



GO-ROUND

ALDINGA AERO CLUB MONTHLY NEWSLETTER

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Editor: John Chambers

How to Fly a Dash 8 - It's a Breeze!

Chief among the many comments and reactions to the recent suicide by Rich Russell in a Horizon Airlines Q400 was the wonder about how a ramp attendant could take off and do aerobatics in a regional airliner. Well, Russell may have provided the answer himself. He told air traffic controllers he played video games and that gave him some confidence in the left seat of a 60,000 lb airliner. He also operated tugs to move the aircraft around Seattle Airport and was familiar with at least some of the systems of the aircraft. As for the rest, he could have consulted YouTube.



Although it's not clear what video games he played nor how he learned from them, a cursory search of the web found a variety of videos he could have consulted. The two that appear below are the most detailed and instructional. In these sites a 'Flight Simulator X' expert, who is also a self-confessed fan of the Q400 provides clear direction on operating the aircraft. How do you start a Q400? Learn every switch to flick and every lever to push and pull in Video 1. How about getting it off the ground and manoeuvring it in flight? Video 2 is more than 90 minutes long and takes the virtual pilot from Papua New Guinea to Australia. All the information is there for someone interested in learning it.

There's no evidence that Russell used these or any other 'how-to' videos from YouTube to ultimately end his life in a ball of fire and shattered aluminium, but they're there and it's likely something that will be investigated.

Video 1 : Q400 Start-up procedures.

<https://www.youtube.com/watch?v=wXJo9LnVN1c>

Video 2 : Q400 Operating procedures.

<https://www.youtube.com/watch?v=u4l8gUeQ7rE>

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Our Commemoration of the Battle of Britain.

Our annual commemoration of the Battle of Britain on Sunday 9th September was well attended. A pilot briefing at 0715 hours for our brave pilots, tasked them to undertake a reconnaissance to locate strategic supplies of aviation fuel within striking distance of Aldinga. They were to fly a designated route covering about 84 NM, landing at any place where fuel supply was spotted, whether in tanks, drums or bowzers.

Five aircraft took off, their crews tracking 036°M for 28 NM, then 129°M for 12 NM, then direct to 35 28.7 south, 138 44.7 east, then 304°M for 17 NM, then return to base. Photographic evidence was to be provided, taken from each turning point and to verify the existence of any fuel supply discovered.

All five aircraft returned safely to enjoy the breakfast of eggs, bacon, sausages & toast lovingly prepared by chef Clive during their absence.

Club captain, Owen, after receiving the usual bribe, rewarded Phil Pattison with the title of Top Gun for the accuracy of his flight and the quality of his photography.

Autonomous Drones vs Autonomous Cars.

Maybe autonomous drones will be visible in our skies well before autonomous cars clog our roads! Boeing has announced the successful completion of its first series of synchronized unmanned aerial vehicle (UAV) flight tests. The tests were completed using new onboard autonomous command and control technology that the company says is designed to automatically perceive, process and react in coordination with other UAVs. The new system was developed and tested in Australia as part of Boeing's Advance Queensland Autonomous Systems Platform Technology Project.



Boeing claim that what they have created in Australia has the potential to transform the use of unmanned vehicles for civil, commercial and defence applications, whether that be in the air, on the ground or out at sea. By safely teaming unmanned systems with human-operated systems, they will keep people from dull, dirty and dangerous tasks so they can focus on activities that machines can't or shouldn't do.

Five UAV's were equipped with the new technology for the test flights. According to Boeing, the drones were able to safely complete pre-programmed missions as a group without human input once they were airborne. For the next step, the company says its Australian team plans to test more complex behaviours with high-performance UAVs.

Meanwhile "Spaceports" Are the "IN" Thing.

The FAA has designated Front Range Airport in Colorado as a spaceport. The general aviation airport, located just outside Denver, is now the 11th spaceport in the U.S. and the first in Colorado. Leaders across the state made the case that Colorado, with its robust aerospace and tech industries, strategic location and highly skilled workforce, was uniquely positioned for a spaceport.



Spaceport Colorado will play a key role in the future of commercial space transportation around the country. The spaceport's license does not allow for vertical take-offs. Rocket-powered aircraft can take off from the runways. Local officials are looking for partners in the aerospace industry who will develop the site, now known as the Colorado Air and Space Port. The site comprises 3,200 acres and abuts another 7,000 acres of privately owned industrial property. Other U.S. spaceports are located in California, Florida and Texas which have two each, and Alaska, Oklahoma, New Mexico and Virginia which have one each.

XP-82 - the Twin Mustang.

One of the most unusual and intriguing aircraft to fly for the U.S. Air Force made an appearance at Oshkosh last July. The XP-82 Twin Mustang was built as a long-range bomber escort at the end of the WWII. It didn't see any action in that war, but was used as a night fighter in Korea. More than 300 were built and all but five were scrapped in the early 1950's.

The aircraft that flew into Oshkosh was found, as a complete airframe, at a Ohio farm and has spent the last 10 years being restored, involving a world-wide search for the necessary parts. The design used two P51 fuselages on a common wing and two specially designed, Packard-built, Merlin engines to create a long range and high speed fighter.



Zephyr Breaks Endurance Record.

No - this is not about an old Ford car! Airbus Defence and Space has announced the successful landing of its first production "Zephyr S High Altitude Pseudo-Satellite (HAPS)" after a record-breaking 25 days, 23 hours and 57 minutes aloft. It was launched on July 11, 2018. The previous endurance record was held by the Zephyr 7 prototype which remained airborne for more than 14 days in 2010.

This latest successful flight represents a new and significant milestone in the Zephyr program, adding a new stratospheric flight endurance record. Airbus will, in the coming days, check all engineering data and outputs and start the preparation of additional flights planned for the second half of this year from their new operating site at the Wyndham airfield in Western Australia.

The unmanned Zephyr S weighs 75 kilograms and can support up to five times its own weight. It is entirely solar-powered and cruises in the stratosphere at an average altitude of 70,000 feet. Airbus calls it "not quite an aircraft and not quite a satellite but incorporating aspects of both". According to the company, Zephyr aircraft are designed to provide "persistent local satellite-like services," including tasks such as maritime surveillance, border patrol, communications, monitoring the spread of wildfires or oil spills and navigation.



10 Years Ago.

The September 2008 Go-Round opened with a report of my amazing journey, as a passenger in an oxygen-equipped, Stormscope-equipped Bonanza, from Seattle, across the Rockies with an overnight in Ainsworth (Nebraska) and onwards to



Rockford (Illinois) to join 95 other Bonanzas for the formation flight into Oshkosh 2008. The nearer of the two aircraft in the first photo is the beautiful machine I was in.

That issue of Go-Round also welcomed Graham Cowan, ex Bureau of Meteorology employee to the club.

The Demise of Air Traffic Controllers?

Leesburg Executive Airport in Virginia has undergone a second bout of testing its remote air traffic control system. The remote tower, which is staffed by off-site controllers uses an array of on-airport cameras and microphones. According to the FAA, the testing is being done to assist in the definition and validation of processes for operational approval of a remote tower system.

A temporary mobile control tower was also on-site and staffed to act as backup but, due to the success of the remote system, was phased out during the testing.

The Leesburg system, which underwent its first round of operational testing from June to September of 2017, was put together by Saab, a company that has also worked with airports in Ireland, Sweden and Australia on similar remote ATC technology.

Leesburg is the first remote ATC system test site in the U.S. AOPA and NBAA worked with the FAA to conduct a safety assessment of the programme last year. AOPA has been very active in supporting this initiative and believes the system continues to demonstrate that it meets and facilitates the services pilots expect at a towered airport. Northern Colorado Regional Airport is also scheduled to begin active testing of a remote tower system this year. Canada's Searidge Technologies in collaboration with the FAA will be installing the testing the system there.

Some Science Exam Questions/Answers.

Q. Name the four seasons. **A.** Salt, pepper, mustard and vinegar.

Q. Name a major disease associated with cigarettes. **A.** Premature death.

Q. Explain one of the processes by which water can be made safe to drink. **A.** Flirtation makes water safe to drink because it removes large pollutants like grit, sand, dead sheep and canoeists.

Q. What is the fibula ? **A.** A small lie.

Diary Dates.

Sunday 7th October - Cross-country comp. Pilot briefing at 1000 hrs. BYO BBQ lunch from 1200 hrs. Committee meeting 1300 hrs.

Saturday 13th October - AOPA visit. Seminars for pilots.

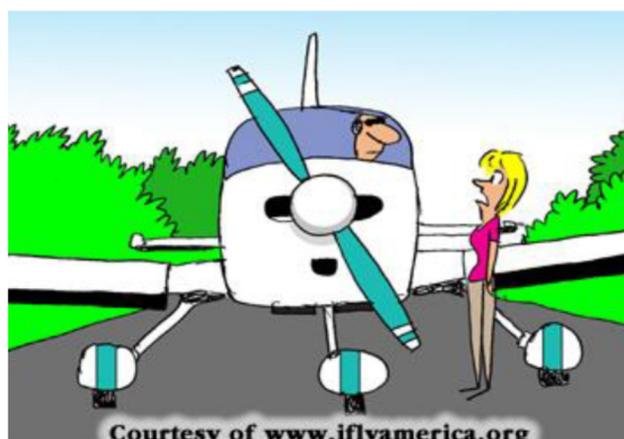
Sunday 14th October - Aldinga Airfield Open Day. This will be a BIG ONE guys & girls. Much assistance required with organization, catering etc.

Sunday 4th November - Flying Footy Comp, re-scheduled from August. Pilot briefing at 1000 hrs. BYO BBQ lunch from 1200 hrs.

Saturday 10th November - HCAPA Spot Landing Comp. Volunteers required for set up, comp judging, catering and socializing with our esteemed guests.

Sunday 2nd December - Club's Christmas Lunch, complimentary for all members and guests. Be there from 1200 hrs (or starve!).

Wednesday 12th December - Committee meeting at the club from 1930 hrs.



Courtesy of www.iflyamerica.org

“What do you mean you were having so much fun flying you lost track of time? Instead of three hours, you were gone a month!”