



THE REDCLIFFE AERO CLUB

# Airchat

JANUARY 2004

**Official Newsletter of the Redcliffe Aero Club**

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## **RAC CHANGES DIRECTION WITH NEW COMMITTEE**

**Membership Rates Halved!**

**Free BFR Instructor Hire during off peak periods!**

**5% Stand-by Discount for Private Hire during off peak periods!**

**Dual lesson bookings 6am - 6pm!**

**Private hire 24 hours a day!**

**RAC Monthly Flying Comps Return!**

**RAC Monthly Night Flying Socials Return!**

**Bar Re-Opens every Friday and Saturday Night!**

# PRESIDENT'S REPORT

May I start the first of my reports as President by wishing you all a happy and prosperous 2004.

By now you will have seen the implementation of the first of several changes that your committee has under consideration. I am referring to the considerable drop in the membership fees. This decision along with a commitment to hold regular monthly competition days is aimed at generating increased private hire of our aircraft and to generate an improved club atmosphere. If any of you have ideas in this regard, any of the committee members would welcome your comments.

Whilst on the subject of the committee, I am happy to report that we have a very good team that is keen to steer the club through this next year. There is a blend of youth and experience with several of the committee members running their own businesses (some of them quite large outfits).

With this blend of enthusiasm and expertise, I am confident that we can implement the changes necessary to ensure the long-term future of the Redcliffe Aero Club.

The committee can only do so much as far as implementing strategies to entice members back to the club. In the end, it is up to you - the members - to support the social functions and competition days that are organised. I am sure that if you do, then you will sharpen your flying skills and have a good time while doing it.

Safe Flying

Peter Marshall  
President

Cover photo: Cessna 152 (BUQ) at Redcliffe - pride of the club fleet after installation of new engine. Copyright J. O'Brien.

## **RAC COMMITTEE & STAFF**

### **RAC COMMITTEE 2004:**

#### **President**

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#### **Vice-President**

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Steve Westcott  
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Stephen White  
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### **FLIGHT INSTRUCTOR STAFF:**

#### **Chief Flying Instructor / Chief Pilot**

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[Cfi@RedcliffeAeroClub.com.au](mailto:Cfi@RedcliffeAeroClub.com.au)

#### **Full Time Grade 1 Flight Instructors**

Brendan Power  
Kelly James

#### **Part Time Grade 2 Flight Instructors**

Dave Carpenter

#### **Part Time Grade 3 Flight Instructors**

John O'Brien  
Steven Gourlay

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# CFI'S REPORT

On behalf of the staff and myself, I would like to wish all members a Happy New Year.

Our new Committee has introduced some new innovations which will make being a member of the Redcliffe Aero Club more affordable and enjoyable. These include reduced membership rates and a 5% discount for stand-by rates during off-peak periods Monday to Friday when a booking is not made. Here's an example of how this discount scheme works:

If you ring up and ask if the C172 is available at 10 am and you don't make a booking and when you arrive the aircraft is still available, then the discount will apply. However, if someone in the meantime has come in and hired the aircraft or made a booking before you arrive, then you miss out or you will have to take another aircraft which is not booked.

Instructor hire for BFRs is now free for members during off-peak periods Monday to Friday. Members will only have to pay for the aircraft at solo VDO rates. Members who have their own aircraft will have to pay for the pre-flight and post-flight briefings. This does not apply to any retraining that may be required prior to the BFR. To qualify, you must have paid your full \$88 membership. Pro rata membership does not apply.

I would also like to mention that members and students can also do their part in maintaining utilisation of Club aircraft by keeping their lessons or hire bookings, arriving on time, or letting the Club know well in advance if you are unable to keep the appointment. Aircraft and instructional flights that are cancelled at the last minute deny other members and students the opportunity to fly at their chosen time and sometimes these cancellations are made so late that it gives the Club no chance to fill these slots.

I would also like to touch on the subject of take-off performance

in these hot summer conditions. Having spent the pre-Christmas period in Tasmania in very pleasant 20-25 deg C temperatures, I came back to earth with a jolt on the way back when we reached Narrabri in western New South Wales where the temperature was 38 deg C. The car air conditioner was flat out and the heat outside was stifling.

Remember the engine on our aircraft works harder and the amount of lift being produced by the wings is reduced in hot conditions. Dynamic pressure (or  $\frac{1}{2} \rho v^2$ ) is vital to the aerodynamic lift. For the IAS to remain the same, the value of the dynamic pressure ( $\frac{1}{2} \rho v^2$ ) must remain the same. Therefore, in less dense air to retain a constant indicated air speed the value of true air speed must be greater. So, on take-off the aircraft will have to achieve a higher TAS to generate sufficient lift, e.g. longer take-off distance.

Let's take the example of a C172 taking off at Redcliffe – weight 1000kg, OAT +20 deg C, QNH 1013hp, nil wind and nil slope. Take-off distance required will be 580m. At +35 deg C the aircraft will require 680m, an extra 100m. Now, take Tangalooma on Moreton Island – available length 600m, or Orchid Beach on Fraser Island – available length 670m. Using long dry grass as a substitute for sandy soil, temperature +35 deg C, sea level, QNH 1013hp, nil wind, nil slope, apply this to our take-off charts and you will see the aircraft will require 790m for take-off. Certainly more than is available at these two locations. So, it pays to check before you go, because it may be possible to get in but you may be leaving someone behind or waiting for a good, strong headwind or a cool change to get out.

Until the next issue....happy and safe flying.

Rob Beaumont  
Chief Flying Instructor

## **RAC MONTHLY FLYING COMPETITIONS RETURN!!!**

**To be held regularly on the 1st Sunday of every month.**

**BBQ Lunch also available and Bar Open.**

**THE FIRST FOR THIS YEAR WILL BE HELD ON**

**SUNDAY 1 FEBRUARY from 10AM.**

**\$50 up for grabs if you hit the flour bomb target!**

**All Welcome including Student Pilots.**

**Bring the family and friends along too for a fun filled day!**

# VICE-PRESIDENT'S REPORT

Welcome to the 2004 Redcliffe Aero Club.

There is always a tendency for Committees to want to paint a rosy financial picture for their members, and this is understandable. Nobody wants to go out on a bad note. The unfortunate by-product of this is that the realities get hidden or glossed-over, thus creating a false sense of security amongst the members and staff.

I believe it's time to give the members the courtesy of a reality check.

The reality is that in the last 3 years respectively, the Club has lost around \$55,000, \$89,000 and \$35,000. This is a cumulative loss of about \$180,000.

I will stress here for the doom sayers that the Club is still asset rich. It is not about to go under by a long chalk, **but the annual losses have to stop**, the asset base has been eroded enough.

Committees have said that these losses are largely depreciation, and the Club is cash flow positive, and all is good. The reality is that the major element of the depreciation figures, are aircraft engines / refurbishment / major maintenance provisions - these are REAL costs. Borrowings also tend to help the cash flow.

The membership fees were increased substantially 2-3 years ago to help fund aircraft refurbishment that should have been provided for out of regular utilisation - the reserves were simply not there. Membership numbers have decreased as a consequence and no better service had been provided to those remaining for their doubling of membership fees.

There had developed a culture of lack of information provided to committee, members and staff from those controlling the finances of the Club - ostensibly on the basis that the Club cannot afford the costs of gathering this information or that the information gathered should not be let out for fear that it would damage the Club. I believe that a greater damage has been done by this information being suppressed.

No ongoing profit and loss accounts were produced recently with the result that the Committee couldn't make any considered spending decisions, other than urgent cash flow needs and the staff didn't know whether they were being productive for the Club or not.

## **SINCE MID-DECEMBER'S AGM, THERE HAVE BEEN A FEW SIGNIFICANT CHANGES:**

1. The Committee has decided to aggressively foster the retention and recruitment of members, partly by **reducing the membership subs to \$88** including GST. There have been many lapsed members rejoining since.

2. **BFR's in Club aircraft will be only charged out at the Solo rate** - not Dual for all Club members. See elsewhere for the conditions.

3. An aircraft operating budget has been formulated. The direct operating cost for our aircraft is really quite low. For that reason the Committee has decided to provide a **'standby' discount of 5% during weekdays for private hire** - again providing some benefit for the Club's members. The added utilisation will help to reduce the hourly operating cost of the aircraft, without affecting the heavily booked weekends. See elsewhere in the newsletter for the finer details and conditions.

4. The Club staff are now **more flexible with the Club's opening and closing times**, making it easier to get a booking when you want it and helping reduce the Clubs costs when the weather is lousy.

5. There are very few training organisations that employ **full time dedicated professional training staff**. We intend to capitalise on this major benefit that our members and students have.

6. **A Fri/Sat Bar roster has again been organised**. It's been a long time between drinks and the Committee hopes you can attend - keep your eye on the calendar for some interesting

## **BAR RE-OPENS!!!**

**Every Friday and Saturday Night from 4pm!**

**Meet other members and share your aviation tales!**

**All Welcome.**

evenings/days. Please volunteer your services to anyone of the staff or committee if you are willing to help.

7. Paul Gripske as the new Treasurer has been like a whirlwind through the accounts. Elsewhere in this newsletter is the date of the next Committee meeting. The meetings are always held at the Club. **All financial members are most welcome, and in fact encouraged to attend meetings.** After all, this is how the Committee propagates itself. I'm sure you will find straight answers to any questions you may have. Proper reporting to enable regular profit and losses and budgets have already been put into place .

8. **The new committee has a good range of depth**, from enthusiastic youngsters, to go ahead business people, and a couple of old farts thrown in for good measure. I'm not saying which group I belong to!

**Please remember - YOU are a part owner in the Club. Lots of people would love to own a fractional share in an aircraft. YOU ALREADY DO!!** Come along and say how you think your investment in your aircraft should be run, and why can't you fly it for less.

**This newsletter will be produced more regularly than before**, but having been a previous Airchat editor, I know that the major problem is lack of content. I also know that we all have some interesting aviation related story with which to bore our fellow aviators. How about trotting them out?

This newsletter is also going out to all of the lapsed members that we can locate. If you are one of those lapsed members, then please rejoin. If you know of a lapsed member who didn't get one, then please also ask them to rejoin and give them a copy.

The current Committee and their contact numbers are listed elsewhere in the Airchat - give any one a call if you wish.

I sense that with just a modicum of participation and enthusiasm from each member, the Redcliffe Aero Club is about to embark on a new era.

Flying is still fun!

Ron Ennis

Vice-President

## **COMMITTEE MEETINGS**

**3rd Wednesday Night of every month at 7pm.**

**Next meeting 18 February.**

**All Welcome.**

## **RAC NIGHT**

### **FLYING SOCIALS**

**Now held all year round!  
3rd Saturday Night of every month.**

**THE FIRST WILL BE HELD ON  
SATURDAY 14 FEBRUARY**

**Bar Open from 4pm.**

**BBQ dinner from 6pm.**

**Flying begins at 7pm.**

**All welcome including student pilots!**

**Fly with an instructor at solo rates!**

**Places limited so book early!**

**Bring the family and friends along!**

**ALSO:**

### **AVIATION ENTHUSIASTS GROUP OF QLD**

**Will present a slide night  
covering the themes:**

**Wrecks, Desert & Withdrawn from Use  
Commercial Aircraft of Yesteryear**

***Don't miss this  
great night!***

***Support Your Club!***

# Heard Around the Airfield...

**By Ron Ennis**

Former Club President Ray Holmes, who has retired to the life of a cattle baron near Injune, turned up at the club recently for a cleansing Christmas ale in his really schmik Cherokee 180.

He's invited us all up for a weekend flyaway on the property. It's about 2 - 3 hours from Redcliffe and he reckons the property airstrip is very close to the fridge!

Stay tuned for a possible flyaway to be arranged when the weather gets just a little bit cooler.

Thanks Ray!

Have you seen the really neat and rare DeHavilland Dove on the aerodrome? The aircraft is for sale, but rumour has it that it will be going to the U.S. shortly if a buyer is not found. The price tag is about \$150K. Have a close look - you can see your reflection in the polished aluminium!

Russell Mann's Beech 18 (the one with the round Pratt and Whitney engines) was about to go in for its annual inspection a couple of weeks ago when Russ decided to give it a run. Piloted by Anthony Sturges, there were about 5 RAC members invited on a neat sightseeing trip around the Glasshouse Mountains and Moreton Island. See what can happen just by hanging out at the club!

Thanks Russ and Anthony!

Long time member Allan Eustace has again agreed to help supervise our monthly flying competitions. Allan has provided an enormous amount of his time over the years to help run these comps and has always done so without favour or bias

Thanks Allan! Now how do we REALLY nail that spot landing and flour bomb drop?

The club has recently introduced a \$2 headset hire fee for private hire and a lifejacket hire cost of \$5 per use. Lifejackets have to be inspected each year and the club's latest bill was almost \$200. If they don't pass the inspection, they have to be replaced at a cost of over \$100 each. These lifejackets are not the marine variety (of course we're in aviation!) and do have a limited life. If you believe the hire rate is excessive, let the committee members know. We're here to listen!

Here's an interesting question... Do lifejackets have to be worn if you're taking a C172 across the bay at 1500ft or merely carried within arms reach? Check out CAO 20.11 for the correct answer.

17 December 2003 was the centenary of man's first powered controlled flight (hope I got the date Wright!) Who made a point of flying that day?

Warwick Woinarski (Wok) from Antique Airways took his Beech Staggerwing (the yellow one) out in a loose formation with Mal Shipton's Cessna 195 (the red one) on the day. They did a flypast of the beaches of Redcliffe. The sound of those old radial engines humming in unison was fantastic!

How far we have progressed in that 100 years.

For those of you not in the know, Wok runs Antique Airways in the building next door to the club with the really neat retro decorating and Mal runs Goanna Tours, situated in the big hangar near the airport terminal.

Taxiing out in front of the radial engine brigade was Ron Ennis in the Piper Archer FRF, delivering a couple of carpet layers to Moreton Island to complete a job there. Any excuse for a fly on the day!

Who's the committee member sporting the new guitar recently? Joanna, with a bit more practice, you and John O'Brien will be top billing at the Friday and Saturday night bar evenings! If any other members out there are musically talented, then please contact John or Joanna and perhaps before too long the aero club will have its very own band!

Noticed the Piper Navajo on the aerodrome lately? It's the new jump plane operated by Redcliffe Beach Tandems. Apparently lots of people like jumping out of perfectly sound aeroplanes! The red tounge is the new addition - you need to see the aircraft to appreciate it.

Hangar space on the aerodrome is at a premium. There is almost no spare space available! Mal Allsopp, a former Club President and Treasurer in the distant past, is about to begin construction of two hangars on the northern side of the taxiway running past the terminal.

The club is missing an E size balloon gas bottle. If there is a member who has borrowed it, please return it ASAP.

Have you filled out the RAC Your Say Survey? To date, there have been very few returned. Please take the time to complete this as we want to know how to make the club better for you!

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## ***RAC INTERCLUB FLYING COMPETITION***

***Sunday 7 March from 9am***

**Help RAC retain the interclub shield!**

**Test your skills and have loads of fun!**

**Meet members from other SE QLD Aero Clubs.**

**BBQ lunch available.**



**Don't miss one of the biggest events on the club calendar!**

**Ask instructors for more details.**

# Aviation Humour

A light twin had just landed on Runway 29. Missing the last turnoff onto Taxiway Delta, the pilot started to turn left onto Golf when the controller spoke up:

Tower: "N1234, that taxiway is approved for single-engine use only."

N1234: "That's okay, I'll just shut down one engine."

This one happened at a Navy training squadron. After landing, the new pilot wrote a technical complaint about the A-7 that he had just been flying with. "Pilot relief tube too short." (The pilot relief tube is a device that allows a male pilot to relieve himself in-flight after he has been drinking too much coffee before climbing into the cockpit for a long flight).

When Maintenance investigated the complaint, they found that the relief tube was tangled around the base of the stick. After the problem was corrected, the pilot's ego was damaged considerably by signing off the maintenance form like this: "Pilot relief tube found to be of sufficient length for technical personnel."

The rich-and-famous don't always succeed in flaunting the rules, as the world-boxing champion learned on one flight. While the aircraft was pushed back, the flight attendant asked him to buckle his seatbelt.

The champ replied, "Superman don't need no seatbelt!"

Without missing a beat, the savvy flight attendant replied: "Superman don't need no airplane, either!"

The boxer buckled up without another word.

# SWAMP

by Gary Clark

[www.swamp.com.au](http://www.swamp.com.au)



# Test Your Knowledge

## Meteorology

1. **During which stage of a thunderstorm would lightning be most frequent?**
  - a. before any precipitation
  - b. during the most rapid growth
  - c. at the mature stage
  - d. during the dissipating stage
2. **What variations in wind and temperature normally occur with the passage of a cold front?**
  - a. the wind backs and temperature falls
  - b. the wind veers and temperature rises
  - c. the wind veers and temperature falls
  - d. the wind backs and temperature rises
3. **Which temperature range is most likely to produce rime ice?**
  - a. 0 to -10 degrees Celsius
  - b. -10 to -20 degrees Celsius
  - c. -20 to -30 degrees Celsius
  - d. -30 to -40 degrees Celsius
4. **Which set of conditions is most likely to produce mountain wave activity?**
  - a. a 15 knot wind at the top of the ridge
  - b. wind direction parallel to the ridge
  - c. a stable layer of air near the height of the ridge
  - d. wind speed decreasing with increased height
5. **Which is most likely to be encountered in nimbostratus cloud?**
  - a. Intermittent rain showers
  - b. Lighting
  - c. Heavy continuous rain
  - d. Drizzle
6. **The Coriolis effect explains the tendency of wind to:**
  - a. turn right in the southern hemisphere
  - b. flow towards the lowest pressure
  - c. turn left in the southern hemisphere
  - d. slow down near the earth's surface

## Answers and Explanations

1. [c] The static electric charges which produce the lightning become greatest in the turbulent air within the cloud at the mature stage.
2. [a] In the typical Australian situation, the wind will be north westerly before the front and south westerly or southerly after it passes.
3. [b] The most important factor is droplet size. Given the presence of small supercooled droplets, the most likely temperature range is from -10 to -20 degrees Celsius.
4. [c] Stable air is required to allow the wind to readily flow down the lee side of the mountain.
5. [c] Nimbostratus forms an extensive deep cloud layer, producing moderate to heavy continuous rain or snow.
6. [c] The Coriolis force acts to the left when the rotation is clockwise. The earth's rotation is clockwise in the southern hemisphere.

## RAC WEBSITE

Stay tuned to our website featuring upcoming events, contact details, training documents, Airchat Online and other useful information.

[www.RedcliffeAeroClub.com.au](http://www.RedcliffeAeroClub.com.au)

# Welcome to New Members

| Name:            | Occupation:                | Licence Type: |
|------------------|----------------------------|---------------|
| Clinton Mohaupt  | Student                    | SPL           |
| John Cohen       | Railway Operations         | SPL           |
| Daniel Willis    | Army Vehicle Mechanic      | SPL           |
| Loretta Kelly    | Company Director           | SPL           |
| Ashley Betts     | Software Architect         | SPL           |
| Matthew Devine   | Telecommunications         | SPL           |
| Matthew Campbell | Mechanical Engineer        | SPL           |
| Tom Jolly        | Food Service               | SPL           |
| Ashwati Das      | Student                    | SPL           |
| Paul Simpson     | Deputy Principal           | SPL           |
| Matthew O'Keefe  | Appliance Service          | SPL           |
| Jim Boase        | Ship Captain               | GFPT          |
| Karoly Bodi      | Airconditioning Technician | RPPL          |
| Antony Bowmaker  | Engineer                   | PPL           |
| Stuart Bell      | Ships Joiner/Boat Builder  | PPL           |
| Nathan Smart     | Pilot                      | CPL           |

## Achievers

Congratulations to the following members on their achievements:

### FIRST SOLO:

Rachel Weston  
Michael Neville  
Nick Funnell

### PPL:

Ray Dobson  
Dallas Dommett  
Michael Strano

### NVFR:

Ben Yaxley

### CSU/RETRACT ENDORSEMENT:

Danny Smith  
Michael Strano

### MULTI-ENGINE ENDORSEMENT:

John O'Brien

### BFR:

Jim Somerville  
David Shotton  
Peter Haslett  
Karoly Bodi

Marc Dodin  
Roger Cloake

### RADIO EXAM:

Allan Bottomley  
Nick Funnell  
Michael Neville

### PRE-SOLO EXAM:

Michael Neville  
Nick Funnell

### PRE-AREA SOLO EXAM:

Adrian Devene

John Hillcoat  
Mike O'Reilly  
Allan Bottomley

### BAK EXAM:

Mike Iveson  
Rob Shinnars  
Mike O'Reilly  
John Hillcoat

### PPL EXAM:

Ray Dobson  
Michael Strano  
Stephen White

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For further enquiries or to place an advertisement, email: [Airchat@RedcliffeAeroClub.com.au](mailto:Airchat@RedcliffeAeroClub.com.au)

# KOMATSU ZENOAH

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