

BAC Safety Spotlight



February 2021

Edited by Michelle O'Hare

Plan, Arrive, Survive

Given the recent lockdowns and border restrictions it may have been some time since you have been on a navigation flight.

Bathurst Aero Club is holding a refresher day on Sunday 6 February 2022 starting at 9am where we will run through flight planning, navigation and checking out VH-BAC. Many of these skills can then be practised at home before your flight.

Some suggestions to get back into navigation flights include:

- Undertake a flight with an instructor
- Join in a group flyaway. BAC currently has the following flyaways on the calendar:
 - 20 Feb, Bathurst to Tumut
 - 6-8 May, Bathurst, Hay, Swan Hill, Echuca, Bathurst
 - 22-23 October, Bathurst to Milawa
 - 12 November, Mystery Flyaway
- Visit another Aero Club / Event
www.aeroclub.com.au/events/
- Take a friend flying

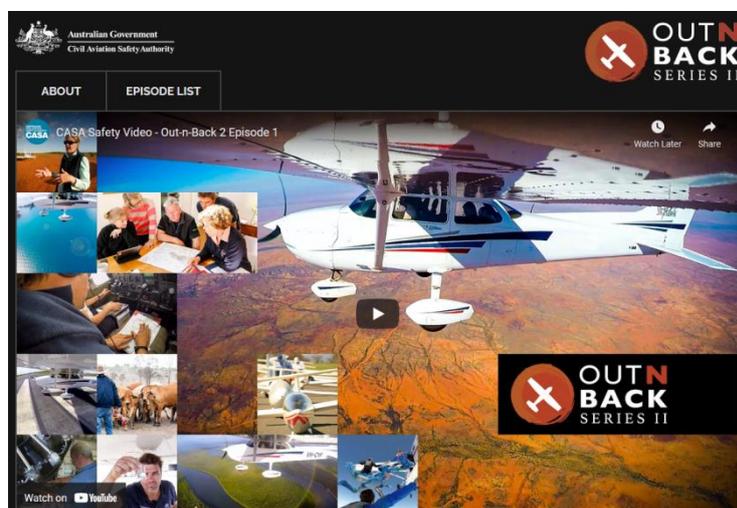
Departing from Bathurst there are many locations nearby for a day trip including Mudgee, Dubbo, Temora and Tumut.

The Out-n-Back series provides a good resource to assist in refreshing your flight planning and navigation skills. This series follows a Cessna 172 and GA8 Airvan on a 6,000km flight from Bathurst to Queensland. Along the way it explores thirty safety topics including planning your route, landing on remote bush strips, electronic flight bags and refuelling. You can access this content online here:

<https://outnback.casa.gov.au/>

Or order a free copy on DVD along with an information book here:

<https://shop.casa.gov.au/products/sp186-out-n-back-2-pack>



<https://outnback.casa.gov.au/>



The Hazards Of Sun Glare

Sun glare is extremely dangerous to pilots and occurs when too much light enters the eye. It may come directly from the sun, a light source or be a reflection (such as when flying over solar panels or water). Not only does the glare make it difficult to see, but it is uncomfortable, forcing the pilot to squint, may cause temporary blindness and result in severe consequences ([FAA report](#)).

To reduce the stress of sun glare it is advisable to:

- Ensure that the windscreen is clean and undamaged to avoid the light being scattered by imperfections
- Be familiar with the aircraft's sun visors
- Wear a hat and a good pair of sunglasses recommended for aviation
- Position light coloured articles so as not to cause reflections in the windscreen or panel
- Turn on lights for takeoff and landing to be more visible to others
- Plan your flight so as not to face into direct sun, such as by adding waypoints.
- Go-around if sun glare causes a problem

Holding up a hand or item to block the sun is not recommended as not only is this tiring but it also blocks vision and results in reduced aircraft control.

To read about the consequences of sun glare:

- [Don't be afraid to go around](#)
- [Mid-Air Collision](#)
- [Landing at Sunset](#)
- [Reflection from the water and dirty windscreen](#)



[FAA report: Evaluation of Glare as a Hazard](#)

Look After Your Propeller

On the preflight inspection thoroughly check along the edges and on both sides of the propeller for nicks, corrosion, cracks and any other damage. Anything smaller than a minor dent should be referred to maintenance.

“A propeller is one of the most highly stressed components on an aircraft. A properly maintained propeller is designed to perform normally under these loads, but when propeller components are damaged an additional unintended stress concentration is imposed.” (FAA [AC 20-37E](#))



generalaviationnews.com/2021/07/07/advice-from-a-propeller-whisperer/

An aircraft propeller spins extremely fast with a tip speed approaching the speed of sound in some cases. They are subject to wear, fatigue, corrosion and erosion. Any nick can concentrate stress, eventually forming into a crack which may continue to grow and finally result in propeller failure. Watch the video [Propeller Care & Maintenance for Pilots](#) to see how this happens.

Being situationally aware can assist in preventing damage to the propeller. Inspect the area around the propeller to make sure it is clear for the engine start, avoid completing run-ups on a stony surface and always keep a good lookout when taxiing. In particular at Bathurst Airport it is important to monitor the changing surface on Runway 08/26.

To read more on this topic visit:

- [Tips for avoiding stone damage](#)
- [Stone damage from excursion onto gravel shoulder](#)
- [Preflight inspection fails to detect propeller crack](#)
- [Propeller failure - Bankstown Airport](#)

