

# FLYING TIGERS CLUB INC



Flying Tigers Club Inc  
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## NEWSLETTER No.3 October 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

No ponderings this month as Brian and Grummo have Gone Fishin'. Before leaving on their trip, Brian, Kiwi, Ian and Grummo attended the Ausfly meeting at Narromine on the Club's behalf at the RA-Aus Annual General Meeting. No doubt there will be much interest in how the meeting progressed on their return and Brian and Grummo's holiday.

### VISITORS

We had an unexpected but very pleasurable visit from the RAAF Heritage SA Aviation Centre volunteers on Sunday 1<sup>st</sup> September. This follows the Flying Tigers visit to Amberley on 19<sup>th</sup> May.

It was good to see them and catch up on their current activities which include bringing a Wingeeel up to static display at the centre. The volunteers believe this will take six months.

Don't forget that the Heritage Centre is open to the public on the 3<sup>rd</sup> Sunday of each month and entry is FREE.



Wingeeel

### ANGEL FLIGHT

The 2 pilots who are flying around Australia promoting "Angel Flight" flew into Boonah recently to receive a donation from Scenic Rim Regional Council employees. Council provided a nice morning tea for those who attended and Council Staff enjoyed a tour of the Flying Tigers hangar and aircraft.

### QUEENSLAND FIRE AND RESCUE

No details are available yet on the Qld Fire and Rescue Training Day mentioned in last month's newsletter. Will keep you posted.

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

Don't forget:

- Next Meeting: Sunday 20<sup>th</sup> October commencing at 11.00am
- BBQ Lunch follows the meeting



### TIGER'S TALES

Hey Guys, Crankshaft here,

We had a fly-in at Opotiki field on Sunday the 25<sup>th</sup> August. 6 planes arrived with about 30 people a bbq brekky was cooked for the troops and all enjoyed the chatting and food.

The long distances here are around 150 kms from most major centres, therefore a drifter would be the pick plane for here.

I now know why NZers go to AU, as the average wage is \$550 per week and the cost of food is 20% dearer than AU, but vehicle rego less than half as AU. Fuel is \$2.18 for 91 octane, and \$2.50 for 98 octane, avgas \$2.00 per litre therefore making ends meet challenging.

A retirement place, the bay of plenty, named by Cook in 1769, is the best I have seen, better than Flinders Island. The flying farmers are quite switched on, having to fly over their properties to catch stock thieves.

I have become involved with the local Upokorehe tribe, to which I now belong as an elder, fascinating experience though, so much to learn about the culture, most of the other elders have died or gone to AU.

The coastline to the east is unspoilt, and in most areas teeming with crays in the warmer months, all available to dive for by hand, and the fishing is only what you could dream of, you get tired of pulling them in. You can really live off the natural resources here.

No CASA ramp checks here, radios. If you feel like giving a call LOL, but, rifles in the back seat, and deer being transported in the back of utes for home butchering, and horses apples in the streets. This country really surpasses Tasmania, where I lived in 2006 and 2007. The trout fishing here is the best in the world, no doubt.

The 80kt cruise of the lightwing is too fast for here, as it takes 30 mins to get to the east coast, where the rocky shoreline holds the crays.

The hangarage here in secure lock up is \$15 per week at Opotiki airfield - check on Google earth.

We went fishing in Ohiwa harbour last week, and caught 12 Taylor, local name Kurawai in an hour, all over 325 mm, not a bad feed.

Thanks for publishing my text, and will send more as events unfold.

Best Regards to all, Crankshaft.

(Robert Newbigging Lightwing 19-3799)

### DISCLAIMER

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

### GETTING TO KNOW.....

Each month we profile one of our members and this month we get to know Club Secretary, Andrew Olditch



Andrew says:  
I first joined the Flying Tigers in 2002 or 2003 and I was first elected to the committee position of Secretary at the November 2006 AGM and have held that position ever since.

It is my opinion that the Club could use some fresh input in the committee – any takers???

#### Flying history:

I commenced ab initio training with "SKYFLYTE" (Peter Reed's school at Kooralbyn) on the 2<sup>nd</sup> July 1994 in the venerable wire braced 503 Drifter 25-190. First solo on the 14<sup>th</sup> July 1994! Pilot certificate issued on the 1<sup>st</sup> August 1994. Converted into the Lightwing in November 1994. This was 55-981 in which I had a half share with Peter Reed. In '98/'99

I had a brief fling with the GA world flying the PA38, PA28, C150, C152, and C172, completing my training and exams for a PPL but omitting to do the final check with a PE. I flew Jab 2.2's and Gazelles until I purchased my first 100% owned aircraft in July of 2005. This was the well-known black and yellow Lightwing 25-0438 still seen at Boonah.

The biggest mistake I made while I owned this aircraft was to go for a flight with Mark Gamer in his shiny new Tecnam Sierra! I bought the Sierra when it became available in June of 2011 and I still own and fly it. In my opinion, this is the nicest aircraft to fly out of all the types I've flown.

#### Q: Interesting places you have flown to:

As most Club members would know, I'm not as adventurous as, say, Brian, Kiwi, or Ian. Having said that, I have completed what, for me, was a big "bucket list" flight of 1500nm around Queensland. If you look at the Tiger's web site, there is an album showing that flight. The most interesting part of it was the two days I spent in Longreach going to the Qantas Museum and the Stockman's Hall of Fame.

#### Q: Places you would like to fly to:

Weather and circumstances permitting, I'd like to complete a flight to YTMU(Tumut) taking in the museum at YTEM (Temora).

#### Q:Any other general info you would like to add:

I've been known to dabble with Microsoft FSX and am, perhaps one of the few people that get to fly their own aircraft within this simulator (Dave Tonks also springs to mind).



Andrew's Tecnam Sierra

(Grummo note– it is tied down!).

**WHO???????**.....had a shower at the Tiger's Hangar, turned on the hot water then advised that the hot water had gone "on the blink"? His defence - the taps are around the wrong way. Not in his defence—he has been showering at the Hangar for about 10 years.



### BOONAH AIRFIELD INC. REPORT

Secretary Andrew Olditch attended the B.A.I. AGM on the 7th of September as representative for the Flying Tigers as Brian was away. The meeting was notable only for the number of people that attended. TWENTY members were present including the committee. This is a bit of a change from the usual half dozen or so.

President (Mike Sykes) gave a short report on the previous year's activities and promised more of the same for the coming year. He thanked the outgoing committee and a few other members for their efforts during the previous year. The Treasurer presented his report, the salient point being that too many (about half) aircraft owners have not yet paid their access fee.

Treasurer's Report Balance approximately \$10,000, Expenditure - Windssocks; unserviceability crosses for runway; \$3500 on road base for taxiway. When weather breaks work will be done on Runway surface - fertilizing, topdressing.

All committee members were reinstated with the exception of the Secretary who withdrew his nomination.

President: Mike Sykes Vice President: Nigel Arnott  
Secretary: Rob Knight Treasurer Ian McGregor  
Private hangar owners rep: Craig Aitken

### TEST YOUR KNOWLEDGE

#### Q&A's About Flying Ops

**Q 1:** An Aircraft has been heading 350(m) in order to make a planned track of 355(m). If, after some time, the track made good is found to be 345(m), the planned drift was:

- a) 5 degrees left and the actual drift was 5 degrees left
- b) 5 degrees left and the actual drift was 5 degrees right
- c) 5 degrees right and the actual drift was 5 degrees right
- d) 5 degrees right and the actual drift was 5 degrees left

**Q2:** Differential ailerons are those which, for a given control Input, travel through a:

- a) greater angle downwards than upwards in order to reduce induced drag.
- b) greater angle upwards than downwards in order to reduce induced drag
- c) greater angle downwards than upwards in order to reduce adverse yaw
- d) greater angle upwards than downwards in order to reduce adverse yaw

(Source: Flight Safety Australia Magazine may-June 2012)



Ready to see how knowledgeable you are?

Answers: Q1: (d) Q2: (d)