

The Flying Tigers

Newsletter

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Published: from time-to-time
Editor: Sandra Johnson
Ph:0407 761619
Sandra@thewebsiteattheendoftheuniverse.net

Your Committee

President:	Brian Melbourne
Treasurer:	Ian Walker
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Senior Vice President:	John McKeown
Junior Vice President:	Kiwi
Web Master:	Col Johnson
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Newsletter Editor:	Sandra Johnson

Arriving Home

In case you haven't missed us, Col and I have been in the UK for a year. No sooner had we shown our faces at Boonah than I was greeted with "when are you going to write us a newsletter"? We were looking forward to the lovely Queensland winter and what have we come home to but British Summer! At Gatton it hasn't stopped raining for a week and the wind has been howling. While away, we bought a plot of land at Gatton Airpark with a hangar and this is where we are camping until we can build a house. It is very noisy in here with the rain drumming on the roof. However, it is great being back. The Tigers have taken good care of our CT 'Miss September' while we've been away. We don't know how many hours she's flown in that time but she still works and that's all that matters. Sincerely guys, we really appreciate your care. Also our esteemed president looked after our car and trailer tent for us. What a great club this is. Aren't you all lucky to be members?

Flying Tigers Monthly Meetings.

These are still on the third Sunday of the month but are now held at 11.00am. Please come along and have your say. Lunch to follow

At the last meeting, held on 19th August, Brian and John reported on the ongoing negotiations with Boonah Council for the club's lease. This issue is still not resolved. The club has been taking legal advice on the matter. John McKeown has been elected as a SE Queensland rep for RAAus. Congratulations John. He takes up his post in September. If you have any issues that you wish to raise or just want to talk to your rep- please do so- John is keen to be very active for us all. He is particularly keen that the spirit of ultra light flying remains unencumbered.

A new initiative at the meeting was a guest speaker. This month, John McKeown's uncle attended the meeting. He flew Lancasters in WW2 and had many interesting tales to tell. He flew 31 missions and was awarded the DFC. He was shot down in Belgium, but landed safely and managed to get back to England to continue flying. It was a real pleasure meeting this gentleman and hearing of his experiences. Thank you sir.

Gourmet Breakfast Fly-in Sunday 23 September

Come along and have a great time. Sandra is cooking breakfast, assisted by Col, and it will be different! As gourmet as possible taking into account the limited facilities. There's a strong rumour there may be some 'green stuff' in the breakfast, but it comes highly recommended from Col, so don't worry!

Camping on the Saturday night for those wishing to have fun. This is a low key event and will be as successful as we all make it. I'm doing my bit how about you?

Congratulations Tony and Gale

Recently, Tony Foran decided to make an honest woman of Gale. They married in Cairns and spent their honeymoon in the area. It is rumoured that their wedding present is a posh Mercedes 4 wheel drive – looks better than the ute. Long life and happiness from all your Tiger friends

UK Flying

We arrived in the UK in late August 2006 via Beijing, Helsinki and St Petersburg, an interesting trip. In Beijing the air was so polluted that aircraft disappeared into the murk before they were half way down the runway. You couldn't see them take off. St Petersburg airport had a long line of Soviet era helicopters all in such a poor state of repair that you wouldn't want to fly in any of them.

Our first event was to visit the annual PFA Flying Rally. This attracts about 2000 aircraft from all over Europe and has a large 'For Sale' area. Our plan was to buy a cheap plane just to keep our feet off the ground from time to time. Well, the weather was terrible and very few planes managed to get through. Because of the lack of activity, I took Col to Stratford on Avon and educated him on the marvels of Shakespeare's birthplace. Col educated Sandra regarding his Scottish ancestry by refusing to pay such an exorbitant amount just to actually go inside and see old furniture.

We didn't buy a plane. We were nearly talked into 40 hours at a 'special' rate of £80 per hour for a Eurostar (Sportstar in OZ) but the weather was still bad and it was nearly Autumn; also Col was working for the BBC in London during the week so only home at weekends. We're glad we didn't buy. The weather remained lousy for the rest of the year.

Just before returning home, I needed to do a BFR in order to keep my British PPL current. I arrived at the airfield at Bodmin in Cornwall, we were just passing, to see if I could book the flight. The instructor said "Can you do it now, there seems to be a hole in the weather?" So I hopped into a Robin. I've never flown one before, and off we went. We found a hole in the cloud by the coast and popped up on top for steep turns, stalls etc. Then we returned towards the field and as I had it in sight, the instructor pulled the power and told me to land. I got it down right on the numbers (no kidding). It is such an easy plane to fly – very predictable – unlike the ultra lights we fly here. If you can fly one of them you have no trouble with the larger craft.

Freidrichshafen 2007

This event takes place in Southern Germany and is the largest European show. We travelled from the West of England, where we lived, to north of London, Stansted, to catch a Ryanair flight to Frankfurt. This cost £9.99. Ryanair is an Irish budget airline and flies all over Europe for very little money! Sometimes they have flights for 1P plus tax!

At Frankfurt, we hired a camper van. We were lucky to get a brand new one as it was the start of the season. We drove south on the autobahns. Although we were cruising at about 130kph we were overtaken by vehicles all the way. There is no speed limit. The standard of driving is excellent. In Germany, learners have to drive at night and on the autobahns before they pass their test!

We arrived at the show the next day. Everything was organised with German precision. There were several indoor exhibition halls packed with interesting aircraft. Although mainly GA, there were several ultra lights, including the CT, and an interesting folding wing plane called a Remos. Col was especially taken with the developing breed of smaller light jets. There was an outside display of larger aircraft and a flying display, including the Zeppelin airship. This airfield is the home of the Zeppelin and we were able to visit the Zeppelin hangar.

After the show, we travelled around southern Germany, went into Switzerland, Austria and Leichtenstein. The weather was warm and sunny but the snow was still on the higher parts of the mountains so the scenery was beautiful. We were travelling along a mountain road, when we spotted an airfield in the valley and stopped to look. The next minute there was a huge roar and two F14s took off, climbing very steeply to clear the mountain at the end of the valley. We spent some time watching them.

Three Fat Tyres

No. I am not insinuating that our chairman has put on weight! However, he has some meaty looking rubber on his Savannah, Initial flying tests have been successful. They look promising for expeditions into country with rough landing sites.

A shiny sexy red bag

No. Kiwi isn't on the turn. Well, maybe not, anyway. He is now sporting an individual design of luggage carrier for his Drifter. In beautiful shiny, tear proof material, it smartens up the appearance of his plane.

Another Drifter!

When we left a year ago, Ian's drifter kit was in the early stages of construction. Now it sits proudly in the hangar, awaiting the front pod and a few final bits and bobs before it takes to the sky. Tally ho!

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