RVAC turns 80 this year
The Dawn Patrol will also be our 80th Birthday. Suggestions for any ideas or activities to make the day bigger and better will be welcomed by the Dawn Patrol Committee, Please speak to any of the General Committee - Email: committee@rvac.com.au

Our 80th Birthday Approaches - - - WHAT CAN YOU CONTRIBUTE ???

LATE NOTICE
Xmas in July - Sat 15th July
(See page 22 for details)

RVAC 80th Anniversary Celebrations
Aviators’ Ball
The Aviation Gala Event of the Year
Bookings now open ( page 7 & 23 )
Don’t miss out, this RVAC event is open to many other Aviation Identities and Businesses, so book EARLY !
Contact Helen @ Ops  9580 0088

Next Young Eagles Day:
Sunday 16th July @ 10am.
Volunteered Pilots to advise availability to Co-ordinator Paul Canavan  0409 149 010
CONTACT NUMBERS:
Main Switchboard / Ops: (03) 9580 0621
Ops.: (03) 9580 0621
RVAC: (03) 9580 0088
Fax: (03) 9587 5085
Maintenance: (Direct) (03) 9580 9046
Bar AH: (Direct) (03) 9580 0069
Coldstream: Ph: (03) 9739 1406
Fax: (03) 9739 0237

ABOUT PLANETALK

ITEMS FOR PLANETALK
We request that articles submitted be typed and if faxed 13 point size minimum, or on computer disk, (best Emailed) and any photographs must be of good exposure and good resolution. We suggest group shots be medium to close-ups. Longer distance group shots loose definition when scanned. Use fill flash whenever possible.

COPY DEADLINES:
To meet the tight deadlines for printing and posting, it is requested that material be handed or posted to Mrs Helen Walker by the second Monday of each month.
Email: helen.walker@rvac.com.au
Address is:
THE EDITOR - PLANETALK
RVAC, MOORABBIN AIRPORT,
MENTONE, VICTORIA, 3194
Any articles or comments welcomed,

Editor: Richard Sibly
richard.sibly@rvac.com.au

Produced for the RVAC by:
DESKTOP AVIATION PUBLISHING
Contact: Ken Cusack
Ph / Fax (03) 9585 5588
biggles@ozemail.com.au

How to contact the RVAC
Moorabbin and Coldstream Facilities
CONTACT NUMBERS:
Main Switchboard / Ops: (03) 9580 0621
Ops.: (03) 9580 0621
RVAC: (03) 9580 0088
Fax: (03) 9587 5085
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Coldstream: Ph: (03) 9739 1406
Fax: (03) 9739 0237
Email: flying@rvac.com.au
WWW: http://www.rvac.com.au

/ President Continues . . . .

The flyway to Echuca is fostering lots of interest with around 45 booked so far some flying some driving this should be a great weekend away.

Club aircraft Warrior VH-BZE is the latest to undergo the avionics upgrade this brings four aircraft up to this standard we hold two more kits in stock so this will take us up to six. If you are not familiar with the set up please ask one of our staff for a briefing.

The hangar is currently restoring Warrior VH-UMB the project will see this aircraft given similar treatment to Warrior TRV ending with a paint job and avionics upgrade.

As I walk around our aircraft it is obvious that the condition of our fleet is rapidly improving we can all help by leaving aircraft in a clean condition and reporting any water leaks etc.

HAVE YOU BOOKED FOR THE RVAC 80th ANNIVERSARY BALL YET?

HAVE YOU BOOKED FOR THE DAWN PATROL YET?

HAVE YOU BOOKED FOR THE “XMAS in JULY” NIGHT YET ?

Aviation Perpetrators arrested in NZ - Anyone you know ???

Have you provided us with your email address ??? - This is the most efficient way for us to communicate with you!

Keep Flying . . . – if every member flew an extra hour a month — the difference would be outstanding.....

Stuart Rushton

---

ROYAL VICTORIAN AERO CLUB

PATRON
Rex Hobson. OAM.

PRESIDENT
Stuart Rushton.

VICE-PRESIDENTS:
Bob Hayter,
Paul Canavan.

HONORARY VICE PRESIDENTS:
C. A. Morrison,
P. R. Hobson OAM,
R. A. Small,
H. O. Dehn,
G. Mussen,
P. Dwyer.

GENERAL COMMITTEE:
Cliff Mathieson,
Richard Gower,
Andrew Stopp,
Steve Antunovic,
Rod Tomlinson,
Robert Hayter,
Richard Sibley.

C.F.I.:
Joe Ferlazzo.

CHIEF ENGINEER:
Tony Suhr.

COMPS CHAIRMAN:
Cliff Mathieson.

SUB-COMMITTEES —

CLUB ROOMS
Steve Antunovic.

TREASURER (HON):
Andrew Stopp.

COMPANY SECRETARY:
Rex Hobson. OAM

FLIGHT OPERATIONS:
Stuart Rushton,
Rod Tomlinson

RVAC MAINTENANCE:
Stuart Rushton, (Chairman),
Dick Gower. (Technical)

PLANETALK/MARKETING:
Richard Sibley. (Coordinator)
Steve Antunovic.

INTERNET & IT OPS:
Bob Hayter.

MEMBER SERVICES:
Paul Canavan.

COLDSTREAM OPERATIONS:
Richard Gower. (Chairman).

SAFETY:
Richard Gower.

SOCIAL:
Steve Antunovic.

JUNE 2006
Page 2.
Member Fly-Aways

Learn all about it at:

http://www.redbullairrace.com/  Paul Canavan  0409 149 010  paul_canavan@bigpond.com

LUCKY KEY DRAW

You Had to Be There  !!
I bet the following members wished they had've been.  As you know each Friday night at 7pm in the Bar, there is a Member's Key Draw and if the lucky RVAC Member is present, they take home the cash!!
Each week it Jackpots by $50 to $150
These people weren't present so it keeps on jackpotting ... (capped at $1,000)
Details next month of who's numbers we've called out

MEMBER AIRSIDE ACCESS CARDS

Cards will be issued on request to Financial Flying Members who hold a current Pilot Licence and have a need for airside access.

These AIRSIDE ACCESS CARDS will operate the RVAC operations airside door between the hours of 9am and 5.30pm and all the Moorabbin Airport gates at all times.

Note that entry to Airside is prohibited to persons without proper identification and a valid reason to be there. Airside Access Card application forms are available from Operations Desk.

First issue cards are supplied to financial flying members at no cost. Replacement cards will issued at our replacement cost.

PIARC Details:  Please see:

www.amrs.net.au
0438 590 994
richard.mclean@piarc.com.au
www.piarc.com.au
www.ipravic.com.au

54 years of Quality Motor Racing

All RVAC members are welcome at PIARC race meetings and clubnights and functions.

Several Members have come up with a plan to attend the Red Bull Air Races in Perth on Sunday November 19th. If any further members are interested in attending we may be able to arrange a discount package and a cheap airline fare etc.

Paul Canavan is collecting names: If interested please contact him.

WELCOME

NEW Members - to RVAC in May

George Mazor  Phil Huzzard  Damien Sawyer
Justin Fernandez  Kam Ho Wong  Marcin Achler
Izmir Husein  Jared Smith  Warren Lam
Jose Aguilera  Rodney Mackay  Mark Taglietti
Adam Risborg  Cameron Quirke  Peter Wollerman
Prakash Giururajam  Glenn Porteous
Scott Phillips  Verum Lal
Henry Voselis  Nigel Peck

MILESTONES

Congratulations to the following students who have reached a milestone in aviation in the recent months.

First Solo:
Monique Mac Neill
Jon Smales (CEM)

Multi Engine Command Instrument Rating -
Beth Hargreaves

GFPT:
Terry North
Patrick van der Burght
Verum Lal
Mohd-Sohaimi Sharmie
Peter Lind
Jessie Johnson
Rpyr Gordon
Ben Gorrie

Private I.F.R. Rating:
Sean O’Farrell

Grade 2 Instructor:
Thomas Chippindale
Chris Hunt

Grade 3 Instructor:
Sylvia Kappl

Aerobatic
Endoresemnt:
Michael Ralph

Night Visual Flight Rules:
Lee Thomas (Multi)
Andre D’Souza

PPL:
Peter Lind

CPL:
Molly Fullee
CLUB REGALIA & Merchandise
(Don’t be a UFO !)
Ops have been re-stocked with most items of club merchandise, apparel and regalia, but it’s not feasible (or cost effective) to have quantities of every size and colour on the shelf, so we would prefer members to examine samples and order the sizes / colours they require directly from Helen at Ops. Samples now in Ops!

Payment is preferred at time of ordering, or at least a deposit arranged on the more costly items like flying jackets.

A full range of quality merchandise is available from the operations counter at the club

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Dawn Patrol
Celebrating 80 Years of Excellence in Aviation
Sunday 17th September, 2006
A flight at dawn
Commemorating the 66th Anniversary of the
Battle of Britain
and remembering those who made the “Supreme Sacrifice” in all theatres of war followed by traditional Bacon & Eggs in the hangar.

Calling all Aviators, Visiting Aircraft & Guests
A private flying display led by the RAAF Roulettes will be held in front of the club following breakfast.

Proudly supported by

Book Breakfast or Register your aircraft now at operations (03) 9580 0088

Echuca Fly-away
Winter Blues Festival
29 - 30th July 2006

The RVAC Social Club Fly-away to Echuca is filling FAST !!! This is an overnight fly-away in the last weekend of July. This fly-away will be unusual in that non-flying partners are encouraged to attend this “Planes, Trains & Automobiles & Paddlesteamers” excursion.

Please see our full page flyer in last month’s Planetalk or visit RVAC WWW for all the latest details.
Organised The Social Committee - Michael Ralph

MichaelJRalph@Hotmail.com

MORE RVAC DETAILS AT:

$CASA$ Info/Updates
If you need to have a “Warm & Fuzzy” feeling about how CASA is best serving us; pls see:

OUR NEXT CASA BATTLE . . . .
Minister for Transport and Regional Services - Media Release - Australian Government Minister for Transport and Regional Services, Warren Truss, today announced the release of a discussion paper by the Civil Aviation Safety Authority (CASA) on a new set of proposals to overhaul the processes used for the medical certification of private and student pilots.

(Thank you to Peter Drew)

More information can be found on the CASA website: http://www.casa.gov.au/media/2006/DOTARS06_081WT.htm
http://www.casa.gov.au/class2avmed
Competition Notes

COMPETITIONS…….. LAST and NEXT

Last competition was Accurate Flying RHS and the AM weather was simply perfect. After lunch we had scattered fine weather cumulus with a lowish base, but lots of holes. Starting at a lower level for the climb gave us the headroom needed.

Apart from the “handedness”, AFRHS is not a particularly difficult competition, as the 100’s on the board showed, but some competitors made it more difficult by trying to be too accurate and flying the turns on instruments!! With 2xG applied there’s too much lag in the altimeter to do that….. so it’s all about good ol’ nose attitude, with frequent (but brief) checks on the altimeter to see how things are going. You need to work at it to stop the needle in its tracks; because the sensitivity to drifting high or low increases as more “G” is pulled.

Rudder can upset things too. Every angle of bank has a uniquely correct “G” requirement with 2xg coinciding with 60 degrees. If they are correctly matched, the aeroplane will go around nicely with the rudder in the middle. Certainly, rudder will change the nose attitude, but works mainly to induce a slip or skid and does little to stop a change in altitude. With practice, it’s possible to do a nice turn with feet under the seat !!

We had an expensive cowl fire in Cessna RLG a week or so before the cancelled Streamer Cutting comp. Afterwards, “paper in the cowl” was reported. The circumstances make me wonder if this really had much to do with competitions, because we don’t use Cessna’s for competition Streamer Cutting in the interests of standardization. (or did someone think they might get an advantage?) (or perhaps just a solo “play”?).

Looking for paper in the cowl during the pre-flight has been an integral part of organized Streamer Cutting competitions throughout history, but this looks like an unsupervised “one off” and the crew just walked away afterwards. So the moral is “if you are (pre)flying in any aeroplane CHECK AFTERWARDS TOO….. the next pilot won’t be thinking about Streamer Cutting.

Overall, the best choice for Streamer Cutting is to use Warrior 161’s only. The cowls open up wide for a thorough look.

The accompanying photo should help to avoid steep (and sometimes fruitless) dives chasing bruised toilet rolls……. have fun.

Eris Tilley

Progressive Totals  Black/Blue  Red/White
Comp 1.  Acc Flg LHS  1224  1318
Comp 2.  Balloon Burst  2289  2338
Comp 3.  Instrument Flying  3519  3683
Comp 4.  Streamer Cut - postponed....
Comp 5.  Acc Fly R H Seat  4803  5047

Consolidated Results Summary
Results after Accurate Flying RHS
Top 10’s

Dates for competitions in 2006

Competitions for 2006 are scheduled for the following Sundays:
2 July (Streamer Cut)  6 August
10 September  1 October

PLANETALK June 2006 - Page 5.
AIRMANSHIP

We are currently training lots of new aviators and the instructors are doing their best to instil sound airmanship skills in these students. This is made more difficult by the less than professional aircraft handling that some of our members currently display.

OBSERVATIONS

1) Engines started and allowed to run at high RPM when cold
2) Mag checks done straight after starting
3) Taxiing too fast
4) Tight turns when taxiing putting strain on the undercarriage
5) Riding the brakes.
6) Cutting between parked aircraft at speed.
7) Landing lights left on at shutdown

It is of little value to attempt to train pilots in correct aircraft handling when they see more experienced pilots doing what they have been told is wrong

COLD STARTING

We are just about in the middle of winter and as usual for this time of year aircraft can be hard to start many will require priming.

It is important when you pre-flight your aircraft to feel the engine for temperature it may have just returned from a flight and require no priming at all.

If the engine is freezing cold don’t leave lights or radios on any longer than necessary or the engine may not crank over. If you prime the engine do so when you are ready to start don’t prime then sit around this is when excess fuel can run into the cylinders and muffler just waiting to burst into flames at the first spark.

Cold aircraft usually start best with low throttle setting if in doubt check the pilot operating manual or ask.

Written by President Rushton after consultation with CFI - Joe

How to prepare for your flight test

One of the most rewarding moments your flying is accomplishing each respective milestone, this can be something as simply as a check ride in an aircraft type or the challenge of a Flight test.

Like any test of our knowledge it’s only normal to feel a little anxious to the lead up of the “big day” Well to help ease the anxiety that you may experience here a few helpful hints. Lets look at from the role that we the Instructional staff play and the responsibilities we have to you our student.

These days we are very conscious of the safety aspects of flight training and how that knowledge can best be imparted to you. The current progress sheet system that has evolved with Competency based training analyses the objectives of training and breaks them up into lessons. A clear and written plan of all the elements of competency that have to be met before that lesson objective has been accomplished. All these lessons and the elements that make up these competencies are listed in the day VFR syllabus.

The analysis of performance then becomes more objective than subjective.

In other words both Instructor and student can review the requirements and both can then understand the elements of the task. It’s not based on just the instructor’s opinion of how the student performed. To gain the most out of every lesson both Student and Instructor can review those requirements before the lesson.

Our role is to highlight to you those task requirements so that you may prepare beforehand and be aware of the Instructor’s expectation of performance. Simply reading these requirements beforehand puts you a step ahead and dispels the mystery of “what am I expected to do next?” You are now working as a team together, knowledgeable of what you are about to taught and arriving for the lesson prepared.

This is the way to dispel that anxious feeling and boosts your confidence and your enthusiasm. The progress sheet system requires the Instructor to highlight areas of revision until such time that the competency has been reached. Take the time to review your progress sheets, they are not a secret and you can appreciate the “behind the scenes” paperwork that the Instructors have to do prepare before your Flight test.

Written by President Rushton after consultation with CFI - Joe

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Stuart Rushton
On August 19th 2006, the Royal Victorian Aero Club (RVAC) is holding a Gala Charity Aviators Ball at the Dingley International Hotel, to raise much needed funds for Angel Flight. This black tie event will also be timed to coincide with the celebration of RVAC 80th Anniversary.

Angel Flight Australia is a charity that co-ordinates non-emergency flights for financially and medically needy people. All flights are free and may involve patients or compassionate carers travelling to or from medical facilities anywhere in Australia. Angel Flight pilots do not act as an alternative to the Royal Flying Doctor Service or Air Ambulance in that capacity and they do not carry medical staff or equipment. The volunteer pilots are from all over Australia and aircraft owners supply transportation. Currently Angel Flight can accept and co-ordinate up to thirty flights per week. A number of people whom have benefited from Angel flight describe it as a Godsend.

Angel Flight uses the donations to pay for 100% of fuel used by volunteer pilots when they conduct an Angel flight except when it is more economical or more feasible to use specially discounted commercial flights. The Angel Flight Australia Support Centre runs on a very small infrastructure (General Manager and five full time Mission coordinators).

Angel Flight relies heavily on outside support to coordinate fundraising activities, thus the major emphasis of the Aviators Ball is to raise money for Angel Flight. Kate Delaney a well-known Melbourne artist will entertain the guests with her band. There will be a charity auction with wonderful items on offer on the night. Tickets cost $90 per person (with canapés on arrival, 3 courses dinner, wine beer and soft drink, all inclusive), table bookings of 10 receive a 10% discount. All of the profits raised from the ball will be donated to Angel Flight. Any support to help make this night a success would be greatly appreciated.

The ball will also be part of the celebration for the clubs 80th Anniversary. The club was originally founded at Point Cook - Victoria in 1914. It was incorporated in 1926; hence 2006 is the 80th Anniversary. It was then was located at Essendon Aerodrome and was active in the initial flying training of RAAF pilots for the Second World War. This continued into the post war years. With the rapid development of commercial aviation after the war, the club vacated Essendon and relocated at the newly established Moorabbin Airport. The club was provided with refurbished RAAF buildings and hangars, transported from wartime training establishments. Most of these buildings are still in use today. Today the Royal Victorian Aero Club operates as an all-inclusive professional flying school and provides opportunities to meet and mix with other flying enthusiasts by organising social and flying activities.

We encourage all members to attend this charity event to help raise funds for Angel Flight and also to be part of one of the major celebratory events for the Royal Victorian Aero Club’s 80th Anniversary. For paid up members, RVAC will be subsidising the cost of ball tickets by $15. Members can book tickets by contacting Helen at RVAC on (03) 9580 0088. Please book early to avoid disappointment.

For bookings and further event information visit www.rvac.com.au or if you can help support this event in any way call the RVAC at Moorabbin on (03) 9580 0088. (Helen)
**Mobil Aviation Flying Scholarships**

Applications are now being sought for two flying scholarships which are designed to take the successful candidates through to the GFPT stage of the Private Pilots Licence (A)

Application forms are available from the Clubs counters at Moorabbin Airport or Coldstream Airfield and must be picked up and returned personally by Friday 4th August 2006.

Applicants must be Australian Nationals, aged between 16 and 25 years as at 17th September 2006 and desirous of taking on aviation either as a long term career or recreational pursuit. All other terms and conditions are clearly outlined within the application form.

The Club is again delighted with the continuation of this joint program with the Royal Australian Airforce Association, Victorian Division Foundation, now in its 8th year, and applauds the ongoing sponsorship by Mobil Aviation, RAAFA and the 460 Bomber Squadron Scholarship Trust. Kerin Greenwood

Contact for details: kgreenwood@tpg.com.au

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**MEMBER REPORT: NZ WANAKA**

**Warbirds Over Wanaka Airshow 2006**

10 RVAC members and friends made the trek from Melbourne to the sleepy township of Wanaka, New Zealand, for 3 days of a truly great Air Show.

Travelling from Queenstown to Wanaka for each of the 3 airshow days, (60Kms) took the group past the oldest Hotel in New Zealand, the “Cardrona Hotel” This seemed to be the spot on the map where unfortunately the coach we were travelling in always seemed to have engine trouble for about an hour each day.

The airshow itself had a wide variety of aircraft flying, from the oldest, being the much-revered de Havilland DH82 Tiger Moth to the latest addition to the Royal New Zealand Air Force in the Boeing 757.

Formation flying was the theme of this year’s airshow, and it was tremendous, with at least 8 separate formations competing for airspace. Something you never see in Australia!

The impressive formation displays were many and varied; a gaggle of eight Tiger moths closely followed by RNZAF formation team the “Red Checkers” flying CT4’s. The “Red Checkers” flew a formation of 3 aircraft that I would love to see our RVAC Pilots try; a Vic formation with the leader inverted! Heinz, Bob, Steve and Con, care to give it a try???

Displays by formations of Harvard’s, Yak-52’s, Nanchangs, and mixed warbirds were simply exceptional. The formations that stood out were those that included the Mustang, Corsair, Kittyhawk and Spitfire. Also a mixed jet and piston engine formation of L-39 Albatros, Lavochkin LA-9, and a Yak 3 was awesome.

A Russian WWII fighter formation of 2 Polikarpov I-153, and the Lavochkin LA-9 was impressive. But the display by a pure Jet formation consisting of 2 de Havilland Vampires being led by the L-39 Albatross with the Cessna Dragonfly in the box position was sensational ! And the Hawker Hunter display was memorable also.

The RNZAF flew several formations. The “Big Iron Formation” led by the Boeing 757, The Orion, with the Hercules C130, closely followed by a couple of King Air’s with the CT4’s in support.

Let’s not forget the helicopters, both civil and military, we watched 6 civil helicopters perform an aerial ballet as well as 2 Bell HU1 Huey’s being put through their impressive paces.

Many familiar faces were seen at Wanaka including past RVAC President Gerry Mussen and wife Margaret. Plenty of discussion was held with Gerry about the best aircraft displays and of course with another past RVAC President Heinz Dehn joining the discussions, it became rather heated. It was finally settled at the Gold Pass Bar!!! It was agreed by everyone that it was a draw between the Spitfire, Hurricane, Corsair and the ME108.

Needless to say, just check out some of the photo’s here and you will be convinced that you have missed a great 3 days at Wanaka.

RVAC’s roving correspondent, Christina Locke, currently away on assignment, will report the whole tour in great detail in the next edition of Planetalk.

*Please see the Pics on Pages 15, 16, 17 ---*

Paul Canavan

---

**Some Light Humour…..**

*Anyone out here current on Microsoft Flight Simulator ???

The Wheels of Life
Around the CLUBROOMS

by Paul Canavan – Member Services

Member’s May Club Night

Meeting of the 18th May saw Jenny Houghton come to RVAC from her Longwood Winery, Maygar’s Hill. Jenny spoke about her life in aviation from being a struggling student to life as a senior instructor as well as competing in balloon races and record attempts both within Australia & overseas.

After the break, she conducted a wine tasting for the 34 members present. Several members made purchases on the night and many took away Jenny’s order forms as well. Many thanks to Jenny for her time.

Upcoming Members Club Nights

July 20th – David Pilkington – Aerobatic Flying & Flying in the USA
August 17th – Phil McConnell – Moorabbin Airport Corporation
September 21st – Alan Cragie – Flying in New Guinea
October 19th – Barry Synott & Greg Hood – Air Services
November 16th – CFI Joe to do a presentation - informative talk

Young Eagles Victoria

Another 22 Young Victorians have flown in the May Young Eagles Day, which makes over 90 kids that have been flown this year. Since inception this takes us to almost 300 kids that have been given a glimpse of the wonders of aviation.

Pip Borrman wasn’t in attendance as his son graduated from RAAF Pearce Air Force Base in WA on the same weekend.

Mike Murphy as usual brought around both the Trojan & the Stearman for static display. Sean Tanner also made his Vans RV8 available for special flight for VIP’s.

Upcoming Young Eagles dates are:

16th July, 13th August, 10th September, 15th October, 19th November.

Mobil Aviation & QBE Aviation Insurance have both agreed to assist the program for the financial year 2006/2007.

Yogendra Kumar from Mobil & Mike Dalton from QBE both attended the May Young Eagles Day and were very impressed.

Safe flying & I hope to see you at our club.
Paul Canavan – Members Services.

Dawn Patrol & RVAC’s 80th Anniversary of Incorporation

Plans are coming along for this year’s Dawn Patrol & 80th Anniversary, a great day is planned so if you haven’t yet booked for the day, do so soon. The day looks like there will be some great flying over the course of the day.

If you have any suggestions to make the day memorable, please let me know or contact Glenn Hatch or anyone on the Dawn Patrol committee.

Warbirds Over Wanaka Airshow 2006 and the Tour of New Zealand 5th Island

TOUR REPORT: - Sorry delayed !!!!
RVAC’s roving correspondent, Christina Locke, has been up north on a training course and will report the whole tour in great detail, in the NEXT edition of PLANETALK.
Stay Tuned.....

MUSTANG P-51D

Joy Flight Raffle

“The Ride of a Lifetime”

Tickets: Just $20 each
Only 300 tickets 3 Winners ( Conditions Apply )
Raffle will be drawn at the Dawn Patrol on Sun. 17th September.

Winner Notified
Tickets in Bar & Ops.
For Details & Tickets 9580 0088
Celebrating 80 Years of Aviation

2006 MEMBERS EVENT CALENDAR

| June       | 4th  | Sun   | Competition Day – Moorabbin |
|           | 10th | Sat – Sun | Queens Birthday - Temora Museum Display Days |
|           | 15th | Thur  | Members Night including Guest Speaker |
| July      | 2nd  | Sun   | Competition Day – Moorabbin |
|           | 15th | Sat   | Xmas in July Dinner – Band with AAAA Members – Book Now ! |
|           | 16th | Sun   | Young Eagles Victoria Day – Moorabbin |
|           | 20th | Thur  | Members Night including Guest Speaker |
|           | 29 – 30th | Sat-Sun | Winter Blues Festival – RVAC Fly-away to Echuca |
| August    | 5th – 6th | Sat – Sun | Temora Museum Display Days |
|           | 6th  | Sun   | Competition Day – Moorabbin |
|           | 13th | Sun   | Young Eagles Victoria Day – Moorabbin |
|           | 17th | Thur  | Members Night including Guest Speaker |
|           | 19th | Sat   | 2006 RVAC Aviators Ball – Dingley International |
|           | 30th – 2nd | Wed – Sat | Birdsville Races |
| September | 10th | Sun   | Competition Day - Moorabbin |
|           | 10th | Sun   | Young Eagles Victoria Day - Moorabbin |
|           | 10th | Sun   | New Members Day - Moorabbin |
|           | 17th | Sun   | Dawn Patrol – RVAC 80th Birthday |
|           | 21st | Thur  | Members Night including Guest Speaker |
| October   | 1st  | Sun   | Competition Day - Flour Bombing – Moorabbin |
|           | 1st  | Sun   | New Members Day - Moorabbin |
|           | 15th | Sun   | Young Eagles Victoria Day – Moorabbin |
|           | 19th | Thur  | Members Night including Guest Speaker |
|           | 27 – 29th | Fri – Sun | Wings over Wagga – Aviation Trade Show. |
| November  | 4th – 7th | L/Wend | Cup Weekend Fly-away to Waikerie (SA) Gliding Centre & Club |
|           | 16th | Thur  | Members Night – CFI Joe to speak – lecture |
|           | 19th | Sun   | Red Bull Air Race – Swan River – Perth WA |
|           | 19th | Sun   | Young Eagles Victoria Day – Moorabbin |
|           | 25th | Sat   | Competition Trophies Presentation Night |
| December  | 10th | Sun   | Children’s Christmas Party - Moorabbin |
|           | 15th | Fri   | Member’s & Staff Christmas Party – Moorabbin |

For the latest updates and further information:

See also: http://www.aeroclub.com.au/
Young Eagles Victoria

Mission 14 was Sunday 28th of May, Any member pilot who would like to be a part of this growing program, please do not hesitate to contact either: Paul Canavan or Ken Cusack (leave message at RVAC Ops).

MISSION 15 TO FLY
JULY 16TH 2006

Another 25+ Young Eagles are ready to go in July 2006

RVAC members - do you have any contacts at schools or clubs or youth groups we can follow up ?? Leave a message for Paul Canavan @ Ops.

Mission 14 flown 28th June 2006

Mission 14 Young Eagles about to fly....

John Sibly explains the details of the big Boeing Stearman - Courtesy of Mike Murphy

JIO departs with Captain Alford at the controls....

It was dark, wet and gloomy, but YMMB Tower gave us some useable airspace to the South so we could fly the Young Eagles safely around the patch and give them the experience of flight for the first time and plant that important aviation seed.. Many Thanks to all the MB Tower Guys for their continued co-operation and Tower visits - Additional thanks go to the TowerMaster - Warren Sparrow.

For further Young Eagle information, questions or suggestions please contact Paul Canavan 0409 149 010 or email: paul_canavan@bigpond.com

100 years on, we are still providing excellence in service

Mobil Aviation

OUR GREAT SPONSORS:

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Skyfines
Waikerie is located on the Murray River just west of Renmark. It is home to the Waikerie Gliding Club, operators of one of Australia’s leading soaring centers, offering the best in weather and facilities. WAC 3458. 34°11.0’ S 140° 01.8’ E. Elev. 138 Ft. Rwys 08/26 sealed bitumen and 02/20 white gravel. CTAF 126.7

The tentative program for the week–end is to depart MB on the Saturday morning and arrive at WKI in the early afternoon. Fuel will be available from the Gliding Club on Saturday but not on Tuesday, as our Cup day is not a public holiday in South Australia.

**Saturday** afternoon – gliding. Here is your chance to enjoy a dual gliding experience with the Waikerie Gliding Club in one of their Twin Astir Gliders. Estimated cost of $100 is to cover the instructor and air tow.

Gliding will probably not be available on the Sunday as the sealed Runway has been allocated by Council to the Holden Monaro Drag Racing National meeting. Gliding Club people will be on site all week-end to ensure security of the aircraft. Evening BBQ with the Gliding Club.

**Sunday** – visit to the Havenhand Chocolate factory and a Coach tour of the local Riverina area including Banrock Station - well known for its Wines and Eco-Tourism Wetland Center with self guided scenic walks.

**Monday** is set aside for a full day coach tour of the Barossa valley where we plan to visit three well known wineries and one lesser known one.

**Tuesday.** Check out, return to the airport and then travel onwards to MB.

**Accommodation** has been reserved for 3 nights at the 3 ½ star Waikerie Hotel / Motel where you may choose from Hotel or Motel rooms – Single, Double, Twin share or Queen size. Prices vary from $55 to $84 per room per night. Breakfasts are not included in the negotiated room rate - $8 for a Continental breakfast or $15 for a cooked breakfast. A la carte meals are available ranging from $7 to $22. The Drag racing fans will be competing with us for the available accommodation so in order to avoid disappointment don’t leave it too late to make your booking.

The local Coach Company will look after us with transfers to and from the airport as well as conducting our tour of the Barossa valley.

**BOOKING SLIPS FOR THIS FLYAWAY** are available from the desk at Operations or from Peter Drew (9795-4753 or pfdrew@bigpond.net.au). On the slip you will be asked to nominate the method of travel, type of room required and whether you wish to book an ‘Air Experience Glider Flight’. A deposit of $100 per person must accompany the application- either by cash or by cheque payable to White Flight Flyaways. This is intended to go towards the cost of chartering a coach for the week-end and some meals. Please forward to Peter Drew at 7 Scotsburn Close, Mulgrave 3170.

En route navigation and en route refuelling (if required) is, of course, always pilot / driver responsibility.

pfdrew@bigpond.net.au
When your medical is due, come to the convenient service at 125 Second Avenue (in Moorabbin Aviation Services - between the A frame and Skylines).

Dr Catherine Galbraith, (D.A.M.E.) runs regular clinics and is available to offer medicals at weekends, by appointment.

Contact her on 0417 377 911, or Call MAS on 9587 5159

Pick up a Brochure at the RVAC Ops Desk.

The complete results for the RVAC team were:

Formation – RVAC Falcons (Bob Hayter, Robin Roissetter, Andrew Stopp) 1st out of 4 teams
Forced Landing – Andrew Stopp 9th, Bob Hayter 27th out of 34
Streamer Cutting – Andrew Stopp 19th out of 26
Spot Landing – Andrew Stopp 16th, Heinz Dehn 25th, Bob Hayter 29th out of 38
Overall Team – RVAC 8th out of 11
Overall Champion – Andrew Stopp 10th out of 25

Next year the ALACS are scheduled to be at Rockhampton in May. I’ll be going and would welcome hearing from any one else in RVAC who may be interested in joining the team.

Andrew Stopp

More Pics on Page 20

FALCONS WIN AT ALAC’S at TOOWOOMBA in May 2006

After a flight, courtesy of Virgin, and a long car ride we strolled into the Darling Downs Aero Club at Toowoomba on a beautiful afternoon in early May. We were anticipating a whole raft of formalities so that we could use their aircraft for our practice and entry into the ALACS 2006 competition. As it turned out the club could not have been more accommodating or helpful and before we knew it we were airborne carrying out our own local recce and getting to know the area. Toowoomba is just on the edge of the Queensland tablelands so navigation is easy and the scenery interesting to look at. A quick landing for a pilot swap at Oakey military strip some 12 miles was part of our tour and back to Toowoomba just as the sun was setting. Apparently there were a few rules about access to Oakey that the locals forgot to tell us so the phone had been running hot in our absence. But the army didn’t arrest us and it was all sorted out in a friendly fashion, leaving us to retire to our motel, ready to sample some Toowoomba hospitality and for some solid practice the next day.

These events are not only about flying. Most nights we explored what Toowoomba had to offer and enjoyed each others company and the company of other visiting flyers as they progressively arrived of the next few days.

Darling Downs Aero Club only had two warriors so we had to postpone our formation practice for a couple of days until an archer from Manning River arrived. But there was still forced landing, spot landing and streamer cutting to keep us occupied and at $155 per hour on tacho and no landing fees we had an incentive to make the most of it. The thing I like most about these events is the relaxed and friendly atmosphere that prevails. The competition is certainly there to be won but everyone is respected as a competent pilot in their own right, with something to offer, or to be re recipient of helpful advice, which is always willing given if sought.

Although we were a smaller team than at Hobart in 2005 I felt that each of us in the RVAC team were at a better standard than the previous year so I was hopeful of a better overall result than Hobart. Particularly as we again had the company of our club president, Stuart Rushton, to keep a watchful eye on progress. As it turned out most of the other teams seemed to have kept pace with us and for the competition as a whole, times and results were generally at a higher standard than for Hobart. As you may expect there were all sorts of tales of nearly, if only and what bad luck. But that’s all part of the fun.

I am pleased to report that RVAC again won the formation competition but this time it was the RVAC Falcons who are now continuing the long tradition in this event set by the Eagles. Well done my fellow team members Bob Hayter and Robin Roissetter, and special thanks to Heinz Dehn for all his valuable coaching.
Editor Richard has put up a bottle of Red or White wine for the best caption to this Pic: Caption please.... Tony Taggart caught with his doors down on his newly acquired C210 !!! The Editor: Email your entries to: richard.sibly@rvac.com.au

Caption this...

eg: “Bloody door hinge eating termites!”

Last Month: Won by Michael Ralph -

“RVAC instructor Daryl Walker inspects the missile defences at Moorabbin Airport. DOTARS have spared no expense... well, they could have dug the missile silos a bit deeper... in making the general public “feel safer.”

Cessna’s first aeroplanes (The Swallow) had the wing at the bottom. When they moved it to the top in 1927, seventeen men showed how strong it was even with no struts !!!
RVAC Invades Wanaka Part #1

The graceful lines of the Hawker Hunter - something not seen often in Australia

JOHN LINDSAY WITH A FEW OF HIS OLD GIRLFRIENDS....

It’s an “Airspeed Indicator” on a Gypsy Moth...

RNZAF B757 plays “tag” with a P3 Orion Sub Hunter

Aove: a “Dragon Fly”  Below: DH83 Fox Moth

Nanchangs doing what Nanchangs do best !!!
Those damned Yanks.....
in a Willys Jeep

At NZ's oldest Pub - The Cardrona" - doing what comes naturally.....
Tea Drinking Bus Driver Murray, Bob Bright, John Lindsay, Paul Canavan,
Rod Tomlinson & Warren Young.

Heinz Dehn - My Dad had one of these.... “Me108 TAIFUN”

Dad - My next Xmas present please !!! - A Corsair FG-1D - Bob Bright

The most picturesque
Airshow in the world....

MORE
WANAKA ...

The RAAF FA-18 doing its usual display and dump & burn.

Heinz Dehn - My Dad had one of these.... “Me108 TAIFUN”
Aircraft seen and displayed at Wanaka:

Aerobatics by the Woman’s World Aerobatic Champion - Svetlana Kapanina.
Red Bull Pitts Special aerobatics.
Three Curtiss Kittyhawk fighters.
DC-3 parachute drop with the RNZAF Kiwi Blue Team
Massed helicopters performing Aerial Ballet
Yak-52’s of the Red Star Aerobatics Team
Nanchangs
Lockheed 12.
Thunder Mustang.
Harvard Display Team - formation aerobatics.
Sopwith Camel and Nieuport 24
Two Fokker Triplanes.
A Bleriot XI.
de Havilland special flypast.
Dump & Burn - RAAF F-111 fighter.
P3 Orion.
C-130 Hercules.
Boeing 757.
UH-1 D Iroquois.
Red Checkers formation aerobatics
Kaman Seasprite.
Hawker Hunter
Spitfire, Hurricane and Me-108.
Three P-40 Kittyhawks, FG-1 D Corsair and Catalina.
Jurgis Kairys aerobatic routines
The P-51 D Mustang.
Red Stars Rising - Polikarpov fighters.
Lavochkin LA-9, Yak-3 and L-39 Albatros.
Two Vampire Jets
My Story......

Trip to Trangie - or - “Where is the blue bag?” by Gary Allbutt

Several mths ago Vivienne & I spotted a poster, on the notice board of the Gliding Club of Victoria, displaying the Wright Flyer. From that we decided a Flying Long Weekend was in order.

I had recently joined RVAC, so I set forth with enquiries about re-establishing my CSR endorsement, from about 12 years ago, and doing so in HAB.

Richard Beer came on board as my instructor and after about 2½ hrs of AWK & CCTs, and a few more solo T&Gs, I was back up to speed.

My core flying is Aerotowing and Gliding, (so loads of T/Os & Ldgs). My partner, Viv, is also a Gliding Instructor and the area between YBLA & YNRM is her proverbial “Back Yard”. Just a tad worrying when the commentary led to— “I outlanded there, and here, Oh… and over there…..” (She’s done a lot of X/C Gliding) Strathbogie NBD is on a direct line to Narromine, giving us a good reference for our departure. So at about 08:30 AEST, Wx & NOTAMs checked, Sartime logged, and some very welcome suggestions from our CFI, off we toddled.

Well nearly. We discovered that the “blue bag” had been left on the lounge room floor, with the headsets, camera, and binoculars! Just as well we live only 5 minutes from the airport, although Viv was “not happy Jan”! We are doing a “Girls” inventory check next time. We departed OTCA with a stepped climb-out, and a dogleg to the East, abeam Lilydale due high ground. We achieved our Cruise level of A075 on the other side of the range. Laying off 13 degrees of drift, from the Westerly airflow at that altitude, we actually gained about 3 to 5kts in groundspeed, and maintained track, plus or minus about 3nm over the 380nm estimated by Great Circle.

The countryside looked fabulous. The dams all full to over flowing, rich golden Canola crops doing well and just a few bits of the fluffy stuff to vector around. We touched down at Narromine after 02:10hrs, around lunch time, refueled, then scouted around for gliding colleagues. About 60 odd Aerocraft had arrived by then, but the following week one of the organizers told us that about 500 aerocraft had moved through YNRM and over 400 stayed the night.

We had decided to relocate HAB to Trangie (YTGI) “International”. While operated by Narrumine Shire Council it is the home of “Rebel AG” from which corrugated iron hanger, 12 Gas Turbine Conversions have been undertaken over recent years in one of the most orderly workshops I have ever seen. And cop the size of the Crop Duster. I fly Pawnees but these things are twice as big.

So how to find this airstrip in the middle of central Australia! “Google Earth.com” that’s how! (http://earth.google.com/) Type in the Lat & Long and, like a returning Space Shuttle, plonk, right on top of the Maintenance Hanger. Outstanding detail, especially over military targets, Wagga Wagga, and the Melbourne CBD. (Check out the vans parked outside Jeff’s Shed.)

Why Trangie? Not having been to a “Fly-In” before we decided to avoid the argy bargy on ‘The Day’ by arriving before and leaving after. Also, Tandara Park was recommended for its cabins at $40/night unserviced.

On top of which the local RSL bused the visiting aviators into the Airfield and home again, at no cost to us. The meals there were very good value as well, in both quality and price. We would also like to offer a plug for Mandy and John, Tandara’s owners, who are very welcoming and friendly. Nothing smarmy, just open and genuine. Ain’t country folk terrific?

The Pageant was a bustling affair with a number of lovely toys in attendance such as the Pressurised Lancer (see over), the Foxbat, PIP & Dick Smith’s Augusta.

Contd.... above & Page 19
Sponsors Required
Dawn Patrol 2006

This fantastic aviation event in September 2006 requires sponsorship on all levels.

300 seat breakfast and air display with exposure to various media, publications, and advertising. Corporate and Government presence.

If you would like further information, direct enquiries to Richard Sibly on 0411 131 321 or email: richard.sibly@rvac.com.au

Trip to Trangie – contd....

However, as a Glider Pilot, it was disappointing how superficial the commentary was for the Nimbus 4DM. (Interrupted by the smelly blusterings of a couple of old war birds taxiing). This is a 2 seater, 27.5m wingspan sailplane with a retractable self launching engine. Shinzo, the owner pilot has, I believe, around 10,000hrs up. And if this hasn’t impressed you, the Nimbus is a $200,000 kelvar/carbonfibre racing machine. Glide ratio 65:1, it would beat a C172 around a 300km task (with the engine tucked away), while being capable of flights in excess of 2,000km.

No attention was drawn to the fact that it did 2 beatups (Sorry: High Energy Management Approaches), along the main strip, from about 1500ft AGL while dumping 180kg of water from its wing tanks (ballast loaded to improve cross country performance).

Oh well, Viv and I are ecstatic about such things. And Buzz Aldrin sat and signed books for 2½hrs, Viv’s and mine included. After another relaxing night at Tandara, we were driven to the airfield at 07:30 for departure at about 08:00 (Wx & NOTAMS delivered to the cabin from Tandara’s fax machine at 07:05).

Cruise–climbed to a065, got our drift nailed over the first 20min, then settled back for the ride to Benalla where we paid our Segelflug colleagues a visit, and Viv did her Annual Flight Review. Final leg was a hop over the high ground again tracking TO Eildon Weir VOR on radial 180 then FROM, on 205, for our cruise–descent to YMMB.

Thoughts: Should have done more of this in the intervening years. Planning and Preparation are everything. Sartime, and people behind it, are great value and very helpful. HAB is a lovely piece of machinery to fly. And never underestimate the enjoyment of sharing the experience with an enthusiastic partner.

Thanks for the privilege.

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Flying with the Birdies

Some recent Formation Flying Fun -

Pics by Glenn Alford taken from Sean Tanners RV8 VH-SPT

Our Victorious “Falcons”

Back to base (on base !!!)

The “Imitators” !!!

Practice, Practice, Practice

Robin Roisseter, Bob Hayter, Andrew Stopp – Australian Champions

Pics by Glenn Alford taken from Sean Tanners RV8 VH-SPT
The Maintenance release: (MR) What do all these numbers mean? What’s an AD? How long is it valid for? What’s the difference between a daily inspection performed by a CPL holder and a preflight? How do you know if the MR has been signed off for a student to fly the aircraft? Can you fly the aircraft if some items have been listed as unserviceable? Where can you find out whether you can or not?

Public liability issues: What are the insurance ramifications if you decide to venture outside the training area have an engine failure, forced to land and a farmer’s prize bull, run through a fence write off the aircraft and injure your passenger?

Performance limitations of the aircraft i.e. takeoff and landing performance, load and balance limitations. Where is the fuel flow figure listed? Climb rates, glide performance?

Aircraft systems knowledge: where is the battery located, what precautions you take when you “jump start” it with a battery cart. If I switch off the battery master in flight will the engine stop? Why not? Where is the electric fuel pump? You notice a 50 amp draw on a left zero amp meter, Is this normal in a PA28? How do we reset the voltage regulator in flight? Where is the alternate static air tap located? What are all these aerials on the aircraft? Which one is COM 1? You notice the left main tyre is down, how much pressure would like? You open the cowl on a PA28 and notice a copper line to the right hand side cylinder is broken, is that important?

Radio Systems Knowledge and Procedures: How do you adjust the squelch on the respective Com units, Nav aids and the Intercom? What are the essential readback items? You are on short finals expecting a landing clearance and the Tower says “Charlie Golf Tango cleared for the option” What does he mean and what is the read back. When you depart for the training area from 35R do you stay level at 1000 and then depart on downwind or do you keep climbing OCTA?

These are just a sample of the areas of knowledge required so best to write out a summary of these areas and present it on test day. If you have written it you will remember it and if you are not sure you have a ready reference document.

If you are aspiring for a Commercial license you can start now with a data base of information and update it as you progress with your qualifications. Many students do this and those that do have no problems in passing first time. It also dispels and doubts that the examiner may have as to your knowledge. A candidate who comes prepared impresses upon the examiner a professional and responsible attitude towards your flying. You immediately score a tick in the airmanship box!

A flight test at GFPT level will normally run its full course. If there are items that need further attention it does not mean you have failed the whole test. It comprises of all maneuvers already taught and you are not expected to change anything on the day. You perform the way you Instructor trained you. Under a standardized training system the objectives are the same only the style of training and student flying varies. There are no hidden mystery maneuvers expected and no entrapments in procedures for which you have not been trained. The GFPT is about being entrusted with the responsibility of safely carrying passengers within the training area.

APPL is simply about Navigation and Airspace procedures. Again, unless you inadvertently attempt to enter Controlled airspace without a clearance the test will run its full course. Even though you will stand corrected (for everyone’s safety) on the day you will need to review that CTA entry and perform it correctly.

Remember, no Examiner enjoys failing a candidate they want to see you pass. You may be required to come back the next day to sort out that forced landing sequence that you could not get right on the day after the examiner gave you 3 attempts! If you get it wrong on the day it’s not the end of the world! Persevere at striving to achieve the best you can.

You can then rest assured that you have accomplished a qualification and the skills that can prepare you for the various challenges that Aviation has to offer.

Regards and Good Luck to all
Joe Ferlazzo

Displayed at the Australian National Aviation Museum (Moorabbin Airport Museum) recently was the: Wings Airmail Exhibition by the Australian Air Mail Society
When: Saturday 15th July 2006
Where: Royal Vic Aero Club Moorabbin Airport

Pre Dinner drinks from 7.00pm
Traditional three-course Christmas dinner served at 8.00pm
Dancing and entertainment to 11.00pm
Santa may visit us during the evening with spot prizes, competitions and loads of opportunities to have a great time

Live music!

All inclusive Christmas dinner $50-00 per person ($40 for RVAC Members) and drinks at Bar Prices

Bookings can be taken as 10 per table or individual tickets purchased

RVAC members can book by calling Marilyn behind the bar
9580 0069 Wed – Sun.

No tickets available on the night
Pre Payment of tickets must be received no later than 7th July
Calling all Australian Aviators!

Gala Charity Aviator’s Ball

THE ROYAL VICTORIAN AERO CLUB’S 80TH YEAR CELEBRATION

Get your club members together and fly in for a weekend of aviation fun and frivolity

Log Entry Details
Date: Saturday 19th August, 2006
Time: 1900 – 2400 hrs
Dress: Black tie or dress uniform
Venue: Dingley International Hotel
334 Boundary Road Dingley VIC
(5 minutes drive from Moorabbin Airport)

Tickets: $90 per person (price all inclusive canapés on arrival, 3 courses, wine, beer & soft drinks)
Club tables of 10 receive a 10% discount

For bookings and further event information, visit www.rvac.com.au or call Helen at RVAC on 03 9580 0088

Evening’s entertainment will be provided so bring your dancing shoes

Bring your cheque book for our fantastic charity auction with all proceeds going to the very worthy Angel Flight

Take part in friendly club activities on Sunday 20th August

Special Fly-in accommodation rates of $129 per double available by calling the Dingley International Hotel and mentioning the ball on 03 9551 8411

RSVP by Friday 4th August 2006, so get in early to avoid disappointment.
"Cluster bombing from B-52s is very, very accurate. The bombs are guaranteed to always hit the ground."
- USAF Ammo Troop

"If the enemy is in range, so are you."
- Airforce Journal

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

"Tracers work both ways."

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

"Airspeed, altitude and brains. Two are always needed to successfully complete the flight."

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 recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there."

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)

submitted by Michael Ralph

**RVAC MEMBER’S TRADE DIRECTORY**

We will be featuring a RVAC Member’s Business every month. Eventually we would like to have a full Club Trade / Professional Directory for the benefit of all members. So, why not direct any business or sales leads to your fellow pilots and friends at RVAC first ???

**Featured this month:**

RJS Promotional Products Page 13

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**YOUR ONE STOP PILOT SHOP**

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Thanks again to Ron and Kevin Limon who support and assist the RVAC

**NEW CATALOGUE JUST RELEASED !!**

**ALTRONICS HEADPHONES**

Value for money ! !

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<td>(Steel Boom)</td>
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**?? MEDICAL DUE ??**

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(RVAC member)

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**Royal Victorian Aero Club**

Moorabbin Airport, MENTONE
Victoria.  3194  AUSTRALIA.

**To:**

**PLANETALK**

THE OFFICIAL PUBLICATION OF THE
ROYAL VICTORIAN AERO CLUB