

# FLYING TIGERS CLUB INC



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## NEWSLETTER No 8 March 2014

The Club Newsletter is produced with the aim of giving information both about events and interests and 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 and thank you to all who attended our February meeting.

Not a lot has happened since our last meeting with the exception of the Airspace Safety Briefing presented by FLTLT Andrew McWatters and FLTLT Chris Loadsman on Saturday 8<sup>th</sup> February. This was well attended

and provided much in the way of information and discussion.

Thank you to Phil Chittock for cooking the barbecue lunch which was held before the briefing.

There has been much critical comment from members regarding changes which have operational and financial implications, being proposed by RA-Aus. Briefly, these are L1 and L2 changes, bi-ennial aircraft inspections and aircraft endorsements, none of which have safety implications, but have bureaucratic and financial penalties.

Some members are still experiencing delays in aircraft registrations

Your feedback would be appreciated.

Brian



RAAF Airspace Safety Briefing BBQ



Mike Sykes chats with FLTLT Chris Loadsman (L) and FLTLT Andrew McWatters

### TIGER'S TALES

Rob Newbigging (Crankshaft) now living in NZ has sent the following items of interest:

#### Amberley Airfield, Qld During WW2

Visit <http://www.ozatwar.com/airfields/amberley.htm>

There is some interesting reading available regarding the siting of Amberley Airforce Base from 1938 and use during WW2 and beyond. There are also many interesting photos.

#### RAAF Warbirds WW2 Wrecks

[http://www.youtube.com/watch?v=SnmXQE1Xi4&feature=player\\_detailpage](http://www.youtube.com/watch?v=SnmXQE1Xi4&feature=player_detailpage)



### Oakey Fly In 2<sup>nd</sup> MARCH

Members are reminded that registration is necessary if you are intending to fly to the Army Aviation Museum, Oakey on Sunday 2<sup>nd</sup> March.

Please refer to the email re this event sent to members on 2<sup>nd</sup> February.

Pilots intending to fly need to register aircraft and passenger details by Sunday 23<sup>rd</sup> February to allow us to comply with Oakey security requirements. Please send details to the email address at the top of this newsletter.

We have 2 people looking for transport by car to Oakey – if you have seats available please contact Kevin

### BAI REPORT

Boonah Aviation Inc. President Mike Sykes reports that an area to the northern section of the runway is being graded and levelled for Glider parking.

Grading is scheduled for Tuesday 18<sup>th</sup> February

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

Don't forget:

- [Oakey Army Aviation Museum](#) – Sunday 2<sup>nd</sup> March
- [Clifton Fly In](#): Sunday 9<sup>th</sup> March from 8am  
Pilots must register at the canteen on arrival

- **Next Club Meeting:** Sunday 16<sup>th</sup> March 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 John McKeown

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John is a founding member and a continuous member of the Flying Tigers since the Club's inception and served as Senior Vice President for some years in the past.

He started flying gliders back around 1990 at Boonah and then learnt to fly a Drifter also at Boonah when Bill Dinsmore was CFI. He flew his first ultralight solo on March 21, 1994, and gained his AUF pilot Certificate on May 15, 1994

John bought a new Austflight Drifter (25-746) in June 1994 and did his first flight in it on June 21, 1994 with his son Paul, (an AUF Instructor) in the back seat.

On June 26, 1994 he passed his Cross Country endorsement.

On November 8, 1994, John started GA training at Archerfield in a "Skipper Aircraft" (UMW), and passed his GFPT on September 13, 1995 in a Cessna 150, (YET) under CFI Tom Christopher.

In July 2005 he started Weight Shift training in a "Trike" and gained his Weight Shift endorsement on November 5, 2005

John currently owns a Bushcaddy three axis aircraft and a flood damaged Trike.

When asked about the interesting places he has flown to John said:

"An engine off outlanding on December 3 1995, in a small clearing on top of a mountain in the border ranges. A rough landing at the so called Yelabon "airstrip!!!!" after the port tyre on the Drifter came off the wheel.

A number of swimming trips to the beach with young daughter Elizabeth to South Stradbroke Island in the Mid 90's when you could still land there.

Trips to Moreton Island, Fraser Island, Rainbow Beach, Tewah and the Coloured Sands when beach landings weren't an issue.

Club flyaways to Inglewood, Kingaroy, Watts Bridge, Evans Head, Lake Keepit, Longreach, Old Station Raglan, Avalon, Naromine, Myles (Watching Ian crash, and Brian take out a road sign) and of course Tony's Farm".

Interesting places John would like to fly to:

The Desert, both Gulfs, and WA

John adds this for general interest: "It catches your interest when flying lazy S's over your support vehicle at 500 feet near Inglewood, to have your wife yell on the UHF "Jet, jet" in an urgent voice, and you look down at your support vehicle and see two F111's below you and one go right underneath you at high speed, wings fully back and spewing vapour off their trailing edges"



John's Bushcaddy

### TEST YOUR KNOWLEDGE

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

**Q1: What does the term CAVOK mean?**

- A. No cloud below 5000 ft. above the position, no visible moisture and visibility greater than 10km.
- B. Visibility OK.
- C. No cloud, no visible moisture, low visibility.
- D. Blue skies, no rain.

**Q2: What is the maximum altitude that an RA aircraft can cruise at.**

- A. 10000ft
- B. 11000 ft. if atmospheric pressure is low.
- C. 9500 ft.
- D. 10000 outside class E airspace.

**Q3: Of the following cloud type symbols, which ones would indicate the most severe turbulence?**

- A. AS and NS.
- B. ST
- C. CB and TCU
- D. CC and SC

**Q4: For an aircraft climbing at the best rate of climb speed Vy, which of the following would result in an increased rate of climb?**

- A. An increased headwind component.
- B. A reduction in aircraft weight.
- C. A reduction in air density.
- D. A lower atmospheric pressure



#### Honking is for the Birds

If anyone accuses you of being a birdbrain, you can thank them for the compliment. Look at what we have to learn from geese:

1. As each goose flaps its wings while flying in formation, it creates an uplift for the birds behind it. By flying in formation the whole flock

increases its flying range by 71% over one bird flying alone.

Moral: People who share a common direction and work together as a team, get where they are going more easily and quickly because they travel on each other's trust

2. Whenever a goose falls out of formation, it feels the resistance of flying alone and gets back in formation to take advantage of the lifting power of the bird immediately in front.

Moral: If we stay in formation with those ahead and accept their help, we will also be helping those following behind us.

3. Geese flying in formation 'honk' from behind to encourage those in front to maintain their speed.

Moral: We need to make sure our honking is for encouragement and not for other reasons.

(Source: Lacy's Larrikins and Ladies of Oz, May 2013)

Ready to see how knowledgeable you are?

#### Quiz Answers:

- A 1: (A)
- A 2: (C)
- A 3: (C)
- A 4: (B)

(Source: Dave Briffa)– Thanks Dave

#### DISCLAIMER

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