

Mar '10 Safety Newsletter

Dear fellow aviators,

Welcome to the very first Safety Newsletter of 2010. I have been collecting some interesting topics for this newsletter during the last few months and here they are!

Firstly, I have some useful website links for you to peruse:

<http://www.aviationclub.hk/Safety%20Newsletter.html>

If you have missed the previous Safety Newsletters or would like to review them, here is a quick link.

<http://www.aviationclub.hk/Safety%20Seminar%27s%20Online.html>

For those of you that could not make a safety Seminar, again here is a quick link.

http://www.weather.gov.hk/wxinfo/ts/index_e_webcam.htm

This is an interesting link, which will take you to web cams all over Hong Kong so that you can check the real time weather at different locations. We have just had a good weekends flying at VHSK while the rest of the territory was shrouded in fog. Unfortunately, a lot of people cancelled their bookings based on what they could see from the downtown area, and consequently missed out on some good flying. This website will help you gain a good picture of the weather over the whole of Hong Kong. It also has an animation facility, which shows you how the weather is trending.

OK, on to this months topics:

Engine warm up and minimum engine temperatures.

- The oil and CHT (cylinder head temperature) does not have to be in the green before completing the engine performance checks. Indeed, this moderate RPM of 1700 or 1800 is a good way of warming up the engine.
- BUT the engine oil and CHT must be in the green before applying take off power.

Climb Speeds

There are basically three different climb speeds that we can use; best angle (V_x) when we have a close in obstacle, best rate (V_y) when we want maximum height gain in the minimum time like after take off when departing Kadoorie Gap, and cruise climb.

When should we use the cruise climb? Whenever we can! This means most of the time when we are flying in sectors. The advantages of the cruise climb are:

1. Lower nose attitude, better forward visibility and hence better lookout, VERY IMPORTANT.
2. Higher airspeed and hence better engine cooling and lower oil temp and CHT. Can be important in the summer.
3. You will still be making good forward progress while climbing. Important on a cross-country flight.

Engine handling.

It's true what they say. If you look after your engine it will look after you! And hopefully you will never face the unthinkable; engine failure! So how can we look after the engine? Here are some guidelines:

1. Warm the engine up slowly. Observe the ground handling guidelines above, use cruise climbs when possible, cowl flaps open for climbs (HF).
2. Cool the engine down slowly. Avoid idle power descents at high speed, cowl flaps closed for descents (HF).
3. Do not rapidly open or close the throttle but rather move the throttle as if your hand was in "treacle" or "thick over cooked congee"! Get the idea? The dangers of moving the throttle too rapidly are a rich cut (too much fuel too soon) when opening and backfiring (bad for the engine) when closing.

Low Flying Rule

When we fly over a congested area we must be at least 1500ft above the highest object within 600m (2000ft) of the aircraft. This means that we cannot fly over the center of Tai Po, or any other congested area, lower than 1500ft above the TOP of the highest building. For Tai Po this means we must be at about 2000ft to over fly the center. So we must fly around Tai Po if we are only at 1500ft.

The new AIC regarding use of the transponder in UCARA when ATC is not manned

This AIC is not worded very well but we have clarified the intent with the authorities so please be guided accordingly:

1. Only when Hong Kong Information (122.4) is not manned do you squawk 5200 when entering the UCARA.
2. If ATC is manned we should squawk only when instructed to by ATC. If not instructed to do so do not squawk.

ATC "all stations" call.

You have probably heard ATC occasionally make the following call:

"All stations, new QNH 1024"

If you receive this call you do not need to read back to ATC. You should only read back if ATC uses your specific call sign.

Radio failure

How can we recognize that we have suffered a radio failure?

- If the radio has been quiet for more than a few minutes suspect a receiver failure.
- If you see other aircraft in the circuit but have heard no circuit calls (downwind, final, etc.) suspect a receiver failure.

It may be something as simple as the volume turned down. Test the volume level by pulling the volume knob. Turn the volume up until you can hear the "hash sound".

Check the headset jacks are properly plugged in.

Check the audio panel on the instrument panel. Check the transmit select and the receive select are correctly set.

Rejoining from (TUM) Tuen Mun Zone

When rejoining the Shek Kong circuit you may well be at 1000ft or 1500ft because of the ATC restrictions in TUM. So how can we best handle this situation?

Firstly, try and get an ATC clearance from Zone Control to rejoin at 2000ft.

Secondly, try and change frequency to Shek Kong in good time to listen out and ascertain the traffic situation.

Thirdly, on entering from Kam Tin or Pagoda climb to 2000ft for an overhead join. **DO NOT JOIN DIRECT FINAL!**

And lastly... ELT's

All our aircraft are now fitted with ELT's but does everybody know how to check and use them? Here is some information and guidance:

Engineering is responsible for testing the ELT's ever 30 days or every 50-hour check.

The ELT is automatically activated when it experiences a G force above a certain limit. So, if you carry out a forced landing in sectors with a normal touchdown the ELT will not activate!

Pre-flight check of the ELT (not in the checklist!). Check the red switch is in the "armed" position and the red ELT light is NOT illuminated.

Emergency in flight, which places you in grave and imminent danger (Mayday situation) like an engine failure and an impending forced landing. Put the ELT switch to ON before touchdown. The sooner you switch it on the sooner the rescue services will have your location and the sooner they will arrive to help.

Happy and safe flying

Bob