

FLYING TIGERS CLUB INC

Flying Tigers Club Inc
PO Box 148
BOONAH 4310

President: Brian Melbourne
Secretary: Andrew Olditch
Treasurer: Ian Walker

Editors: Kevin & Natalie McDonald
Email: nkcdonald@activ8.net.au
Phone: 5463 8285



NEWSLETTER No 2 August/September 2013

The Club Newsletter is produced with the aim of giving information both about events and interests for our members as well as news from other clubs and organisations. It will work best if all members feel part of it so please let us know if you would like an article or announcement included in future newsletters.

PRESIDENT'S PONDERINGS



Hi all and welcome to new members and visitors.

This month has been fairly quiet with a mixture of very good and bad flying weather.

I have been contacted by the Scenic Rim Regional Council asking for Flying Tigers to assist with power and facilities for an *Angel Flight* publicity day to be held at the airstrip on Wednesday 28th August, between 8.30am and 12noon, to which we have agreed to support.

Council is going to erect a marquee and provide a barbecue. Any Tigers members would be welcome.

I have also had contact from Queensland Fire and Rescue who are going to have a training exercise at the airfield. Date to be confirmed. The exercise is to involve water pickup and dispersal (See page 3)

The time is approaching where we need to consider allocating some funds for building mainenance. John Grummitt (Grummo) has pointed out our eastern facing guttering is deteriorating.

Brian

RA Aus Rep Report

Tony King, our RA Aus Board Member reported to the General Meeting on Sunday 18th August and was able to provide an update on activities at Head Office for which we thank him.

NSW elections have been finalised and Michael Monk replaced Dave Caban on the board. The committee for RA Aus Restructure and Constitution update have been merged into one.

The Safety Management System is progressing with expressions of interest being sought and a meeting with CASA and other aviation groups was scheduled for Monday 19th to determine the expectations that CASA may have.

Tony is available to accept proxies for the Constitutional changes proposed in the August Sport Pilot Magazine which, with the exception of the change of the AGM to be held at NATFLY, are tidying up clauses in the Constitution which can have difficult interpretations.

TIGER'S TALES

Following the presentation of our first newsletter we had many nice emails – thank you to those members who contacted us.

One of the emails was from Robert Newbigging (Crankshaft) who reports:

Hey Guys,

Well we have settled into a quiet seaside town - Opotiki Bay of Plenty, NZ. The Lightwing and all the other toys were shipped over in two 40 ft containers. The plane was inspected yesterday and passed for flight, class two microlight is the same as 19 and 24 in AU with no commercial activity.

The terrain to the east of here is soooo beautiful and pristine, to see fish swimming in the streams salt and fresh unbelievable.

I hope all the troops are well, and thanks for the newsletter, it makes a nice change. If you like I can update the club on activities here, as the flying farmers are very active, with all the latest flash planes. Fly ins are a phone call to a list of people when the weather is good and it's all on. A very different place with a slow pace, very much 1950s in all areas.

Best Regards,
Crankshaft

Robert Newbigging Lightwing 19-3799

WHAT'S ON????????????????

Don't forget:

- Angel Flight publicity Day – Boonah Airstrip Wednesday 28th August
- "Wings Over Warwick" on 7th September
- BAI AGM 7th September (see report)
- Opera in the Hangar –Caboolture 21st September (Flyer attached)
- Next Meeting:
Sunday 15th September commencing at 11.00am
BBQ Lunch follows the meeting



GETTING TO KNOW.....

Each month we profile one of our members and this month we get to know Treasurer, Ian Walker

Positions held whilst on the committee:

Junior Vice President

Senior Vice President

Treasurer (since November 2003)

Ian says:



I originally joined the club in 1996 or thereabouts when it was closely associated with the Boonah Sport Aviation Company (BSAC) where I had recently learnt to fly.

I began flying training at Boonah Sport Aviation (BSAC) in July 1995 with CFI Paul Mckeown doing most of my training in a strut braced drifter. Paul had a talent for making all of the training a great deal of fun rather than scary, and soon had me going solo and then doing my flight test – even the flight test was so much fun that I found it hard to believe it was actually a test. I received my cross country rating in March 1996 and did my first longish flight shortly after (to Tambo in central Queensland near Blackall). It was to be the first of many similar flying trips in subsequent years.

A few months later someone suggested to me that I should try flying gliders as I would probably find it interesting and good experience. I took the suggestion and had a trial flight and was immediately hooked on the experience. I joined the gliding club and over the next few years flew gliders, mostly in single seaters and largely on cross country flights. I have just over 1200 hours (including gliders).

Although I let my membership of Flying Tigers lapse after a year or two, as by that time I was happily flying gliders, in 1999 I was approached by the then treasurer Ian Dancer – sadly, since deceased - requesting a contribution towards construction of (initially) a club hangar. The project was expanded in the planning stage to include the clubhouse as it now is. I thought it was a worthwhile project so I re-joined the club and contributed to the construction fund - as did many others - with an interest free loan to the club.

I was requested to accept a minor committee position (junior vice president) in 2001, which I agreed to, although reluctantly, (having had previous issues with club politics whilst serving as a committee member for the Boonah Gliding Club). Unfortunately, my concern was justified, as the club afterwards experienced significant problems with some members clashing repeatedly. This resulted in an uneasy atmosphere at the club and attendance and membership declined.

At the 2003 AGM the club had a change of committee, with Brian Melbourne taking over the role of President. The direction that the club has taken since has been one with no agendas, other than to make the club a pleasant place for members and guests to relax, enjoy the atmosphere, and even

hopefully to do some flying. It seems to have worked out, although we sometimes refer to ourselves in jest as The Minimum Effort Flying Club. We seem to be doing something right.

I assumed the role of treasurer at this 2003 AGM, and have been in this position since that time, despite sometimes struggling to find time with my own work commitments. Although some of the other committee positions have changed since then, in recent years the committee has been stable. (Andrew Olditch has also been secretary for several years now) and works well together.

As any significant issues are raised at our monthly club meetings before any decisions are taken, the members themselves decide the actions taken. This helps to maintain harmony

Q: Interesting places you have flown to:

I've flown into Avalon for the air show (twice) to put my aircraft on static display. This was a fascinating exercise, especially when they held a couple of F111's on the runway to let us taxi across first. It was also interesting when they sent two of us (both drifters) off in company, side by side, on the main runway (18) at Avalon in 40 knots of crosswind (from the west).

Many great small country towns have their own airfields. I have been fortunate enough to visit quite a few of these, and hope to visit a few more. It is great fun to land, set up camp, then a 20 minute (or so) walk in to a nice country pub for a good meal and a drink or two. After a relaxing couple of hours, back to the airfield, a cup of tea or coffee and a chat around the campfire with your fellow travellers. It doesn't get much better than this if you need a relaxing break from the daily rat race.

Q: Places you would like to fly to:

More of the same.

Ed: *Thank you Ian, not only is this your story, it is a valuable insight into our Club.*



Ian's Drifter



Off
into the
wide
blue
yonder

STOP PRESS

Information just received from
Trevor Bange re:

RA Aus-SMS (Safety Management System) Update

August 22, 2013 | Mark Clayton

On Monday 19th of August, 2013, the President Rod Birrell and the Treasurer Jim Tatlock met with Kevin Scrimshaw (Safety Assurance Officer) of CASA's Self Administering Sport Aviation Organisations Section (SASAO). Meetings covered in detail what CASA's SMS requirements are for Sports Aviation Organizations such as ours.

On the following day, Tuesday the 20th, CASA, RA-Aus Operations Manager Zane Tully and I began to develop a suitable SMS for our organization. The proposed system offers RA-Aus. the following benefits:

- A Safety Management System that is acceptable to CASA
- A SMS that is similar to those adopted, or being developed by other Sports
- Aviation Organisations (able to share data)
- Inexpensive
- Stand alone from other procedural documents (smallest impact on current practices)
- Able to be developed and rolled out to Flying Training Facilities (FTF's) and Clubs minimizing workload for end users

The meeting with CASA will now be discussed with the RA-Aus. Board and a clear direction for the development and implementation of an updated SMS will be published in the near future.

Jim Tatlock (RA-Aus Treasurer)



WANTED

Brian still hasn't had any luck finding a doggie flying helmet for Georgie. She really needs a helmet to help with her training as co-pilot, so if you have any idea where Brian would be able to obtain a helmet (and goggles perhaps) please let him know.



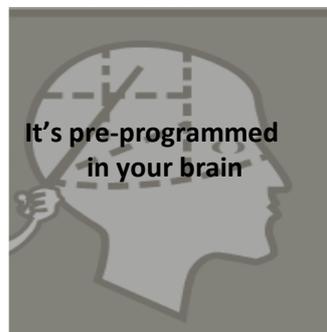
TEST YOUR KNOWLEDGE

- Q 1:** Buys-Ballot's Law states, for the southern hemisphere, that if you stand with your back to the wind, the low pressure area will be:
- (a) On your left
 - (b) On your right
 - (c) Behind you
 - (d) In front of you
- Q 2:** In a forecast, cloud cover described as scattered (SCT) and broken (BKN), means:
- (a) 1-2 OKTAS and 3-4 OKTAS respectively
 - (b) 3-4 OKTAS and 5-7 OKTAS respectively
 - (c) 1-2 OKTAS and 5-7 OKTAS respectively
 - (d) 3-4 OKTAS and 4-5 OKTAS respectively

HERE'S A LAUGH!!

WARNING: Not to be attempted whilst "Pilot in Command"

HOW SMART IS YOUR RIGHT FOOT?



TRY THIS:

- (1) While sitting down, Lift your right foot and make clockwise circles
- (2) While doing that draw the number 6 in the air with your right hand. Your foot will change direction, and there's nothing you can do about it.

Quiz Answers:

Ready to see how knowledgeable you are?

A 1: (b)

A 2: (b)

(Source: Flight Safety Australia Magazine - Issue 82 Sept-Oct 2011)

DISCLAIMER

Information in this newsletter is given in good faith and acknowledgement is given to articles by members and others.

BOONAH AIRFIELD INC. NEWS/REPORT

The BAI Annual General Meeting scheduled for 3rd August has been postponed to 7th September.

The meeting will be held at the Flying Tigers Club at 5.00pm (1700hrs)

QUEENSLAND FIRE AND RESCUE SERVICE TRAINING DAYS AT BOONAH AIRSTRIP

As mentioned in President Brian's Ponderings, Qld Fire and Rescue Service, Air Operations Unit are planning to hold training days at Boonah Airstrip – date to be confirmed, but likely time is late August, early September.

This training will assist in the preparedness for the upcoming southern Queensland fire season and also serve as a "shake down" exercise for any future operation / wildfire emergency in the Boonah and district areas.

It is proposed to undertake this activity over a two day period and they would utilise one fixed wing agricultural type aircraft (AT802) and two rotary winged aircraft (Bell 214B and an Aerospatiale AS355 Squirrel) for water bombing and aerial observation purposes.