

# NEW INSTRUCTOR FOR ACST



David, time spent between Instructing & Crop Dusting

David started flying when he was 21, "I guess it was inevitable, Dad flew, he started a flying Club in Strathalbyn in South Australia where I grew up, I have 2700 hours not a lot really but I have also done a lot of commercial diving with my time as well." said David.

"I have done a fair bit of scenic charter work to the South-west with TasAir. Also during the summer season as an AG Pilot along the North spraying Poppy and Potato crops for Ford Aviation at Cressy."



Crop Dusting is tricky in Tasmania with the undulating terrain. Airmanship is paramount a metre from the crop

Club to fly because they enjoy it, I want the learning process to be as much fun as possible and there are huge benefits if a student can stay with the same instructor through those crucial first ten to fifteen hours." David said.

David Franklin moved to Tasmania 3 years ago, after meeting a "Tassie girl" who is a research scientist with the CSIRO. David had been flying fish spotting Southern Blue Fin Tuna for about 5 years in "The Bight" and off Eden in NSW when he met Jessica.

"Got my instructor rating in 1993 when I obtained my commercial ticket, I haven't really used it, the first thing I did was head off to the mines and took the Big Bucks to pay off all the training bills - got a bit of flying in at that time as well." said David.



David is big on Airmanship

"I've been to some places where training is just a sausage factory, I did my initial Agricultural rating with the man who wrote the book on Low Flying, John Freeman, and he was a good teacher.

I think the personalized style of ACST fits well with my philosophy. I was first trained by an old chap who guided me through flying training. I would like to think people come to the Aero



David in the office of the 400HP Piper Brave. His work will see him away at times during the year.

## HOT YOU'RE HIGH Pat Cliffe-Hickling



The 22nd of this month we are all heading to FONTHILL for the annual TLACS and I really want to see a few of you new pilots joining in because it is good flying experience. All circuits are with a qualified instructor and you can participate at any level. Register direct with Bernie Samms 0418 536 750 or bsamms@bigpond.net.au.



Set Altimeter to 1013 to give you pressure height



Take a reading of the outside temperature

Then check the outside temperature. A straight line connecting those two points on the chart shows on the scale your takeoff distance percentage change and also your percentage change in rate of climb.

When temperature is high, density altitude should always be taken into account when operating out of country strips, particularly those well above MSL.

Similar to the Bothwell strip Fonthill is elevated, in this case 1200ft. At Bothwell I noticed with some interest the longer ground rolls and sluggish ROC in the hot conditions and the comments on our return to Cambridge. The reason..... A high density altitude.

I have in my NAV folder a little chart called a KOCH chart. Very easy to use. Aircraft on the strip, set the altimeter to 1013 giving you pressure altitude.

**"When temperature is high, density altitude should always be taken into account when operating from strips well above MSL".**

I have included a copy of the KOCH chart with Spinner, but note use it as a guide only. You must consult your pilot operating handbook for your aircraft's specific performance charts.

See you at FONTHILL for ALACS Saturday April 22nd 08.00am sharp.



# HOW TO TELL MARJ

**Stan Tilley**

Everything was looking fine, winning the overall trophy in the Australian Light Aircraft Championships, I was delighted to be selected once again to be in the Australian team to contest the Trans Tasman Wings competition to be held at Whitianga on the north island of New Zealand.

Then it happened, stupidly persisting in replacing loose roofing iron on a hot tin roof on a windy day, wanting to get the job finished I skipped lunch and adequate water breaks. Starting to feel a bit uncomfortable for the first time ever working on the roof, I was pleased to see the job done and climb down.

I tried re-hydrating a bit, but it was too late, later in evening I had a "dizzy spell" caused by sunstroke which left me with double vision. The medicos decided I was unfit to drive and flying was out of the question. My eyesight would right itself, but when?



*Mercury Bay Aero Club, Whitianga. Note the beginnings of an Air Park next to runway*

I had to own up to Royal Federation of Aero Club's President Marj Davis, that I had been running around on a roof in the heat of the day! And feeling really rotten because I had to withdraw from the team, letting the side down and our "Red Sparrows" Formation team had been planning such a lot of fun in New Zealand.

I was delighted when our Club members Bernie Samms, Sue Davis, and Peter Waite were selected to fill the Formation slot. West Australian, Jerry Hughes flew the Aerobatics and Glen Garouche from NSW flying forced landings and Peta Garnaut also

**It was great to see Bernie Samms, Sue Davis and Peter Waite chosen to fill the Formation slot.**



**L: Jerry Hughes, Peta Garnaut, Glen Garouche, Bernie Samms, Sue Davis, Peter Waite  
Inset: The Wings Trophy returns to Australia**

from Western Australia performed the Spot landings, making up the rest of the Australian team.

We had a team but was there time to get ready? Could the Formation team get up to speed in just weeks?

With the three "Red Sparrows" now coaching, it was up and flying by 07.00. The team improvement was dramatic but wanting to help more, I readily agreed to join the team in New Zealand to continue coaching. RFACA President Marj Davis, delighted at the suggestion, nominated me for Australian judge as well.

ACST Club members and friends joined us at Cambridge, as David Chalk rustled up "A Big Hearty Bacon and Egg Breakfast", to wish us well on the final morning of practice. We were off to New Zealand.