

The Flying Tigers

Newsletter

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2005 AGM presidents Report

20 November 2005

Things have been going along quite well during the past year. We have increased our membership, not by a lot but by quality members who are active within the club and seem to be enjoying the Tigers environment.

Members have travelled long distances this year visiting many places interstate and attending fly-ins on a regular basis. Narramine this year was a good Tigers attendance, and Raglan was fantastic with I believe 12 aircraft parked in a row from the Flying Tigers.

The club has been able to maintain our loan repayment programme ahead of schedule due to good support by club members in the catering (drinks, pies & drumsticks) and a maximum capacity of aircraft hangarage, with a waiting list.

Our fly-in this year was a good day with some 57 aircraft visiting us over the weekend, mostly on the Sunday. I have had some good feed-back from some of the visiting pilots and crew, and would like to thank all the people who put in a super effort to make the Tigers fly-in one of the best places to visit in Queensland.

Greg & Norm used this day to officially launch Airsport Queensland and were kept busy with TIF's which kept the place active for spectators, the atmosphere was great, Careflight was the beneficiary of our raffle. Ian has the details of the finances on the fly-in.

I would like to thank Bob & Sue Burns for the new table they made and donated to the Tigers, also a big thank you to the members and non members who contributed to the club, behind the scenes, financially and with physical input for the benefit of all members.

To date we have had no feed back from Boonah Council as a result of a visit from a consultant hired by council to take submissions from airfield users to formulate a strategic plan for future airfield usage.

One of the first things that has been of concern this year has been our inability to have effective communications by way of a regular newsletter, some effort will be put into place by the committee to address this concern, we need information, photo's, articles, stories, gossip and even rumors to print, I ask the club members to support the editor in this matter.

Our website has had an upgrade recently with new photo's added, thanks to Tony for his effort with this site, have a look, it's good.

No concrete on the hangar floor just yet but carpet looks good.

Steve and the Wilson clan are moving to Kingaroy soon, we will have another overnight trip when the hangar is built there, also rumor has it that Ray is building an airfield at Warwick.

I finish this report by thanking all those people who just get in and help, the cooks, the cleaners, the lawn movers, the ones that see things that need to be done and just do it, you are our Tigers club and are the people that make the tigers the best.

One last thing, please remember that our recreational activity does require a high standard of self discipline and dedication to maintenance, along with airmanship and awareness of new rules and regulations in regard to CTAF's and arrival and departure procedures.

Safe flying and a Merry Christmas & Happy New Year to all.

Heading South *by Sandra Johnson*

In the second week of December, Col was offered a three month contract in Melbourne which he accepted. We decided to treat the time as a holiday and found ourselves a house to rent in Sunbury – being reasonably close to the airfield at Riddells Creek. Having driven, with enough possessions to last the duration, from Brisbane to Melbourne; we returned north to fetch 'Miss September'.

We secured a lift from Brisbane Airport to Boonah on 30th December and spent the evening getting the aircraft ready for the flight. The weather forecast was very hot, so we decided to take the long way to Melbourne – coastal. We wanted to avoid the turbulence associated with hot inland flights, besides which it is far more interesting flying at lower level along the beaches.

We slept on the hangar floor ready for an early start. However, at first light, on opening the hangar doors, we were dismayed to find a redback crawling where we had just been laying. That nearly ruined our day! A WORD OF WARNING. ALWAYS USE AN INSECT PROOF TENT WHEN SLEEPING IN THE HANGAR.

The first part of the flight went very smoothly. We climbed above the scattered cloud at 2500 feet and headed across the ranges to Grafton before descending to 1500 feet, under the cloud, and reaching the coast. The cloud disappeared before we reached the reporting point of Red Rock at the start of the Coff's Harbour control zone. Being a Saturday, the tower was not manned so it was a matter of reporting positions along the coast and listening out for conflicting traffic. We descended to 900 feet, to stay below the lower limit, and maintained this height through to Nambucca Heads, where the cliffs made it prudent to climb back to 1500 feet.

We continued, enjoying the scenery, past Port Macquarie until we came to the delightful grass airstrip at Old Bar, where we landed. We last landed there on a return flight from Bankstown, in appalling weather, where the heavy rain and lack of forward visibility forced us to land. What a difference this time. The little holiday resort was full of people. It wasn't too hot – yet! We had breakfast in a nearby café, a short walk from the airfield, and planned the next stage of the flight.

After an hour's break, we put on our lifejackets for the next part of the journey, through Williamstown control zone and the famous VICTOR ONE passing Sydney. By now the warm wind was blowing strongly, although in our favour, and we were buffeted as we took off into a cross wind at Old Bar. Within fifteen minutes, we were passing the many coastal lakes of the area and looking out for Sugarloaf Point; the first reporting point to Willie Tower when taking the coastal VFR route.

The path follows the coast at 500 feet, passing Broughton Island, before reaching the scarier part where you pass Point Stephens Lighthouse, over the water, with no comforting beaches to land on should the motor go quiet – hence the lifejackets. Also, as the point is rounded, the air changes and becomes quite turbulent which is disconcerting that low over the water. Although there is a nice long, sandy beach along the Newcastle Bight, the lane takes you away from this and further out over water to Nobby's Head which is the last reporting point in the Willie zone. We are now able to climb to pass Newcastle and follow the coast towards Sydney. The Aeropelican area is fairly busy so concentration is needed when passing the CTAF near Swansea.

We were well prepared for our transit of Victor One. We passed the entrance of the Hawkesbury River where we had turned inland, on a previous flight, to follow the lane into Bankstown. Col was busy pointing out all the landmarks of his hometown area and the camera was kept busy. He had the best view, being in the right hand seat. We descended to 500 feet well before Sydney Heads, where this height is mandatory, and we were both concentrating on listening for conflicting traffic. It was surprisingly quiet for a lovely Saturday but being New Year's Eve people probably had other priorities. We saw four helicopters doing the sightseeing flights and managed to avoid those. We had a good view of the Harbour and the bridge as we flew past the entrance and, yes, the cliffs really were higher than 500 feet along here so a dip in the sea was the only place to go, for a fair distance along the coast, in the event of an engine failure. However, our trusty Rotax ran sweetly the whole day.

We clearly saw a 747 lined up at the end of the runway at Sydney Airport as we passed Botany Bay. On that day, there were no riots on the beach at Cronulla, in fact the beach was pretty deserted. After Jibbon Point, we were able to climb back to 1000 feet. This felt really high after so long at 500 feet.

The temperature was rising and we felt hot in spite of having all the vents open. However, we ploughed on southwards passing beach after glorious beach. The military area at Nowra was inactive so we passed by without hearing anyone. All sensible pilots had decided that it was too hot and it seemed that only we were flying the coast on this hot, windy afternoon. We landed at Moruya. We eventually tracked down the fuel man and filled up 'Miss September'. A few people were sitting in the cool of the aero club, practising for the night to come.

We managed to find a soft drink and were glad to be rid of our lifejackets which had contributed to the discomfort of the hot afternoon. The bush fires had already started. We saw some evidence ourselves but did not realise just how bad they were.

By the time we started the last leg of our journey, we had flown about six hours and we conserved our energy, quietly covering the miles across the Victorian border and on to the turning point at Mallacoota, where Tasmania lurked in the far distance as we rounded the south eastern tip of Australia and headed west.

We continued along the coast, past Orbost until we came to Lakes Entrance, where we headed inland towards Melbourne. Not far to go now! However, a strong headwind was slowing us down and it was getting bumpy. We had to keep at the lower levels to get through the Sale control zone so the turbulence could not be avoided.

Melbourne was nearly in sight; 6.15pm and we tuned in to Morabbin ATIS. " Winds gusting to 30knots, temperature 42 degrees C" Not good - and then it hit us. Neither of us had experienced turbulence like it. We were being tossed about like a cork in the sea and it wasn't improving. We decided that this was too much for our ultra light – and us, pressed the nearest button on the GPS and headed towards the airfield on the screen, about seven miles away. It was so turbulent that I couldn't find the airfield on the chart or the code in ERSA because I was unable to turn pages or focus on the chart which was jumping up and down in front of my eyes. We just hung on as best we could and continued towards the mystery airfield anyway. We needn't have worried; nobody else was stupid enough to be flying in those conditions. Without radio calls Col lined up (well pointed her in the general direction) on the most into wind runway and somehow got 'Miss September' on the ground – phew – or words to that effect!! We had been so close to our destination, only another 45 minutes but discretion being the better part of valour, we lived to fly another day.

We found a restaurant close to the airfield, which we discovered was called Tooradin. They kindly phoned the local caravan park which had one cabin left for the night. Kathleen, the manager, kindly came to pick us up and made us welcome. We found a pub and had dinner but that was the extent of New Year's Eve for us. We were asleep by 9.30pm – knackered- and only stirred briefly when the fireworks went off at midnight. The next morning we were awake early and completed the journey to Riddells Creek, enjoying the view of the city on the way as we flew past over the water (again). During the morning the clouds lowered and by midday it was pouring with rain; the temperature had dropped 25 degrees from the previous day. WELCOME TO MELBOURNE.

Where am I?

A recent radio exchange heard while flying along the East Coast
"Tecnam - - - what is your position?" (Brisbane Centre)
Lo-o-o-ong pause
"It's a mystery" (unknown pilot)

On the Importance of Doing Pre-Flight Checks

I am a great believer in the fallibility of the human memory and therefore always use a check list. I have also instilled this practice into my co-pilot having caught him out a few times (it has some disadvantages having a nagging wife who is also a pilot). Recently, someone – no names- forgot to switch on the fuel tap but it was fortunate that the engine cut out just as he was starting the take off run so no harm done. However, he had completed a full engine check and warm up before departure. If he had not, he would certainly have been in an emergency landing situation. How many times have we seen pilots jump into ' planes and go for an immediate departure?

Status Quo

The AGM has come and gone. If you blinked you would not know it as the major committee places remain in the same hands. I think it was a fix myself! But who cares. These guys do a magnificent job. The club runs smoothly and there is a warm friendly atmosphere with no 'anti' factions. How many clubs can you say that about? Long live the current regime. Keep going guys, We really do appreciate you.

How Close Can You Go?

Recently, I was working in the hangar when increasing engine noise alerted me to the fact that an aircraft was taxiing back to the hangar. I watched as it approached, feeling sure that it would stop facing the hangar. But no; to my amazement, the aircraft turned, missing the central metal vertical hangar support by 5cm. Incredible spatial awareness by that pilot!

Flying Frog

Early on a Sunday morning, John arrived at the field with his trike on a trailer. He assembled it and decided to go for a fly before the air became turbulent. After a circuit or two, he taxied back to the Flying Tigers' hangar. As he pulled to a halt, a loud croaking could be heard above the engine noise. Once the engine was shut down, the croaking subsided as the terrified frog realised that his world had returned to normal! John reported that he could hear the croaking with his headset on while he was flying. I don't think that frog will be making his home in the fuselage of the trike in the future!

OCTOBER 2005 MONTHLY MEETING MINUTES

The October AGM opened at 1.05pm on 20/11/05 at the flying Tigers clubhouse by Brian Melbourne.

Present:

Grummo, , Sue, Andrew Oldrich, Andrew Dunning Brian & Bev Melbourne, Joe Mass, Ian Walker, Bill Fisher, Steve & Lorraine Wilson, Roger, Mark Gamer, Rob Newbigging, Alan Davis, John McKeown, Lou Nibrant, John Ball, Colin & Sandra Johnson Tony Forum & Gail.

Aplogies:

Rocky, Alan Davis, Bob Burns, Peter Spitts, Greg Neil, Peter Reed, Norm & Annie Fisher.

Last AGM Minutes:

Moved by Andrew – seconded by Steve

Business arising from last minutes:

Nil

Presidents report:

As tabled

Moved by Steve Wilson – seconded by Andrew

Treasurers Report:

As tabled

Moved by Tony – seconded by kiwi

Secretary's Report:

The club has been a huge success over the last year and all seems to going very well, the members of the club play a big part in the week to week running and are a big part of why the club is doing so well. Thanks to Kiwi for stepping in to help me out from time to time, and I look forward to another year of being a member of the Flying Tigers Club.

Moved by kiwi – seconded by John Ball

Committee stood down – interim president is Kiwi.

New Committee Members Elected:

President: Brian Melbourne
Treasurer: Ian Walker
Secretary: Sue Burns
Senior Vice President: Kiwi
Junior Vice President: Steve Wilson
Web Master: Tony West
Catering Manager: Ian Walker
Activities Manager: Hold
Newsletter Editor: Sandra Johnson
Monthly Meeting opened 1:30 pm 20 October 2005

Correspondence in:

Correspondence out:
Gold Coast Sport Club

Business arising from correspondence:
Nil

Moved by Kiwi - seconded by Andrew

New members:
None

Moved by Andrew - seconded by Steve

General Business:

Treasurer would like approval for payment of small debts payment \$570.00 and pro-rata payment of \$2,000 to Bill Naylor and \$100 to Rocky, money also to be reimbursed to Ian for insurance \$1150.00 and \$896.32 for canteen purchases.

Joan Dwyer also has to be paid \$275 for the audit she did on the Flying Tigers.

Moved by Sue Burns - seconded by John Ball

Letter to the Shire council to be done regarding their public liability regarding the trees

Maintenance book must be filled out on a regular basis as RAA is cracking down on this practice not being followed and will be doing on the spot checks.

Thanks to John for moving the lawns, he does a good job for the club.

Sign to be made for his fence.

Meeting was closed at 1:45pm

Next meeting
18 December 2005

DECEMBER 2005 MONTHLY MEETING MINUTES

The December monthly meeting opened at 1.1pm on 18 September 2005 at the flying Tigers clubhouse by Brian Melbourne.

Present:

Grummo, Sue Burns, Andrew Oldrich, Brian Melbourne, Joe Mass, Ian Walker, Kiwi, Andrew.

Apologies:

Tony Forum, Tony West, Alan Davis, Bev Melbourne, Colin & Sandra

Last Minutes:

Moved by Andrew – seconded by Brian

Business arising from last minutes:

Nil

Correspondence in:

Letter from Boonah Council nominating us on their activities list - also asked for date for next fly-in – September 24th 2006

Correspondence out:

Nil

Business arising from correspondence:

Nil

Moved by Kiwi - seconded by Andrew

New members:

Phil Chittock
Tracy Hillard
Gene Tann

Moved by Andrew - seconded by Brian

Presidents Report:

Club is in good shape, Council is of the opinion that the airfield is an asset to the community.

Treasurers Report:

As submitted & read
Current Balance - \$8084.
moved by Brian - seconded by Sue

Web master report:N/A.

General Business:

Welcome to Tracy & Gene
Evans Head is on again New Year.
Please pay outstanding bar bill and any hangar fees due.

Meeting was closed at 1.50pm

Next meeting 15 January 2006

STOP PRESS

More of the Tigers are flying south. Brian has a birthday party to attend near Melbourne so he is being joined by 6 + aircraft for the journey. The intended route will be via Gunnedah, Temora and other places. The Tigers intend to stop at Riddells Creek, north of Melbourne, and have a party with Col and Sandra Johnson. We are looking forward to it. We have plenty of sleeping space in our temporary home. The trip commences on 18th February and the intended return to Boonah is 4th March. If anyone would like to join the fly out please contact Brian on 5546 8686.

One Tiger even further south

Rob Newbiggin – **crankshaft**- has moved to Tasmania. He is living and working in Launceston. He flew his Lightwing to Melbourne and then on across Bass Strait. Quite an achievement. At least we think it is, since we haven't heard from him in awhile! Col and Sandra are planning to visit him during a planned trip to Tasmania.

Have something to say?

Here's your chance. Please send us what you can for our newsletter. Anything you like, a flying yarn, something for sale, who's been arrested, whatever. It will become very boring if we have to keep doing it all ourselves!