

# The Flying Tigers

## Newsletter

May 2008

Published: from time-to-time  
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<b>Newsletter Editor:</b>	<b>Sandra Johnson</b>

### Flying Tigers Meeting April 2008 at 11.00am *report*

The annual Natfly at Narromine was attended by 6 aircraft from the Tigers. The weather turned wet and some Tigers found themselves with water frontage to their tents. Tony Foran was seen fishing and Ian Walker photographed up to his knees in the water. **The highlight of the event was Ian Walker winning the trophy for best softwing. Congratulations Ian.** Kiwi was so jealous that he made the north easterly winds blow and it took him 9 hours to fly back to Boonah.

Still no movement on the lease from the council. However, there is a new council official on the case and Brian reported that he seems to be a bonus.

It was agreed that Tigers would contribute \$300 towards a weather station at Boonah which would be accessible to all.

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### Woodford Fly-in

This event was a great weekend. Col and Sandra arrived back from the UK in time to join the event on the Sunday although several Tigers stayed for the weekend. The venue was delightful. A peaceful spot by the water with trees and green grass. There was plenty of flying activity and the only mishap was a quite spectacular ground loop by a high-wing aircraft (not a Tiger) but luckily no injury. *Photos on the website*

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### Be up-to-date with this blogspot

Famous aviator-about-town, Flying Tiger, and RAAUS rep John McKeown has a very nice blog going, why not surf in for a look?

[www.ragandtubeaviator.blogspot.com](http://www.ragandtubeaviator.blogspot.com)

### Collecting our newer CT from Melbourne

A few days after arriving back in OZ, we were keen to collect our, new to us, CTSW from Melbourne. Miss September was prepared for the flight south and we set off at dawn. We flew via Dubbo and stopped there for fuel. Of course we had a headwind but after 7 hours flying in total we landed at Kyneton airfield in sunshine – quite a rare event at this time of year. Our new bird was fuelled ready for

flight. We couldn't work out the new GPS but decided to continue in case we got clagged in by the Melbourne weather if we stayed overnight. The plan was to fly in formation; me with a working GPS in Miss September and Col with the only map. All went well and we had a tail wind all the way to Deniliquin where we stopped for the night and booked into a motel. That was a really long day and we were both very tired. I was sitting at the table planning the next day's flight when I nodded off and fell off the chair!

The next day we flew in formation again. Of course the wind had changed direction and we had a head wind again! We landed at Narromine for fuel. We were flying a different route on the way home and tracking via Narrabri. About 15 miles short of this waypoint at 4,300 feet, there was a sudden whoosh and the right door of Miss September whipped open, at 120 knots, and papers etc flew around the cabin giving me a real shock. I immediately closed the throttle and told Col the problem on the radio in a very scared voice. After a while, I was able to maintain level flight at 60 knots with 15 degrees of flap. However, I was in a left bank away from the airfield because turning towards the field resulted in rapid movement of the door which I feared may break the hinges and result in the door taking out the tail if it detached. *At times like that you are very grateful that you have a ballistic chute as a last resort!*

Meanwhile, a QANTAS aircraft was just establishing on long final at Narrabri. Col advised the captain of the emergency and he held off for me to make a straight in landing. I had been experimenting with left bank manoeuvres to try and get the door to drop down. I achieved this but couldn't reach the handle to secure the door. I released my seat belt and on the third attempt managed to just latch the door but not securely. Taking advantage of this, I raised the flaps and headed for the airfield, now in sight. I set up for landing and called three mile final. As I approached the runway, I was having difficulty maintaining a good approach. I located the windsock and discovered it horizontal in the wrong direction and with a crosswind element blowing me to the right of the runway. At that stage the door popped again. I was definitely not going to push my luck and go around. It was a landing of sorts- not my best- but safely on the ground – phew!! It took me about an hour to stop shaking before I was ready to continue. This time with the door locked from the outside. A thorough examination of the door revealed that the hinges were still as solid as a rock after at least twelve minutes of oscillation. Carbon fibre is strong stuff. The QANTAS captain was warmly thanked for his co-operation.

#### **What did I learn from this experience?**

You have to keep flying the aeroplane. Particularly keeping an eye on your altitude and airspeed. It is very easy to get distracted when in a scary situation. Luckily, I had Col flying above me making radio calls and reminding me of height and speed so I could concentrate on resolving the situation. I also learnt to double check that the door is properly latched. After two hours flying, it had gradually vibrated open.

Sandra

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#### **Sunday 11 May. Gatton Air Park Breakfast Fly-In**

Come early and join us for breakfast before the Mothers' Day duties. It is only a short flight from Boonah. All welcome.

#### **Saturday 31May/Sunday 1 June at Heckfield**

On Saturday there is a CASA day with a free lunch. On the Sunday a fly-in with a static display. For more details contact Roger Porter email [rufusgutz@optusnet.com.au](mailto:rufusgutz@optusnet.com.au)

#### **Fly-In weekend Goodwin Field 6 – 9 June (near Hervey Bay)**

Register for meals and camping [www.goodwinfield.com](http://www.goodwinfield.com)

Broadcast 126.55. All circuits at 500ft. Runways 28/10 and 36/18

S25 22.0 E152 49.0

*Please note that this event does not clash with Old Station which is not on this year.*

#### **Inglewood Fly-In**

The Tigers attended in good numbers this year. On Friday, Bill Fisher and John Ball drove to the airfield and booked space for the gang to follow. Tony Foran flew from Gunnedah on the same day. I arrived at 9.15am on Saturday in Miss September and was marshalled by Bill to my allotted parking space. Later that morning, and into the afternoon, Tigers continued to arrive. John McKeown in his drifter followed by Kiwi, Andrew in his Lightwing, Mark and Suzanne in the Tecnam Sierra, Grummo and Olwyn in the Jabiru (ask him about the joys of landing a taildragger Jabiru in gusty winds!), Ray Frahm in his CT and David and Dorothy Oxley in their Lightwing. Did I forget anybody? Yes Errol and Mike; not to forget Brian who arrived by car and provided much appreciated transport over the weekend. Tents were pitched and we settled down to watch the flying, including the many hang-gliders which were towed aloft, then provided much interest in the quality of landings. Kiwi and Tony decided that it was too dangerous for them to camp near the hang gliders and they didn't like the prickly burrs so they set up an alternative camp near the windsock with Ray. What a pity that they had to put up with the windsock lights all night and the loud music of the noisy mob nearby. You should have stuck with us lads. The only mishap of the day was a Jabiru with a burst tyre after an interesting landing. Ian Walker drove from Brisbane to join us for dinner at the Bowls Club followed by a brew up back at camp. I didn't have coffee but used the hot water to fill my hot water bottle, ignoring the derisory comments. I was then lovely and cosy in my tent in spite of the zero temperature overnight. There was ice on the CT's wings in the morning.

Sunday was a pleasant day with only a gentle breeze. Many Tigers enjoyed some local flying, although John went as far as Millmerran. That evening, the event organisers put on dinner in the park, together with drinks and a country band for entertainment. Later Kiwi lit a camp fire and Tigers were joined by Casino flyers for a few drinks before retiring. On Monday, I was up early and all my gear was stowed in Miss September before Brian had even emerged from his tent. I had a pleasant flight back to Gatton in still air. Everyone else enjoyed the flight back to Boonah and landed safely. A good time was had by all.

*There is a rumour –I don't know who started it – that Grummo and Olwyn are engaged! They were seen holding hands all weekend and they stayed in a motel. You don't spend good money on a motel for no good reason (well Grummo doesn't)*

Sandra

A pilot walked into a corner shop and asked for a packet of helicopter chips. "Sorry" said the shopkeeper, "I've sold out. I only have plane ones"

### **What is going on at Boonah?**

Look up Boonah Gliding on google earth and look at the webcam pictures to find out

### **For Sale**

A certain well-known, much loved and travelled CT2K is on the market. We are looking for \$115,000 ono. Reason for sale? Have bought a newer one. Why else would anyone sell a CT? Phone 0407-761619 or email [Sandra@thewebsiteattheendoftheuniverse.net](mailto:Sandra@thewebsiteattheendoftheuniverse.net)

#### Details:

- 555hrs TT airframe
- 90 hrs 100hp Rotax 912S
- Variable pitch prop
- BRS chute
- 7 hrs endurance
- 15l/hr fuel burn @ 120kts
- 120kts cruise
- Radio, transponder, lots of instruments

Garmin GPSMap 196

*Come on guys, you only live once!*



*Miss September*