

CHARLES ACHILLES
APPEALS FOR HELP:

Reading about the sad fate of the *Kyeema* in the Sep-Oct edition of *Flight Safety Australia* brought to

mind a photograph that I have in my possession of the UIVER when it was crossing Australia all of those years ago. I was wondering if you published it in the magazine someone could identify the people standing at the

front of the aircraft and when the photo was taken. My late father ran a service car at Charleville transporting shearers around the properties and I thought that there is a good chance the photo was taken at Charleville when the DC2 called there. I have written to Charleville Historical Society and they sent me photo copies of the visit there in early October 1934 showing and naming the crew with the aircraft and a further shot of the crowd milling around the aircraft probably on the airstrip. I thought that if a copy of my photo appeared in your first class magazine somebody may answer my query.

E-mail chas.ach@bigpond.com



ARNOLD LONG FROM
BRISBANE WROTE:

The article on stress on pilots was interesting --here is another check list for pilots when they go flying – it's an FAA Information for operators

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publication, March 2007: *The Flight Risk Assessment Tool* which can be downloaded from the FAA website

RAY FAIRFIELD EMAILED REGARDING THE 'CLOUDED JUDGEMENT' CLOSE CALL.

Hi Guys

Good description of a common trap in mountain flying, but apart from the blue sky illusion, with apologies to the Banjo; 'Why, 'twas a matter of everyday, if you followed the Whagi River.' A nasty situation was to come round the last bend in the valley in time to see cloud descending onto the gap you had chosen. Quick decision, split-arse turn in the valley, or pull up into cloud for a short session of (very accurate!) IFR?

Glad I don't have to make those decisions any more.

TERRY MORGAN TAPPED OUT A LONG EMAIL, ANALYSING MIKE HARRAP'S CLOSE CALL LAST ISSUE, BLIND FAITH. IT'S TOO LONG TO REPRODUCE IN FULL, BUT WE FORWARDED IT TO THE AUTHOR.

The thesis of this article is the old chestnut of cockpit workload + inadequate/incorrect communications = breakdown in separation. I spent many a teaching hour over the Goulburn NDB and others around the country in good, bad and very bad Wx/traffic conditions. In particular I always, rpt always, taught that once having ascertained the traffic situation and planned a way ahead for the approach to never descend to a height which is, or may soon be occupied by another aircraft. The initial approach for the Goulburn NDB is at not below 4700ft. The missed approach altitude is also 4700 ft, a very common

occurrence and for obvious reasons, sector M!

To maintain a safe margin one ought not to descend from, say 5700 ft in this case until the preceding aircraft is not likely to want to use the 4700ft missed approach altitude. This could mean holding all the while till the preceding aircraft has landed in IMC. ... Detractors of my safety first approach have cited extended time airborne etc, but I and hopefully dozens or maybe hundreds of my students will, all other things being equal, enjoy happy retirements.

STEPHEN PHILLIPS WAS ONE OF SEVERAL READERS WHO COMMENTED ON LEGIBILITY

The 'new' layout looks great and makes for an inviting publication. But have to say that the white on grey pp 64-65 (Sep-Oct) was just too hard to read.

ED: Since the editor is also a visually-challenged user of 'eye-crutches' for reading, we have taken these comments to heart!



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