

# VH-UPG Operations with Ozaeros

## Introduction

The purpose of this document is to outline the owner requirements and reason for owning UPG plus some general notes so that instructors have some commonality in operating it.

David Pilkington, trading as Ozaeros, only has UPG because he wants to have it, to use for personal use and for instruction by David. i.e. it is not online as an investment.

David has set up policies and processes very quickly in this situation to allow pilots to fly UPG so suggestions for improvements are requested.

## Bookings

The online booking system is <https://www.flightcircle.com/> - contact David for a login.

The booking system manages the schedule for your regular currency checks as well as reminders for your medical and flight review etc.

The MR with the folder will be left in the aeroplane. For access on weekends there is a keysafe adjacent to the NW door of the hangar.

## Regulatory Requirements

Refer 61.375, 61.380 and 61.385. Note especially:

“(1) The holder of a pilot licence is authorised to exercise the privileges of the licence in an aircraft only if the holder is competent in operating the aircraft to the standards mentioned in the Part 61 Manual of Standards for the class or type to which the aircraft belongs, including in all of the following areas:

- (a) operating the aircraft’s navigation and operating systems;
- (b) conducting all normal, abnormal and emergency flight procedures for the aircraft;
- (c) applying operating limitations;
- (d) weight and balance requirements;
- (e) applying aircraft performance data, including take-off and landing performance data, for the aircraft.”

CAR 138 requires that the pilot comply with the approved Airplane Flight Manual.

Ozaeros has a schedule of regular dual checks to ensure currency, a check of some elements of the above general competency requirements and a check of Flight Manual knowledge.

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## Insurance

UPG is currently insured through Agile with Lloyds – a copy of the insurance certificate and policy is available at <http://ozaeros.net.au/aircraft/upg-details/>. It is insured for private pleasure, business, rental, aerobatics including competition aerobatics (but excluding airshows), instruction (excluding

ab initio i.e. trainee or solo pilot must hold at least an RPL). Hull is fully insured at agreed replacement value, third party \$5M and passenger insurance.

You should review the insurance policy especially regarding coverage of the pilot and passenger or trainee.

The insurance excess (or deductible) is currently \$2,500 (however it is 1% of the insured value so will vary) and is the responsibility of the pilot at the time.

The liability is for any damage to the aircraft while in the care of the pilot up to that amount even if there is no claim on the insurance.

Consider a few scenarios based on real incidents with Decathlons:

1. Pilot flying solo takes the aeroplane to Tooradin and has a tyre blow out on landing which causes the aircraft to leave the runway with damage to the wheel assembly and wheel fairing. The tyre had a bald patch with fabric showing which was not picked up by the pilot during the pre-flight inspection. Pilot is responsible for repairs up to the amount of the insurance excess which included the additional cost of the mechanics travelling to Tooradin then returning the aeroplane to Moorabbin.
2. Pilot returns the aircraft to the hangar and leaves it on the tarmac while opening the hangar doors. Pilot thinks that the park brake is on but has only pulled the knob out without depressing the brake pedals (this happens so often – I don't know why pilots don't read cockpit placards or read manuals) but the brakes have not actually been applied. The brisk wind easily pushes the aeroplane into another with damage to both airframes and a propeller blade. Repairs like this are very expensive and time consuming.
3. Pilot under instruction inadvertently pulls the mixture to idle cutoff shortly after take-off which results in engine stoppage and forced landing in the golf course. Pilot or instructor or flying school is responsible for any repairs up to the amount of the insurance excess including recovery of the aeroplane to the airport.
4. Pilot under instruction – during taxi both the pilot and instructor suddenly apply hard braking and the aircraft noses over. Pilot or instructor or flying school is responsible for any repairs up to the amount of the insurance excess. .

Of course, there are situations where damage might result from an aircraft defect not evident during the pre-flight inspection when the liability for the insurance excess will be waived.

Accidents happen from time to time unfortunately and that is why I like to have an appropriate agreement in place beforehand.

## Approved Pilots

Approved instructors are named on the insurance certificate. They may approve pilots for solo flying in accordance with Ozaeros policies – the Flight Circle booking system checks these requirements.

**IMPORTANT:** only approved pilots and approved instructors are insured!

## Rental Agreement

The pilot must sign the agreement before the pilot has access to UPG. i.e. prior to any booking being made.

This also applies to dual instruction by approved instructors. i.e. either the pilot or flight instructor must have a signed agreement OR the instructor or flying school has a more general agreement signed with David for the use of UPG.

Just some of the key points:

1. UPG is to be secured when not in use – normally stored in its hangar.
2. Pilot is responsible for an amount up to the insurance excess for its operations while in the care of the pilot – if flying with an instructor you should discuss this with the instructor.
3. The owner provides fuel and oil – fuel supplied on account by truck from BP agent.
4. Pilot shall pay abnormal parking and landing charges such as at Avalon and Essendon.
5. If you take UPG away from Moorabbin and it has a maintenance issue there then the pilot is responsible for the extra cost of transporting the maintenance staff and/or parts there plus recovery of UPG if required.
6. If the pilot leaves the aeroplane at another airfield due weather, for example, then the pilot is responsible for returning it to Moorabbin.

## Currency Check

This policy is based on best practice of flying schools operating similar aircraft.

Three-monthly dual checks on VH-UPG by an approved instructor is required. i.e. check by an instructor on another Super Decathlon not listed above is not automatically accepted but ask.

Typically a circuit flight check and knowledge check of items from the initial check below.

New tailwheel pilots require a dual check within 6 weeks unless a satisfactory solo flight is undertaken within that time.

Experienced tailwheel pilots who fly UPG regularly may be granted, by David, a longer duration between dual checks.

UPG instructors should expect to undergo an occasional dual check.

All pilots will be required to participate in a brief informal review of their UPG operations every two years covering such things as: W&B, structural limitations, aerobatic operations, tailwheel MOS.

## General Operations Policy

1. Aerobatic operations are limited to minimise the risk of structural damage:
  - a. Sportsman category aerobatics only.
  - b. No snap rolls.
  - c. 4.5 G maximum.
  - d. The mechanical G meter is not to be reset until the next flight. There is an electronic G meter in the MVP-50P.
  - e. Any excursion beyond 6 G will require inspection by LAME (including rigging, wing twist check) with the pilot liable for any inspection and repair costs.
  - f. Strict adherence to other flight manual structural limitations and the guidelines of ACA SL 445!
  - g. Aerobatics below 1500 ft is not permitted.
2. UPG shall be operated conservatively with respect to weather conditions:

- a. Rain in flight can easily damage the protective finish of the propeller blades. Heavy rain (when on the ground) also results in water ingress to the cabin, blocking pitot/static lines and contamination of fuel.
  - b. Strong and gusty wind conditions are to be avoided to minimise risk of incidents on the ground. Understand your own limitations.
3. Securing the aircraft on the ground, if not in a hangar – pitot tube cover especially at country airfields anytime when not flying, chocked (if brakes – double check they are locked on sufficiently), vents/windows closed and controls secured as required. Tie it down – pilot is responsible for any damage if left unsecured – no-one else. Often easier just to slip it into the hangar.
4. Aviation security regulations require it to be parked in a locked hangar or a mixture lock (contained in fly-away kit) fitted if not under direct supervision.
5. Fly-away kit available from David – includes tie-downs and the mixture lock.
6. Opening the doors of the Moorabbin hangar can result in damage or disruption to internal work in progress. Have them open just for the time that the aircraft is moved in and out of the hangar. Be careful on windy days, especially if the doors at the other end of the hangar are also open – if in doubt ask - consider closing the other doors.
7. Participation in an aerobatic contest is generally only permitted with David present to observe.
8. Approval by David is required for flights away from Moorabbin:
  - a. Gravel operations not permitted due to the history of propeller blade damage.
  - b. Reminder of agreement regarding additional maintenance and transport expenses as well as responsibility for return of UPG to Moorabbin.

## Invoices

David will generally issue invoices shortly after the flight and payable immediately.

Subject to the a credit and reference check with consideration of the duration of hire a refundable advance payment of 50% may be requested – expect this if a new, unknown pilot seeks multiple bookings over a short period of time.

## Additional Instructor Guidelines

### New Pilots – General

The rental agreement is required to be signed by the pilot prior to access to the aircraft. i.e. before you make a booking.

Requirement to pay David's invoice which is normally issued shortly after completion of the flight and payable immediately.

Access to <http://ozaeros.net.au> website including aircraft documents (pages are protected by a password).

### New Endorsements

Training per a syllabus in tailwheel, spinning and aerobatics which require competencies per the Part 61 MOS – David has a letter regarding short field operations and does not permit short field operations per Part 61 Tailwheel MOS in UPG.

## New Pilots

Confirm endorsements on licence and/or logbook – ensure these are recorded at Flight Circle.

## Initial Check

- Knowledge of operation of Super Decathlon VH-UPG.
- Review previous SE Endorsement Questionnaire – if not available or not done then a new one.
- Refer specifically the Pilkington Operating Notes including:
  - Oil to use
  - Leaning on ground and in flight
  - Technique for short field landings and distance required
  - Power setting for climb, aerobatics, cruise and descent
  - Counting aerobatic hours for component fatigue life
- Limitations associated with Manoeuvre Speed:
  - what is it?
  - max control application below  $V_A$ ?
  - max control application above  $V_A$ ?
  - G limitations
- Operation of the MT propeller – throttle response, gravel and rain
- Prohibited manoeuvres plus snap/flick rolls
- Ground handling including use of tow bar
- Securing the harnesses in flight
- Securing the aircraft on the ground – pitot tube cover, vents and controls. Tie-down if required especially tail (use the leaf spring only).
- Aviation security regulations require it to be parked in a locked hangar. Or a mixture lock fitted – contained in fly-away kit.
- Approval is required for flights away from Moorabbin. Fly-away kit available.