

Rockhampton Aero Club

Rock-E-News

March 2005



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Competitions

First Competition for the Year

The first comp was held on Sunday 13th February. Full results will soon be on the website. The gas (not hot air – there was plenty of that) ran out midway through the comp, so some entrants will have to have an extra go next time.

There was a great roll-up for this comp and we hope to have similar interest for the remainder of the year.

The Capricorn Local paper ran a story and photo on the comp and if anyone missed it, the article is on the noticeboard at the club.

Emu Park Competition – Change of Dates

The next comp was set down for Easter Sunday, 27th March at Emu Park.

This has now been put back a week to Sunday 3rd April at Emu Park.

2006 ALAC's – Rocky Aero Club Team

The 2006 Australian Light Aircraft Championships are being held on the Darling Downs in March 2006. The club is considering putting together a competition team for this event. Jim Brooks and James Fleming and others have done this in the past so they could be a good starting point.

Keep an eye out in the newsletter and let someone at the club know if you are interested in this idea.

Social Events

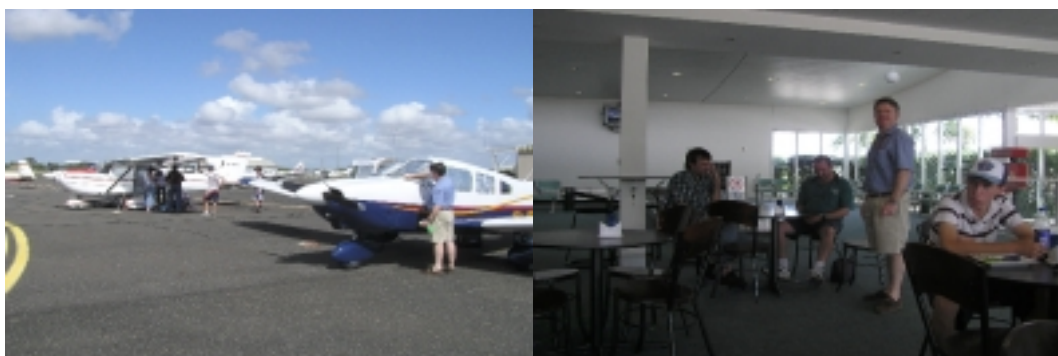
Gladstone – Sunday 27th February

Well the instigator of the trip, Neil Richardson, didn't even get close enough to smell the coffee. Battery earth lead problems saw him bundle the family out of the plane and into the car for home, while the rest of the merry gang headed off for their caffeine fix.

Attendees were Kent Sullivan in OZY, Chris & Pauline Nobbs and Brendon Rossow in LXN, and Michael Keating, Chris Bailey and Shannon Clein in JFF. Dave Tempest had a very early morning charter (and more plane problems) so he was not able to make it.

Undeterred (or under turd – Not sure) Neil headed back to the airport for some troubleshooting, just in time to score a ride as co-pilot with Nic Williams in JRK going to Gladstone for some Ergon business. A ride back with Chris in LXN completed the day nicely!!

Consensus was that that type of trip has merits and another will be planned in the near future. There were many who couldn't make this trip and are keen for another.



Future Events

Stand by for more details of future trips planned for the year.

Ones to consider and pencil into the diary are as follows:

- Old Station Airshow/Fly-In 11/12 June
- Longreach (Social trip) July
- Bundaberg Airshow/Fly-In 16/17 July

OZY Update

As of this week, OZY has about 60 to 70 hours left to run on its engine and with its current usage we would be looking towards the end of April for the engine replacement.

VH-MBJ, the 180hp Cessna 172 (IFR) will hopefully be back on line with the club by the end of this week.

Dululu – Fly-In

The Central Qld Gliding Club and Callide Dawson Flying Group are jointly holding the **Greg McGrath Memorial Fly-In** at the Dululu field on the weekend on 23/24 April 2005.

The Sunday 24th is the Rockhampton Aero Club's regular comp at Dululu so why not fly out and camp on Saturday night. There will be catering Saturday night and Sunday morning.

The gliding club would like an RSVP by 10th April for catering purposes. Do so by phoning Alan McMaster 49331178 or John Barnes on 49278712.

Contact these gentlemen for further details on the field and their procedures/frequencies.

Funnies

Refer to the attached pdf file for an interesting version of a BFR (it's long but worth the read). Sent to us by a member of the Australian Mooney Pilot's Association.

From the Tower

Ross Blanchard, the manager of the Rocky Control Tower has the following comments and suggestions in order to assist him and the other controllers:

Just a few extracts from AIP to remind pilots of their phraseology requirements:

1. When Requesting a Clearance when notification of flight details has not been submitted to ATS:

“Rocky Tower, [Callsign], flight details, [Inbound or for Departure or Transit or for Local Training]”

After this call please wait for a response from the tower before going ahead with any more details. There are a couple of reasons for this:

- a) The controller needs to grab the correct coloured flight strip to write your details on. This is why it is important in the initial call to include outbound (blue strip), inbound (yellow strip) or transit and local training (pink strip).
- b) The controller may be away from the console - making coffee, in the toilet etc.

There is no point in going straight into your spiel if we are not ready.

2. When cleared to taxi to a holding point you must read back the **holding point not** the taxiway.

e.g.

ATS : “OZY, Taxi to holding point Foxtrot Runway 15”

Pilot: “Holding point Foxtrot Runway 15, OZY”

- NOT “taxiway Foxtrot”

3. If you wish to depart from an intersection [e.g. from taxiway foxtrot off runway 15] you need to request an intersection departure.

e.g.

Pilot: “Request intersection departure from taxiway foxtrot.”

ATS: “Intersection departure approved” followed by either “hold at the hold point” or “line up”

If you just report ready at the holding point we don't know if you need to back track or not. So please request intersection departure or backtrack.

One last point: Our organisation and CASA has put increased emphasis on runway incursions. That is, passing the holding point without a clearance or landing without a clearance. They believe if an accident is going to happen it most probably will occur on a runway and most possibly due to a runway incursion. **Please take extra care that you do have a clearance to line up or land prior to doing so.**

As for all instructions, **“If in doubt ASK”**