



GO-ROUND

ALDINGA AERO CLUB MONTHLY NEWSLETTER

May, 2005

Editor: John Chambers

Odyssey of a Different Kind - Keszthey-Sydney.

On the 11th day of their trip, we left Andor & Csongor sitting on the terrace of their hotel in Antalya in Turkey, 20 deg. C, slight breeze, smelling the sea. Now read on . . .

November 13th - 12th Day.

We were up really early this morning and at 0700 we were at the airport. We were determined not to let ourselves be robbed again with all kinds of fees as we were in Izmir where they tried to charge us \$US300 for opening a door. Yesterday there was no one to escort us to the terminal (and charge us \$US50 for doing so) and we managed to slip out of the well-guarded airport with the tanker. Based on this, we decided to try and get in through that gate this morning. The only problem was we were leaving the country and we needed the immigration stamp. As there was no separate terminal for us, we decided to go through customs the same way as normal passengers did. At first they didn't understand why we were there, with no plane tickets at all, but we explained that we were pilots, not passengers and waved the flight plan under their noses. This looked official enough to let us out of the country. We thought that now that we had our stamp it was all over and we can slip out to our plane.

Unfortunately this proved to be wrong ! The transit was guarded and try as we might they thought we were looking for the café or the toilet. After having several cups of coffee and visited the toilet several times, we had to realize the truth : we were stuck in the departure lounge. We began worrying that our departure interval would expire, which means that our flight plan would be cancelled. Ofcourse, no-one spoke English and it was no good trying to make the guards understand that we needed to call the tower to announce our delay. The departure fell through and, what's more, the forecast for the next day was strong headwinds and, according to my calculations, we would run out of fuel over the sea.

In the end we decided to call the handling service, come what may, and pay up if need be but have that bloody gate opened !. I just hoped it wouldn't cost us 300 bucks ! It took an hour for them to arrive while we fretted about how much it was going to cost. Finally the flight handling people arrived and asked very politely what they could do for us. Their kindness seemed suspicious. Frowning, exhaustedly Csongor blurted out the question : "how much ?" The answer was "the service is free" which really made us fall flat on our face. We would like to thank them again and would like to point out to their colleagues in Izmir that this is the right way to do things. We jumped into our plane and called for clearance to start the engine at the same time. We taxied to runway 18 and radioed "HA-YNAU ready for departure". Minutes passed, but there was no answer. Perhaps they couldn't hear us. Csongor called again. Still nothing. Then, after a while, the tower called and said that runway 18 was under maintenance so we should go to the disused military runway.

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We lined up there and, finally, were cleared to take off. The plane was accelerating properly when Csognor noticed something and started shouting. This time it wasn't a passenger plane trying to hit us but a huge wire blockade across the runway ! We managed to drag the plane into the air just in time to clear it. What a torch we'd have made with 160 litres of gas above our heads. So much for a smooth departure from Turkey !.

And, it wasn't long before more problems. The tower told us that our transponder was not working properly and we should continue with our own navigation. At first I thought of going back, as they will probably not let us into Syria without the transponder, but I didn't want to go through all our departure problems again and, as I glanced at Csognor, I could see that he shared my view. So we continued towards Syria. We had to climb to 3000 meters in order to avoid bumping into the mountains. I had one eye on the gauges so that I could act immediately if need be. After so many adventures the thought of an emergency landing kept popping up in my mind but, at the same time, I knew that there was no real chance of succeeding on rugged cliffs like those below us. I had terrible visions of the scene as I put the plane down - Csognor praying and myself concentrating hard to save our asses. My mind played with the idea to such an extent that I could even hear the noise of the chassis falling apart around us as we landed. I tried to brush away these thoughts. The situation was not that bad after all. The view was wonderful ; it resembled Arizona. Meanwhile our transponder was back to normal again and, after a while, we reached the Mediterranean Sea. From this point Csognor took over and I thought I might as well close my eyes for a second, but fell asleep instantly. Csognor was enjoying being in control and did not wake me up. I slept for about ten minutes which was enough to shake off my stress. My friend admitted that he hadn't wanted to wake me up until we reached Syrian airspace, so that I wouldn't spoil his fun. I wasn't afraid of flying over the sea, for it is much easier to land on water. The rest of the day went smoothly. The colour of the sea was a beautiful hue of blue and the engine was purring nicely. Lucia did not let us down. We arrived in Latakia, Syria.

The X-Files - Tall Tales & True of Aircraft From the Past.

The Mirage IIIV was Dassault's attempt to fulfil a NATO requirement for a vertical take-off and landing fighter. It was competing against such aircraft as the Hawker P.1127 (later developed into the Harrier) but, instead of using the Bristol-Siddeley vectored thrust principle, Dassault chose the Rolls-Royce separated lift and thrust engine principle as it was felt that thrust vectoring would not be suitable for a Mach 2 aeroplane.



The VTOL Mirage IIIV was a further development of the Mirage III delta wing series fighter but was 30% larger ; it had to be to house the nine intended engines ! To test the configuration, in 1961, Dassault took the first prototype Mirage III and modified it by installing lift engines and a modified fixed undercarriage capable of absorbing landing impacts of thirteen feet per second. The test aircraft was ready for flight in Autumn 1962 . Initially, tethered tests were made but, within a matter of days, free flights were being conducted and, later, transitional flights.

From the success of the converted Mirage III, the French Air Force made an order for two of the larger prototypes. The engines for the new Mirage would be a Pratt & Whitney JTF10 turbofan engine derivative called the SNECMA TF-106 to provide horizontal thrust and eight lightweight Rolls Royce RB162-1 engines, mounted in tandem pairs, to provide vertical lift. These lift engines had as many plastic components as possible to reduce weight, thus giving a higher power to weight ratio. To keep the aircraft symmetrical in the hover, should a lift engine fail, its opposite number on the other side would automatically shut down. The lift engines combined gave out thrust equivalent to 32,000 lbs, which gave a margin of almost 20%. Control at low speed was maintained by reaction jets in the nose and the tail of the aircraft fed by bleed air from the engines.

The first flight of the Mirage IIIV was a hover flight, which occurred on 12th February, 1965, and a transitional flight was made in March of the following year. The second prototype flew on 22nd June, 1966 and on 12th September it attained a speed of Mach 2.04 in level flight, the first VTOL aircraft to achieve twice the speed of sound. Unfortunately, it was destroyed in a crash shortly after. The first prototype was also lost in a crash and the development programme was abandoned.

Acknowledgements.

The complete Book of Fighters - William Green Gordon Swanborough.

Vertical Flight Aircraft of the World - F.G. Swanborough.

Aircraft - December 1962 - The Royal Aeronautical Society.

Aircraft - November 1966 - The Royal Aeronautical Society.

Des's O.B.E.

A good crowd assembled on Sunday 1st May to partake of another of Doug's beaut BBQ's (assisted in fine form by his usual troupe of helpers) and celebrate Des Cowley's 80th. Des, fresh from surviving a celebratory tandem parachute jump (why would anyone jump out of a perfectly serviceable aircraft ??) with video to prove it, was all smiles ; see accompanying photos !



Craig organised a beaut comp - "Exercise Alpha", in which teams were to "draw" a letter "A" in the sky, with the apex aligned north. Each aircraft was to carry the Club's GPS from which a trace of their flight would be available to the judges. Four teams took part - Craig & Les,

Doug & Steve, Terry (T1), Terry (T2) & Des, and Tony, Rob & Alex. At the time of printing G0-Round, I understand the judges are still deliberating ; all traces were, in my humble opinion, remarkably good. Those interested in seeing the results may wish to go to the "past events" section of the Club's web site.

News of Fred Giltrap.

In mid-April, Fred suffered a broken bone in his back. He spent some days in the Victor Harbor Hospital and nearly two weeks in the Kirribili Rehab. Unit. He is disappointed about this set-back but remains optimistic and is back using his walker for mobility.

Best wishes, Fred. We look forward to seeing you at an Aldinga BBQ again soon.

Club Clobber.

Early in June, I intend placing an order for "Club Clobber" - caps with Club logo @ \$13.00, polo shirts (navy) with logo @ \$30.00 and chambray shirts with logo, long or short sleeved @ \$37.00. Anyone interested in making a purchase should notify me by May 31 via e-mail (j.schamb@bigpond.net.au) or by phone (08) 8388 4572 or mobile 0417 402 926.

Hello & Welcome to our New Members.

G'Day and welcome to **Trevor Hutchesson** (PPL, Const/SP), **Michael Underwood** (CPL, Const/SP, Retractable, NVFR, IFR, Twin, Tail Wheel), **Martyn Smith** - family member with Gaylene, Bonnie & Matthew (PPL, CPL, ATPL, U/Light, Const/SP, Retractable, NVFR, IFR, Twin, Tail Wheel, Gas Turbine) and **Peter McSherry** (PPL, Helicopter). We hope to see you all regularly at the Club room. Judging by those bracketed endorsements, many of us have a lot to learn from you.

Know Your Fellow Members - The Brian & Judith Booth Story.

I had my first flying lesson at the Royal Aero Club at Parafield in November, 1962. At that time, Parafield was an "all over" field (no runways) and the training aircraft were Dehaviland Chipmunks. I only had one lesson in the Chipmunk as the new state-of-the-art C150's were being introduced and I switched to these which, I thought, were far more comfortable and easier to talk to the instructor and quieter.

Due to the pressure of work building up our trucking company, I only trained to what was later called the Restricted Pilot Licence.

In 1976, I decided to train for the PPL and, because we lived close to Aldinga, I decided to do it there. The owners of South Coast Air Centre at the time were Tony & Wendy Peters and they operated at both Goolwa and Aldinga. These were great times as they were so busy, instructing from daylight to dusk. The aircraft at the time were C150's and 172's. There were a number of aircraft that were available for hire. After I obtained my licence, we often hired John Poole's C210 VH-POO for country trips. This was a magnificent aircraft. The instructors at the time were Tony & Wendy Peters, Chris Dawes, Tom Easling, Brian Griggs and Mike Eastwood, to name a few.

Judith began her flying training at Aldinga in 1978, achieving her PPL in 1980. She then went on to do her Commercial theory subjects at Parafield.

In 1986 our flying drifted away and we thought we would not pursue it until, one day in 1996, we were on a commercial flight to Melbourne and met Ray Eastwood who was on the same flight. He was part-owner of a C172, VH-WDA which his syndicate wanted to sell. He asked if we would be interested. After two days thinking about it, we thought "why not ?" We had a great time flying WDA all over the place but, in 1999 figured something bigger and faster would be nice and, in March of that year, we became proud owners of Cessna 182S, VH-JXB, brand new, with just 9 hours on the clock. Now with 900 hours, JXB is housed in one of the hangers at Aldinga or Hanger 103 at Essendon and, once again, we are looking over the fence for something bigger and faster.

LAN Group Report.

Sunday 24th April saw Doug Mansfield in a Lancair Legacy, Steve McGuinness and Craig Rassmussen, both in Kingair's, cruising a chain of islands in the West Indies, doing touch-and-goes on each as they followed each other north. "Twas fascinating to watch - Craig is the only pilot I know who flies from outside his aircraft whilst Doug kept insisting his "real" landings were better than his "simulated" landings ; they'd want to be - he wrote off at least two Lancairs in the course of the day. Mick turned up late in the day, around 3pm and was setting up to join the others when I had to leave.

Diary Dates.

Sunday 15th May - LAN Group Meeting, Club Rooms, from around 1200.

Sunday 5th June - Monthly Meeting. B.Y.O. anything you would like to cook & eat.

Wednesday 15th June - Committee Meeting. Club Rooms. 1930.

August - Annual General Meeting. Date to be announced.

Sunday 18th September - Dawn Patrol, celebrating The Battle of Britain.

Cheers for now. Safe & Happy flying. John Chambers.