



TEMORA AERO CLUB NEWSLETTER October 2007

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Committee Meetings are held on the 2nd Friday of every month at 7:30pm

NEW OFFICE BEARERS - 2007

President: Robert Maslin 69771919, 0427 494 464
Vice President: Geoff King 69774424, 0428847322
Vice President: Col Richards 69771555
Treasurer: Rod Lovering Hm 69772425, Wk 69772255
Secretary: Joan Westman 69780360
Committee: Gordon Muir, Graham Engel, Paul Harmon, Alec Bayne, Lindsay Wallace

WELCOME FROM THE PRESIDENT

What a busy year! It seems we just get one event over then we are planning for the next. Recent events have been the Aviation Museum's major flying display with three RAAF FA 18 Hornets being put through their paces and attracting over five thousand visitors to the museum. The next weekend was the Model Jets week end which again attracted many visitors and following this was the NSW Aerobatic Championships with twenty five competitors run over eight days with three days of competition. Coming up in November is the Wheelies with Wings Program where a small number of selected paraplegics are given the opportunity to learn to fly. Christmas through January is the Gliding Christmas Camp followed by Australian Multi-class Gliding nationals with as many as fifty competitors competing and then the Women's Gliding Comps. I would say busy, busy, busy and we will need plenty of helpers.

Recently Norm and Jill Bailey moved to Temora with Jill being an experienced RAA Senior Flying Instructor and as you can imagine, her special talents are being well utilized by the club with the on going success of our new Tecnam aircraft and flying training. A big welcome to Norm and Jill.

Our club Cessna JHO is in desperate need of pilots wishing to fly it to maintain its viability. It is a great aircraft and we wouldn't want to lose it.

The issues with the aerodrome caravan park have been finalized and as a result the aero club, as of the first of February, will no longer operate the park. New operators have been appointed namely Summit Personnel, a Griffith based employment agency. Very little is known at the moment but I see interesting times ahead. For our future and benefit of all concerned we do need to now move forward supporting council in their endeavors to promote and sell the Aviation Estate as well as the ongoing improvements to the operational side of the airport which will include, early in new year, the resealing of the North/South Runway. I was

told recently by a visitor that Temora Airport has an Australia wide reputation as being the airport to come to which, if true, is great!

Christmas is only just around the corner and our Christmas Party is to be held on Saturday November 24th at 6:00 in the club house. All are welcome but please let us know if you're coming for catering purposes.

Well that's it for now. All the best and fly safely.

Robert Maslin (President)

FLYING TRAINING NEWS

Training in the Tecnam continues to remain steady with 45 hours flown again this month. The training has remained steady over the past 4 months averaging 45 hours per month.

Congratulations go to Mark Crutcher of Grenfell and Mitchell Ridley of Bircher who achieved first solo flights on 1st August and 29th September respectively.

We have also had great success with several students passing written exams including Mitchell Ridley sitting Air Legislation, Radio and BAK on the one day, with passes in all three. Kari Piilonen (Finney) also passed his BAK during the month, along with Wayne Ison passing Air Legislation and Radio.

Congratulations also go to all student pilots who flew on the weekend of September 29th to 1st October for coping with the additional distractions of State Aerobatic Championships along with the usual parachute operations and a large amount of spectator aircraft flying into Temora during this time. All operations were undertaken with minimum of trouble due to the cooperative attitudes of the Australian Aerobatics Club, Greg Cox at Skydive Temora and Temora Flight Training.

Never one to let the grass grow under his feet, student Mark Crutcher (owner of the local IGA supermarket among others) not only achieved his first solo flight in the Tecnam on 1st August, but also recently flew to Brisbane with CFI Alan Powlay to pick up his latest purchase, a Tecnam RG2000 retractable. Alan and Mark flew home on Monday 24th September enjoying a good flight from Redcliff over the ranges to Moree, Narrabri and home. Mark intends to complete his training in his new purchase, and use his aircraft to fly to and from his various businesses in Dubbo, Wee Waa, Grenfell and Temora.

Jill and Norm Bailey have moved from Nowra recently to join our local club contingent. Jill is a Senior Instructor and has fitted in like a glove, doing a great job with all our new pilots and keeping the club Tecnam working hard. Jill and Norm have been working on learning the ropes and have already proven to be a great help around the place.

Recently the Aero Club took Jim Shephards' Skyfox to the Temora Show. Jim, along with Lindsay Wallace, Alan Powlay and Jill and Norm Bailey manned the stand handing out flyers and talking to locals about the club, while Jim's Skyfox attracted attention from many interested people. We would like to offer heartfelt thanks to Jim for taking the time and effort to pack his aircraft onto a trailer and spend the day at the show.

The club also had a truly impressive banner made by Anthony Irvine of Irvines Signs, which looks fantastic and presents a very professional image for the Aero Club.

WELCOME TO NEW MEMBERS:

Kerry Donald Scott, Michael John Anthony, Mark Richard Crutcher, Brett Rowley, Gordon Hall, Norm Bailey, Jill Bailey, Dean Vey, Andrew McKinnis, Mitchell Liebich,

Neville George Brien, Michael Robert Prince, Nathan Timothy Storm, Wayne Ison, Michael Nealon, Mitchell Ridley, David Francis and Robert Woodward

Responsible Serving of Alcohol

We need more club members interested in getting this ticket. It can be done online at a cost of around \$95. See Joan Westman for more information.

THE CAT & DUCK METHOD OF IFR FLYING:

Today's flight age is an era highlighted with increasing emphasis on safety. Instrumentation in the cockpit and in the traffic control tower has reached new peaks of electronic perfection to assist the pilot during take-offs, flight, and landings. For whimsical contrast to these and other marvels of scientific flight engineering, it is perhaps opportune to remind pilots of the basic rules concerning the so-called Cat-and-Duck Method of Flight, just in case something goes wrong with any of these new-fangled flying instruments you find in today's aeroplanes.

Place a live cat on the cockpit floor. Because a cat always remains upright, he or she can be used in lieu of a needle and ball. Merely watch to see which way the cat leans to determine if a wing is low and, if so, which one.

The duck is used for the instrument approach and landing.

Because any sensible duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the plane and follow her to the ground.

There are some limitations to the Cat-and-Duck Method, but by rigidly adhering to the following check list, a degree of success will be achieved.

1. Get a wide-awake cat. Most cats do not want to stand up at all, at any time.

It may be necessary to get a large fierce dog in the cockpit to keep the cat at attention.

2. Make sure your cat is clean. Dirty cats will spend all their time washing. Trying to follow a cat licking itself usually results in a tight snap roll, followed by an inverted (or flat) spin. You can see this is very unsanitary.

3. Old cats are best. Young cats have nine lives, but an old used-up cat with only one life left has just as much to lose as you do and will therefore be more dependable.

4. Beware of cowardly ducks. If the duck discovers that you are using the cat to stay upright - or straight and level - she will refuse to leave without the cat. Ducks are no better on instruments than you are.

5. Be sure the duck has good eyesight. Short-sighted ducks sometimes will go flogging off into the nearest hill. Very short-sighted ducks will not realize they have been thrown out and will descend to the ground in a sitting position. This manoeuvre is quite difficult to follow in an aeroplane.

6. Use land-loving ducks. It is very discouraging to break out and find yourself on final approach for some farm pond in Western Australia. Also, the farmers there suffer from temporary insanity when chasing crows off their wheat fields and will shoot anything that flies.

7. Choose your duck carefully. It is easy to confuse ducks with geese because many water birds look alike. While they are very competent instrument flyers, geese seldom want to go in the same direction you do. If your duck heads off for the Yarra Yarra Swamp, you may be sure you have been given the goose.

RAFFLE TICKETS - GPS FOR TECNAM

Tickets are still on sell and the draw will take place at the Club's Christmas Party – 24th November.

Following are addresses that will assist you in keeping in contact with the Temora Aero Club activities:

www.temoraeroclub.com

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