomon Islands, only 1200 nm away, a short hop for a ferry pilot used to enduring 14 hours in the left seat with no porta potty. Interestingly, the third leg crosses over newly-poverty-stricken Nauru, now out of phosphate riches and trying to make all the money back by imposing overflight fees on aircraft using airway A598. Nauru is a small island, spoiled by years of overmining and notably less populated than it once was when there was money to be made.

Henderson Field near Honiera on the Solomon Island of Guadalcanal is a historic airport, but these days, there's little to define the place as a pivotal strategic target of allied forces during WWII. Thousands of soldiers and dozens of military ships expired on or around Guadalcanal, leaving the harbor at Honiera a wreck-diver's paradise. I've never been able to justify the extra time to explore the underwater graveyard, but one of these days…

The final leg into Brisbane from the Solomons (don't even THINK about clearing customs in Sydney!) is another relatively short hop, 1200 nm across the Coral Sea, aptly named considering the numerous atolls that spot the colorful waters off Australia's East coast. As every Aussy knows, there's a fairly famous reef up in the northeast that draws on the Coral Sea's bounty. Unfortunately, the direct route from Honiera to Brisbane is too far southeast to spot the Barrier, but one of these days…

Mooney N628JF was happy to meet its new home in Moruya after a short three-hour trip south from Brisbane. Sydney radar was perhaps characteristically unwilling to provide any assistance transiting the Sydney terminal area, so the alternative was Victor 1, the off-shore route that demands a run down the coast below 500 feet. Fortunately, in my case, I'd just crossed 7000 nm of water so another hour at 500 feet above the Pacific wasn't too depressing.

In total, it took over three months to finance, pay for, tank, ferry and deliver the first Mooney Bravo to Australia. Call David Morgan and he'll tell you all about it. "

Oshkosh 2000

By Russell Kelly

Factory Changes

Mooney aircraft had a very visible presence at Oshkosh this year with 97 aircraft arriving

in the Mooney caravan, by far the largest caravan group at the show.

At the Mooney BBQ, Chris Dopp, President of MAC gave a status report to the 500 Mooney enthusiasts assembled. Dopp said that the new owners "found 2 or 3 times as many problems as expected" at the factory. There had been large increases in manufacturing productivity with the average build time reduced from around 4000 hours to 2500 hours per aircraft.

In the last year the new line produced 105 aircraft, the best for a decade.

Dopp said that a new software system to improve customer support had been introduced but this had not been without teething problems.

According to Dopp, media claims that MAC were discontinuing parts support for pre-J models is "false".

"We are not going to have one of everything part on the shelf" said Dopp. The factory inventory of spares is $2.2m and considerable work is being done to improve parts delivery. In future technical publications will be provided on CD-ROM and authorized parts stockists will be provided with internet access although it is puzzling as to why internet access won't be made available to Mooney owners.

Dopp said that a 4-6 place pressurised Mooney is being considered but this would have a 4-5 year gestation period.

MAPA

Bob Kromer, president of MAPA then did some selling stating that MAPA membership had increased to 5200, a record. Of these members, 2700 are pre-J owners. You may recall that unlike AMPA, MAPA is a business providing a service to Mooney owners. The same company that owns MAPA also owns the Piper Association, posing a curious question about real loyalties. Some Mooney owners I spoke with were concerned that MAPA was "too close to the factory", probably because of Bob Kromer's previous employment at MAC. Whether MAPA is prepared to "take on" MAC if the circumstances arose is yet to be tested. But since Kromers arrival at MAPA there has been a substantial improvement in the *"MAPA Log"* which is possibly why the membership has improved.

GA is clearly booming in the USA.

Mooney Values

Bob Kromer said that the value of Mooneys in the USA is increasing at 7-10% pa with the ratio of buyers to sellers at 10:1 – in stark reverse to the Australian situation. The Australian prices are 30-40% under those in the USA and already one VH aircraft has been exported this year. Even with GST it is very much a buyers market in Australia.

Mooney Factory Presence

MAC had the usual stand at the show with factory and dealership salesmen lurking. The main attraction was a special "Platinum" edition of the Ovation featuring the TCM Platinum series engine. Only 12 on the these collector's specials have been produced.

MAC are currently engaged in a massive sales promotion involving discounts and incentives to clear 14 1999 demonstrators. At the time of writing, 9 had been cleared including 5 Eagles, 3 Bravos and 1 Ovation. There are still 4 Ovations and 1 Bravo left for any hapless Aussie looking for a bargain.

New Engines

Oshkosh 2000 seemed to have a lot of emphasis on new engines as alternatives to the traditional TCM and Lycoming. There are a variety of diesels in the pipeline and some small turbines, one of which I noticed had been installed in a Beech A36. I was particularly attracted to aircraft utilizing the new range of mini jet engines from Williams, particularly the "Eclipse" prototype 5 place twin jet which will come on to the market in 2002 at an

Julian Fraser ready to leave Mother Earth.

AMPA members inspecting the Orion.

entry price of US$870k. This will pose a real threat to the light twin market in the same price bracket.

BASI REPORTS

April 1 to June 30, 2000

April 4, M20J, Tamworth Aerodrome
When the plot reported inbound to Tamworth Tower, he was unaware of the published special procedures applicable to this track. The appropriate VTC was not carried in the a/c and it could not be navigated via a specified tracking point.

April, 9, M20J, Jandakot Aerodrome
The pilot reported ready to depart to ATC and read back the wrong frequency. The a/c was then observed to enter runway 06L and t/o without a clearance. It also continued out of radio contact. ATS reported that the pilot was part of a group of visiting overseas pilot on tour of around Australia. The leader of the group has undertaken to rebrief the pilot.

April 16, M20J, Archerfield
The a/c was observed on radar to enter CTA and subsequently R633 without a clearance and failed to comply with GAAP procedures by operating within 1 nm of CTR boundary not on Tower frequency.

April 20,. M20C, 37km SSW of Moree aerodrome.
The a/c was cruising at 8,500' and tracking NW when the pilot observed another a/c travelling south. The pilot at the last moment took evasive action as the other a/c passed extremely close by, without showing and sign of having seen the NW bound traffic.

May 4, M20J, Bankstown aerodrome
During the climb after t/o, the PIC of the a/c smelt a trace of exhaust fumes in the cockpit. The a/c heater was confirmed off and full cabin fresh air was selected. The PIC and pilot under training felt nauseous and developed a headache. The pilot elected to return to Bankstown and landed without further incident.

The source of the crew disorder was moderate carbon monoxide poisoning. The a/c's carbon monoxide had indicated the presence of CO and the PIC had undertaken a blood test after the flight which confirmed the presence of CO in the pilot's bloodstream. Company engineers could not

Robyn Kelly, Marc Michell and Andrew Spall.

establish how the engine exhaust fumes entered the cockpit. Furthermore company engineers were unable to find any fault with the a/c.

The a/c was re-equipped with multiple CO detectors and problem has not re-occurred since the engineering examination.

May 30, M20K, 26km N Rockhampton
The pilot reported to ATC that the a/c's engine was overheating. The pilot diverted to a nearby suitable aerodrome and landed without incident.

Robert Buttery and Brian Moore.

June 21, M20F, 31km W Coolangatta Aerodrome
The a/c was observed on radar to enter restricted area R645 without a clearance. ATS advised that the controller was able to identify the a/c and advise the pilot of the intrusion. The a/c then departed the area to the south.

June 27,M20J, 19km N Caboolture
The a/c was observed on radar to enter CTA without a clearance. The pilot was contacted and immediately vacated the area.

LETTERS TO THE EDITOR

from Mike Wilson
Titled "Dick Smith @ Gunnedah 1/10/2000"

"On departure from Southport (SPT) I made the usual early left turn from 01 to 'fly friendly' away from the neighbouring houses. There was smoke in the air from all the bush fires in the hills and further west so I had elected to intercept the radial from JCW to LAV which set me up on a track almost directly to GDH.

I had to battle with headwinds most of the way. The flight time was 2h-18. I tried various altitudes looking for a quicker way. It was a constant 25-30 knots from 6500 to 9000. That meant a 20kt headwind component for me. I was surprised how smooth the ride was when the Centre operator read SigMet5 warning of severe turbulence south of a line that I was fast approaching. Sure enough, south of that line I flew through various patches of light turbulence so I will never know if it was an over enthusiastic forecast or the superb riding characteristics of my Mooney.

At 20 NM I was on descent listening to 3 other planes on the CTAF. A Sarotoga landed before me and a C182 joined downwind behind me. After landing I asked the pilot on final if I had time to make the short backtrack to the taxiway. Following his affirmation, I taxied back and he landed his C182 safely. Not a control tower in sight!

Dick's Jet-ranger was on the ground.

I parked next to a very attractive V-tail painted yellow and white.

Dick was leaning on the verandah railing outside the small Aero Clubhouse. He was surrounded by men who wore that weathered Australian country look. Their conversation was general flying talk that one hears around an aero club but Dick did say how surprised and pleased he was with the size of the attendance. He mentioned on several occasions that he had bought some peanut butter sandwiches (for lunch- and I had forgotten mine!!) but nobody asked him what brand of peanut butter he uses.

(You are allowed 2 guesses!!)

The meeting started at 12.45 EDT but a problem with the PA (so obviously purchased at a Tandy store) was inoperative. Even the electronic Dick could not tweak it so he used lung power instead. Everyone was quiet, eager to listen. Once they stopped the meeting as a plane started, taxied and departed. The wonderful sounds of aviation drowned its most ardent fan.

Dick followed the agenda in his AOPA advertisement. His passion for the freedom to fly is so evident. His love of Australia is no less evident. He cleared up several points of mis-information for me. I had wonder how things had changed since I was flying and instructing in the early 90's. We

still talk with a "centre" at all levels, even down low. The difference is that previously they had been Flight Service Officers working with a chart and flight strips. Now they were Air traffic Controllers with a radar screen costing twice as much. Although the service has diminished, the costs have multiplied.

I had welcomed the reduction in fuel cost with the abolition of the hidden tax. Surprise, Surprise!! Mark Vaile removed the taxes but the current (Lib) minister Anderson re-imposed them. We still have the "user pays" airport (and airways) charges. They were previously paid by that hidden tax but now we pay yjose fees PLUS the tax that has been re-imposed. In other words, we have gone backwards. Now the tax is not only on avgas but also avtur. The Government is reaping in; taxes galore. Somewhere, this smells of a double cross.

I had wondered why Dick had left the Chair of CASA. I had listened to back biting, undermining comments from flyers that Dick had quit; that his G Class Airspace experiment was a failure. I heard that he was incompetent to manage Aviation safety in this vast country. I found it hard to believe that any man who could build successful businesses could not inject some sense into the bureaucratic quagmire that is slowly strangling this country's General Aviation. I was tired of listening to half informed people criticizing him for proposing a system, new to Australia but proven in the USA and UK. That's why I was at this meeting. I wanted to hear what Dick Smith had to say.

So he spoke about "free in 'G'" and the "'E' class corridors". In the USA there are corridors of airspace from one airport to another classified as "Controlled E Class Airspace". These corridors provide separation protection for IFR flights but impose no details requirements on VFR. This means that IFR flights submit plans and are served with traffic information but VFR keep their eyes open as VFR should. IFR must use full radio however the VFR may listen to all this and can request "Flight Following" which provides a full traffic information service on an availability basis. I have flown VFR with flight following and the service is just as complete as when I am IFR but there have been times when I was told, "Sorry, we are too busy."

Now that is the service I was expecting in Australia after Chairman Dick made his changes. It was reasonable to expect we would gain from the cost cutting with the abolition of Flight Service plus gain from the enhanced capabilities of improved radar equipment. Have you ever flown IFR and heard how busy many of our controllers are? Compared with most areas in USA or UK this has to be sleepy hollow. I could see where these service providers could be utilised by providing the "Flight Following" service as in the States. We don't have many high mountains and there is no reason why low altitude, transponder equipped planes cannot be offered a separation service, on an availability basis, of course.

On my climb out after LAV south of BN, the Centre operators requested a call from the VFR plane climbing through 7000 over Woodenbong. That was me. He requested my planned altitude and made no comment when I replied 8,500. I heard radar centre make suggestions to others as I proceeded. That is the service I expect. What I fail to understand is why we need two radar operators to cover the same territory. Do we have so many airliners flying in this country that the upper level man cannot offer the same service to the few planes flying below 12,500 and indeed below 8,500, on an availability basis?

Richard Melsom experiencing coriolis forces in the barany chair.

Returning to the Class "E" corridors. Why is it not possible to provide a fringe area beside the corridor for GA planes to receive the same service at NO COST? The "E" space is there for airliners flying up to 40,000. The coverage is available down to ground level in most cases. Where there are radar black spots, the Centre Controller tells the pilot that he will be outside radar coverage and gives know

traffic from radar or flight strips. Pilots then arrange their own separation just as they used to in daze gone by or as we do when landing at any non towered airport.

While flying in USA I cannot remember paying a landing fee, parking fee yes, where we stayed more than one day. Usually the purchase of fuel will cover the landing fee because the local council owns the airport, hires contract tower staff and supports it's tenants by encouraging business to land. I have never received a bill for "Airways Services" in the US.

While Dick was talking he referred to a simple graph taken from Government Statisticians. It was prominently displayed all through the meeting.

Flying hours over the last 10 years for major movers, i.e. airlines had risen 75%. Over the same period GA and private flying had declined 25%. Australia is losing the export income from pilot training to New Zealand because they are implementing "Non Unionised Control Towers". Two examples given were Ardmore where the tower is manned by off duty flight instructors. Taupo airport has reduced tower costs from $1.2 million to $100,000 by using a ground radio control. Our Kiwi neighbours are showing us the way.

Examples given were Coffs Harbour that services less traffic than the non towered (Ayres Rock) Urulu. Coffs Harbour tower costs in excess of $1.2 million. Bankstown tower labour costs alone exceed $1.5 + millions. These cost inefficiencies are just the tip of the union driven, bureaucracy iceberg. We must ask, "Do we little plane pilots have to pay for services we don't use or need?"

This meeting was about helping the powerless GA and private pilots. The Airservices Union is one of the strongest in the country. The Airpilots Federation is extremely powerful. Controllers average income of $120,000 is more than triple the average for a flight instructor. The voices of powerful unions are heard by their government employers. Taxpaying small plane pilots are ignored. Transport Minister Anderson has reused to talk with AOPA. after they published the text of the last meeting on their AOPA website. What chance do we have if there is no dialogue with our association?

Globalization has been in the news. Australia must compete against countries with a lower labour cost. We can do it by developing our efficiencies and reducing inefficient cost structures. Dick gave the secret of his business success. I was most attentive. He said, "I can be right at least 50% of the time. I hire and surround myself with people who know more about the product or service and how to do it!" Dick is a manager, he hires smart and develops the skills of his people. He said, "Within six months I know if I have made a mistake and we have to part company." That is why he surrendered a cushy government posting. Because he felt he did not have the necessary talents.

New Mooney propulsion system photographed at Oshkosh by Alan Currie.

He lacked confidence in Mick Toller, who he places in a similar category with his Minister, Anderson. Dick, as chair of CASA, requested the Minister to replace his CEO, Toller and the minister did not do it. The situation is intolerable so Dick resigned.

Toller's performance can be judged by the record, Monarch, Seaview, Aquatic Air and Whyalla. Toller's answer is to hire more staff and create more paperwork for all AOC holders.

The key is responsibility; and someone has to wear it! Increasing costs by increasing inefficient staff will not serve the industry or the country. Dick Smith understands responsibility. He gives it to his staff and enforces his authority by being strong. That gives staff confidence to work with self respect. They can make a decision according to firm guidelines and enforce sensible regulations. Not only does this chain of responsibility save lives, it creates cost efficiencies.

If we become cost efficient, we will sell more services, make better products and thrive in a competitive global community. We Australians need and we GA aviators need a minister who will listen to the needs of small business. The two unions mentioned above are very BIG business. A control Tower at a secondary airport is small business; a small business that can be so important to a local community. A small business that, if run inefficiently, can kill aviation interests. Maybe we do need a different minister for aviation. The ALP's shadow minister, Martin Ferguson came from the executive of the ACTU so there is no chance that he will listen to small business and support contract tower staff over a unionised monopoly. Somewhere we need to find a savior for GA. Who will be our white knight?"

The views expressed in this letter do not reflect those of your editor or committee. Member's comments and response are welcome.

High Altitude Course Participants

Robert Buttery receiving his graduation certificate.

Richard Melsom receiving his graduation certificate.

Andrew Spall receiving his graduation certificate.

Gary McKernan receiving his graduation certificate.

Brian Moore receiving his graduation certificate.

Marc Michell receiving his graduation certificate.

Dennis Bartlett receiving his graduation certificate from Russell Kelly.

AMPA DATES

EASTER 2001

Fly-in to Ayers Rock

MARCH 23, 24, 25

Pilot Proficiency Program in Canberra