



THE REDCLIFFE AERO CLUB

# Airchat

WINTER 2004

*Official Newsletter of the Redcliffe Aero Club*

*1 Wirraway Drive  
Redcliffe Aerodrome  
Kippa Ring QLD 4021*

*Ph: (07) 3203 1777*

*Fax: (07) 3203 3514*

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

*[Enquiries@RedcliffeAeroClub.com.au](mailto:Enquiries@RedcliffeAeroClub.com.au)*



**\*\*\*LATEST NEWS\*\*\***

**RAAF ROULETTE RETURNS TO REDCLIFFE!!!**

**PRIVATE HIRE VH-IVW FOR \$100/hr TACHO FOR A LIMITED TIME ONLY!!!**

**VETERANS DAY 17th - 18th SEPTEMBER!!!**

## **RAC COMMITTEE & STAFF**

### **RAC COMMITTEE 2004:**

#### **President**

Peter Marshall

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

H: 3355 1416; M: 0408 720 765

#### **Vice-President**

Ron Ennis

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

H: 3203 3840; M: 0414 883 864

#### **Treasurer**

Paul Gripske

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

H: 3203 3288; M: 0413 622 688

#### **Secretary**

Stephen White

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

H: 3851 2785; M: 0418 980 172

#### **Committee Members**

Andrew Vann

H: 3356 4473; M: 0410 724 500

Steve Westcott

H: 3269 7447; M: 0400 707 737

Ken Evers

H: 3285 1187; M: 0416 006 458

Matthew O'Keefe

H: 3882 4524; M: 0412 261 066

### **FLIGHT INSTRUCTOR STAFF:**

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

Rob Beaumont

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

#### **Grade 1 Flight Instructors**

Brendan Power

Kelly James

#### **Grade 2 Flight Instructors**

John O'Brien

Dave Carpenter

### **CLUB CAPTAIN:**

Steve Westcott

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

H: 3269 7447; M: 0400 707 737

#### **Vice-Club Captain**

Ben Yaxley

H: 5497 0039; M: 0422 286 188

### **AIRCHAT EDITORS:**

John O'Brien & Andrew Learmonth

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

### **WEBMASTER & IT SUPPORT:**

Andy Joyce

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

## **CLUBHOUSE AVAILABLE FOR YOUR FUNCTION HIRE**

**COST: ONLY \$250!!!**

**This includes bar staff, plus all electricity and cleaning charges.**

**Capacity up to 100 guests!!!**

**Please contact the club on 3203-1777 or email  
[Enquiries@RedcliffeAeroClub.com.au](mailto:Enquiries@RedcliffeAeroClub.com.au) for further information.**

# PRESIDENT'S REPORT

## **From the Board-Room:**

The committee is progressing the planning stages of getting firm quotations for the extensions to our hangar. We are currently getting an engineer to design the footings and slab. This was necessary because of the poor nature of the ground. When we receive these drawings we will be in a position for builders to put a firm price on the entire project from where we can make a final decision on whether the project will be financially viable or not. I will keep you posted on this issue.

As the Aero Club's representative on the Redcliffe City Council's Aerodrome Advisory Committee, I attended a meeting recently where there was a request from a local car club to hold sprint car races on the airfield. I had prior warning that this item was coming up and between myself and the other representatives from the Aerodrome Users Group, we were able to stop the request going any further.

There are two new faces on the committee, Ken Evers and Matthew O'Keefe. Ken and Matthew were appointed following the resignations of Joanna McBride and John O'Brien. Both Ken and Matthew bring a good level of experience to the board. Joanna resigned due to work and study commitments and John was compelled to resign as Secretary due to a requirement of the club's constitution, which precludes staff members from being on the committee. Stephen White has stepped up to fill the position of Secretary.

I would like to take this opportunity to thank both Joanna and John for their great effort they put in whilst on the committee.

They helped in no small way in guiding the club out of a very turbulent time in its history. John has also volunteered his services to stay on as editor of Airchat.

## **Around the Club:**

Club Captain, Steve Westcott has been doing a great job in planning and organising an increasing number of social events, which when you stop and think about it, is what makes us different from a straight forward flying school. It was the social atmosphere that convinced me to join the club some thirty odd years ago. I am glad to say that the social atmosphere is still alive and well today and being grown by members like Steve and before him, Allan Eustace. However, in order for these social activities to succeed, we need your support. We would welcome any suggestions you might have in this regard.

By the time you read this edition of Airchat, your Vice President, Ron Ennis, will have returned from the Oshkosh Airshow in the USA. Maybe I can get Ron to do a couple of articles about his trip for future editions.

In closing, it would be remiss of me not to wish John O'Brien a happy 21st Birthday for August 9th. I just hope he is fit for work on August 10th!

Happy Flying,

Peter Marshall  
President

## **FLINDERS AVIATION**

**AIRCRAFT MAINTENANCE AND REFURBISHING  
ESTABLISHED FOR OVER 20 YEARS**

HANGAR 2  
REDCLIFFE AERODROME  
REDCLIFFE QLD

PHONE: (07) 3203 0560  
FAX: (07) 3203 2505  
MOBILE: 0418 749 801

EMAIL: [flindersaviation@bigpond.com](mailto:flindersaviation@bigpond.com)

**FOR ALL YOUR AIRCRAFT MAINTENANCE NEEDS OR FOR A  
PROFESSIONAL PAINT JOB ON YOUR AIRCRAFT USING A TIME  
PROVEN SYSTEM, WHY NOT GIVE US A CALL FOR A FREE QUOTE.**



***"Let Our Service Keep You Flying"***

# CFI'S REPORT

Club member Harley Miller has kindly placed his newly purchased Cherokee 6 VH-JNI online with the club for members to hire. The aircraft is a good example of a type with added features such as club seating for 6 passengers and a 3 bladed propeller. The aircraft will also be airconditioned when Harley gets around to carrying out some repairs before the summer months arrive.

The Cherokee 6 is easy to fly and a natural progression from the PA28R Arrow. At \$245 per tacho hour, the aircraft represents good value for money.

The club is still looking for a good C172N or M model to crosshire to ease the load on our very popular MSJ and WLY. In the interim we are crosshiring a C172H model VH-KOD. This aircraft has a 6 cylinder continental engine and although an older type Cessna, it is beautiful to fly and also \$5/hr cheaper than MSJ and WLY.

On a more serious note, in light of the recent accident in the Whitsundays involving a Cessna carrying passengers it is probably worth reviewing club policy regarding accidents and incidents involving club aircraft.

Fortunately, the club has maintained an exemplary accident record, but members should be aware of what procedures to follow should they be unlucky enough to be in the wrong place at the wrong time. The following extract is taken from the club's operation manual:

## **ACTION TO BE TAKEN IN THE EVENT OF AN ACCIDENT OR INCIDENT:**

### ***Initial Response***

Following an accident or incident involving a club aircraft, staff attending the scene shall:

1. Contact emergency services on 000;
2. Use whatever means possible to suppress/extinguish any fire;
3. Rescue injured personnel;
4. Secure the area to allow free access of emergency services.

### ***Notification***

1. Club staff or members shall immediately contact the Chief Pilot or delegate who shall:
  - (a) notify the ATSB immediately (Ph: 1800 011 034)
  - (b) notify the club's insurance company immediately
2. Information to be provided in the initial report by the CFI or delegate:
  - (a) aircraft type and registration
  - (b) location of accident site
  - (c) brief details of damage, if known
  - (d) details of any injuries sustained.

### ***Safeguarding of Aircraft***

1. If the aircraft must be moved to clear an active runway, do so but ensure that photos of the aircraft in "situ" are taken.
2. If the aircraft is not presenting a hazard or at risk of further damage, do not commence dismantling or removal until approval has been given.
3. Take all possible steps to safeguard the wreckage. Where possible, take a photo of the panel before removing all documentation for safekeeping.
4. Although in the initial stages the aircraft will, in all probability, be under the control of the ATSB, it is essential to maintain a "watching brief" in the absence of the surveyor to ensure the security of the aircraft following its release.
5. The pilot of the aircraft involved shall enter accident/incident on the maintenance release.

### ***Collection of Essential Data***

The Chief Pilot or delegate shall arrange the collection and securing of the following data:

1. Copy of current maintenance release;
2. Copy of certificate of registration;
3. Copy of certificate of airworthiness;
4. Computer printout or copy of aircraft maintenance and component status;
5. Carry out survey of the damage and provide precise and detailed report;
6. Organise an estimate of repair costs and proposed methods of repair.

### ***Reporting***

1. As soon as practicable and at least within 24 hours, the pilot is to provide a fully detailed report regarding the accident to the Chief Pilot, including the events of the day and general information regarding previous activities leading up to the accident.
2. This report should include also:
  - (a) weather details;
  - (b) terrain details at accident site and surrounding areas;
  - (c) weight and balance details;
  - (d) licence details:
    - (i) licence category; number and date of issue
    - (ii) date of last renewal/flight review;
    - (iii) period of validity
    - (iv) details of ratings held;
    - (v) total flying experience;
    - (vi) total flying experience on type involved in accident;
    - (vii) total experience in the type of operation.

- (e) your name;
  - (f) your date of birth;
  - (g) your address;
  - (h) the names of persons on board, if any;
  - (i) details of any injuries received by them, if any.
3. Details of any injuries sustained by the pilot as a result of the accident.

#### ***In the Event of Bodily Injury or Death***

1. Do not admit liability or make or offer to make any payment to anyone.
2. Actions by the pilot in command:
  - (a) Immediately contact the Chief Pilot or manager who will contact the club's insurance provider;
  - (b) Provide brief pertinent details plus the name(s) of a contact person able to be contacted, an after hours telephone number, a direct business telephone number and the named location of the accident site;
  - (c) Shortly thereafter the insurance surveyor and/or appointed liability adjustor will contact you and provide all further assistance.
3. In the meantime appoint one person, preferably the principal of the business, to deal with police, ATSB and insurance surveyor.
4. Appoint another mature person (one only) to handle:
  - (a) Telephone calls (log the date, time, number, name of person and message). The person calling should be informed that: "a person in a position to answer their enquiry will telephone them as soon as they are able to do so."
  - (b) Liason for persons in (3) above;
  - (c) Administration tasks. ie photocopying;
  - (d) Obtaining and preparing document file etc.

#### ***Media (Press/TV) - A Recommended Release is as Follows***

*"The aircraft accident is the subject of a full investigation by the authorities and it is not appropriate for us to comment or speculate on what may have happened pending the outcome of this investigation. All enquiries in relation to the accident should be directed to the Australian Transport Safety Bureau and all enquiries in relation to persons on board should be directed to (town) police."*

If deaths have resulted from the accident, include in the above statement:

*"We wish to extend our sympathy and condolences to the relatives of the deceased person(s)."*

Until the next issue,

Safe Flying,

Rob Beaumont  
Chief Flying Instructor

## ***RAC NIGHT***

### ***FLYING SOCIALS***

**3rd Friday Night of every month.**

**THE NEXT WILL BE HELD ON  
FRIDAY 17 SEPTEMBER.**

**Bar Open from 4pm.**

**BBQ Dinner.**

**Flying begins at 6.30pm.**

**All welcome including student pilots!**

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

**Places limited so book early!**

**Bring the family and friends along!**

## ***The UNIVERSITY of NEWCASTLE***

### **ATTENTION ALL PILOTS!! NEW AIRSPACE REGULATIONS VOICE YOUR OPINIONS**

A study is being conducted by Kelvin Coffey, a student at the University of Newcastle on the effects of the changes in airspace regulations under the supervision of Kirstie Carrick. The ethics approval number for the project is SCIT04/58.

This study requests your input. The questionnaire will take only 10 minutes of your time and you can complete it at home.

To participate in this survey, please phone or email Kirstie Carrick on (02) 4921 7396 or [kirstie.carrick@newcastle.edu.au](mailto:kirstie.carrick@newcastle.edu.au) and your questionnaire will be posted to you with a reply paid envelope.

All information recorded in this study is 100% confidential and anonymous.

Thanking you in advance,  
Kelvin Coffey

# CLUB CAPTAIN'S REPORT

Greetings All,

The last few weeks at the club have been an extremely busy time. Slowly, the club social flying events are proving popular. This was evident with the amount of people whom attended the Royal Queensland Aero Club fly-in, and the dawn patrol to Gold Coast.

On the 16<sup>th</sup> July, RQAC invited Redcliffe to a Christmas in July dinner at their club. Five aircraft, with 31 people, including the Beech 18, departed Redcliffe at 1830hrs to arrive at Archerfield at 1900. A wonderful spread of food and drinks were put on by Stewie Wilson and the very friendly RQAC team. These are great events to attend, and not only do you get a great dinner, a trip over the city at night is very cheap at around \$40 per person return.

The dawn patrol held in July was again another well represented event at the club. Six aircraft departed Redcliffe at 0600 for a dawn flight to the Gold Coast. I can only imagine the pain and anguish we caused Brisbane ATC when at around 0445hrs, six flight-plans were lodged, all departing at the same time, for the Gold Coast, via the Brisbane CBD, or that's how we planned it. Starting up and taxiing in unison, we all taxied to the 07 holding point. John O'Brien was first to depart, in a very heavy C206, with myself also in a very heavy Bonanza departing second. Matthew O'Keefe departed in the Warrior, with Jeff Tune in the Archer, Michael Strano and Gary Lippiatt, along with Andy Joyce bringing up the rear in the clubs two C172's.

That early in the morning, is a very busy time for Brisbane ATC with international jet arrivals. We were denied clearance and advised to track via the lane of entry to the TV towers, where clearance *might* be available. For those members whom live in that vicinity, you most likely were awoken by the beautiful noise of two Continental six cylinder 300 horsepower engines of the C206 and Bonanza. Is there a better noise to wake up to? *(At this stage I would like to mention, that any complaints should be directed to the new Vice-Club Captain Ben Yaxley!)*

We all eventually received our clearance around Brookside shopping centre, to track to the Gold Coast via Mt Gravatt and Jacobs Well. At this stage, the sun was poking its way through the morning clouds to the east, are truly magnificent sight for all whom witnessed it. At around Jacobs Well, the Bonanza cruising at 160kts, overtook the C206 and was the first to land at the Gold Coast. We all arrived within 25mins of each other, just before a heavy morning shower at the Gold Coast.

Departure from the Gold Coast, was a track northbound along the coast at 500ft and then Moreton and Stradbroke Island. The C206 was the first to depart, with another very heavy load and proved how versatile Cessna make their aeroplanes. Loading up the C206 the tail was inches off the ground during the taxi and takeoff roll. Once airborne, it climbed away steeply which did look mighty impressive!

This patrol was around two hours of magnificent early morning flying and again at around \$40 per person is an inexpensive way to get involved and have great fun. After all the positive

feedback from this event, planning is in its early stages for another dawn patrol heading north finishing off with a buffet breakfast at the Caboolture Aero Club.

Some members receive regular e-mails from myself, notifying them of upcoming events. If you have e-mail and are not receiving these notices, please e-mail myself at [clubcaptain@redcliffeaeroclub.com.au](mailto:clubcaptain@redcliffeaeroclub.com.au) or phone 0400 707 737.

Night flying socials during this winter period are quite popular. Remember even if you are not night rated, you CAN fly the aircraft, either in the circuit or to Bribie Island and only pay SOLO RATES. That's right instructor hire is FREE. There is always a BBQ dinner supplied, and on most occasions someone is always looking for passengers to cost share a night flight to the city and back. These are held the LAST FRIDAY of the month, unless otherwise stated on the 'upcoming events' noticeboard at the aero club.

Club competitions at the moment are having a very poor turnout. These events are FUN! They are not hard, expensive or time consuming. They take around 30mins and normally only cost around \$30-\$50 depending on the type of competition. Any level of student can participate! At this stage, Phil Ware is leading, but he can still be beaten and you could be winning a mystery prize at the Wings Dinner!

Whilst talking about the Wings Dinner, it will be held this year at the Kedron-Wavell Services Club on Saturday 6<sup>th</sup> November. Tickets will be around \$40 per person and full dinner and drinks facilities will be provided. Further details will be provided in the near future, regarding ticket bookings and prices. The hall will hold around 500 people in air-conditioned comfort, so there is plenty of room to invite all your friends and family and remember that you have access to the services club during the night as well. There is no runway race at this stage, but the carpark at Kedron-Wavell is rather large so we'll keep that in mind.

September 17<sup>th</sup> and 18<sup>th</sup> are going to be two very large days at the club this year. Myself and fellow club member Greg Peake have organized, in association with the Northern Districts RSL, a **Returned Servicemens Veterans Day** at the Club. Early estimates indicate around 150-250 RSL veterans will attend on these days, along with their family and friends. It is planned that each veteran and the RSL sub-branches will attend

## ***A BIG THANK YOU!***

**Thank you to member Richard Goddard who recently donated his time and efforts to carrying out repairs and maintenance on the club's septic tank.**

**It is much appreciated!**

with a large amount of memorabilia on display accounting their personal experiences during their active service. We estimate that this will fill the club's function room and may spread into the hangar. We also at this stage have confirmed a Winjeel and CT-4 as static display, and are working on a number of other warbirds as well. Veterans will also have an opportunity to experience flight again, with the club running discounted charter flights all day on both of the days.

As a consequence of these flights and the large number of attendees expected, all our instructors will fully booked with charter flights and normal lesson bookings will be severely curtailed over this two-day period. However, please show your support by coming down to the club if you're available and welcoming visitors. It is sure to be a great event!

Radio and newspaper advertisements will also be going out next month, inviting the public to attend on the Saturday for a gold coin donation to the Royal Flying Doctor Service. We will also approach various TV media outlets to attend on the day. At this stage, we are looking for volunteers to assist in Bar, BBQ and marshalling duties for the day. If you have the time and energy to give on either the Friday or Saturday, please contact me for further details.



Finally, I leave you with a thought to ponder... there are around 300 members of this club. At best we get around 30 to turn up to events! That's 10%, which is not very good. The events that others and myself organise are FUN and are kept as inexpensive as possible. Even if you can't afford to fly, please feel welcome to at least come down and visit, enjoy the social atmosphere and meet other like-minded members. The Redcliffe Aero Club was once one of the most socially active clubs in Australia. We can get back to those days, if we all support the Clubs and its FUN EVENTS!!!!!!!!!!!!

**DON'T JUST BE AN ORDINARY MEMBER, BE AN ACTIVE and SOCIAL MEMBER!!!!**

Remember Fighter Pilots make movies, Bomber Pilots make History!

Until Next Time

Steve Westcott  
Club Captain

### ***WORKING BEE!***

**Prior to the RSL veterans and public attending our club, we really need a BIG working bee to tidy the gardens and lawns.**

**This will be held on:**

**SATURDAY 6 SEPTEMBER; and  
SUNDAY 7 SEPTEMBER**

**If any members can assist,  
WE REALLY NEED YOUR HELP!!!**

**Please contact Steve Westcott  
if you are able to lend a hand. Email:  
[ClubCaptain@RedcliffeAeroClub.com.au](mailto:ClubCaptain@RedcliffeAeroClub.com.au)  
or M: 0400 707 737**



# Wanaka Airshow 2004:

By Stephen Ross

I made my base in Queenstown for my first visit to the famous Warbirds Over Wanaka airshow.

During the flight to Queenstown from Auckland, the pilot gave us a briefing to the effect of "...don't worry about how close the terrain is to the aircraft as we approach Queenstown, ... it is perfectly normal." Might be perfectly normal to him, but to someone used to the mangrove flats of Redcliffe looking at how close those snow capped peaks were while on a straight in approach was a little different!

Travel to the airshow was an easy drive of about 55 minutes. The countryside changed noticeably from mountains and snow capped peaks near Queenstown to being slightly less hilly near Wanaka. For me one of the memories of the airshow is the mountainous backdrop to the airfield. No suburbia, garbage tips or flat country here!

In fact the local terrain was used during the airshow by some performers to literally disappear from sight. In the case of Jurgis Kairy this meant reappearing doing a vertical up with the smoke on in the Su31! His display was just incredible, a combination of raw horsepower, gyroscopic effects and occasionally a little contribution of lift from the wings made it a fantastic spectacle.

At the other extreme were the Roaring Forties and Yak 52 teams doing great formation displays of more conventional aerobatics. Nothing like the sound of four or more radial engines in close formation! And then you get to the warbirds themselves. The stars of the show this year were the Brietling Fighter Team from Europe. A four aircraft team - Spitfire, Corsair, Kittyhawk and Mustang. The team put on great formation and individual displays.

This being the first time I had seen a Corsair in the flesh I was surprised at just how large the aircraft is. You would probably have enough room on each of those wings to strap down a 152 and take them for a flight!

In the Russian quarter were the biplane and monoplane Polycarpov fighters. A 1000 hp radial attached to a very short tail wheel fuselage must make it a challenge on the ground. Though again, the sound of a 1000 hp radial fitted with short individual exhaust pipes – very nice. The top of the food chain in the Russian aircraft was the LavochkinLa9. A radial engine, late WWII aircraft that looked as good in the air as it did on the ground. Not to mention fast.

Another surprise to me was how big and fast a Boeing 757 is when doing a high speed run. The Kiwi airforce use them as transports and displayed them together with an Orion and a Hercules.

The flying program was simply non stop. No breaks in the action from 10:00 am till 4:00 pm keeping you entertained all day. While I haven't mentioned every aircraft at the show believe me there were more and it was great. As they say "Do yourself a favour" get there!





# The Redcliffe Aero Club Propeller

By Cranleigh Middlecoat

On receiving the last issue of Airchat I took interest in the competition for guessing the type of aircraft that the propeller at the entrance of the car park came off. Unless someone has done some quite extensive research, to the best of my knowledge the type of aircraft has never been determined with certainty.

The propeller was donated by Norm Thurecht who brought it out to the airfield around the late 1970's. Most of the restoration work was carried out by Norm and his son Peter with assistance from one of the fitters from Thurecht's saw mill. The initial disassembly took place in the hanger now operated by Mal Shipton and GOANNA Air Tours, which at the time was run by Nationwide Air Services.

More aircraft parts than just the propeller were brought up in the trawl net, but were thrown back. The prop pitch change dome had corroded away due to the type of alloy it was cast from. The prop was definitely dumped complete with the engine as the propeller drive shaft and part of the reduction gearing was still attached. Only one of the blades was slightly bent and it could not be determined if this damage occurred on land or when the engine and prop assembly was dumped at sea. Whether a complete aircraft was attached will probably never be known as so much war surplus material was dumped off the coast at the conclusion of the Second World War.

When the prop hub was disassembled the grease in the blade bearings was in very good condition its colour was still a light honey yellow. This would also suggest the prop had done very little work, since new or overhaul. After the old blades had been cleaned of marine encrustation and some corroded holes bogged up they didn't have anything to cover the hub cavity. As the Airchat correctly states, the present hub cover is an old pressure cooker pot, which is thought to have belonged to Jean Thurecht.

So as for the type of aircraft it came from, it is a bit of a guess. It is thought that it was most likely from a bomber or heavy transport aircraft. It is a Hamilton Standard prop, so if the original part or model number could be found, an enquiry back to Hamilton Standard may result in revealing the types of aircraft this prop was fitted to. Better still, if a serial number could be located they may have information on the original aircraft this prop was installed on.

I must thank my Father Russ (who was an active member of the RAC during this period) for much of this information. So if the club member who is running this competition is happy with my explanation, I very much look forward to my free drink next time I'm around the club.

## ***RAC FLYING COMPETITION*** ***Sunday 5th September from 10am***

**Held first Sunday of every month!**

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

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

**BBQ lunch available.**



## ***YOU ARE INVITED...***

**The committee of the Redcliffe Aero Club invites all members to attend club monthly meetings held on the 3rd Wednesday Night of every month at 7pm.**

**The next meeting is to be held on Wednesday 15 September.**

**Don't just be a spectator... Be an active participant!**

**Remember it's your club and it needs your support!**

# "Out and About" Photos



Above: FRF on Sydney's famous Victor 1 VFR route running coastal at 500ft and passing Bondi Beach.



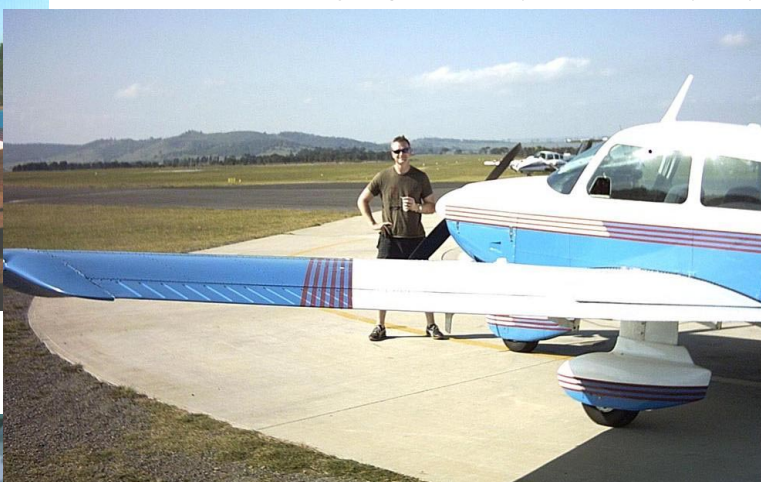
Above: FRF orbiting over Sydney Harbour.

Below: Andrew Vann with FRF at West Maitland during a refueling stop on the way home from Sydney.



Above: Michael Strano with the Qantas 747 at Longreach.

Below: Michael Strano testing flying the 747 with single pilot ops... look out for the tree ahead!



Below: John's 21st Birthday celebration at the club.



Below: Piper Arrow NUS waiting for the fog to clear at Dubbo.





Left: The club's latest PPL achiever - Sue Stubbs with Kelly.



Right: NUS overflying Sydney's famous Blue Mountains during a recent trip with Michael Strano.



Above: The RAAF Roulette parked outside the club..



Below: The Bonanza crew at Cooloola Cove. Thanks to Rod Robertson and the locals for the very warm welcome received.

## THE LARGEST ENGINE EVER BUILT...



Here are some photos of testing of the largest & most powerful commercial aerospace gas turbine engine ever built. It is manufactured by General Electric (GE), and is called the GE90-115. It is planned to use this engine on the the stretched B777 and maybe the A380. It features carbon-fibre fan blades with alloy leading edges, and will put out over 110,000lb thrust (By comparison, a TF 30-P108 engine on the F-111 puts out ~ 20,000lb max). The fan diameter is 115"(hence the name), i.e. nearly 10 feet. The photos illustrate its size relative to the venerable CF6 engines mounted on GE's B747-239 test aircraft - it puts out almost twice the thrust of the CF6 engines and has a bypass ratio of approximately 9:1.





## ***AMBERLEY AIRSHOW... Don't Miss It!***

### ***Air Transport***

**There are a strictly limited number of seats available for air transport to the Amberley Airshow on Saturday 2nd October.**

**To register your interest as a passenger, please email Steve Westcott at [ClubCaptain@RedcliffeAeroClub.com.au](mailto:ClubCaptain@RedcliffeAeroClub.com.au) or phone 0400 707 737 with names and approximate weights. This fly-away will be limited to club members only and seats will fill extremely quickly, so bookings will be on a first come, first served basis.**

**Passengers wishing to fly will cost share aircraft hire with the pilot and can expect to pay approximately \$60-\$70 each.**

**There are currently a number of aircraft still available for pilots wishing to fly over and a non-refundable deposit of \$50 is required to confirm your aircraft booking for the day.**

### ***Road Transport***

**For those who miss out on air transport or want a cheaper alternative for traveling to Amberley, the club has also arranged a bus charter.**

**Cost will be \$25 per person and there are 46 seats available. Contact the club to confirm your booking including a \$10 non-refundable deposit.**

**Ph: 3203 1777 or Email: [Enquiries@RedcliffeAeroClub.com.au](mailto:Enquiries@RedcliffeAeroClub.com.au)**

## Achievers

Congratulations to the following members on their achievements:

### RADIO EXAM:

Travis Horsfall  
Brian Ford  
Tom Jolly  
Craig Doyle  
Philip Statham

### PRE-SOLO EXAM:

Travis Horsfall  
Brian Ford  
Tom Jolly  
Philip Statham  
Mark Howarth

### PRE-AREA SOLO EXAM:

Matthew O'Keefe  
Matthew Campbell  
Brian Ford

### BAK EXAM:

Matthew O'Keefe  
Brian Ford

### PPL EXAM:

Andrew Vann  
Mike Iveson  
Matthew O'Keefe  
Stefan Oehl  
Graham Blackman

### CPL THEORY:

Steve Westcott  
Ben Yaxley  
Michael Strano

### ATPL THEORY:

John O'Brien

### GFPT:

Allan Bottomley  
Matthew O'Keefe

### PPL:

Andy McIntyre  
Tim Leeman  
Gary Lippiatt  
Matthew O'Keefe  
Mike Iveson  
Stefan Oehl  
Sue Stubbs  
Peter Scovell

### CPL:

Jeff Tune  
Steve Westcott

### NVFR:

Michael Strano

### AEROBATICS:

Carrie Moroney  
Mal McAdam

### MULTI-ENGINE

### COMMAND INSTRUMENT RATING:

Richard Goddard

### FIRST SOLO:

Brian Ford  
Travis Horsfall

### FIRST NIGHT SOLO:

Paul Gambling  
Stephen White  
Matthew O'Keefe  
Christine Hall

### CSU/RETRACT ENDORSEMENT:

Stephen White  
Matthew O'Keefe

### BFR:

Anthony Crimmins  
Mal McAdam  
Frank Shaw  
Ron Wood  
Anthony Stanton  
Donald Bain  
Mick Taylor  
Sean Pearse  
Andy Joyce  
Peter Marshall

## CONGRATULATIONS!

**Congratulations to Scott Jarron who recently achieved 2nd place in the National Aerobatic Titles held in Parkes, NSW.**

**He competed in Sportsman Class in a Decathlon.**

**Scott is an RAC member and often practices in the club's C152 Aerobat IVW.**

# Boeing 707

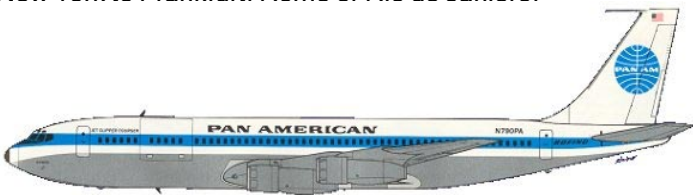
By Steve Westcott

While not the first jetliner, the popularity of the 707 played a central role in ushering in the jet age of commercial aviation. The first of the Boeing 700 series was known as the 'Dash-80'. This aeroplane was the 'testbed' for the 707-100 and later the intercontinental 707-300 series, the most popular of the 707 series. Although the 'dash-80' never entered commercial service, it logged an impressive 1000 of testing and evaluation, ultimately proving a brilliant design, which gave way to the 707.



Boeing Model 367-80 'Dash-80'

By far the most popular of the 707 series was the 707-300 or intercontinental series. Pan-American alone had 120 of these jets, along with Qantas, Singapore Airlines, United Airlines and numerous large international operators. Although small by today's comparisons, the 707-300 could carry 135 people, and with the new improved JT3-D, it could produce an impressive 18,000-pound thrust. Keep in mind that an F-111 at max thrust with afterburner produces around 22000Pounds of thrust. With the introduction of the new JT-4 engines, range to 4000 miles. B707-300 jets could now fly non-stop from New York to Frankfurt. Rome or Rio de Janiero.



The 707 consisted of four flight crew, 2 Pilots, Flight engineer and a navigator.

## The Navigator:

His primary role was to establish where the aircraft was at all times, through a complex array of calculations. The navigators Panel consisted Altitude, TAS, IAS, OAT gauge, RMI (radio magnetic compass) similar to an ADF, and most importantly a sextant, to take photos of star formation, and work out a track made good and apply a 1 in 60 or a slightly more complex version of it. There were no Inertial navigation computers or GPS in those days, navigation was achieved by clock, compass and the stars.

## The Flight Engineer:

This panel was located behind the Co-pilot. The flight engineer was responsible for the control and management of the following systems: Fuel, hydraulics, electrics, cabin pressurisation and temperature, engines, fuel heat, weight and balance and calculation of the various speeds for the flight. This was a fair amount of work, especially when your instrument scan was around 50-60 instruments and 20-40 warning lights.

## Pilot and Co-pilot:

The instrument panel compared to those of today, closely resembles that of the C-172 compared to that of 777. The flight panel was built around the basic six of flight instruments. ASI, AH, ALT, MACH, VSI and DG. The Pilot and Co pilots panels were virtually identical, but information presented on each, came from independent sources, a form of redundancy. In the centre panel was the engine instruments, these were used to monitor the performance of the engine during various stages of flight. The majority of aircraft had N1, N2, EGT (TIT) and fuel flow gauges. In the later models some of the gauges made it to the flight engineers panel.



B707-338C Cockpit



A very early model 707 LH instrument panel



Flight Engineers Panel

### The Airframe:

707 Basic Specifications: Span 142 ft 5 inches; Height 42 feet; Length 152 feet 11 inches; Engines 4 Pratt & Whitney JT4 or Rolls Royce Conway turbojets, more than 10,000 Lb, thrust; Gear tricycle, main undercarriage units, four-wheel trucks, dual nose wheels.

Having been lucky enough to have maintained one of the RAAF 707-338C from 33Sqn, it is amazing to see how little things have changed mechanically to today's aircraft. The only major difference is the flight controls. The flight controls are mostly cables on the 707 compared to those of fly-by wire technologies employed today.

The lateral control system of the aircraft consists of a combination of spoilers and ailerons that are mixed in their use according to the speed the aircraft is flying. The spoilers are also used for reducing the stopping distance of the aircraft on landing and for rapid descents in flight. Descent rates of as high as 15 000 feet per minute can be achieved by deployment of the spoilers and the use of reverse engine thrust.

The elevators and ailerons are aerodynamically balanced and are manually operated by aerodynamic servotabs through cables running from the cockpit through the floor of the cabin to the control surface. In this type of control system, the pilot's primary flight controls deflect tabs on the main control surfaces. The hinge moment of the control surface is altered by deflection of the tab and consequently, the floating angle of the surface is altered. This change in angle of the main surface provides the necessary control moments for the aircraft. The spoilers and

rudder on the 707 are the only hydraulically operated flight control surface.

Small changes in longitudinal trim are made with the use of trim tabs on the elevators. Changes in trim, such as those caused by flap deflection, are balanced, by adjusting the angle of the horizontal stabiliser (Mach trim). Movement of this surface is power actuated, by a jackscrew connected to a very big and powerful electric motor. The main landing gear consists of two struts to which are mounted four-wheel bogies. The landing gear is attached to the wing and is retracted inboard into the thickened juncture of the wing and fuselage. The nearly straight trailing edge of the wing near the fuselage is dictated by the required storage space for the landing gear in the retracted position. The two-wheel nose gear retracts forward into the fuselage.

The wing of the Boeing 707 is mounted in the low position at the bottom of the fuselage. The wing has an aspect ratio of 7:1 and employs a 35°-sweepback angle. This wing geometry provides a combination of good cruising efficiency at high subsonic speeds, low structural weight and large internal volume for fuel. The 707 wing loading is a relatively high 111.6 pounds per square foot. The stalling speed is an impressive 105 knots with flaps and slats extended. When the 707 production line was closed at the end of May 1991, Boeing had sold 1,010 of all types (not counting the KC-135 series). Today around one hundred 707's are still flying., mainly in the US as cargo and executive transports. Noise regulations have restricted the aircraft's operation. In Australia you will still see four 707's flying, those of 33Sqn RAAF based in Richmond, NSW. Keep an ear out on the radio for callsign 'Windsor' or 'Regal' and think one of the world's great aeroplanes is sharing the same airspace as you are.



## B707 Specifications

### Advanced B707-320B

<b>Wingspan:</b>	145 feet, 9 inches (44.42m)
<b>Length:</b>	152 feet, 11 inches (46.6 m)
<b>Wing Area:</b>	3,010 square feet (280 m <sup>2</sup> )
<b>Gross Weight:</b>	336,000 pounds (152,400 kg)
<b>Cruising Speed:</b>	607 mph (977 km/h)
<b>Range:</b>	6,160 miles (9,913 km)
<b>Service Ceiling:</b>	36,000 feet (10,973 m)
<b>Power:</b>	Four Pratt & Whitney JT3D turbofans of 18,000 pounds thrust each
<b>Passenger Cabin:</b>	141 passengers mixed class or a maximum of 189 all economy

# Aviation Humour

Hi Mate,

I am writing to you, because I need your help to get me bloody pilots licence back (you keep telling me you got all the right contacts, well now's your chance to make something happen for me because, mate, I'm bloody desperate). But first, I'd better tell you what happened during my last flight review with the CAA Examiner. On the phone, Ron (that's the CAA d\*\*khead) seemed a reasonable sort of bloke. He politely reminded me of the need to do a flight review every two years, since I had been flying Caribou in Vietnam for a year. He even offered to drive out, have look over my property and let me operate from my own strip. Naturally I agreed to that.

Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead because the ALA (Authorized Landing Area) is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than that strip, despite the power lines crossing about midway down the strip (it's really not a problem to land and take-off because at the half-way point down the strip you're usually still on the ground).

For some reason Ron seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again. Because the p\*\*\*k was watching me carefully, I walked around the plane three times instead of my usual two.

My effort was rewarded because the colour finally returned to Ron's cheeks - in fact they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with farm work as I had to deliver three poddy calves from the home paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard but Ron started getting' into me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because, calves like to move around a bit, particularly when they see themselves 500 feet off the ground! So, its bloody pointless trying to secure them as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight.

Anyway, I started the engine and cleverly minimised the warm-up time by tramping hard on the brakes and gunning her to 2,500rpm. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on 'All tanks', so I suppose that's OK.

However, as Ron was obviously a real nit-picker, I blamed the noise on vibration from a stainless steel thermos flask, which I keep in a beaut little possie between the windshield and the magnetic compass. My explanation seemed to relax Ron because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out but unfortunately the plane gave a leap and spun to the right, "Hell" I thought, "not the starboard wheel chock again". The bump jolted Ron back to full alertness. He looked wildly around just in time to see a rock thrown by the propwash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble", I thought.

While Ron was busy ranting about his car, I ignored his requirement that we taxi to the ALA and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the lift off point, then he bloody screamed his head off, "Oh God! Oh God! Oh God!"

"Now take it easy, Ron" I told him firmly, "that often happens on take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons off super MOGAS and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly. Anyway, at this stage Ron seemed to lose all interest in my flight test. He pulled out some rosary beads, closed his eyes and became lost in prayer (I didn't think anyone was a Catholic these days). I selected some nice music on the HF radio to help him relax.

Meanwhile I climbed to my normal cruising altitude of 10,500 feet (I don't normally put in a flight plan or get the weather because as you know getting Fax access out here is a f#\*\*% joke and the bloody weather is always 8/8 blue anyway. But since I had that near miss with a Saab 340, I might have to change me thinking). Anyhow, on levelling out I noticed some wild camels heading into my improved pasture. I hate camels and always carry a loaded .303 clipped inside the door of the Cessna just in case I see any of the bastards.

We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out, the effect on Ron was friggin' electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre. Ron was



a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre. Shortly afterwards I located the main herd and decided to do my fighter pilot trick.

Ron had gone back to praying when, in one smooth sequence, I pulled on full flap, cut the power and started a sideslip from 10,500 feet down to 500 feet at 130 knots indicated (the last time I looked anyway) and the little needle rushing up to the red area on me ASI. What a buzz, mate! About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment on this unusual sight but Ron looked a bit green and had rolled himself into the foetal position and was screamin' his f\*&# head off. Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny!

At about 500 feet I levelled out, but for some reason we continued sinking. When we reached 50 feet I applied full power but nothin' happened; no noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carby heat, carby heat", so I pulled carby heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you!

Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. BJ, you would've been bloody proud of me as I didn't panic once, not once, but I did make a mental note to consider getting a civil instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now).

Suddenly Ron's elongated neck and bulging eyes reappeared. His mouth opened wide, very wide, but no sound emerged. "Take it easy," I told him. "we'll be out of this in a minute." Sure enough, about a minute later we emerge; still straight and level and still at 50 feet. Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing". This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again.

By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!", I thought, "there's an omen. We'll land right there." Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut its circuit breaker to shut it up, but by then I knew we were slow enough anyway. I turned steeply onto a 75 foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again!

Halfway through our third loop Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it; he couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut wrenching fits of laughter Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead. It was then that Ron really lost the plot and started running away from the aircraft. Can you believe it?

The last time I saw him he was off into the distance, arms flailing in the air and still shrieking with laughter. I later heard that he had been confined to a psychiatric institution - poor bugger! Anyhow, mate, that's enough about Ron. The problem is I just got a letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test.

Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was so bloody bad that they have to withdraw me flamin' licence. Can you?

**SWAMP**  
by Gary Clark



# Welcome to New Members

Name: Occupation: Licence Type:

Timothy Blomfield	Student	SPL
Ben O'Donohue	Student	SPL
Matthew Smith	Student	SPL
Brian Ford	Aircraft Maintenance Engineer	SPL
Phillip Statham	Consultant	SPL
Roger Buchanan	Retired	SPL
Justin Clarke	Produce Manager	SPL
Anthony Royter	Teacher	SPL
Gavin Andrews	Retail	SPL
Kim Dale	Occupational Health & Safety	SPL
David Porter	IT Consultant	SPL
Peter Scovell	Retired Flight Engineer	SPL
Rohan Holt	Self-Employed	SPL
Danny Blass	Driver	SPL
Andrew Tisdall	Electrician	SPL
Dion Coghlan	School Principal	SPL
Christopher Agar	Coal Mine Plant Operator	GFPT
Kerry Meredith	Electrical/Communications	GFPT
Craig Menerey	Welding Supervisor	PPL
Phillip Jackson	Engineer (Oil & Gas)	PPL
John O'Sullivan	Company Director	PPL
Adam Bulder	Sales	PPL
Christopher Stoltz	General Manager/Consultant	PPL
Stefan Oehl	Self Employed	PPL
Ken Burmeister	Student	PPL
Paul Taylor	Project Manager	PPL
Christopher deVere		PPL
Glen Stapleton		CPL
Paul Smith	Project Management	CPL
Kevin Watson	Real Estate Principal	CPL
Anthony Stanton	Director of Marketing	CPL
David Cole	Pilot	ATPL
Shane Stanley	Pilot	ATPL

## 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)

## AIRCHAT CLASSIFIEDS

**\$10 FOR 3 LINES**

Do you have an old headset you want to sell?

How about aviation textbooks?

Or anything around home you want to get rid of?

**Place your classified in Airchat.**

**Email: [Airchat@RedcliffeAeroClub.com.au](mailto:Airchat@RedcliffeAeroClub.com.au)**

**YOUR BUSINESS COULD BE ADVERTISING HERE!!!**

**FULL  
PAGE AD:**

**\$95/Issue**

**\$390/Year**

**QUARTER  
PAGE AD:**

**\$30/Issue**

**\$110/Year**

**HALF PAGE AD:**

**\$50/Issue**

**\$190/Year**

Advertising in *Airchat* provides a valuable opportunity for local businesses to network amongst each other and to advertise their products and services to a specific target audience.

Each edition (approximately 5 per year) is distributed to over 275 club members and their families in addition to being made available on the club's website for download by an infinite worldwide audience.

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

# KOMATSU ZENOAH

## Green and Clean Outdoor Power Equipment



11 Sodium Street, Narangba 4504  
PO Box 603, Redcliffe Qld 4021  
[www.rgs.com.au](http://www.rgs.com.au)

Phone: 1300 363 027  
Fax: 1800 33 22 13  
email: [komatsuzenoah@rgs.com.au](mailto:komatsuzenoah@rgs.com.au)



better prices  
better service  
better selection  
better warranties

Quality Home Furnishers  
Homemaker Centre  
Cnr Violet & Sutton Streets  
Redcliffe QLD 4020

Contact Ron Ennis  
Ph: (07) 3284 6822  
Fax: (07) 3284 6032  
Email: [rone@carpetone.com.au](mailto:rone@carpetone.com.au)

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

OVER 1900 STORES IN AUSTRALIA, NEW ZEALAND, CANADA & USA

**PLEASE SUPPORT THE BUSINESSES THAT SUPPORT AIRCHAT**