



# GO-ROUND

## ALDINGA AERO CLUB MONTHLY NEWSLETTER

February, 2009.

Editor: John Chambers

### Still Unbelievable !

Last month's Go-Round lead with the story of Jessica Cox, a 25 year old women from Tucson, born without arms, earning her Sport Pilot license, flying an Ercoupe aircraft, using her legs only, without the use of prosthetic arms. Here are some further photos of Jessica "doing her thing" aircraft-wise. Unbelievable !



### Lifting the A320 from the Hudson.

These photos were taken by the crane operator lifting the Airbus A320 (take-off weight 169,750 lbs) out of the Hudson River. One engine missing but, when you look through the windscreen, you can see a chart or log book still sitting on the "dashboard". Was this one great splash down ?



### Red Bull Air Races - Australia Gets the Flick !

Australia is off the calendar for Red Bull Air Races in 2009. This year's competition starts in Abu Dhabi, April 17-18, then moves on to San Diego, Windsor (Ontario), Budapest, Porto (Portugal) and Barcelona. So, if you were planning to flit over to Perth this year to watch the action over the Swan River - forget it !

#### Club Executive



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## Secretary Steve Returns from Corryong.

Last month Go-Round published part of a report written by Secretary, Steve McGuinness, telling of his Jabiru flight to Corryong for the commemoration of the discovery of the wreckage of the Southern Cloud. Herewith the second part of that report -

*Saturday, of course, was a huge disappointment for the organisers. It was clear from the wild weather around the state that very few, if any, other aircraft would be flying in. The BBQ and other outdoor arrangements had to be cancelled. Funnily enough, the valley Corryong itself is nestled in shields it from a lot of the strong wind, but it was a bit like an oasis in the midst of the chaos we heard on the news taking place in Melbourne and Brisbane. Still, those of us that were there had a really enjoyable time.*

*Sunday morning I was down at the strip at 0600. I had a hunch that, if I was going to get away that day I would have to go early. There was lots of grey yucky stuff to the east, but it was relatively clear to the west where I wanted to go, so I was airborne by 0700, prepared to turn back if necessary. Once again it was a matter of following the valleys whilst keeping in the blue sky. Great fun but the wind was a shocker ! I was barely making 80 kts over the ground at times and got tossed around a bit ; the drift was quite impressive too ! Anyway, Spindrift handled it ok and things gradually smoothed out as I came out of the hills. Albury CTR wasn't active at that time in the morning so I was able to take a short cut without needing to bother with a clearance.*

*I landed at Benalla with a horizontal windsock and flying ops cancelled due to strong winds. I filled the tanks (fuel @ \$1.92 a litre) and calculated I'd used 123 litres to cover a GPS distance of 599 nm and a tacho time of 6.4 hours, giving about 19 litres/hour at an average 93.5 kts. I was grateful to be given hangar space at Benalla that night and, Monday morning, in more benign weather, completed an uneventful flight home to Aldinga.*

## Space Shuttle Endeavour.

The space shuttle Endeavour returned to the Kennedy Space Centre atop a NASA 747 on December 12, 2008 after its successful mission to the International Space Station. The shuttle, being a re-usable spacecraft, has a cycle of Preparation, Execution & Recovery. Endeavour has been through this cycle 22 times since 1992.



## Know Your Fellow Member - Bill Roney (part 2)

Last month we read Part 1 of Bill's "Aviation Life", leaving him thoroughly enjoying Shark Patrols in the C172, VH-IES. This month we learn why he enjoyed it so much - (see photo on page 3 !)

I did learn a few fundamentals of flying - I quite proudly 'drove' the little Cessna 'straight & level' up and down the coast, and even threw it into an occasional 'orbit' at the behest of the Adelaide tower. I remember one such occasion where I (unintentionally) performed a rather tighter orbit than necessary, after which the PIC, the lovely Louise Hunt, congratulated me and said that I had almost done a 'steep turn' and I had done it perfectly !

During these patrols Terry (Hassam) kept trying to convince me to learn to fly 'properly', but I didn't really get 'bitten' by the bug. I enjoyed flying well enough, but I couldn't see myself putting in the necessary effort to learn - being the basically lazy sod that I am ! So I was content to ride shotgun for the patrol with the occasional bit of instructed flying from whoever was piloting the air-

*(Continued on page 3)*

craft. It was a bit of a marathon effort just to get myself to Aldinga for the patrols - I invariably did the early runs, which meant leaving home (Mallalla) at some ungodly hour to be there in time for the flight.

During the years the patrols were running, I attended a few other AAC events, including a couple of 'Battle of Britain Dawn Raids' which were quite fun, but which necessitated getting out of bed at 3 or 4 am which took the shine off the day a little.

I guess the distance I had to travel was a bit of a disincentive to attend many of the Club's events that I might have otherwise enjoyed. And it was certainly a bit of a dampener on any thoughts of learning to fly - I would have had to do that at Parafield if I could ever work up the enthusiasm, which I didn't. Even Louise turning up at Aldinga (and trying to convince me to learn) wasn't enough ! (There's been some unkind suggestions, from someone who shall remain nameless, that Louise might have contributed to my remarkable inability to spot sharks !!)

I was disappointed when the beach patrols exercise fell in a hole. As much as it was a bit of a drag to get myself there, it was an enjoyable few years, and I felt like I was doing 'a service', even though I probably didn't contribute much to beach safety - I think I only ever saw one shark ! 'Though I haven't been near the Club for 3 or 4 years now, I have remained an Associate Member, partly because I feel I want to support the organisation that gave me a lot of enjoyment and, also, because I have vague visions of returning and playing a more active role one day. If only it wasn't so damn far away !

### Truro - Christmas Gift Delivery.

Yeah - I know Christmas is long gone ! But couldn't fit this in last month !

Sunday 30th November last year was to be a Charity Toy Run Fly-In (sort of like the bikies toy run, but by air) to Truro Flats Airpark in the beautiful Barossa. Sue & I thought that would be a nice outing for our Jabi so bought & wrapped a pressi and "diaried" the day. Unfortunately, as is frequently the way, wind was 20-30 kts and not, as far as I'm concerned, Jabi flying weather ; so we drove up. What a beaut little airfield ! (I've since flown in there). Five well maintained strips ; perhaps a venue for a future Club fly-in BBQ ?

In the prevailing conditions, less than the hoped-for number flew in but, like us, a good number drove. Here are a few shots of the aircraft that did 'make it'. Could be a day for our calendar this year ?



### If At First -

If at first you don't succeed - sky diving is not for you !



## Bye, Bye “Birdie”

Pioneer aviator, Nancy Bird-Walton, born 1915, died earlier this year. In the early 1930's, aviation was opening up in Australia and Nancy Bird began taking flying lessons at Charles Kingsford Smith's Flying School in Mascot. In 1934, she became the youngest commercially licensed female pilot in the British Commonwealth. The following year, she logged the fastest time between Melbourne & Adelaide.

Nancy became known as the 'Angel of the Outback' for her work with the Far West Children's Health Scheme. She flew many hours in her Leopard Moth, operating the first aerial baby clinic and aerial charter services. During WWII, she became Commandant, Women's Air Training Corps and, in 1950, she founded the Australian Women's Pilots' Association.

Nancy received the OBE in 1966 and the Order of Australia in 1990. She published two books - 'Born to Fly' and 'My God ! It's a Woman'

## Welcome to Our New Members.

A big welcome to our newest members - Clive Hopper of Port Noarlunga (a student with Adelaide Biplanes), Chris Shearer of Glen Iris, Victoria, (PPL since 1966 with numerous endorsements) and John Hall of Hackam, as an Associate Member.

Welcome to 'youse all' ! Hope to meet up with you around the Club whenever you can make it.

## White Knight Two.

White Knight Two, the twin fuselage, all-composite aircraft designed by Scaled Composites to carry Space Ship Two aloft, flew for the first time on Sunday (21/12/08) morning at Mojave Air & Space Port in Southern California. The flight lasted about an hour, reached 16,000' and was reported as "flawless".

More test flights are expected before, in mid 2009, it will, for the first time, fly carrying Space Ship Two, the rocket ship that will carry tourists to the edge of space.

## Diary Dates.

Wednesday 18th February - Committee meeting, 1930 hours. (Postponed from 11/2).

Sunday 1st March - Monthly meeting. Comp - briefing 1000 hrs. BYO BBQ 1200 hrs. "BYO" means bring yer own everything ! But if you happen to forget, a couple of snags, bread, tea coffee is available @ \$2.00/serve.

## Sunday 15th March - Closing date for return of Leukaemia Day Raffle tickets.

10th-15th March - Avalon International Airshow, 2009.

Saturday 21st March - Maintenance Forum for Ra-Aus aircraft owners. Adelaide Biplanes. Register with Gaelene on 8556 5404.

Sunday 29th March - AAC Leukaemia Foundation Family Day & World's Greatest Shave.

Sunday 5th April - Monthly meeting. Fly-Away to Truro Air Park ? (To be confirmed).

10th-12th April - RAA Natfly Easter 2009 @ Narromine Airfield.

10th-12th April - Gawler Airfield Easter Fun Weekend - all welcome - fully catered three day event. Details from Rob Hatswell 8527 2785 or 0428 527 200. See [www.gawlermicrolights.com](http://www.gawlermicrolights.com)

Sunday 19th April - Barossa Airshow -Fly-In, Roland Flat.

May 2nd-3rd - Loxton Aero Club Fly-In to celebrate the 40th anniversary of the Loxton Aero Club. Contact Kerri or Roger 8584 7790.

There's the February Go-Round "done & dusted". Cheers 'till next month.

