

# The Flying Tigers Newsletter

November 2007

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

## Your Committee

<b>President:</b>	<b>Brian Melbourne</b>
<b>Treasurer:</b>	<b>Ian Walker</b>
<b>Secretary:</b>	<b>Andrew Olditch</b>
<b>Senior Vice President:</b>	<b>John McKeown</b>
<b>Junior Vice President:</b>	<b>Kiwi</b>
<b>Web Master:</b>	<b>Col Johnson</b>
<b>Catering Manager:</b>	<b>Ian Walker</b>
<b>Activities Manager:</b>	<b>Kiwi</b>
<b>Newsletter Editor:</b>	<b>Sandra Johnson</b>



*Your Editor, on the job*

## **Flying Tigers AGM Sunday 18 November at 11.00am**

Yes, its that time of year again. Come along support your club and have your say (that is if you can get a word in once Brian gets started!). Any burning issues to raise? Now is the time. If you are bursting to be part of the dedicated committee, come along and volunteer.

---

## **The Breakfast Fly-in**

Yes, the Breakfast Fly-in was a great success! We served more that 50 breakfasts and people came from far and wide.

Rocky has advised yours truly that he will be cooking pikelets with maple syrup at the next fly-in. Thanks, Rocky, for volunteering to do the catering!

---

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

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

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

## Trip to Sydney

Col & Sandra were invited to a wedding. It was in Sydney, so a good opportunity for another flying adventure. We left our hangar at Gatton at 5.50am; lovely day, clear sky, all was well with the world. We flew to Casino, then tracked to the coast at Yamba. It did look pretty after all the recent rain. Our plan was to track coastal down to Gosford and then follow the lane through to Bankstown. Some distance short of Coffs Harbour we called Brisbane Centre who stated that Coffs was not active until 07.30, took our details and advised overflying at 4,500ft. We duly complied and were overhead Coffs at 7.29. On the dot at 7.30 Coffs tower gave us onward clearance at 4,500 'Report at Numbucca Heads'.

Seven miles past the airfield the engine distinctly said 'cough!'. Sandra and Col looked at each other.

**Sandra** 'I think we should turn around and return to Coffs while we are still in striking distance of the airfield'

**Col** 'Let's just wait and see what happens. It may be nothing and'

**Engine** 'cough'

**Col** 'OK'. 'Coffs Harbour tower, require immediate return with engine misfire'

**Tower** 'cleared to descend to 2000 over land expect runway 03.'

We immediately began our descent. With only seven miles to run and the CT's glide characteristics, the return to the field did not require any engine input. A very comfortable situation when you think you have a problem. We landed uneventfully and taxied to the GA area. The local engine man appeared (strange how everyone comes out of the woodwork when they smell a possible disaster!) The engine was run up. It didn't miss a beat and the engine man declared that it sounded fine although he didn't know anything about those Rotax things. We decided to take the cowls off and have a look. Nothing obvious. Col tried to get at the fuel filter, which meant unscrewing the instrument panel, because the filter is located next to the firewall. He couldn't manage easily so Sandra got in there and the filter looked fine. We debated the best course of action and eventually decided to tie down the CT at Coffs and hire a car for the rest of the journey. The lane to Bankstown can take up to 30 minutes to fly and is all over built up or hostile terrain. We didn't fancy another engine cough when there is nowhere to go.

The wedding was great. We drove back to Coffs on Monday, enjoying the beaches on the way back and stayed in a motel that night. The next morning we left at 6.30 having done lots of engine run ups with no sign of the cough. We were climbing out towards the sea at 500 feet and the flaps wouldn't go up. I tried recycling them but only succeeded in achieving 40 degrees and no upward response. We landed again and spent the next two hours trying to trace the problem- without success. We decided our best option was to fly home with full flap at 60knots. We flew coastal in case of any engine problem, turning inland for Lismore to take on more fuel. We had no idea of our fuel burn at 60 knots with a draggy plane. It took four hours to get back to Gatton! The next day the flap problem was solved. Someone – no names- must have caught a wire while trying to get at the fuel filter and caused a bad connection (it wasn't me because I have tiny hands and definitely didn't touch any wires.) As for the engine cough? We don't have an answer. We have flown for several hours since with no further sign. Maybe some contamination of the fuel? It didn't feel like carby icing because I have experienced this in the UK and it was quite different. Just one of those things that we will probably never know.

*Sandra*

---

## One for our very own Kiwi

An Australian [ventriloquist](#) visiting New Zealand walks into a Small village and sees a local sitting on his veranda patting his dog. He figures he'll have a little fun, so he says to the Kiwi

*'G'day, mind if I talk to your dog?'*

*Villager: 'The dog doesn't talk, you stupid Aussie.'*

*Ventriloquist: 'Hello dog, how's it going mate?'*

*Dog: 'Yeah, doin' all right.'*

*Kiwi: (look of extreme shock)*

*Ventriloquist: 'Is this villager your owner?' (pointing at the Villager)*

*Dog: 'Yep'*

*Ventriloquist: 'How does he treat you?'*

*Dog: 'Yeah, real good. He walks me twice a day, feeds me great food And takes me to the lake once a week to play.'*

*Kiwi: (look of utter disbelief)*

*Ventriloquist: 'Mind if I talk to your horse?'*

*Kiwi: 'Uh, the horse doesn't talk either...I think.'*

*Ventriloquist: 'Hev horse. how's it aoina?'*

*Horse: 'Cool'*

*Kiwi: (absolutely dumbfounded)*

*Ventriloquist: 'Is this your owner?' (Pointing at the villager)*

*Horse: 'Yep'*

*Ventriloquist: How does he treat you?*

*Horse: 'Pretty good, thanks for asking. He rides me regularly, Brushes me down often and keeps me in the shed to protect me from the Elements'*

*Kiwi: (total look of amazement)*

*Ventriloquist: 'Mind if I talk to your sheep?'*

*Kiwi: (in a panic) 'The sheep's a f\*\*\*\*\* liar'*

*Thanks for that one Andrew*

---

**Still on the subject of sheep** – Bill Fisher's brother and his partner turned up at Boonah last Sunday with a little lamb that they had rescued. Kiwi got very excited until he realised that it was a male lamb and he pointed out that he is not gay. Not to be deterred, Bill borrowed Sandra's red lipstick and painted beautiful lips on the little lamb but Kiwi was not fooled. He went home in disgust.



*Son of Kiwi?*

---

### **Go Walker Go**

Ian Walker's drifter has been officially weighed and is just waiting for the paperwork to fly. It was tied to a tree and its engine power tested. It came out with 167 kgs of thrust. Pretty soon there was a line of aircraft by the tree, all waiting to be tested ( a male thing- mine's bigger than yours syndrome). Ian's drifter had the best result so we look forward to seeing it leap into the sky.

---

### **True – or not?**

An Aussie grazier flew his antique Auster aircraft to Mascot Airport, Sydney, some time back to enact some business at the offices of business acquaintances. Not being familiar with controlled airspace procedures, although making it safely to the airport, he required and requested guidance to the GA parking area.

Much later, after the completion of his business and returning to the airport, he eventually taxied out to the major runway 16, again guided by ATC to take his place in the queue for take-off clearance. When finally cleared to line up and subsequently cleared for take-off, his instructions were to call "123 airborne" (the departure frequency).

Applying maximum power and concentrating on keeping his aircraft on the centreline on the roll, the tail rose, and soon after the aircraft became airborne, whereupon the pilot pressed his transmit button and called ... "1-2-3 airborne"!

---

#### **A recent telephone conversation between Sandra and Kiwi**

**Kiwi** 'And what have you been up to?'

**Sandra** ;We've just done the 100 hourly inspection on the undercarriage legs'

**Kiwi** 'How did that go?'

**Sandra** 'Good. We used the penetrating dye and no sign of any problem'

**Kiwi** 'And how long has it been since you did your last 100 hour inspection?'

**Sandra** 'long silence while she thinks how best to reply!'

---

#### **Ray's CT gets the all clear**

As many of you will know, Ray Frahm has had vibration problems with his CT. Many things have been tried to solve this including changing the prop and removing the wheel spats – all to no avail. It has been a scary experience for Ray because he has been unable to reach the cruise speed of 120 knots without experiencing this vibration. Last week, Flight Design sent a guy over from Germany to fix the problem. We decided to go over to Caboulture to give Ray some moral support and maybe learn something. At 5.45 on the allotted morning, Ray arrived with his CT outside our hangar, got us out of bed, and we flew together to Caboulture. We had to slow down to 110 knots to stay at Ray's speed. Daniel, the guy from Germany, proved to be a top bloke. He flew with Ray to experience the vibration. They switched off the engine and eliminated this as a cause and returned to the hangar. Daniel immediately started examining the trim on the all-flying tail. He was particularly interested in the tape sealing the gap underneath the trim. 'This is not a good seal' he said. And began removing the tape. When he had finished he said 'Ve go again' So off they went. After a short time, they returned and we could see big smiles on their faces. Yes the problem had been solved. Daniel had come all the way from Germany to remove a piece of tape. We all went out for a celebration lunch. Later Ray took Daniel for a 'test flight' along the beaches and the Gold Coast. Ray left Caboulture five minutes before us on the way home and this time we couldn't catch him!

*Sandra*



*Ray's CT gets the German treatment.*

9<sup>th</sup> March 2008 Darling Downs Sport Aircraft Assn. Inc. Annual Clifton Fly-In at Clifton Airfield (Bange's). This fly in has become a premier attraction for all types of aviation in southern Queensland. See various types , shapes, sizes and models of recreational, ultralight and homebuilt aircraft including sport, vintage, general aviation and any other flying machine. Come late pm Saturday, 8<sup>th</sup> for BBQ, drinks. Fly or drive in, see ERSA. On field camping, bring your swag. Advise for catering.  
Contact: Trevor Bange Phone 07 4695 8541  
**Email: [trevorbange@bigpond.com](mailto:trevorbange@bigpond.com)**

### **For Sale**

A certain well-known, much loved and travelled CT2K is on the market. We are looking for \$119,500 ono. Reason for sale? Upgrading to a newer one. Why else would anyone sell a CT? Phone 0407-761619 until 21<sup>st</sup> Nov, Thereafter +447092885261 or email [Sandra@thewebsiteattheendoftheuniverse.net](mailto:Sandra@thewebsiteattheendoftheuniverse.net)

#### Details:

555hrs TT airframe  
90 hrs 100hp Rotax 912S  
Variable pitch prop  
15:1 glide  
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*

**Other goings-on**



*Andrew very subtly expresses an opinion on a recent Sunday at Boonah*



*Amazing how fast it looks if you use 1/50 sec shutter speed!*



Some people just aren't very bright. Of course it won't fly, Brian. It's tied to a tree!

Members are advised to exercise caution when Col is about with his camera.