GREAT SOUTHERN SKIES

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GREAT SOUTHERN SKIES

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ABOUT US

Great Southern Skies is a magazine created by aviation enthusiasts and written for aviation enthusiasts. It's focus is positive local news stories, general aviation safety and, aircraft technical knowledge.
Every word is written with integrity to inspire and encourage all of it's readers to continue to foster their passion for flight.
We welcome feedback from all our readers on the quality of content provided. Please also feel free to contact us if you have an aviation story or news to share.
We hope you enjoy reading Great Southern Skies just as must as we enjoy creating it.

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Cover Image: Colin Coxall in his RV-7A with smoke on departing Narrikup

A Letter From The President

Braden Smale

Hello fellow flying enthusiasts

The last Quarter in summary, I would say has been up and down for the club.
Our Narrikup fly-in during April was a wonderful day with the last-minute decision to postpone the event by a week due to weather, a very fortunate decision indeed as the weather could not have been better. Although the late change of date may have thrown some people off, the turnout of 30 aircraft was great to see. The spectacle of racing drones and model aircraft was an eye opener and the formation of RVs as they flew off to attempt the trial flight had everyone's head in the fully reclined position. Thanks to Annett at Hardy Road Café and Jason at Variety meats in Spencer Park for supplying a great BBQ lunch and numerous delicious salads. Also thanks to Air BP for their Generous donation of avgas and congratulations to Dave Wohling for taking home the avgas prize for greatest distance flown to attend the fly-in.

More congratulations are in order for one of our youngest members Josh Watson, for being the first to complete his formation flying training with Ralph Burnett in the club RV9a. Fantastic job! It wasn't without its challenges though, and as a result we will be having a new PTT button installed on the right-hand side dash to help streamline the training. So, if any members are thinking about doing some formation training now is the time to do it, be sure to contact Ralph to organise.
Other upgrades pending for LPL is the new vizion 380 Autopilot and firmware updates for the EFIS. LPL pilots make sure that you are aware of any changes and have read the user manual for the new auto pilot before your next booking. We are expecting these upgrades to occur over the next month.

I did mention there were some low's this quarter. Although April and May were fairly active months for the club, the last month or so has seen a sharp decrease in activity. LPL has been getting very low flying hours and a lack of quorum at the July meeting, which I find extremely disappointing. Though it could not be helped due to committee members being out of town. Thanks and apologies to those who did Attend.
The low flying hours could be attributed to recent bad weather but still, there has been some good days too so I encourage LPL pilots to make the most of those good days and keep LPL in the air over the winter months. I also encourage all members to come to the meetings and get involved with the club. Even if it's just for a coffee and chat about flying, the club relies on us members to stay active. And don't worry the clubroom has a heater!

Bring on the summer months though as we have Acquired a new BBQ thanks to a donation by Brendan Taylor, and we have moved our BBQ breakfast to the second week of the month to better align with Busselton and Bunbury Club BBQ's. Now aviators can enjoy a BBQ breakfast most weekends. Though weather again stopped most west coasters coming over to our recent BBQ, I'm just glad they could translate the spelling mistakes in the flyer I made, and Knew what we were on about. Whoops.

Happy Flying and hope to see you at the next Albany Aero Club event!

OUR COMMITTEE

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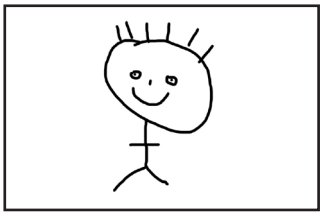


IAN COOMBE

GREG MCFARLANE

MAINTAINING VMC

by Ralph Burnett

The only reliable way to maintain VMC is to stay under the cloud base. Going 'on top' is much riskier as you are not to know the base at your destination, and you have to navigate visually with < 4/8 cloud cover. Keep your 'back door' open when flying in reduced visibility, and keep in mind that weather is usually best the further inland you go. But, beware early AM radiation fogs in winter – they can last up to 10:00am and you might need to loiter for some time for a decent hole to form.

Keep several alternates in play: Having all the locations from the WA Country Airports Guide installed in your aircrafts GPS, or your iPad, is a very good move. There is nothing so comforting as being able to divert to a known location when the weather ahead becomes threatening.

Never be too proud to divert. A diversion to a known strip is the best 'forced landing' you can ever make: our weather moves quickly in winter and watching it pass by from a safe spot is recommended. You should divert before you see dust being whipped up by the strengthening N/NW winds ahead of a front: because descending to lower level, and then checking the strip, before making a safe landing becomes much more difficult if winds are exceeding 20/25 kts.

Lastly, and not least in importance: carry as much fuel as you can uplift. I personally keep 2 hrs up my sleeve in winter. And, do lean your mixture, fly at best range TAS, and use a conservative calculation of ground speed. There is no greater comfort than knowing you have time in your tanks!

With LPL – do note that when refuelling you should gently rock the wing as fuel level nears the top, then go to the next tank and repeat, then back to the 1st tank and top up, then the 2nd tank again. You will then have 136L in the tanks. Reset the fuel computer by pressing 'AUTO' and it should then show 136 'REM' and 0 'USD'. Ensure you switch off the fuel pump,and setup power, before leaning out in cruise. Setup your power by levelling out then adjust throttle to give a reading of '45' (when you add MP to RPM). You should have been instructed in leaning – but don't overdo it. EGT should stay ROP and engine should run smoothly. If you need endurance rather than range – pull back on the throttle rather than aggressively lean the engine. 55% power is '42' for the sum of MP + RPM and you might even go down to 45% by throttling back to approx '39-40'. LPL will still cruise at 120KTAS using a surprisingly low fuel burn – you should try these settings under good conditions so that you are prepared for the worst.

DENMARK WEATHER PROJECT

by Fred Moreno

Weather at Denmark Airport is frequently very different from that reported by BOM at Albany. Because Denmark is closer to the ocean shore and has nearby ridges and mountain peaks, winds pushing over the hills can create rapidly changing and much localized cloud, rain, and visibility conditions. Aircraft arriving from Perth "on top" seek to check conditions before arriving at the coast while IFR aircraft arriving at Albany before turning west to Denmark would like to check conditions at Denmark before starting their IFR approach and their turn.

We researched extensively by reading comparisons and by exchanging email with airports and operators using such stations. Consumer grade systems do not cut it. AirServices is adding cameras and web sites for airports that already have BOM reporting. One is now installed at Albany. Installation cost for "approved government grade hardware" is out of reach for Denmark. So we launched a do it yourself project. It is operational, but still a work progress awaiting Internet access.

Volunteer contributions so far include:
•5 GHz broadband microwave link to connect from Denmark Airport to the rooftop of a member's property with existing NBN link.
•Windows 10 computer. Keyboard and mouse, Ethernet cables.
•Funding and a lot of scrounging, planning, installation and cabling work as One DAA member is hosting the station of his hangar roof, but because of safety and liability concerns during monthly maintenance, we have chosen to buy a folding steel pole to install alongside the Terminal building and will reinstall there.

The weather station chosen is a Davis Instruments "Vantage Pro", data available here: (http://www.instrumentchoice.com.au/instrument-choice/weather-stations/home-weather-stations/ic6152c-log-cabled-vantage-pro2-and-data-logger-with-standard-radiation-shield), cost $1188 including the data logging software and interface.
Wayne Austin has largely completed the system install. Many excellent high resolution external cameras are available around $100 each. We initially intend two wide angle cameras and have requests for one looking toward Mt. Lindsay which will require a remote camera to look past the trees. We plan updates every minute to minimize data costs. Photos will be high resolution to clearly image clouds, visibility, and distant hills to judge ceilings. Updates will be reported as they occur.

ALBANY WEATHER CAMERAS

Albany Airport camera at 045°

Albany Airport camera at 135°

Albany Airport camera at 225°

Albany Airport camera at 315°

In December 2016 a well known entrepreneur and aviation enthusiast Dick Smith donated $160,000 to Airservices Australia to assist funding a weather camera network throughout Australia. Airservices then asked for pilots in GA to complete a survey nominating the airports they felt would benefit most from publicly accessible live weather cameras. This survey was circulated through our local club email groups with particular interest from Denmark as they were starting their own project. After only opening the survey for one month Airservices received over 500 responses nominating 230 different locations. Over the period between March and April this year, Archer field and Kilmore Gap received some of the highest votes. Despite Albany not receiving a mention, it was one of the cameras available on the Air Services website when the system went live on the 11th of May. There are 4 cameras located in Albany at the Buerau of Meterology site. The cameras face in 90 degree increments to give pilots a look in all directions and are even available at night time with stars visible on a clear night. You can view the cameras on Ozrunways or from the Airservice website directly. http://www.airservicesaustralia.com/WeatherCam/default.html

Dying of Thirst?

It's an extremely hot day at Forbes aerodrome—around 38 degrees Celsius—and a Piper PA-28-180 10 (Cherokee) takes off at just after 1pm for a private local flight.

Ten minutes into the flight the pilot appears to suffer a seizure and passes out. Is it a heart attack? Stroke? Epileptic fit? The unsuspecting private passenger—who has some flying basics, but no landing skills—takes control of the flight. After 22 nerve-wracking minutes the pilot luckily regains consciousness and takes controls of the plane. He makes a safe—albeit rough—landing.

So, what happened exactly?

An investigation by the Australian Transport Safety Bureau found the pilot of the Piper was 'feeling unwell during the morning prior to the flight' and 'had had a late night and consumed a moderate amount of alcohol, prior to sleeping for about five to six hours on the night before the flight'.

On the morning of the flight the pilot had only drunk a cup of coffee with no other liquids or food before flying.
The pilot's doctor advised the most probable cause of loss of consciousness was dehydration.

Effects of dehydration

While this account sounds extreme, it is important to recognise the effects of mild dehydration on performance. Before the impact of severe dehydration becomes obvious, there are more subtle problems. The brain is sensitive to dehydration and problems with reduced alertness, headaches and irritability all become progressively worse. If heat strain is added to the mix, there is a measurable increase in errors and poor decision-making.

Aerobatic and agricultural pilots have a particular reason to avoid dehydration—it reduces G-tolerance.
Another medical problem seen in pilots with dehydration and reduced urine output is the formation of kidney stones. Usually the urine flushes out salts and chemicals from the body. Where the urine is very concentrated, crystals (stones or 'calculi') may form and then grow. If these move from the kidney or bladder, it can be extremely painful—as some readers will be well aware. Drinking plenty and diluting the urine is a good way of reducing the risk of problems.

How dehydration happens

Flying presents unique factors that can allow dehydration to set in much sooner—high altitudes, ultra-low humidity and dry cabins, but the main factor is ambient heat generated by getting into a hot cockpit on a sunny day.

We're mostly made up of water—about 70 per cent. The water is used for virtually every function the human body performs—regulating temperature, eliminating waste, digestion, transporting nutrients—and it also has a role in neurological and cognitive functions.1 You know what goes in must come out later.

In mild conditions, you need a minimum of 1500 ml each day to achieve fluid balance. This is roughly divided into 500 ml lost through sweat, 500 ml in breath and 500 ml in urine. You may lose between 500 ml to one litre of fluid a day, but in hot

environments, you can lose as much as eight litres a day.

Normally, the body loses 2 to 2.5 litres of water in 24 hours—approximately two to three per cent of total body weight. Sweating, brisk exercise, and illness due to vomiting or diarrhoea can also contribute to increasing loss of water and dehydration.

Most people become thirsty after they lose about 1.5 litres of fluid. This level of dehydration activates a 'thirst mechanism' and signals a need to drink at least 600–900 ml of water straight away.

However, the thirst mechanism can be switched off quite easily and just a small amount of fluid in the mouth turns it off, delaying the replacement of much-needed fluid.

Water loss can also increase by a factor of ten or more through perspiration in warm or humid weather or during heavy physical exertion, such as agricultural aviation flying.

It's important to realise that rehydration means drinking before you're thirsty—and this means plain old-fashioned water, or a sports drink (more on that later), and not sipping on a double-strength café latte or a can of soft drink.

According to the United Kingdom's Civil Aviation Authority:

The relative humidity in most air-conditioned buildings is between 40 and 70 per cent, which is ideal for comfort. On an aircraft, the relative humidity may be in the order of 20 per cent. This, however, does not cause true dehydration; but drinking excessive amounts of tea, coffee and alcohol, which cause the body to pass more urine, may exacerbate the effect of this lower humidity.

Urine colour is an excellent indicator of dehydration. Normally, it should be clear with a pale yellow tint. A darker yellow indicates that you should drink more water. The only exception is when you've had a multivitamin or a B vitamin, which makes urine a bright yellow.

Alcohol

You've got a thumping headache, you feel dizzy and your judgement isn't what it should be.

You know you probably shouldn't have had that last beer last night while you were out on the town, but you just couldn't help yourself.

Flying dehydrated and with a hangover can be a dangerous option as our Forbes Piper pilot found out.

Minimum guidelines state that you should wait at least eight afters after drinking alcohol to commence a flight, but a more conservative approach would be to wait at least 24 hours. Binge drinking has been shown to affect the inner ear balance centre 48 hours later—something which increases the risk of spatial disorientation in adverse conditions.

An alcohol hangover can occur even when a blood alcohol concentration has returned to zero after being elevated during a drinking episode. The Federal Aviation Administration (FAA) publication Alcohol and flying: A deadly combination, advises that even after complete elimination of all of the alcohol in the body, there are undesirable effects, or hangover-effects, that can last 48 to 72 hours following the last drink.

Caffeine—friend or foe?

It's fair to say that here in Australia we take our coffee culture seriously, and it's not unusual to start the day with a couple of espressos or flat whites.

Research shows that the first two 175ml cups—each containing an average of 100 milligrams of caffeine—do enhance performance in the cockpit. Pilots tend to feel less drowsy, their focus improves, as does reaction time and hearing and sight.

However, you risk dehydration if you drink more than 500 milligrams of caffeine a day—which is anywhere from around three to five cups of coffee.

According to one international airline crewmember* it's not unusual to see crew, 'just living on coffee and no water' during their flights.

'I try to have only one to two coffees a day and I probably drink three litres of water on a seven-hour flight, and more on a long haul, so never seem to have any worries. Sometimes the service gets manic and you realise you haven't drunk anything or peed for like two to three hours,' she says.

'But I drink tea,' you say? Well caffeine is also a key ingredient in tea, as well as in chocolate and some soft and energy drinks. So, while you may have only had two flat whites, there is probably more caffeine in your body than you realise.

How to prevent dehydration

Your hydration strategy should start before you even step foot on an aircraft. Here are tips that will help guide you.

Prepare yourself before flying: Drink two litres of cool (4 degrees Celsius) water every 24 hours. Always drink before you're thirsty and drink from a container that indicates you how much you've actually drunk.

Limit caffeine: If you're a heavy coffee (tea/soft/energy/) drinker you could be prone to severe headaches, irritability, acute withdrawal and crucially, fatigue, if you can't get more caffeine during a long flight.

Check your medicines: Certain medications, such as diuretics and some blood pressure medications may also cause dehydration—generally making you urinate or perspire more than normal.

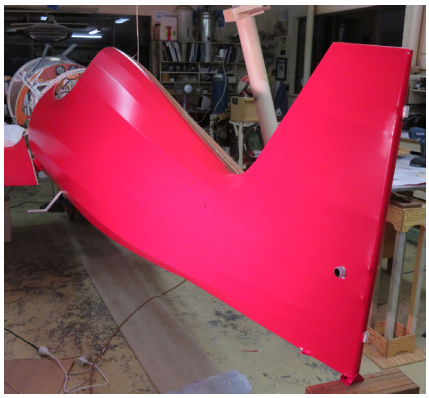
Consider rehydrating with coconut water: A study published in 2010 from Medicine and Science in Sports and Exercise demonstrated that coconut water replaced body fluids as effectively as a typical sports drink, and slightly better than water. Compared to typical sports drinks, coconut water has fewer calories, less sodium, but higher amounts of potassium.

Go to the toilet: You've got to go but you know there's only so much space in the Blanik glider. And you don't want to drink any more water, but you can feel yourself already getting parched. Try out a disposable toilet such as TravelJohn, Restop or a Biffy Bag. Most of these products transform liquid into an odourless gel that is non-toxic, spill-proof and waste-disposal safe.

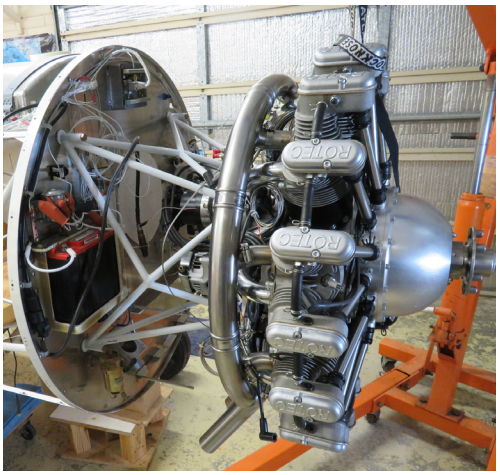
SPACEWALKER UPDATE

by Fred Moreno

The build from plans using tube wood and fabric continues to progress at a glacial pace with all the engineering changes eating time with cheerful abandon. Latest to report is that wings, control surfaces, tail feathers and fuselage are now all covered with the pre-painted Oratex fabric from Germany. This new technology material with finish applied is approved by FAA and EASA for many certified aircraft now, and will save about 30 pounds and a LOT of time for filling, sanding, priming, and painting.



The Oratex application methodology is significantly different than traditional Poly-Fiber/Ceconite, so a lot of learning was needed to master the water-based adhesive, heat bonding, and shrinking with a special high accuracy heat gun, adjustable in 10 degree C steps. Photos speak for themselves.



Most recently, the Spacewalker engine and air frame met for the first time. Without the wings being attached, the tailwheel started to lift off its stand when I released the crane. Time for some sand bags! Lots of challenges lay ahead, but it should be done summer 2018. [Did I actually commit to that??? Un oh.]

BRUMBY 610 TRAINER

by Ralph Burnett

We took delivery of this aircraft in Feb 2015 after an agonising delivery time of just 2 days short of two years. That trip was broken in Port Lincoln due radiator leaks, and after much expense, we got it back here a month later. So, not an auspicious beginning!

However, the aircraft has proved to be an excellent training platform in many respects. It currently has 400+ hrs on the clock. The cabin is wide, seating comfortable, visibility very good, noise levels very low, and performance is really good for training. The ground adjustable Sensenich propeller is set at about midway between 'climb' and 'cruise' recommendations – which accounts for its' 5kts slower cruise than often quoted. By using 90KTAS for thumbnail calculations, we find it always works out nicely.

Then, after 6-9 months – shock, horror! We noticed quite a few corrosion patches beginning over most of the top wing, tailplane and aft fuselage. This, despite the aircraft being regularly cleaned and polished with Carnuba wax – and hangared every day of its' pampered life. By late 2016 the problem was so obvious that I advised the factory that it was going to arrive on their doorstep in late March 2017 for them to assess.

So, we arrived in Cowra on 31st March. The decision was made to completely strip, corrosion treat and repaint the aircraft. Just why the original paint job was such a disaster can only be guessed at, but I have my suspicions. Anyway, the new job looks even better than the first, only needing a couple of decals to complete it. Brumby stood by their warranty, and I'm a happy customer.

Now, why has the Brumby almost 'disappeared' from the pages of Aussie flying mags? Well, it's because the Chinese production line has taken longer to setup than planned,(no surprises there), and Brumby have tried not to get ahead of themselves this time. I hear that a few are due out in August, followed by more in 2018. Apart from that, I know little.[]

Brumby 24-8554 Trip to Cowra 2017

Flight Details	Engine hrs	Flight hrs
ABA-MYU & o/n	2.5	2.1
MYU - NUB – COR & o/n	6.4	5.8
COR – PIR – WTO & o/n	6.4	6.1
WTO – CWR	4.1	3.7
Distance = 1619 nm	19.4[83.5*]	18.7[88.5]
CWR – SWH – PLC & o/n	9.0	8.5
PLC – NUB – CAG & o/n	7.5	7.2
CAG – ABA	5.4	5.1
Distance = 1708 nm	21.9 [78.0*]	20.9 [81.7]

**average speed in knots*
90% of fuel was Premium ULP98, remdr Avgas 100 in ES
Power settings were 75% as per Rotax Manual – 5000RPM. Fuel flow generally 18 LPH and average consumption was close to 17.5LPH using in flight times.
TAS varied from 90 to 98 KTAS – a bit slower than 'book' because this aircraft needs a tweak to adjust its' left wing low habit - and this is possibly reducing TAS.
Load was always on 600 kgs MTOW to start trip
Altitudes varied from 7500 to 500 agl due wx/headwinds. Many changes needed plus 3 minor diversions
Flight hrs were as from trip log of Garmin Aera 500 GPS, approx. 30kts to 30kts.
In winter, the trip west will invariably be slower. Headwinds usually worse at altitude.

FLYING ON THE GROUND

A night in the Dakota by Dave Polette

I must disclose, this isn't the first time I've spent a night in a plane. The last time was in 2013 during a visit to Stockholm. Conveniently located at the Arlanda airport lives a 747 with enough beds to sleep 76 passengers, though most rooms without an ensuite. It was more like hostel accommodation compared to the luxury of the converted C-47 at The Lily.

In September of 2012 Pleun and Hennie acquired and transported the 1944 Dakota to their property in the Stirling Range. The Dakota's life started with a transport service for the Royal Dutch Indonesian Airways. After the war the Dakota was sold to KLM airlines and then continued life with Garuda until it was grounded in 1974 after an emergency landing in Broome. A few years later, it was restored into action (on the ground) as the Broome tourist bureau in Ansett scheme. After retirement in Broome the Dakota spent much of its time dismantled in hangars around Perth before Pleun and Hennie negotiated delivery to their property at The Lily.

The Lily is a majestic property located roughly 10km north of the Stirling Range. There you will find a fully operational replica windmill along with various accommodation options also in 16th century Dutch style. You can tell the Hitzert's have a taste for renovations as their residence, which doubles as the reception, was once the old Gnowangerup train station. The star of the show for aviation enthusiasts is undoubtedly the painstakingly restored C-47 Dakota.

The Dakota is fully equipped with everything you need for a short stay including a cockpit to peer out of. Only moments after stepping inside you begin to really notice how much time and thought went into every single square inch of the interior. As the Dakota is tailwheel aircraft, the floor slopes down to the rear. Every piece of furniture from the kitchen bench to the curtains to the beds had to be customised to remain level, it's a real treat on the eyes. Parked with an unobstructed view out the port side windows of the Stirling Range, it often feels like you are floating over the fields.

Although the Lily accommodation is self-catering you can't turn down a breakfast basket to finish off your stay. Full of local produce including home baked bread using their own grown and milled spelt flour, just the bread and butter alone is a real treat!

Arriving by car or plane is no problem. There are two grass strips, 09-27 (660m) and 14 – 32 (900m), though it's best to ring first to check the conditions. Pleun is an aviation buff himself with over 700 hours in his two seat Jabiru.

If you're in need of a weekend away to recharge the batteries I can think of no better place for an aviation enthusiast to stop for the night. The time will drift away as you take in the views, read a book or take a stroll through the nearby Stirling Ranges.

The C-47 Dakota is by far the best plane I've ever spent a night in, on the ground or in the air.

To book your stay visit: http://www.thelily.com.au

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Carry case as new - unused.

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RV-9A $120k
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Lycoming YO320-D2G 35 hrs since new.
Sensenich metal prop
Dynon D100, Dynon D10
TRUTRACK DIGIFLIGHT 2 GPS AUTO PILOT
Mode C KT76A XPNDR& ENCODER
ICOM VHF, Garmin GPS 296
Email: rhh@westnet.com.au (with preferred contact method) for further details.
Initial enquiries to Bob Hannington mob 0409 090 493

NARRIKUP FLY-IN

Approximately 10nm NNW of Albany lies a perfectly manicured green grass airstrip. Proudly maintained by Colin and Beate Coxall, this rare piece of land is frequented by many local Albany pilots to practice their skills or just to stop in for a chat. It is the perfect place for a fly-in. Ample space to park at least 40 aircraft and a shed with a view of the field to cook and consume a meal.

Colin is keen to see people use his strip and he was the main driving force behind the April event. The second event in as many years, the Narrikup Fly-in is now becoming a annual function. Co-ordinated by club president Braden Smale the fly-in was originally planned to take place on the 22nd of April. Due to horrible weather the date was pushed back a week. With a stroke of luck, Saturday the 29th of April brought one of the best spring days of the year. Despite an early fog keeping aircraft grounded in Albany until nearly 10 am, the remainder of the day was calm winds and blue skies, just perfect. This year the team went bigger, offering more food choices and transport into town for those wishing to spend the night in comfort.

Photo by Steve Revell

As aircraft began to arrive, Rod Moir and Greg McFarlane were put to work marshalling approximately 30 aircraft to their secure resting place in time for lunch. You could hear the stomach's growling as the BBQ lunch was prepared by staff from the Hardie Road Cafe, with a little help from club members. The spread, never before seen in the Great Southern, included sausages, meatballs, marinated steak and a healthy choice of salads too.

With full bellies everyone either relaxed in their folding chairs or walked the paddock admiring the array of aircraft in front of them. Before too long engines were fired up again to leave Narrikup for a short Air Tour and Quiz of the Great Southern Area. Only three aircraft chose to participate in the 120nm jaunt through the skies. I was fortunate enough to participate in the Tour from the right seat of Greg McFarlane's home built RV-6. Passing over the Porongurups, Mount Manypeaks and then taking in the south coast all the way to Denmark, it really was the 'best of' tour that was promised. I often forgot to answer the quiz because the views out the cockpit window were just too good.

After completing the Air Tour and arriving back in Narrikup the crowds were treated to a smoke display from Colin Coxall's striking green RV-7A. In between the trees, away from the strip, some strange noises were brewing. Local drone pilots were flying their quad copters at full speed through the bush just like pod racers straight out of Start Wars. The pilots were wearing goggles that gave them a first person view from the front of their craft. The speed and manoeuvrability really were something to behold, it's not surprising that drone racing is becoming so popular.

As the afternoon slowly started coming to an end most of the aircraft begin their journeys home, with only the diehards staying behind to consume the roast beef rolls and a few even choosing to spend the night.

Photo by Steve Revell

Special thanks to BP for sponsoring the event with a cash prize for the pilot travelling the furthest distance to attend. That prize went to Dave Wohling of Esperance, flying over in his beautifully crafted RV-7. The Aero Club would also like to thank Colin and Beate for hosting the event, esspecially the tireless work in preparing this amazing airfield. Last but not least a big congratulations to Braden Smale for the hours of co-ordination to put this fly-in together. I'm sure by the time April rolls around next year all involved will have recovered enough to put this event together for another year.

We hope to see you there in 2018.

ALBANY AERO CLUB INC.

"With a new day and and a new BBQ there is no excuse to join Albany Aero Club and SAAA Chapter 13 for a BBQ Breakfast."

When: **Every 2nd Sunday of each month**
Where: **Albany Aero Club Hanger at YABA**
What: **Full BBQ Breakfast for $7.50**