

Newsletter No. 274 – February/March 2014

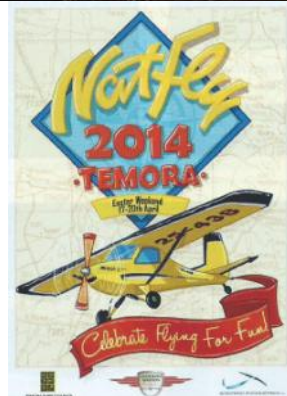


The Atherton Aero Club is an organization of aviation enthusiasts who promote the sport of aircraft building and flying.

The organization is associated with *Recreation Aviation Australia Inc.* The Club meets at Atherton Airport every third Sunday of the month. Food and drinks are available and visitors are most welcome.



Photo courtesy Tracey Hayes



<p>President David Graham PO Box 425 TOLGA Q 4882 0407 008 896 davidg@fnoc.com.au</p>	<p>Vice-President Ian Graham PO Box 858 ATHERTON Q 4883 0419 703 926 iandkgraham@gmail.com</p>	<p>Secretary Tracey Hayes PO Box 608 KURANDA Q 4881 0418 963 796 info@azurephotography.com.au</p>	<p>Treasurer Jon Collins PO Box 1360 ATHERTON Q 4883 0438 634 411 jc4487@gmail.com</p>
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EDITOR'S NOTE - by Bill Gronbeck

Hello and welcome to Newsletter No 274, a little late but gradually catching up. In this edition:

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| +Presidents Report | +A Miraculous Escape | |
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| +Warning Mareeba FOD | +Interesting Links | +Medical Advice for Pilots |

A thank you to those who contributed to this edition. Please contact me with your newsletter contributions on any of the following: (07) 4036 2868 or 0408 073 142 or by email at - billgron@bigpond.com

Keep an eye on our club's new Facebook Page and our Website Calendar for the latest on coming events.

Web Page <http://www.athertonclub.org/>

Facebook <https://www.facebook.com/AthertonAeroClub?ref=hl>

Regards and safe flying.

PRESIDENTS REPORT APRIL 2014

Hello Everyone,

As your president for another year we have a packed year of events ahead. Thanks to Jon, Ian, Tracey and Bill for stepping up to assist.

We held an executive meeting last weekend and plenty of topics were discussed and implemented. We have a full calendar of events planned and we will need assistance with some of these events. Club shirts and caps will soon be available to order. Again we will keep you all up to date with further information. We now have a Face Book page and I urge you all to jump on and share with you friends.

This is an ideal method of communicating with fellow aviators and club members, thanks to Tracey for setting this up. Also you may have noticed on the web site on the weather feed there is now a picture uploaded every ten minutes showing the airport conditions looking down runway 15. Thanks to DJ for all his frustration in getting this back up and running.

So stay tuned to the news letter, Face Book and you will see what events are coming up. Please support these events and help make them a success .

Till next month..... Happy and safe flying

Regards.

Dave Graham, President, Atherton Aero Club



A MIRACULOUS ESCAPE

(Sea Fury Crash at Wagga Wagga)

The story begins on 17th May, 1953, at the RAAF School of Technical training at an air base just out of Wagga. I had completed my first solo on the previous day and my instructor decided that a circuit or two on this pleasant day would be a good idea. As I began to 'kick the tyres' on my DH82 Tiger Moth in preparation for my flight, I heard the rumble of seven RAN Navy Sea Furies cranking up. These aircraft arrived the previous day as one of their ilk was to be married and all of his pilot mates arrived to help with the celebrations. The Hawker Sea Fury was one of the fastest and most effective fighters of its day. The Sea Fury was powered by a Bristol Centaurus 18 cylinder radial engine developing 2480 h.p. and was noted as the fastest propeller driven aircraft at the time. Securely strapped into my aircraft and waiting for a clearance to taxi, I noticed the Sea Furies taxiing out for departure. I signalled my instructor who came over to me. 'It's going to be a bit crowded up there, isn't it?'

'Not to worry', he said. 'When they depart they will be heading east to Nowra, their Navy base'. Not being one to mix with all that metal up there, I decided to wait until they had departed. After a short time, the last of the Furies had departed and had turned east so I decided to taxi to the holding point on the grass. On reaching the take off point on the grass field with all of my pre-take off checks religiously completed, I lined up for take-off and waited for the tower. Within seconds the controller gave me the green and soon I was pushed back in the seat as the 135 h.p. Gypsy Major engine careered me across the grass. When flying speed was attained, I gently raised the nose to the heavens and I was flying again.

I recall glancing at the altimeter – airspeed OK and trim set. Then I heard a tremendous noise and almost instantly, I found myself in a left hand spin with the earth circling up to me. Remembering my spin recovery technique: full opposite rudder and forward stick until the spin stops. I don't recall closing the throttle but I do remember looking ahead and finding the propeller stopped!

Observers on the ground stated that it only took me around five seconds to hit the ground but it seemed much longer. Hitting the ground was clearly a *fait accompli* as I hit the ground really hard. Although I have no recollection of this, the word got around that one second after I hit the ground I was standing outside the aircraft wondering what happened.

Very soon after, a service vehicle (a baby Austin) arrived at the scene and the officer helped me in and took me to the local RAAF hospital. Replying to my obvious question, the officer told me that I had been hit by one of the Sea Furies as they buzzed the field. In the hospital, my body was beginning to complain about the treatment I received in the crash. I was in severe pain as the doctor tried unsuccessfully to put my dislocated shoulder back into place. I was then put into an ambulance and taken to the Wagga base hospital where they reset my shoulder under a general anaesthetic. Two days later saw me back in the RAAF hospital where I received treatment for my many sprains and bruises. A week later saw me out of the hospital on light duties and in another week I was back in the air.

What really happened? Well it seems that the Navy pilots filed a flight plan to fly direct to Nowra but they apparently changed it just after take-off and instead of tracking to Nowra, they decided to fly to Uranquinty air base and do a 'beat up'. Uranquinty was a RAAF basic flying training unit some 15 miles from our base. Having done their beat up they decided to do the same at our airfield on the way to Nowra. Now all of these changes were not relayed to the controller and the first time he saw them was when they passed over the fence at fence height doing 300 kts! It was only a heartbeat later when they pulled up into the climb and encountered poor little me!

Continued next page

A MIRACULOUS ESCAPE (Continued)

Unfortunately, the leader of the formation didn't see me until he was almost on top of me. As the photographs show, other members of the formation saw me in time and began to break away early. The investigations revealed that as the leader hit me, his propeller literally chewed my aircraft into matchwood and in doing so, the reduction gearing on his propeller failed and he lost all power. In an attempt to fly to an almost suitable field a short distance from the aerodrome, he failed to clear some trees and crashed. Unfortunately, he did not survive the accident.

The closest I got to receiving serious injury was when the propeller of the Fury cut through the lower longeron of my aircraft, It also cut through the edge of the rudder pedal then through the rubber tip of my sand shoe (no sneakers in those days) then through the canvas without touching my little toe!

As I indicated, there was not much left of the Tiger Moth. I counted three objects: the slightly damaged propeller which I gave to the officer's mess at the station, the fuel tank cap and my seat! Incidentally, the attending photos were taken by the trainees who came up to the tarmac area to watch the formation depart. As they flew past, several trainees with box brownies these photos.

As an addendum to this storey, I was visiting a friend living near Wagga around four years ago. He told me that he knew the tower controller on that fateful day. We drove out to his farm and met him. We had an interesting chat about that incident in May some sixty years ago.

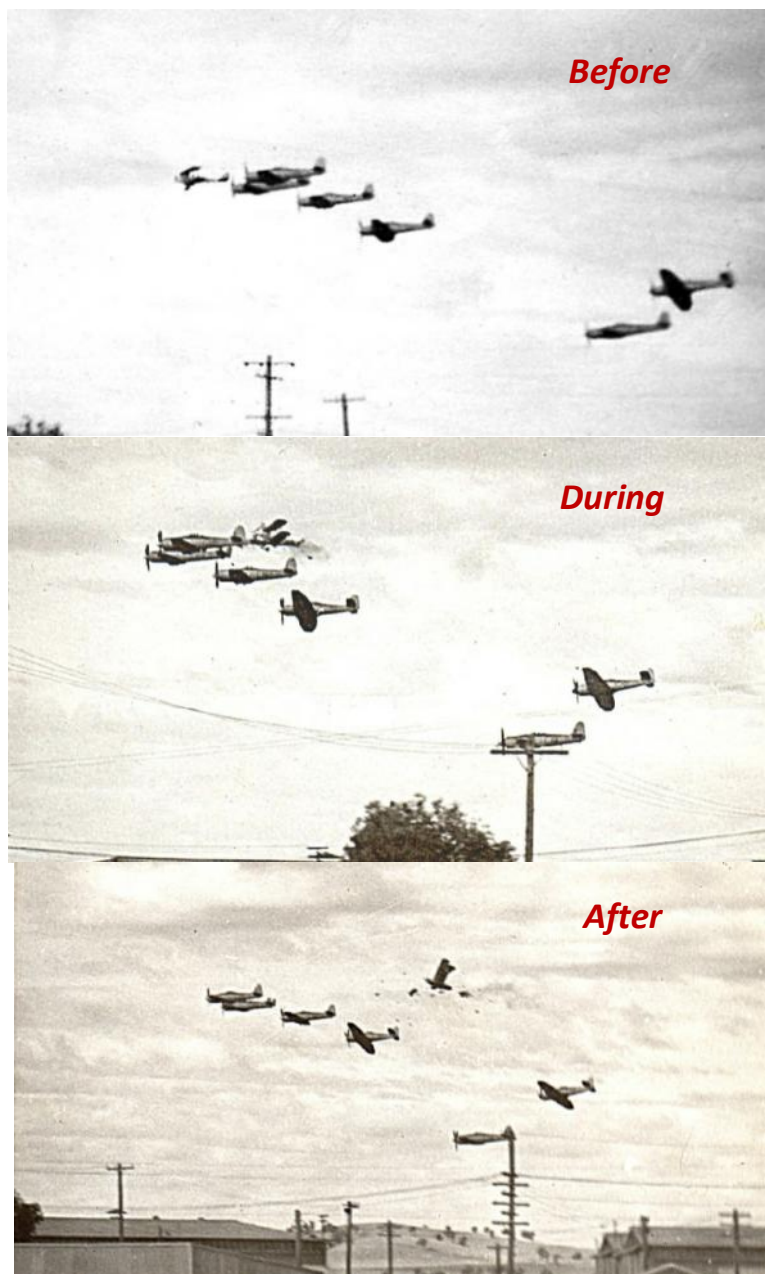
This little piece of aviation history, describing a pilots miraculous survival after a mid-air collision, was recently sent to me by an old pilot friend —Editor.

"Hi Bill,

As soon as I saw this e-mail I knew I knew the story, you see Dick Jackson, Jacko as we called him, who was cut out of that Tiger Moth by the Sea Fury propeller was my first flying Instructor with the Wangaratta Aero Club. They did flying instructing in Albury at the weekend where I first started flying in 1964, I was told this story around 1965 or 66 by the grounds man at the Albury Airport, he had been grounds man at Wagga Wagga at the time of the collision and saw it all happen.

He had a slightly different take on the story, when Jacko emerged from the cloud of dust he realized he hadn't turned the magneto switches off, he returned to the wreckage, found the external magneto switches and moved them to the off position, then realizing this could turn into an explosion he made a hasty retreat. Not sure this bit happened but it sure makes a good story.

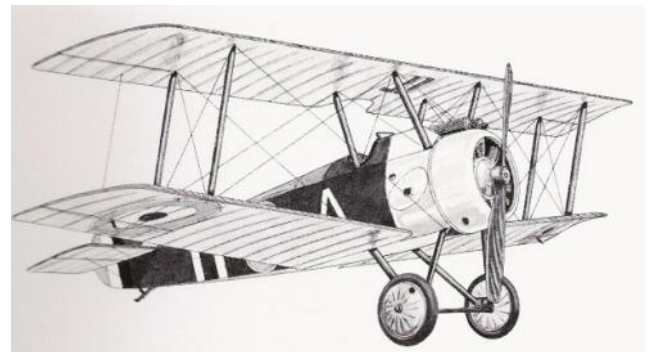
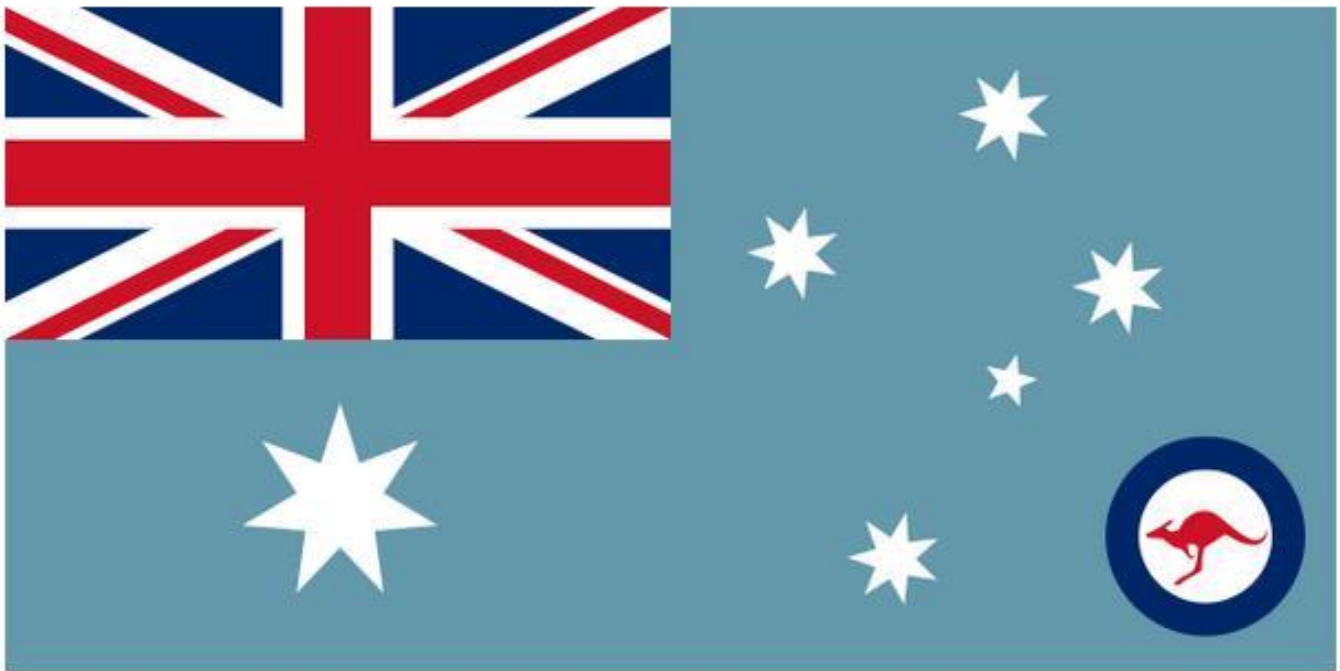
Ian"



94 YEARS AGO



31 March 1922: The Royal Australian Air Force was formed from the Australian Flying Corps. It was the second military air force to be formed.

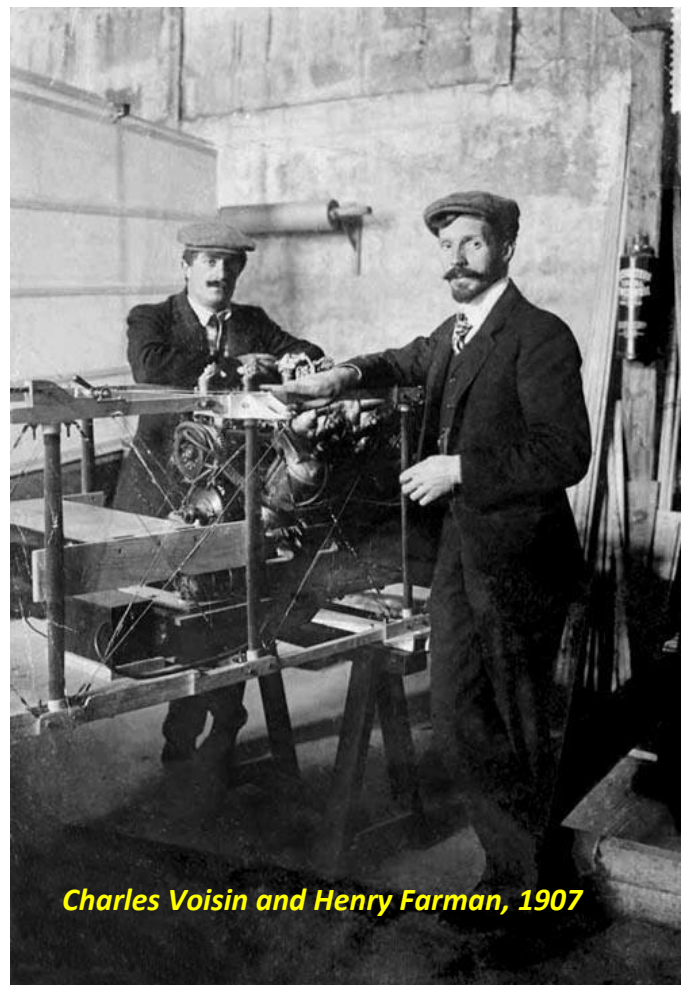




A Voisin-Farman I bis at Le musée de l'Air et de l'Espace

106 YEARS AGO

14 March 1908: Henry Farman makes the flight in his modified Voisin-Farman I bis, an airplane built by the Voisin brothers. The airplane was a biplane with a canard configuration, meaning the elevators for pitch control are mounted at the front. It was 44 feet, 2 inches (13.45 meters) long with a wing-span of 35 feet, 5 inches (10.80 meters). The Voisin-Farman I bis had an empty weight of 705 pounds (**320 kilograms**) and gross weight of 1,213 pounds (**550 kilograms**). It was powered by an Antoinette V-8 engine turning a pusher propeller.



Charles Voisin and Henry Farman, 1907



For a comparison, a typical Jabiru J160D – **317 Kgs** empty weight, **540 Kgs** max weight. Similar weights to the Voisin but what a difference otherwise.

REMINDER—EASTER FLY-IN STARKE AIRFIELD

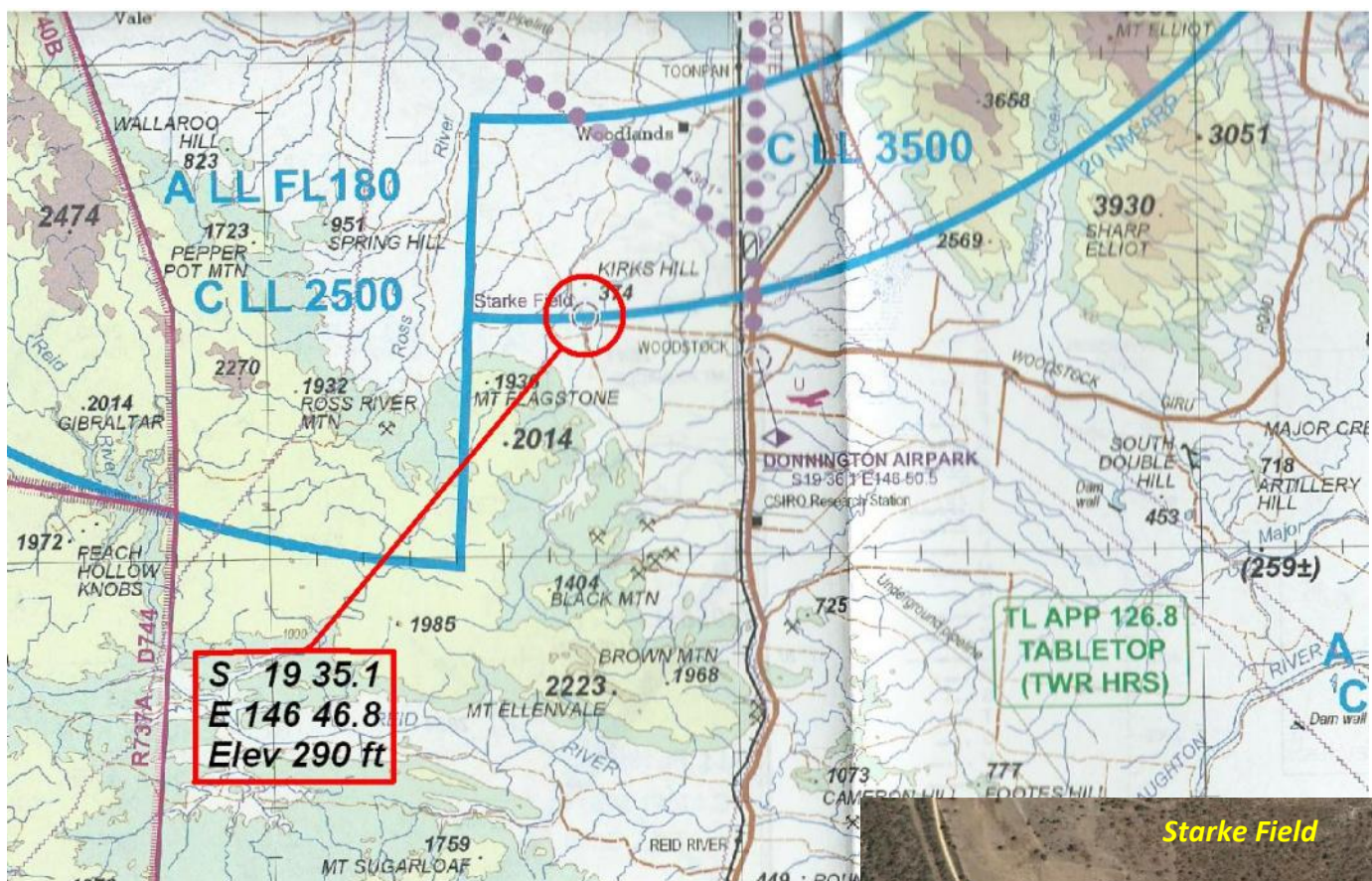
The following is an invitation to a fly-in at Starke Airfield outside of Townsville:

“..... the Easter fly-in is on at Starke Airfield . People are free to fly in at any time. Most people fly in on Friday and leave Monday. A band will be playing on Saturday night. A few fuel runs to town will be available if required. We will prepack and sell Barbeque packs for a Barbeque on Saturday night and breakfast at \$5 per head (sausage egg and toast). Please let us know food requirements so we can stock up. Accommodation is either under the stars or caravans can be brought into the camp site at \$5/night. Showers and toilet facilities are available. A flyer will be sent out tonight. Please let as many people know as possible.

Best Regards, Robert MacKenzie, **Director: ACE Aviation and Engineering**

Phone 07 47788872, Mobile 0410 655159, Email rob.mackenzie@iinet.net.au

Please contact Rob if you are planning to attend.



See the Flyer (Poster) next page.

A great opportunity for an Easter holidays flight and not too far away at that.



ACE Aviation would like to invite you to attend our Easter Fly In 18-21 April 2014.

VENUE

Fly in Friday or any time over the weekend.

Barbeque packs on sale for \$10. which includes a piece of steak, chop and sausage. Barbeque, salads, tea and coffee provided. Gold donation for cold drinks. Please phone to order barbeque packs in advance. \$5 breakfast available. Live band on Saturday night.

Notes

Starke

Latitude - 19.35.17 South
 Longitude - 146.46.86 East
 Elevation - 300 feet AMSL
 Radio frequency - 126.7
 Circuit - Left Hand
 Main strip - 33 /15 (1km grass)
 Hazards - Trees on approach, kangaroos

Facilities

Camping - Free
 Caravans - \$25/weekend
 Toilets / Showers - available

Contacts

Rob MacKenzie - 0410655159
 ACE Aviation - 07 47788872
 Liz MacKenzie - 0424262275

The Old Station

★ Fly In & Heritage Show ★

2014
RAGLAN
QLD

Friday Night 23rd May Evening Dinner
Featuring Keynote Speaker

MATT HALL



Saturday 24th May & Sunday 25th May 'til 2pm

- ★ Air Displays *Featuring Matt Hall*
- ★ Heritage Machinery
- ★ Aircraft
- ★ Truck Show
- ★ Vintage Tractor Pull
- ★ Joy Flights
- ★ Childrens' Entertainment
- ★ Live Band Saturday Night
- ★ Fashion Parade
- ★ Licenced Bar
- ★ Food/Drinks
- ★ Stalls



Admission
\$15 per person
by donation (CHRS)
Under 12 Free

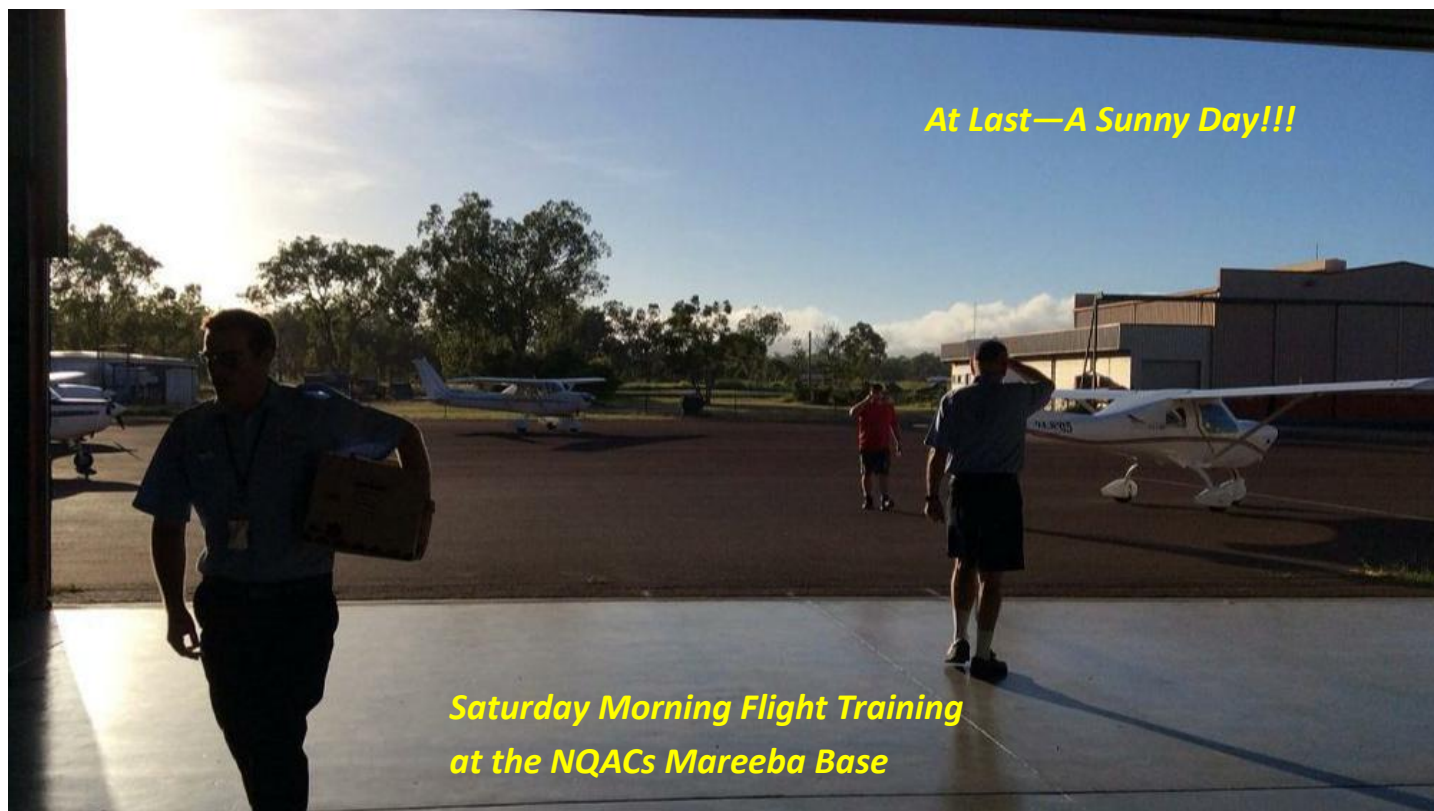
Weekend Camping
\$30 per site.
No power or bookings
Lots of camp sites from Friday 23rd.

Friday Night Dinner
Featuring Keynote Speaker
Must be booked and paid
for early (Limited numbers)

Airfield Details
Runway 2000m x 18m wide Orientation 06/24
Co-Ordinates: 150 48' 23.8" E 23 49' 25.0" S
Radio Frequency: 126.7 - UHF Channel 18
Ground Frequency: 121.6 AV Gas Available
Pilots - No landing or camping fees
Welcome Friday 23rd May (must book evening meal)

Information/Enquiries
Leonie Creed
Phone: (07) 4934 6562
Mobile 0438 346 563
Fax: (07) 4934 6639
Email: leonie@creedgrazing.com.au
(Email until 22/05/14)

Proceeds aid the Capricorn Helicopter Rescue Service **STRICTLY NO DOGS**



NORTH QUEENSLAND AERO CLUB NEWS

After a slow start to the year, not helped at all by the late wet season rain, the flying training scene has finally started to pick up. A big jump in landing fees charges at Cairns International has sparked a bit more interest in the club's Mareeba Flying Training Base (Where there are currently NO landing fees).

The club has run several "learning to fly" promotions to attract new students to both the Cairns and Mareeba Bases. There has been a good response to the clubs adverts with several dozen people taking advantage of the special low price on offer for a Trial Flight in the Cessna 152 or the Jabiru 160.

Coming NQAC Events

Sunday 18th May—NQAC 65th Anniversary Air Race

Saturday 21st & Sunday 22ND June—Weekend Fly-In, Destination TBA

******* MAREEBA FOD WARNING *******

For months now pilots operating at Mareeba Aerodrome have noticed a large number of rocks and stones on the runway and taxi-ways. Pieces as big as a golf ball were removed from the centre of the runway near the touch down markings at the western end.

These large pieces of quartz are being thrown onto the runway during grass slashing along the crumbling edge of the runway.

****WATCH OUT, THIS STUFF IS BIG ENOUGH TO WRECK YOUR PROP****

Atherton Aero Club

2014 EVENTS CALENDAR

- April** *Friday 18th to Monday 21st—Starke Field Fly-In*
Friday 25th—Anzac Day, Bluewater Fly-In
- May** *Saturday 17th—AAC Evening Meeting, BBQ & Film Night*
Sunday 18th—NQAC 65th Anniversary Air Race
- June** *Saturday 7th to Monday 9th—AAC Einsleigh long weekend trip*
Saturday 21st & Sunday 22nd—NQAC Weekend Fly Away, Details TBA
- July** *Saturday 19th—AAC Evening Meeting, BBQ & Dinner, Fund Raiser*
Sunday 20th—NQAC Fly-In, Destination TBA
- August** *Sunday 3rd—NQAC Spot Landing Competition, Atherton*
Sunday 31st—AAC Atherton Airport Open Day, Aircraft Static Display,
Trial Instructional Flights, Scenic Flights (by NQAC and others)
- Sept** *Saturday 6th—NQAC Cardwell Fly-In*
Saturday 27th & Sunday 28th—AAC Alkoombie Station Fly-Away
- Oct** *Friday 3rd to Monday 6th—NQAC Hamilton Island Weekend*
- Nov** *Saturday 1st—NQAC Wings Night*
Sunday 9th—NQAC Fun Flight, Cairns & Mareeba
- Dec** *Saturday 6th OR Sunday 7th—AAC Christmas Party, Venue TBA*

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- * Office and Outdoor Furniture
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Your Advertisement Here

STOP PRESS

Qantas/Jetstar announce their new **SUPER ECONOMY** class configuration. Worried about small seat pitch? No worries—just get rid of the seats.



(US C17 on an emergency evacuation operation)

INTERESTING LINKS & BLOGS:

<http://youtu.be/bu55tT0ZsGA> *Bob Ballooning*

<http://experimenter.epubxp.com/i/271000> *EAA Experimenter eMagazine Mar 2014*

<http://experimenter.epubxp.com/i/287214> *EAA Experimenter eMagazine Apr 2014*

<http://www.avweb.com/news/features/Vortex-Generators-50-Years-of-Performance-Benefits221566-1.html> *Vortex Generator (VG) Information*

<http://www.youtube.com/watch?v=qTtklvwRQKo> *2013 The Flying Year That Was*

<http://www.airservicesaustralia.com/aip/current/sup/s14-h24.pdf> *AIP Supplement for Natfly 2014 Temora*

<http://vimeo.com/88093956> *Europe 24 - Air Traffic over Europe*

<http://player.vimeo.com/video/65863381> *Aircam Video*

<http://www.youtube.com/watch?v=7P9OAng32F0> *Crosswind Difficulties 2013/2014*

MEDICAL ADVICE FOR PILOTS

(From the New Asian Doctor at our local Clinic, great guy!)

Q: Doctor, I've heard that cardiovascular exercise can prolong life. Is this true?

A: Heart only good for so many beats, and that it... Don't waste on exercise. Everything wear out eventually. Speeding up heart not make you live longer; it like saying you extend life of car by driving faster. Want to live longer? Take nap.

Q: Should I reduce my alcohol intake?

A: Oh no. Wine made from fruit. Brandy distilled wine, that mean they take water out of fruity bit so you get even more of goodness that way. Beer also made of grain. Bottom up!

Q: How can I calculate my body/fat ratio?

A: Well, if you have body and you have fat, your ratio one to one. If you have two body, your ratio two to one.

Q: What are some of the advantages of participating in a regular exercise program?

A: Can't think of single one, sorry. My philosophy: No pain...good!

Q: Aren't fried foods bad for you?

A: YOU NOT LISTENING! Food fried in vegetable oil. How getting more vegetable be bad?

Q: Will sit-ups help prevent me from getting a little soft around the middle?

A: Oh no! When you exercise muscle, it get bigger. You should only be doing sit-up if you want bigger stomach.

Q: Is chocolate bad for me?

A: You crazy?!? HEL-LO-O!! Cocoa bean! Another vegetable! It best feel-good food around!

Q: Is swimming good for your figure?

A: If swimming good for figure, explain whale to me.

Q: Is getting in shape important for my lifestyle?

A: Hey! 'Round' is shape!

Well... I hope this has cleared up any misconceptions you may have had about food and diets.

ATHERTON AERO CLUB MONTHLY BBQ

NOTE that due to the Easter break, there will be **NO April meeting**.

Our next get-together will be on **SATURDAY the 17TH of MAY**. The May get-together will be an **Evening Meeting** starting at **5pm** and followed by a **BBQ Dinner** and a **Film Night**.
Venue To Be Advised.

