

FLYING TIGERS CLUB INC

Flying Tigers Club Inc
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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

Welcome to Everyone,
We start on a sad note this month, a friend and often visitor, Roger McKehnie passed away recently. We offer our condolences to Lyn and family.

Our Annual General Meeting has been determined as the 3rd Sunday

in November – 16th

We have received an invitation to all Flying Tigers and their Friends and Families to attend the 30th Anniversary of The Gliding Club on Saturday 20th September - 5.30 pm Start. Dinner is \$15.00. BYO drinks or get them at the club. RSVP would be good for catering purposes by the 18th September.

On the question of cleaning we thank Dave Tonks for his offer. However on the basis that it is a much easier administrative exercise for one of our hangar members to carry out cleaning, Kevin McDonald has agreed to take over from Kiwi.

Club house maintenance is becoming necessary and we need to move on this in the near future.

Brian

EVENTS

- Watt's Bridge and Warwick have been reported as good attendances with some interesting aircraft
- Natfly will be held on the weekend 13th September at Narromine. Contact Kiwi if you are interested

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

Don't forget:

- Gliding Club 30th Anniversary Saturday 20th September at 5.30pm (RSVP 18th Sept)
- Casino Aerodrome – weekend closure 27th September to 28th September
- Next Club Meeting: Sunday 21st September commencing at 11.00am
BBQ Lunch follows the meeting



*Some things man was never meant to know.....
For everything else, there's Google.*

TIGER'S TALES

We recently received this photo – can you guess who it is??
Note the year 1984!!!!!!



Name:.....

Publication:.....

**MEDIA
PIT
PASS**

DECEMBER 1-2,
1984



We'll tell you the answer next month....no prizes for guessing who it is – just the satisfaction of getting it right.

THE G20 MEETS THE RECREATIONAL PILOT

Please read the attachment received from Rob Knight, Brisbane Valley Recreational Aviation Club Inc. Watts Bridge Memorial Airfield, re the rules and regulations during the G20 in Brisbane in November.

BOONAH AIRFIELD INC. NEWS/REPORT

There's not a great deal to report, however with an improvement in rain fall the strip is looking better and as we enter our seasons of better rain maintenance will be come necessary – mowing etc.

GETTING TO KNOW.....

Each month we profile one of our members and this month we get to know Alan Kirwan



When asked to let us know more about him, Alan said: "I have been involved in the aircraft industry for over 40 years

In 1973 I started flying and did my training in a Cessna 150 and an Auster.

I worked on aircraft for 5 years with Stan Leviston, who flew a Beaufighter in the Beaufighter Squadron with my father, he was also an engineer.

I noticed the difference in prices of aircraft from Australia to America and I sat down with Ron Jackson (Honest Ron) from Riddells Creek and after long discussions we both began importing aircraft. It was a great job buying aircraft in the US and flying them around over there. Disassembling, shipping them and then re-assembling and certifying them in Australia. It was great and I got to fly and work on a lot of different aircraft. At the same time I began working at Tullamarine Airport. I also contracted at Tullamarine as an aircraft refueller through my own company.

I didn't always work on just heavy and GA aircraft – I was involved with the SAAA as one of their foundation members and at that time I owned a Corby Starlet. I flew 200 hrs a year and did a lot of aerobatics. I also was involved with 'Sander Veenstra who was one of the original ultralight pioneers. I test flew a lot of his aircraft, including twin engine versions, some of which were quite a handful.

The first aircraft I owned was an Auster J5G Super Autocar which did about 90kts. I have had a lot of different aircraft in between, my last being a Comanche 400 which cruised at 185kts around 80ls per hr.

After working at Tullamarine for 20 years and while still importing aircraft I started developing properties and found this to be very lucrative.

While working at Riddells Creek I met Sandra and Colin when they flew in with an aircraft problem. We always wanted to live in Queensland and 6 years ago we bought a house at Gatton Airpark only to find out Sandra and Colin were neighbours. They introduced us to the Flying Tigers (and Kiwi and you know where that went), so you have them to blame. About 18 months ago we bought another property, 160 acres, on the other side of Gatton where I am currently setting up my own airstrip".

Sorry, there's no current plane pic for Alan....he's between aircraft at the moment.



Disclaimer

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

TEST YOUR KNOWLEDGE

Q 1: After reducing power in straight and level flight, how is altitude maintained?

- A) The angle of attack must be increased to compensate for the decreasing lift cause by a reduction in airspeed.
- B) The angle of attack must remain the same.
- C) The angle of attack must be decreased.
- D) Flap should be applied.

Q 2: In a 45 degree banked turn to the left, a skid ball to the right indicates.

- A) Excessive right rudder is being used.
- B) Excessive left rudder is being used.
- C) More left aileron needs to be used.
- D) The aircraft is not trimmed properly.

Q 3: Which of the following situations is most likely to cause structural damage to a recreational aircraft.

- A) Applying in excess of 90 degrees of bank.
- B) Applying full rudder deflection during straight and level stalling practice.
- C) Loading aircraft to its forward C of G limit.
- D) Encountering moderate turbulence while flying at VNE.

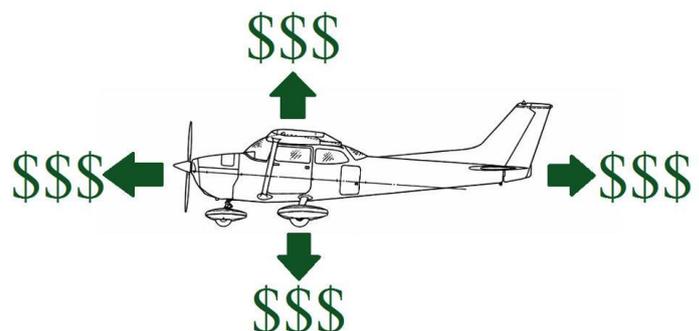
Q 4: Where there is a prevailing wind, strong downdraughts are likely to be present in mountainous areas

- A) Immediately above the tops of the mountains.
- B) On the windward side below the mountain tops.
- C) On the lee side below the level of the mountain tops.
- D) On the lee side above and below the level of the mountain tops and possibly miles downwind.

COMBINING AERODROMES

Advice has been received that RAAF Amberley is now ready to proceed with the proposal to combine Chinchilla and Miles QLD aerodromes onto a single discrete common frequency. The OAR will publish a NOTAM advising that the new frequency will be 126.35 MHz for both with effect from the 18 September 2014 AIRAC Cycle date. The chart amendments and ERSA changes will be effected at the earliest opportunity following. They will also make use of the CASA "Twitter" account to remind everyone about the change until the effective date.

THE DYNAMICS OF FLIGHT



CASINO AERODROME WEEKEND CLOSURE

We have been advised that application has been made to the Richmond Valley Council to close the Casino Aerodrome from 1000 hours from Saturday 27th September until 1830 hours on Sunday 28th September for drag racing events. RVC has indicated that provided all its terms and conditions of hire of the airstrip are met, it will close the airstrip for the prescribed duration.

CASA advises that because Richmond Valley Council will close the airstrip, it must not be used for landings or take-offs during the closure period except in the case of emergencies. Accordingly, there will be no authority to grant any access to the strip for landings or take-offs during the closure period except in the case of emergencies.

Should an emergency arise, the strip East of the starting line could be cleared within three minutes, leaving more than a kilometre of available airstrip. To the West of the starting line will take perhaps ten minutes.

A communication device tuned to the Casino Aerodrome CTAF of 124.2 MHz will be maintained for any declaration of an emergency. Two members are licenced by CASA to communicate with aircraft.

DO YOU KNOW.....

Who holds the record for the longest non-stop commercial air route and the record for the longest ever non-stop commercial flight – 32 hours 9 minutes... 5632km (3520 miles)?

The Answer: **The Double Sunrise:
Qantas' secret Perth–Ceylon wartime service**



When Singapore fell to Japan in February 1942 Australia lost its air connection to Britain. A new route was urgently needed

Hudson Fysh, co-founder of Qantas, wanted to establish a civilian service between Australia and Ceylon, despite the fact that at this time Japan had complete domination of the Indian Ocean, but civil aviation authorities ruled that this route was too dangerous to attempt.

In 1943, at the urging of the British Government, the Royal Air Force in Britain supplied Qantas with five Catalina aircraft, if Qantas agreed to open a flying route from Perth to Ceylon (Sri Lanka). It was to be the world's longest regular non-stop service – a total distance of 5632km (3520 miles).

The weight of fuel limited the Catalina's load to only three passengers and 69kg of diplomatic and armed forces mail. The flying boats travelled at 160 miles an hour.

Qantas Empire Airways began to operate the Catalina flying boats between Perth and Koggala Lake in Ceylon (Sri Lanka).

This extraordinary, top secret, civilian service made 271 crossings of the Indian Ocean with no loss of life, continuing right through to the end of the war.

In the process they delivered 860 high priority government and military passengers, large quantities of microfilmed mail, and urgent war-related freight – a major contribution to the war effort.

These Catalinas were completely defenceless, carrying no weaponry, and with all armour plating removed so that the planes were sufficiently light to make the long crossing of more than 6480 km. In order to remain undetected by the Japanese, they flew by night using celestial navigation and without radio, except for a very brief midnight weather bulletin in Morse code. The average length of the flights was 28 hours. Because the journey was made by night, the crew and passengers saw the sun rise twice, hence the name 'Double Sunrise' service.

The Double Sunrise service still holds the record for the longest non-stop commercial air route and the record for the longest ever non-stop commercial flight – 32 hours 9 minutes. The last Double Sunrise flight departed from Sri Lanka for Perth on 17 July 1945.



Thanks to Rob Knight for this article

Ready to see how knowledgeable you are?

Quiz Answers:

A 1: (A)

A 2: (B)

A 3: (D)

A 4: (D)

(Source: Dave Briffa – Thanks Dave)

THOUGHTS

When you are dissatisfied and would like to go back to youth, think of Algebra.

If you can smile when things go wrong, you must have someone else in mind to blame.