

REPORT FROM THE PRESIDENT

Narooma Fly-in Minutes

At the Narooma "Fly-in" over Easter, two general meetings were held, the first on Good Friday night after our evening meal and the second on Sunday afternoon. The latter was to finalise outstanding matters raised at the Friday night meeting.

Gordon Grant welcomed all members to the meeting and suggested that the association needed to consider its position and inject a new wave of enthusiasm into activities and newsletter. It was acknowledged that by and large the newsletters were written by Gordon Grant and rearranged by Roger Allison-Jones and this in itself had short comings and more contributions from rank and file members were required.

Topics for articles discussed were:

1. Air safety
2. Mooney development
3. Mooney mods & their effectiveness
4. Mooney AD's & service bulletins
5. How best to fly a Mooney

It was agreed that in the best interests of the association a new newsletter conceiver and editor were required and members present were asked to consider this and report suggestions or volunteer to fulfil the position. In due course over the weekend Robyn Kelly offered to take the newsletter under her wing.

The question of legal exposure of members and the office bearers was again discussed as a follow on from the Brampton Island meeting and Gordon Grant gave a report on his investigations and costs. After due consideration and detailed discussion it was agreed to proceed and incorporate the association.

Russell Kelly reported on the Singapore fly out and advised that interest was not in keeping with the original registrations.

The subject of "Fly-ins" was discussed and it was decided to have the next one from 2nd to 4th of October and the venue would be Arkaroola in the Flinders Ranges.

On Sunday afternoon Alan Currie flew in and spoke to us on problems of cost recovery facing the industry which include:

1. No new changes on the 2000 GA aircraft owners
2. Various high charges on 1500 maintenance organisations and flying schools

Example of charges:-

VFR flying school & instructor \$3,500 per year

Class A maintenance hangar \$12,000 per year

3. Charges could be reduced in cost by 4.7c per litre.

president's report cont...

The tax to the CAA is currently 25.3c per litre which produces approximately \$25.5 million

4. Landing charges may be introduced to all Towered Aerodromes (above the owners landing charge) of \$10 per landing, even at GAAP airports and again above the GAIT charge.

Other problems brought to our notice were:-

1. Alphabet airspace is still giving problems in "E" class space with IFR & VFR above 5000 ft on different frequencies. Above 5000 ft aircraft will require a VHF or SSR-C.
2. All RAAF jet aircraft are now fitted with TCAS which can pick up a transponder. Also suggests we fly everywhere on code 2000 as the RAAF advise they will avoid any conflict. The TCAS does not identify on aircraft it apparently operates on their SSR radio wave transmission.
3. The CAA intend bringing in a \$50 charge to issue a medical certificate.

by Gordon Grant

President AMPA

YOUR SAY....

Just to let some of you know what you are missing in not attending the Fly-Ins, here are comments from all of the attendees at the Easter gathering at Narooma. Organised by local identity David Morgan.

Non Pilots Point of View

Flying is not my passion, but I enjoy it. I look forward to having the weekend together as a family and doing things as a family unit. I love the tours and always find a completely different concept to the one I had formed about the area.

I enjoy the camaraderie, we all have fun and I look forward to our escapades. TB

From the time we arrived to when the time came to fly home, we had a continued range of excellent and varied activities. The fellowship of the crews is great. The organisation of the whole weekend was well done. RS
Congratulations David!

The obvious effort expended was directly responsible for the success of a great weekend.

I believe a standard and a formula has been set for future Easter Fly-Ins. The part that stood out for me was the quiet unhurried BBQ and fellowship after the Sunday morning "trial". A great time to share the lies and the "he we were" stories. Anon

cont p2..

your say cont...

Well done Dave! Thanks to you we had a great weekend. Everything worked out just right, despite the odds you were facing. We saw some beautiful countryside, and watching the penguins on Montague Island was quite a sight.

Basically we simply had a lot of fun. I'd do it again anytime! From a 17 year old Danish visitor. AK
What the Narooma Easter Fly-In meant to me -

1. The coming together of familiar faces and enhancing the friendships.
2. Having the opportunity to see more of this beautiful country (do it yourself style).
3. Spending time as a family with out the phone and fax interrupting.
4. Last but not least - the fun of the "airtrials". I believe these are a must! SO

I guess what I enjoy even more than all the fun and fellowship is the hangar talk and information gained from other Mooney owner/pilots. The little technical tips, the for and against, the mods, model types etc.

All very absorbing! B

Points for Fly-Ins:

Flying activities in a relaxed atmosphere with known people.

Exchange of ideas and plotting the next destination.

Air races are great fun and improve your skills.

Exchange of experiences, flying and technical.

To be or not to be is not the darn question.... To be and not to do is a waste of life... (Mooney Proverb).

We set off with 2— hours flying in front of us. It was a beautiful flight over very picturesque scenery. With all the wonderful navigation gear like GPS, my job was very relaxing. Although the group was smaller this year, it has been enlightening, relaxing and friendly.

To everyone who couldn't make it this time, do try to come next time, you will enjoy the fellowship and your pilot will learn allot and I am sure he will be able to pass on useful information. Hope to see you at the next fly-In. GG

From the smaller fry -

I like the flying especially the treasure hunt and I can also taxi the plane (with help).

I like the tours and to be able to see things. I like going out to dinner at night. I like living in a motel. MB

You get to go all over the world. The waitresses are all nice to me. I like the food, to pick what I like. At home I have to eat what Mum cooks! MO

We enjoyed the weekend at Narooma as it gave us a reason to fly and fly a long distance.

It was great to renew old acquaintances and we had many hours of enjoyable discussions on flying, air rules, Mooneys.

The treasure hunt "fly out" was great and Dave Morgans Narooma and surrounding areas is certainly a very pretty place.

We enjoyed the trip to Montague Island, the history and wildlife.

We are going to Canberra from here, fly-ins are very tiring, but we would not miss them for quids. GG

I would like to congratulate Dave Morgan on his organising of the Easter weekend. Bloody great. So

much time and effort had gone into this, Dave, we all appreciated it very much! I think having the aeroclub at our disposal was a wonderful touch. The air trial and the "daily" competition, were of great benefit to me. Anything to improve my meagre knowledge & flying skills. RWK

MOBIL 1 SYNTHETIC OIL

Following an engine overhaul I made the change to synthetic oil - Mobil 1. After 150 hours I have "chickened out" and reverted to a traditional "100". Why? Well it is only anecdotal. There is some conjecture as to whether the synthetic oil is doing its job.

There is little hard evidence in Australia since very few aircraft had gone to overhaul solely on synthetic oil.

In my case, the oil analysis was perfect but with all the rumours about synthetic I am not going to take the risk for the time being. My engine did run slightly cooler with Mobil 1 but synthetic has an uncanny knack of finding oil leaks!

If you have any comments/experience regarding synthetic oils please drop a line to the editor.

by Russell Kelly.

WING TIPS

Never argue with a bird in the air, they will always out manoeuvre you! (the feathered kind of course).

Always ensure you wear sun glasses which are rated at over 95% UV filtration. It is possible to buy untinted UV filtering glasses if you want them.

FROM THE EDITOR:

Some more food for thought, just to ensure you read all the Newsletter, and pass it on to the non licensed members.

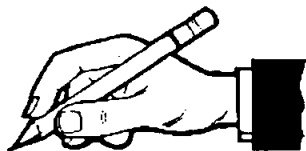
I have another idea to put to you all.

Would you be interested in a trip to the Mooney factory en masse? When would you like to do it? How much approximately would you be willing to spend on it? How long would you want to be away? What else would you like to see whilst on the go?

LORD HOWE ISLAND

Next issue we hope to be able to report on Dave Morgan's flying adventure to Lord Howe.

Hans' On



In future issues, we will be having a special column. This will be your questions & queries addressed to a LAME.

So....how about some questions to kick things off in the next issue?

I look forward to receiving lots of faxes, letters and phone calls.

Fax (03) 699 3239 BH Phn (03) 690 9399

AH (03) 347 2897 WE (060) 723632

Postal: AMPA Newsletter 318 Station St Carlton North VIC 3205

NAROOMA REPORT

Easter Weekend, April 1993

For those unfortunate ones who could not make it, you most definitely missed out. Dave Morgan and offsider Pressy, did a magnificent job! It will be very difficult to live up to the standard set by them at future fly-ins.

Day 1: Good Friday. All had arrived and refuelled by about 1530.

A scenic tour from Moruya airport to Narooma, with all the local features pointed out. In particular we were informed of an ultra lite "pilot" who had very recently managed to clip the power lines over the bridge at Narooma. There is an amazing number of waterways all down this area of the southern NSW coast.

A few quiet drinks before dinner to renew acquaintances, and things were on the go. A meeting was held after dinner and Gordon's report is elsewhere in the Newsletter. A couple of people remained to hold up the bar, along with the proprietors, after most had retired.

Day 2: 0900 start. Off to Central Tilba, via Mystery Bay (a large load of gold disappeared here in the 1800's), where the Annual Tilba Fair was being held.

After the fair, and with lighter wallets, we adjourned to Dave Morgan's wonderful house on the hill, just outside Tilba. Here we were treated to fresh crayfish entree, followed by rolled stuffed pork on the spit, which Dave had spent all morning cooking. We then topped it all off with dessert. Wonderful effort Dave and Pressy!

All this was completed with a whip cracking demonstration by several members of the group.

Next was a boat trip out to Montague Island, only opened up for the last 18 months. We had a National Park Ranger accompany us, as this is the only way you can tour the island. Unfortunately there was an incredibly strong northerly current flowing and we were unable to get close to the fur seal population at the northern end of the Island. We landed at the jetty, and were treated to some history, natural and human, of the Island. The lighthouse is now unmanned and runs using solar power.

Narooma cont..

We watched the sun disappear and then walked down to some rocks near the jetty to view the penguins come in for the night. Only two turned up, but it was quite something to witness.

Back on the boat and a fast return to Narooma and a wharf cafe for a very good fish meal, though a little chilly for some.

What a day!

Day 3: 0830 start. Easter eggs for breakfast! Back to Moruya Airport for the usual trial, treasure hunt, air race or whatever you like to call it. We had the run of the Aeroclub for the day, very nice too, great views and facilities.

It was on! 4 minute intervals, fastest first away, the imitation Mooney going last. 22 questions and some time later, about 1 hour's actual flight time, we had seen the sights of the area.

Batemans Bay, Wandera Mountain, Moruya, Dave's place from the air, Tilba, Bermagui, Montague Island, Narooma, Tuross Head and back to Moruya.

Lots of discussion followed!

Dave had again excelled and organised a BBQ lunch.

Alan Currie had flown in for the day, and he and Russell Kelly took aerial photos of all the Mooneys lined up, with owners "scrambled" to their aircraft for the photo runs.

Later on Alan organised a "Daily" competition. He chose an aircraft and then put some marks or pieces of paper in various places to emulate items we could miss on the daily inspection. We all learned something out of that, I believe only 2 found all the faults.

Adjourning to the Club house, we were treated to a fairly gloomy report from Alan, as to the charges and changes CAA wish to implement. He was going to a meeting in Canberra the following week and was interested to know our views. There is another article from Alan elsewhere in this Newsletter.

Back to the Motel and a delightfull dinner and final meeting. Our oldest competitor in the air race and his ring-in foreign navigator, dead heated for first prize with a group who had the priviledge of coming last in a prior event. Neville Perrin from QLD, and Anders Kold from Denmark in NFP, and the Banninks in UDD from NSW, won with 19 points. It was a great mornings' flying.

Participants at Narooma were:

David Morgan & Pressy, Narooma NSW
Bryan & Gwen Baker, Bendigo VIC IJO
Ross & June Smith, Sans Souci NSW MVO
Nevill Perrin, Wellers Hill QLD NFP
Juergen, Sharon & Marcus Ochmann,
Bilgola Plateau NSW NJO
Hans, Troy & Mitchell Bannink,
Picnic Point NSW UDD
with Andy Kold from Jutland in Denmark
Gordon & Gwen Grant, Aspley QLD JDY
Alan & June Currie & dog, Albury NSW
Russell & Robyn Kelly, Carlton/Mitta Mitta VIC MZY.

HOT CURRIE COLUMN

Sorry I was such a bearer of bad news at Moruya on Easter Sunday, however I enjoyed the day!

From the info gathered from the Mooney group, along with other sources, I can advise the following:-

A 3c/litre drop as predicted from July 1 1992 instead of quoted 4.7c. However no AVGAS aircraft landing charges by CAA at towered airports until they can figure out how to charge at GAAP aerodromes. The 3c comes from hand over of Government airports to Local Government, the Fire & Rescue Service and the Met service.

The \$50 medical assessment fee by CAA has been cancelled also.

Domestic DME has an additional year of operation and may get a further extension.

International DME ground stations will not be increased and their use for GA will be limited.

Contributed by Alan Currie.

South East Asia Fly-Away

has been postponed due to lack of interest.

For the non licensed "FO's".

Those that travel in the right hand seat, navigate, provide cabin refreshments, encouragement, ground services and general assistance.

How about your point of view, anonymously if you prefer, on flying, aircraft, your pilot (trade secrets), where you would like to fly to, and what you would like to see & do there. Or anything else you would like to discuss in this newsletter.

I would appreciate your feedback on an idea of mine. How many of you would be interested in doing an hour or two in the left hand seat, with an impartial flying instructor? Having seen things from both points of view, I feel it would be very beneficial to the "FO's".

What do you think?

**IF YOU ARE NOT CURRENTLY
A PAID UP MEMBER OF AMPA,
THIS WILL BE YOUR FINAL
NEWSLETTER.**

This newsletter is for the interaction of Mooney owners & pilots, for mutual benefit.

The annual membership fee is only \$30 and in future issues you may well find useful technical information, or even have your problems solved by Hans On, for free! LOOK FORWARD TO SEEING YOUR NAME ON THE PERMANENT LIST.

Please send your membership fee to the Treasurer, Dave Morgan at

Shop 9 Southfield Plaza
NAROOMA NSW 2546
044 737214

The Future of GPS

By Russell Kelly

MLS has stalled due to the over-taking technology from GNSS (global navigation satellite system, which includes GPS) and the high cost of installing MLS. An MLS system has recently been commissioned at Canberra which incidentally has had to change the latitude and longitude co-ordinates which were found to be 140 feet out from GPS !.

GNSS is now a serious rival for MLS and the FAA have targeted 1995 as the "key date" to decide if satellite-based systems will be feasible for use in category 2/3 landings. Operations for category 1 landings are being considered for 1998 using supplemented GPS (GPS with a backup aid).

Meanwhile the FAA are currently conducting extensive testing for using GPS for non-precision approaches. The FAA expects to approve non-precision approaches using GPS for more than 5000 US airports around September 1993. The new approaches would overlay existing VOR and NDB plates.

There are enormous political problems with using GPS since it is financed and controlled by the US Defence Department who can turn off the system or de-sensitise the accuracy of the co-ordinates.

There is argument that ICAO should establish an aviation version of GPS to ensure that GNSS is not threatened by political, economic or military activity. This would be extremely expensive and could render existing GPS redundant.

Sales of GPS receivers have levelled-off in Australia. The circuit boards containing the 'smarts' are now available for US\$300 so the consumer prices should continue to drop. Supply and installation in Australia runs at around \$3000.

The problem with installation in Mooneys is where to fit the GPS in the already cluttered radio stack so that the display is easily accessible to the pilot.

STAY TUNED

Likely next fly-in

ARKAROOLA S A