

OUTBACK AIR RACE 2015

Supporting the Royal Flying Doctor Service

RACE NEWSLETTER – CHINWAG #3 MAY 2015



In this edition:

- Your Free AvPlan Subscriptions
- Davenport Downs Lunch Fly-in
- Guest Speaker Jan Ende "Caring For Your Aircraft"
- Aviation update by Don Rechichi
- Welcome Westy's Wizards!
- Our New Live EDH Leaderboard
- And More...

Outback Air Race Update

Chinwag No. 3: 12th May, 2015

Royal Aero Club of WA, Jandakot Airport

WELCOME BY ROWAN HILL, 2015 Outback Air Race Manager

A lot has happened in this month, with only a couple more chinwags to go then we're on a farewell!

We are lucky to be joined by special guests, Mike Bleus (RFDS Chief Pilot, Western Operations) representing the Royal Flying Doctor Service and Jan Ende, Outback Air Race legend and guest speaker for the night.

Rowan opened with a safety moment, and used the case of a Qantas flight in the cruise suddenly and violently pitching down twice (injuring over 100 passengers and crew) to highlight the importance of wearing your seatbelt. Rowan mentioned that irrespective of the cause of the incident – a simple measure such as wearing your seatbelt can save you from harm. Of course, we pilots knew that, right?



GENERAL RACE UPDATE

Rowan introduced committee members Don, Stuart, Cindy and Peter who were present and acknowledged our interstate committee members who have been working hard during the last month.

- Accommodation and Uniform forms are out and the majority have now been returned - more on that below.
- Fuel form expected out imminently. This is required to coordinate the correct quantities of fuel required at each stop.
- **We found The Leg!** As seems to be the custom, the committee "misplaced" the leg during the off-period between events, however it/she(?) is now found! For those that are not familiar - leg winners on the race literally win "the leg" (a full size mannequin leg) and are required to have it with them at all times at that town, and fill it with donations from locals and other racers!



DAVENPORT DOWNS



Race sponsor Paraway Pastoral Co. run Davenport Downs, Queensland's largest working cattle station covering 1,510,000 ha. Read more about Davenport Downs [here](#). Details on the airstrip are in [ERSA](#).

The committee (and Fiona in particular, thanks Fee!) is organising a lunch stopover at the station, which is half way between Birdsville and Winton, and we would appreciate racers planning for this stop over to show support for our leg sponsor

Paraway.

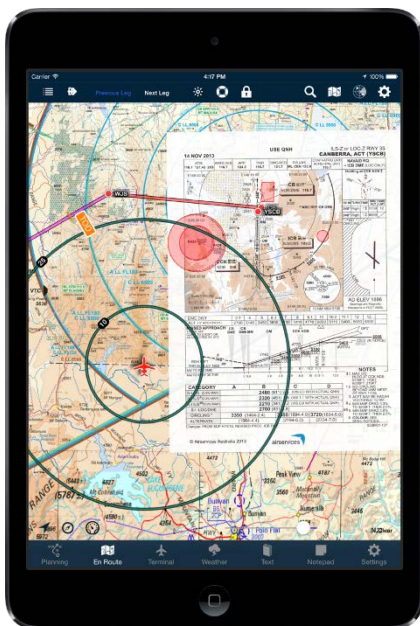
You can see Davenport Downs on the WAC (YDPD) almost exactly on the track from Birdsville to Winton. It will be a great chance for city folk to see how things work on an operating cattle station, and to meet the people who work there.

We would appreciate a good show of support at this lunch – please add this to your preliminary flight plans.

More on this exciting detour closer to the event.

AvPlan

Thanks to AvPlan, Outback Air Race leg sponsor, every racer should have now received their year subscriptions direct from AvPlan support. Existing subscribers will have another year subscriptions to their existing expiry date.



The AvPlan support team will also be providing **free web based tutorials** in groups of up to 6 to give everyone a flying start to the app. To start the process, Rowan has organised 4 of these sessions with Avplan and will email details for signing-up via email to all participants.

AvPlan are continually updating their software and adding new features so these sessions may even be of benefit for experienced users. New version every month. Recently AvPlan released AvPlan Live, a live tracking service that allows you to share your current flight path to friends in real time, provided you have cellular access (Telstra 4G is available for the majority of the route, which typically improves at the altitudes we fly)

We encourage racers to view the AvPlan FAQs and tutorial videos online to make the most of these sessions: <http://www.avplan-efb.com/avplan/>

THE FLYING COCKIES DRIVE IN

Thanks to Greg and Phil (left hand side of picture right) from the “new look” Flying Cockies for driving up from Wagin for the Chinwag, a 2 ½ hour drive each way. It was great to see you again Greg, and to meet you Phil (centre, right).



For those of you who don't know “The Flying Cockies”, they are a team of farmers from Wagin in WA's wheatbelt, and they have been stalwarts of the event since 2009.



It was also great to speak to Phil the next day - after a successful fundraising campaign around town – they received around \$3,000 in donations and pledges in a single day! Well done Cockies!

MERCHANDISE – Peter Williams



An exciting array of Race Merchandise (carry bags, pens, t-shirts, mouse mats, etc etc) is now available via Vista Print! Race participants can use race merchandise sales to support their fundraising.

Customisation is available with some assistance from your OAR Committee (Team Sponsors' logos and team photo as an example). Stay tuned for details on ordering!

EVENT SPONSORSHIP AND SUPPORT – Malcolm Macdonald & Fiona Hamilton

We continue to seek and engage with corporate sponsors for this event. Malcolm and Fiona have more contacts that they hope to sign up shortly – hopefully we can release some more good news soon.

Our current race Supporters/Sponsors include:

- Steadfast Foundation - Outback Air Race 2015 Naming Rights Supporter
- Lawson Grains – Esperance to Forrest Leg Sponsor
- Paraway Pastoral – Alice Springs to Birdsville Leg Sponsor
- Avplan – Winton to Karumba Leg Sponsor

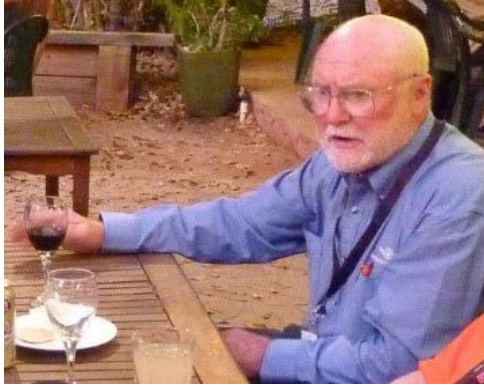
Three sponsors have their own EDH pages and are fundraising on their own in addition to their sponsorship amount.

Our event's fundraising target is \$250,000. We will only disclose the very significant amount of residual event sponsorship money (not used to fund the event) which is then donated to the RFDS, until the closing party on Hamilton Island!

If you know of any corporates that may want to partner with us please get in contact with Mal and Fiona on sponsorship2015@outbackairrace.com.au We are able to offer excellent brand exposure and marketing opportunities to sponsors, and both major and leg sponsor opportunities still exist.



JAN ENDE – Guest Speaker – “Caring for your aircraft”



Jan Ende is an Outback Air Race legend and has had a long association with the race, the flying doctor and also the greater aviation community.

Jan was involved in the very first Outback Air Race in 1996, his first job was with the flying doctor (posted to Meekatharra and then later to Port Hedland) and had also started his own charter company. He is a LAME (and performed that role on previous races) and commercial pilot.

Jan told us that we are in for the most exciting time of our lives and we will get to see many things normal people don't. Everyone comes together as a group and is supportive and has a great time.

He mentioned that the race fleet will be a mixture of private and hired aircraft – however those with hired aircraft will quickly begin to regard theirs as private ones and get to know how your aircraft feels.

He reminded everyone that despite all the checklists and procedure that we go through to remember to stand back and have a look at your aircraft before you fly.

Maintenance – expect to use about 50 hours for the round trip, slower aircraft maybe more. Do you need to consider a 50 hourly enroute? The event LAME won't be doing that.

For those hiring their aircraft, do you know who will pay for any spares/maintenance that you may require enroute, including the cost to charter the parts/LAME to your disabled bird?

If you're going to chat, try to organize before-hand and also switch to a discrete frequency such as 123.45 (Chat frequency) – don't chat on area, CTAF or other assigned frequencies – it's unprofessional and brings our event into disrepute.

Jan's Notes for Caring for Your Aircraft

- Walking out to your aircraft, have a look at it as a whole. Are there any control surfaces missing? Is there any damage or distortion? Remove covers carefully. Remove a tight fitting pitot cover gently so that the suction created does not suck the ASI backwards (it will damage the instrument).
- Consider the type of cover that you use for your windscreen. I find that the vinyl ones that press stud to the outside get grime underneath and oil can in the wind producing a sandpapering effect on the Perspex, which gradually sends the windscreen opaque. Similarly the very shiny covers placed inside the windscreen reflect the sun straight back and your windscreen gets the treatment twice. I use a heat cover made from cotton cloth such as a bed sheet or block out curtain material on the inside.
- Wash the windscreen with care. Preferably sluice off dust and grit so that screen is not scratched when cleaning and wipe with soft, clean cloth. I have found Plexus an excellent product.
- Look at your tyres. Most aeroplanes, when airborne have a tow in. When the tyres touch the runway, the outer portion touches first and therefore wears first. Watch for the wear pattern to develop and when appropriate, ask your LAME to reverse the tyre so that you obtain full life from the tyre. As they cost around \$250 each, it is worth doing.
- Have a look to make sure that the tyres are correctly



inflated. An under inflated tyre is quite capable of spinning on the hub on touch down and can rip the valve from the tube.

- Examine the propeller carefully. Run-ups on a loose surface can cause serious damage to this very expensive component. The most critical area is around 70% of blade span as this is where the flexing of the blade is most evident. Any sharp indent here can cause a stress raiser which can produce a crack and separation of the blade. Use common sense with run ups, and do them “on the move” on gravel.
- Post flight, it is good to wash the prop with fresh water to remove salt impingement and then coat the blades with a light greaseless lubricant called LPS1. This and Plexus are readily available from retailers on Jandakot Airport.
- Fuel drains are a vital part of your pre flight, as is a check of your fuel contents. There is no substitute for looking into the tanks. Having drained fuel into the bottle it is quite possible to have a sample which appears clear. It will smell like 100 octane of course because it has been in the tank with fuel, so if you have any doubt as to whether the sample is ALL water, tip some out and put some water in. Now you should see the difference.



- Refuelling from drums should always be treated with caution. Drums are stamped with batch numbers and use by dates. Sample the fuel from the pump, before adding to the aircraft. Find a suitable rock or piece of wood to tilt the drum so that the low side is away from the pump aperture. Any water will collect in the low side. And make sure it's the correct type of fuel for your aircraft!



- Oil. Most of the engines that you will be flying have a MAX marking of 12qts. It has been found that if you fill the engine to 12, that it will dump the first two quarts before settling on around 10qts. You will find where it settles and is happy, as you get to know your aircraft.
- Contrary to some beliefs, the engine seems to run hotter with too much oil as the larger amount provides a “heat sink”. If oil needs to be added and you do not have a funnel, a suitably rolled newspaper or magazine will suffice.
- When entering the cockpit have a careful look to ensure that all controls are in the correct position. It would be an unfortunate experience to start taxiing and have the nose leg collapse because the undercarriage selector was in the “up” position. It has been done many times.
- Starting. Avionics are both fragile, expensive and don't like high transient electrical loads. They should be OFF when starting (or shutting down).
- As aircraft engines are built lightly they do not take kindly to uneven, rapid heating and cooling. Having primed the engine, start as soon as possible as the priming fuel is injected directly into the cylinders and washes any residual lubrication off the cylinder walls.
- Once started there should be no need to have the engine running at more than about 1000rpm. This will give it a chance to warm gently and uniformly. There is no need to have the aircraft straining on the brakes and then have to reduce power to taxi. If you have to reduce power, it should not have been up there in the first place.
- Once moving on an unsealed area, try to avoid stopping unless a run-up pad is available. If the aircraft was serviceable when you landed, the chances are that it still is. A quick mag check at say 1500 and cycle the pitch once WHILST MOVING is all that is needed. Remember, run-ups on loose surfaces can cause severe prop damage.
- Whilst taxiing, try to spare the brakes by using power sensibly. When departing from areas near hangars, be aware of your slipstream and the damage that it can do blasting into a maintenance hangar.
- Takeoff. Always self brief on actions in the event of a failure on takeoff. Consider your options. Having smoothly applied full power, check that you have all the required indications and temps and pressures.

- Enroute, you should always be aware of how much fuel that you have left and in which tanks. You should know the fuel which will be left on arrival. This figure minus mandatory reserves is your spare fuel. When it is gone you should be on the ground.
- When tying down there should be enough slack for the aircraft to rock without pulling the pegs out or damaging the aircraft but still providing restraint.
- When it comes time to depart from the friends you may have been visiting, resist the temptation to do a farewell “beat-up” as there have been far too many people killed doing that.

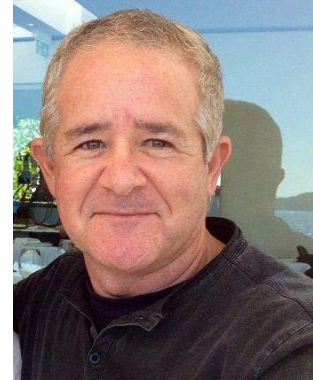
AVIATION UPDATE – Don Rechichi, Flight and Safety Director

Don’s address this evening further expanded on the Group Responsibility for Safety for the upcoming Air Race. Good feedback was received from the participants.

“There is an element of risk with every activity. Your individual preparations and the endeavor of your committee towards Safety is paramount.”

The importance of Checklists, Knowledge of Procedures, and the Awareness of “How am I”, the Pilot in Command performing were raised.

The committee and Don in particular is here to assist all participants with their preparations for the Air Race. Even though you may be a pilot with low time experience, you will learn so much by participating in the Air Race.



The committee activities specifically relating to safety in the last month have included:

- Establishing contact with Air Services
- Establishing contact with the JRCC Australia (Joint Rescue Coordination Centre) who now have our event in their system.
- Establishing contact and discussions with ATC Cairns and Townsville for transit of their airspace and at the same time formulating a plan for providing a spectacular coastal scenic route for participants.
- Commenced contacting relevant stakeholders at Local Shire, State and National levels.
- Preparation for the Committee Risk Management Workshop which will be held later this month.



We had discussions on ELT’s, PLB’s and other options and how testing can be carried out. You can do this yourself (AIP 3.6 -8) or request your LAME at the next aircraft service. Also check your registration and manufactures instructions specific to your device. See this [AMSA link](#).

The fuel form will be out shortly – this is not for flight planning – it is to help the organisers work with fuel suppliers to ensure that enough fuel is available for the fleet when we arrive.

We will also be issuing another form specifically for the use of the Safety Director which will include items such as your aircraft’s equipment and normal endurance. It is important that you fill out these forms accurately based on your actual aircraft configuration (for example, if you will be carrying less fuel for weight and balance reasons) rather than your aircraft’s POH specifications.

Our preference is for pilots to refuel soon after arriving at an aerodrome rather than just before departing. The first example of this is the race starting point at Myrup – please refuel at Esperance prior to arriving at Myrup.

When operating in airspace – make all your radio calls as per ERSA but don't hesitate to make additional calls if circumstances change (eg a revised ETA). Look and Listen. We will include any specific airspace instructions during the morning pre-flight brief.

Alice Springs Class D - expect VFR Route 7 for arrival (with VFR Route 6 as your "Brick Wall" - Stuart Highway)

Don covered numerous route-specific points but these will be covered in detail in the pre-flight briefings; or if you have specific questions prior, please contact Don.

Paper charts – we strongly recommend you carry them even if you have multiple tablet devices and don't "officially" need to. iPads can switch off, go flat, or you may lose GPS signal. What will YOU do then?



The Cooktown to Hamilton Island is expected to be the most challenging leg – due to airspace and distance (likely requiring a fuel stop for slower aircraft). We are planning with ATC Cairns and Townsville is aiming to provide prearranged transponder codes for this leg that you will use through both Cairns and Townsville airspace to make this easier for everyone.



The route will be both challenging but equally rewarding with a number of **very scenic** island "fly bys" on the way to Hamilton Island. As an indication of current planned route (**this may change**) we are currently expecting: Cooktown >> Port Douglas >> Cairns approach >> Wangetti >> over water at 1,000ft (need life jackets) to avoid the C airspace >> out to Double island >> Green island >> Fitzroy Island >> Bell Peak /

Palmer >> then to Townsville (hoping for transit) and Hamilton Island. A 450NM total trip (rather than ~360NM straight line) which will be very scenic.

Townsville has Military Jet Circuit Training scheduled for the afternoon -- this will be an interesting transit – fingers crossed!

The Committee will review and finalise soon alternate fuel options for slower aircraft with Ingham or Innisfail looking like good options at this stage.

Have a look at [CASA on track](#) – for Alice, Cairns and Townsville – these are good to review, for familiarisation.

Lifejackets – you require them for all passengers! Email Don if you need to buy some, and we might be able to get a good bulk discount.



TREASURER'S CORNER – Stuart Payne, Registrar and Treasurer.



We currently have 69 participants registered in 26 aircraft, with some teams unfortunately having to withdraw in the last month for various reasons. In particular we thank the efforts of Mal and Rachel from True Blue who put in a massive early

fundraising effort however have unfortunately had to withdraw. Team Thunderbirds have also unfortunately withdrawn however still managed to raise some race funds.

We have many participants from many states. 28 participants from WA, 6 from QLD, 25 from NSW, 8 from VIC and one from PNG.

Welcome to Westy's Wizards who were our final team registered before we unfortunately had to close registrations. Westy's Wizards have committed to fundraising their full amount whilst only joining us as far as Alice Springs.

Juliet's Safari will be swapping a team member out enroute at Alice. Please let me know if you are considering doing this for your team. It's absolutely fine to do so, we just need to know, and all passengers on your aircraft from YESP to YBHM must be registered for the event.



And thanks so much to Angus James and Julie McIntosh from Juliet's Safaris for the great leads to potential prize donors.

Your committee is working hard to secure these – and trust us – you're going to be amazed at the prizes for top fundraiser. Will that be your team? More details next chinwag....

Fundraising – We're here to help you reach your fundraising target. Please contact us if you think you will have any issue meeting your minimum requirement,

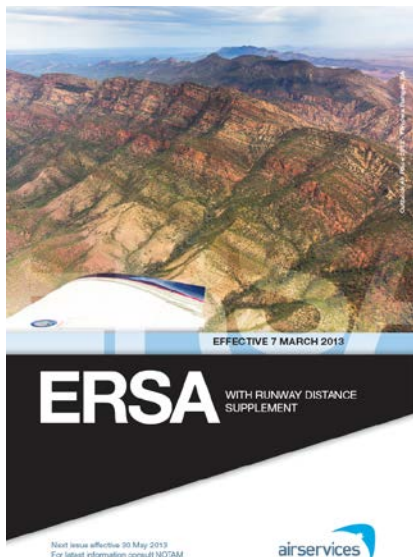
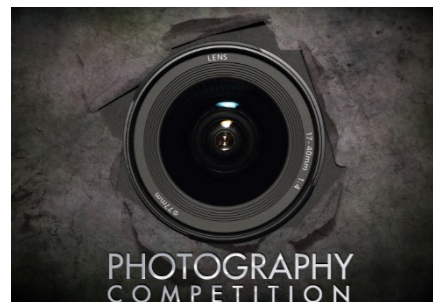
the sooner the better so we can help. We suggest saving participants pack to your computer with fundraising ideas. Talk to companies that you deal with and propose reciprocal advertising for a donation, such as their logo on your aircraft. Our recommended sticker supplier (Go Graphics) is in the participants pack and we are also currently negotiating a bulk deal for participants own sponsor stickers.

Important: **23rd May** – 3 months before the race start - No refunds after this date! (subject to committee decision). After this point it becomes difficult for us to replan which is why we restrict this.



EFT Payments – make sure you use include your team name in the annotation! The majority of teams are doing well however there have been some mystery payments that we needed to waste time tracking.

ERSA photo competition – the committee has an arrangement with Air Services that the best photo from the air race will be used on the cover of the next ERSA! On race completion, the committee will call for participants to submit their best photos (there will be a limit) which the committee will then judge the best 3 or 5 and submit to Air Services. Air Services will make the final decision and include the winning photo on the cover of an ERSA in the near future.



See photo left, the winning photo on the cover of March 2013's ERSA – Congrats to Malcolm MacDonald of team "The Three Amigos" for this awesome photo over Wilpena Pound, SA.

Risk planning – we are committed to run the event in a safe manner. As Don mentioned previously we will be conducting a complete risk review of the event this month.

It was mentioned from the crowd (I think Ed Jones) that OfficeWorks have an excellent community support network. The Office Works in Joondalup are supplying and printing a pull up banner for him for free and may also be providing some other material. Obviously please don't approach Joondalup again – however it may be worth contacting your local OfficeWorks store.

Please contact our Webmaster (webmaster@outbackairrace.com.au) or our Treasurer (treasurer2015@outbackairrace.com.au) if you have questions. We're here to help you!

WEBSITE - Peter Kneale, Webmaster






The major development for this period is the new live EDH leaderboard on the website. From our home page, move your mouse over OAR2015, then click [Leaderboard](#). The leaderboard will show all accounts that have at least received one donation. Click on the team picture to be taken direct to the fundraising page.

We also have a "top three" widget on the right hand side bar. Congratulations to Dongara Flying Craz, Triple Whiskey (on the rocks) and Mellow Yellow who currently hold this position. Well done!

Our Facebook and Instagram accounts continue to grow with 41 new facebook likes this week.

A reminder that we can advertise your events on the website and facebook! We know there's lots more happening than we are giving exposure to. We can be your team's advertising service. All you have to do is email Peter (webmaster@outbackairrace.com.au) the details and we'll do the rest!

A huge congratulations to the INSTRUMENTALS who have currently out shone the committee's social media pages with their own [Facebook](#) and [twitter](#) accounts. Click on the facebook link to see their awesome (and slightly worrying!) promo video that they have posted!

Top Three		
	Dongara Fly... \$6,384.10	1st
	Triple Whis... \$6,000	2nd
	Mellow Yellow \$5,777.50	3rd

Peter also mentioned that the Everyday Hero interface has changed. When you log in, be sure to click “with email” rather than the other social media options. The dashboard interface is also quite different however you do not normally need to go in there. Other than that most options are very similar and you should find your way around OK - If you have any questions or issues please contact me.

Any queries, contact Peter at webmaster@outbackairrace.com.au

There is also an **EDH hotline** you can call for help – it is: **1300 798 768** (freecall)

IMPORTANT DATES

Fuel Requirements Form:

- Send to Participants: 18th May
- Returned by Participants: by 1st June

SOCIAL MEDIA

We are continuing to increase the event’s exposure on social media in various forms, with event presence established on Facebook and Instagram (#OAR2015).



Please look us up and like/follow us!

Coming Attractions

Future Chin Wags will have various guest speakers, including:

- Bureau of Meteorology weather experts
- And more.....



Please come along if you can, we’d love to see you. Check the OAR website for dates.

OUR SPONSORS & SUPPORTER

And finally, our event would not be possible if were not for the generous support of the following sponsors and supporters.

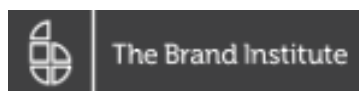
We thank all of them sincerely!

Naming Rights Supporter:**Major Sponsors:**

WATCH THIS SPACE!

Leg Sponsors:

WATCH THIS SPACE FOR MORE LEG SPONSORS!

Supporters:

Next Chinwag: **Tuesday 9th June 2015**, 6:30 PM for a 7:00 PM start, at RACWA Jandakot
All other Chinwag dates and the date for the race launch party:
<http://www.outbackairrace.com.au/events>

