

NEWSLETTER

President's Report



No doubt many of you braved the crows and attended the Avalon Airshow which was held recently.

This biennial event is Australia's largest airshow and attracts a wide variety of aircraft from scratch built sports aircraft to the latest military heavy metal and everything in between.

While not directly involved in the event, the Aero Club had representation on the field by way of the Sports Aircraft Association of Australia

with John Livsey and Warren Canning displaying the Zenith and RV6 aircraft. The Antique Aeroplane Association of Australia was represented by Murray Wallace with his ex-Army Cessna 180 and myself with the CT4.

There was also commercial representatives with Leo Moras manning the Flight Design stand showing off the latest CT Light Sports aircraft.

While I'm a fan of the older and classic aircraft, I couldn't help but be transfixed by the F22 Raptor display. I watched the display for 4 days straight and was still in awe of the science and engineering behind making an aircraft be able to defy the normal

laws of aerodynamics.

We expect that type of flying from light aerobatic aircraft like Pitts, Edge and Extra but to see a 30 tonne jet aircraft perform a tail slide, flat spin and perform a loop in less than 100ft was simply amazing.

We've got a couple of great topics for our next club meetings in March and April including a presentation and demonstration by the developers of AVPLAN as well as a refresher on correct use and function of the Maintenance Release.

Until next time. Safe flying.

Cheers,
Matt.

Special points of interest:

- **Congratulations to Doug Mcmanamny on achieving his GFPT**
- **CFI Mike Bourke will be on leave from 12-26 March 2013**

Special Thanks

As you'll read in the CFI report, the Kyneton Aero Club was audited by CASA in late January. While there were no major issues coming from this audit, there were a number of items that need to be addressed in our Operations Manual.

I must recognize the efforts of Mike Bourke & Norm Edmunds who have spent many hours of their own time reviewing the audit findings and many more hours amending and updating the various club manuals to ensure they meet the various

regulatory requirements that exist for our operations.

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From the CFI



Cessna 172 VH-ABW Maintenance release – missed oil/filter change VS aircraft sign-outs.

Following our recent (late January) CASA audit of the Aero Club Operations Manual, aircraft and other documents, the following item (along with a number of other unrelated items) has been forwarded to us as an NCN (a Non Compliance Notice) which we are now addressing.

The Maintenance Release examined had several items in Part 1 “Maintenance Required” section, written out by the LAME as follows:

	Maintenance Release issued at	10820.6
Item No.	Maintenance required:	Due at:
1.	Carry out an engine oil and filter changed @ 50 hours (+/- 5 hours)	10870.6
2.	25 hour engine oil changes are recommended:	10845.6
	As above	10895.6

The **Item 2** 10845.6 intermediate oil change was carried out, at 10847.4 hours.

But as the **NEXT** item on the list, at a glance, was at 10895.6 hours, several flights were made over and above the **Item 1** listed oil and filter change required at 10870.6. It was overlooked, yet in hind-sight, clearly outstanding (not yet actioned and signed off) on the Maintenance Release.

At least three pilots, including myself, all missed this vital required maintenance when signing out the daily inspection, seemingly focusing ahead to the upcoming 10895.6 hour item.

To close off the CASA NCN, we have made an undertaking to directly advise those pilots concerned, and make a general broadcast to all Aero Club members, by way of the info shown next.

We have not had a need to advise any names on the Maintenance Release to CASA, though the inspectors did freely see it for themselves during the audit. At this stage, we expect our NCN response to fully satisfy CASA and that matter to be successfully closed.

So, please digest the information supplied on page 3 and we thank you for your cooperation.

Kyneton Aero Club CFI, Mike Bourke



EVENT REMINDER: MONDAY 15th APRIL @ 8PM:

“The Care and Feeding of your Maintenance Release!”

A presentation on unlocking the mysteries of The Maintenance Release.

Copies of the CASA Booklet “Maintenance Guide for Pilots” will be made available on the night.

CASA Audit Maintenance Release NCN Response



Remedial action: (Action taken to fix the immediate effects of the identified deficiency)

The recommended oil change was performed following the alert to this.

Root cause(s) identified: (What was the root cause of the identified deficiency?)

Pilots not paying enough attention or due diligence to the "Maintenance Required" section of the Maintenance Release and comparing that to current engine hours recorded.

As Chief Pilot and regular user of the Maintenance Release, I should also have been on top of this.

Corrective action: (Action taken to address the root cause(s) of the deficiency to ensure the deficiency does not recur)

We do regard this as a serious matter, and, extremely worthy for us to publicise as a "[learn-from-this](#)" matter, not only for all users of the Aero Club aircraft, but for our Aero Club members/aircraft owners in general. Action taken to address this is as follows:

Firstly, along with myself of course, the other member-pilots in this particular situation have been:

1. personally alerted to the situation, and have been directed to pay more attention to inspection of the "Maintenance Required" section of the M/R and compare that with the current engine hours recorded on the M/R, and;
2. Reminded of the requirements of CAR133 (d) – that is, the requirement to assure themselves that all required maintenance listed has been performed and certified for appropriately before a flight commences.

Secondly, we intend to outline this occurrence to all Aero Club members via way of our regular in-house bulletin from our Aero Club President. (The aircraft is not readily available to non-member use.) The notification will outline precisely what occurred and when, the likely reasons for the occurrence, and the required actions as outlined above.

Thirdly, we believe that "use of the Maintenance Release" will be an excellent topic for one of our monthly Aero Club meetings, and we shall arrange this for our April meeting. We will utilise the talents of one of our Aero Club members versed on the topic, perhaps one of our several LAME members, together with the information presented in the CASA booklet "Maintenance Guide for Pilots" (2012 edition) and we have now obtained a quantity of those booklets from the CASA online store for distribution to our members.



AvPlan

AVPLAN to visit Kyneton

AvPlan is the leading Australian flight planning application for the Apple iPad and iPhone. The founder of AvPlan, Bevan Anderson, will be at Kyneton Aero Club on Monday the 18th of March at 8PM to demonstrate the application and also talk about the use of electronic mobile devices in the cockpit. Below is an extract from the AvPlan website:

Envisioned, developed and rigorously tested over a two year period by Australian pilots for Australian pilots. Focused on continuous improvement, the team at AvPlan consult with CASA and our Product Design Board comprising senior instructors and pilots active in all major aviation segments.

Designed as the go-anywhere lifetime EFB application that can grow with you – from local VFR recreational aviation through to professional IFR charter and regional airline operations, AvPlan has been designed to leverage your investment by using the portability, connectivity, ease of use, reliability and processing capability of your Apple iPhone and iPad.

Features

AvPlan supports;

- Full database of Australian airports, navigation aids, waypoints, visual tracking points and designated IFR routes.
- Built in ERSA, DAP, visual (WAC, VTC, VNC) and IFR (ERC, TAC) charts.
- Displays your position on all airport taxi diagrams and instrument approach plates
- Point and create user waypoints on VFR & IFR charts and approach plates
- Display routing and current position information on visual and IFR charts (including DAP plates)
- NAIPS integration to download and automatically save NOTAM's, forecasts and NAIPS charts
- NAIPS integration to submit completed flight plans
- Access to weather charts (Synoptic, Satellite, BOM weather radar)
- Weather radar and lightning overlay on all map types
- METAR and SIGMET overlays on all maps
- Terrain warning overlay on all maps with altitude call-outs
- Weight and balance calculations to suit all aircraft types with detailed performance models
- SARTIME warnings
- Export flight plans to your handheld Garmin GPS In addition to creating a flight plan,

AvPlan can then be used in flight with all the above features to keep track of all in flight planning activities. It acts as a self-updating flight plan, calculating departure times, estimated en route times and arrival times. AvPlan extends the electronic flight bag concept into something that is in a league of its own.

Maps can be rotated to suit any orientation – just like a paper chart. Fixes can be added in flight, again just like noting down a fix on a paper chart.



EVENT REMINDER: MONDAY 18th MARCH @ 8PM

Kyneton In The Spotlight...Again

Kyneton Aero Club and Kyneton Airfield were in the spotlight again in the March-April edition of Australian Flying.

Pilot, journalist and photographer Mark Smith visited Kyneton in November to interview members of the aero club and take photos of members and their aircraft to help develop his article.

The 6 page article showcases the diversity of our membership and the aircraft based at the field.

It also highlights the close relationships with other flying associations including the Sports Aircraft Association of Australia, who's Chapter 20 is based at Kyneton, and the Antique Aeroplane Association of Australia.

If you haven't yet read the article, grab a copy of the March-April edition of Australian Flying...it's a great advertisement for Kyneton, the Aero Club and the fantastic bunch of members that makes this place so unique.



76 Kyneton Airfield MARK SMITH



Flying in Concert

Nestled at the beginning of the tablelands to the north-west of Melbourne is an airfield rich with passion and enthusiasm. Mark Smith and his camera combine to tell the story of Kyneton.

If you want to be completely literal, an airfield is a place where aeroplanes take off and land. It has runways, in some cases hangars to store the aeroplanes and a fuel supply. It may even have a flying school where those driven to learn the art of flight can part with their hard-earned money and try and bring a flying machine under their control.

It sounds simple, but like everything in life it's much more complicated. Airfields are places of passion, much like music concert

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LEFT: Murray Wallace with the 'Cotton' biplane in his sunny days.

BELOW: Kyneton boasts fly-ins on a regular basis, and a good turnout is virtually guaranteed.

BELOW LEFT: Kyneton Airfield is owned by the local council, but run on their behalf by Kyneton Aero Club.

MAIN: This Cobly Starlet is one of many privately-owned aircraft that live out of Kyneton.



arrangement can be a double-edged sword for a flying club. There is the element of out of sight, out of mind as far as the local council is concerned. "We had some problems last year when the council discovered it had this asset and no real plan for what to do with it. I'm sure there were councillors who didn't know Kyneton had an airfield! A number of plans appeared, from close the airfield to develop the airfield. Thankfully after a campaign by aviation groups the council saw the value in keeping a local landing ground viable in a community context. So we are still here for the next 15 years."

During times of bushfire in the nearby national parks, the field becomes the staging ground for fixed and rotary wing firefighting assets, making it a valuable addition to the whole area.

Kyneton airfield is very neat and tidy, with no long grass or unsightly rubbish marring the view.

Matt Henderson: "The aero club is totally responsible for maintaining the airfield. The council receives the money from hangar leases and then returns that money to us via grants. It's a cost-neutral operation as far as the council is concerned."

To achieve growth in infrastructure means getting a higher profile in the community. That means finding ways for the residents of Kyneton to get involved in their airfield.

Kim Skyring, who with her partner owns Texaco aircraft maintenance, is a flying club member who organises one of the clubs biggest public events: the local "Biggest Morning Tea". This fundraiser for cancer research attracts over 800 locals to the airfield, helping to promote the activities of the club and its members.

"It's a great way to get the local community out to see the aeroplanes. It gets media coverage as well which is a good thing for any club."

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find us on

Facebook

Kyneton Aero Club was established in November 1966 by a group of like minded individuals that saw the potential of general aviation in regional areas. Strongly supported by the Kyneton Shire at the time, the Kyneton Airfield was established with responsibility for its management in the hands of the Kyneton Aero Club. This arrangement is still in place with the Kyneton Aero Club responsible for the operations and management of the airfield.

Coming Events



The following events are coming up in the next month:

- 18 March: Kyneton Aero Club Meeting: Committee @ 7pm, General @ 8PM
AVPLAN Presentation & Use of Mobile Devices in the Cockpit
- 13 April: AAAA National Fly-in, Echuca. NOTE: There's no airshow this year
- 15 April: Kyneton Aero Club Meeting: Committee @ 7pm, General @ 8PM
The Care and Feeding of your Maintenance Release

Reminder: Preferred Circuit Patterns at YKTN

In order to maintain a positive relationship with our neighbors, a fly neighborly policy has been in place at Kyneton for some time. In order to continue to improve on our operations and address noise complaints and other concerns raised from time to time, we have prepared the plan below which shows the preferred circuits to be flown at Kyneton Airfield. These circuits are approximately 1nm (1.8km) in lateral displacement from the runway in use providing for safe operations in the event of an engine failure in circuit. They also track directly overhead major roads / rivers and avoid homes / properties where possible.

- RWY 18/36: Northern boundary is the road that runs east-west to the north of Sunbury Lodge. Southern boundary is the Old Calder Highway. Western boundary is the Campaspe River.
- RWY 27/09: Northern and Western boundaries as per RWY 18/36. Eastern boundary is Edgecombe Road.
- These are preferred patterns only, ultimately the decision for safe operation of the aircraft rests with the pilot in charge.

