

GEEELONG AERO CLUB



Barwon Heads Airfield Freq: 119.0 South 38° 15.5' East 144° 26.0'

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FROM THE PRESIDENT

Hello to all Club members,

I am honored to be elected President of our Club. My first duty is to thank Bryan for his outstanding contribution throughout his term as President, and indeed the entire period as a member, some thirteen years so far.

We, as a Club will continue to move forward, with projects underway to be completed very soon. The Club hangar is progressing well and will be clad within two weeks. The Skyfox is also nearing completion, with both wings covered and painted. Thanks, Harrold, for much running around to achieve this progress.

My vision for the future is simply improve wherever we can. I see Peninsula Aero Club at Tyabb as a very good model to aspire to. With a little luck and hard work, I think we could have a very successful Club at Barwon Heads Airport. With growing numbers of people now using the Airfield, our membership should rise accordingly.

A working bee is overdue at the Club house with a list of jobs that need attention, not the least of which is cleaning of spider webs from external walls. A date will be set and distributed soon. It is your Club, so turn up and pitch in.

Please feel free to contact me at any time. Phone Business hours: 03 52487447 After hours: 03 52502820
Mobile: 0413718418 Email: phoenixfab@bigpond.com

I look forward to seeing you at the Club very soon.

Peter Whitworth
President.

Vale Don Kernot

The members of the Geelong Aero Club mourn the death of our past member, friend and fellow aviator Don (Kermit) Kernot. Don's funeral was held at 1100hrs on Wednesday 24 August 2011, at St Bernards Church, Reynolds Road, Belmont, and afterwards (approx 1230-1300) at the Highton Cemetery, Scenic Road, Highton.

Tony Wheal and Mike Killingsworth conducted a flypast over the funeral service for Don, on behalf of the Geelong Aero Club. They hope that this small gesture gave Don's family and friends some comfort, knowing that he was a respected member of our, and the broader, aviation community.

RIP Don.

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GAC WORKING BEE

At the last Committee Meeting (Wednesday 2 November), the GAC Committee decided to hold a working bee at the club on Saturday, (12 November), at 9 a.m.

Some cleaning and repairs at the clubhouse were achieved as well as some work on the club hangar.

A special THANK YOU to all members who attended.

At the Committee meeting in October (which your secretary did not attend as he was busy in the UK watching flyovers of 10 Spitfires etc), Peter Whitworth was appointed President and Tony Wheal and Mike Killingsworth were reappointed Treasurer and Secretary respectively.

Mike Killingsworth
Secretary GAC

FUNFLIGHT 2011

On Sunday, 13th November, the GAC hosted the annual Funflight and bbq for disadvantaged children, their families and carers.

Seven aircraft, including a helicopter, were made available by club members and the children and their carers were taken for joyflights in the vicinity of the airport. The flights, the first for most of the children, were thoroughly enjoyed by all and much appreciated by the carers and families.

Club members and young guests were treated to a bbq lunch, as well as a display of aerobatic flying by Eddie Edwards in his .

Thank you to all who helped to make this event possible and who made the effort to bring a little sunshine into the lives of those who are less fortunate than ourselves.

GAC CHRISTMAS PARTY

The President and Committee invite all Geelong Aero Club members and their partners to a club Christmas Dinner at Hangar #9 on Friday, December 9th from 6:00 pm. The club will provide a spit-roast dinner at no cost to club members and their partners and drinks will be available all evening at Happy Hour prices. Club members may also bring guests (other than partners) upon payment of \$14 per head for the meal for each guest. Payment for guests on the night is acceptable.

A reservation is essential and reservations for guests should be made at the same time as member reservations. To make a reservation, please contact Tony Wheal via email at jwheal@bigpond.net.au or if you cannot access email, Tony will accept reservations via mobile on 0438 300 675. The President and your committee look forward to welcoming you all and making this a very merry Christmas dinner. We look forward to seeing our members at the party.

Vx vs. Vy

By Stephen Pope / Published: Oct 04, 2011

Let's imagine for a moment the following hypothetical situation: Two airplanes are taking off at exactly the same moment from parallel runways. Airplane A accelerates to and climbs out at V_x while Airplane B accelerates to and climbs at V_y .

What will happen in each case? Of course, we already know that V_x is the speed for best angle of climb while V_y is the speed for best rate of climb. (If you sometimes have a hard time remembering which is which, think of an X as having lots of angles.) The rule of thumb for which speed to fly is easy: We use V_x immediately after takeoff to clear obstacles, followed by V_y to reach our cruising altitude quickly. But wait a second. If V_y gives us the best reading on our VSI, why would we ever use a lower rate of climb initially? The answer has to do with distance vs. time – namely the fact that clearing obstacles is a distance problem (i.e. gaining the maximum altitude in the shortest space possible by flying at best-angle speed) while climbing to cruise altitude is a time problem (because every second at V_y puts the

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the maximum space between the ground and our airplane).

The benefit in climbing at V_x initially is that it allows us to reach a sufficient altitude in the available horizontal distance between the start of our takeoff roll and those tall trees off the departure end of the runway. Once clear of obstacles, the next challenge lies in reaching our cruise altitude as soon as possible, hence the transition to V_y . So let's return to our hypothetical dual takeoffs. After passing the runway departure-end threshold, Airplane A climbing at V_x will be higher than Airplane B climbing at V_y . But after, say, 10 minutes, Airplane B climbing at V_y will be higher, and also farther from the departure airport.

For safety's sake, the FAA Flying Handbook says a blend of V_x and V_y is the best choice at airports with obstacles. And yet many pilots on takeoff will shove the throttle forward, rotate and then immediately allow the airplane to accelerate to a speed much faster than V_x . For some, this undoubtedly has to do with the fact that they're intimidated flying at such a slow speed so near to the ground. If you fall into this group, ask an instructor to demonstrate a proper V_x climbout with you. The next time you must fly at V_x to safely clear obstacles, you'll be glad you did.

WHAT FLYING - 20,000 HOURS!!

The members of the GAC add their congratulations to Aub Coote for having achieved 20,000 hours of flying. We are very fortunate indeed in having Aub still instructing at Barwon Heads Airfield, week by week. He knows about flying and knows how to teach flying. Is it any wonder that his approach has inspired very, very many to take on the challenge of mastering the art of flying an aircraft. People of Aub's calibre and quality are few and far between and we foresee that Aub will want to occupy the flying instructor's seat for a very, very long time to come.

On the 8th June, 1947, Aub took a trial introductory flight (TIF) in a Tiger Moth DH82 aircraft, registration number VH-AHZ. The TIF lasted for 40 minutes. The instructor was Flight Lieutenant Roger I. Howley, DFC, ex Spitfire fighter pilot WW2.

On the 28th August, 2011, Aub was giving a flying lesson to Kath Telford in the Jabiru 170, registration number 7241, during which he achieved his 20,000th hour of flight. This period of instruction lasted for 48 minutes.

As an addendum:- Aub indicated to Lieutenant Howley that he wished to learn to do aerobatics. Aub was given a book of instruction on doing aerobatics, which he read with great care. Soon after, he demonstrated his ability to do aerobatics while being observed from the ground by the instructor. After this, his logbook was endorsed for aerobatics. Is it possible that Aub could have been born with little wings?

Aub is the first one to acknowledge the ongoing support given to him by Barbara, his loving and caring wife. Some people may wish to suggest that the Country & Western song "Stand by Your Man" comes to mind.

Les Oliver.

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Last Flight

I am sure that all Geelong Aero Club members will be interested to know that the captain of the aircraft featuring in this narrative, Pilot Officer Alan John Thompson, was the grandfather of one of our members, Dean Thompson. Dean knew nothing of these events until he was able to obtain copies of the log book and reports that are reproduced here.

The last two entries in the Logbook are quite cryptic, as most log book entries are, and dated Sept 6 1945:

Sept 6.	Dakota	FD954,	Self,	Crew.	Hmawbi—Don Muang.
Sept 6.	Dakota	FD954,	Self,	Crew.	Don Muang—Posn. Pranged in Jungle.

The squadron History Sheet for 22 September 1945 makes interesting reading.

“Hmawbi. 22.9.45. The crew of aircraft ‘H’ returned to day and the full story can now be told. The aircraft took off from Don Muang at 13.25 hours on the 6th, with one passenger, a Major, believed to be a Courier, whose name is not known. At 13.55 hours an S.O.S. was received from an aircraft giving a position 1400 North 9915 East. At 13.58 hours ‘H’ altered course to investigate this position but without success. At 14.27 hours the search had to be abandoned owing to the exceptionally bad weather. Two attempts were made to get to the coast but the aircraft encountered Cu Nb and got caught in it twice. MOULMEIN was reached at 15.12 hours and course set for base. At 15.19 hours a very severe storm north of Moulmein was met and from that time until 17.10 hours they were trying to get through cloud but could not get either over or round the prevalent Cu Nb formations. The aircraft returned to a strip at Moulmein south of the town for an attempted landing but found the strip trenched. At 17.55 hours they left Amherst setting course for TONGOO. At 18.20 hours the position was 1657 North 9713 East and the aircraft ran into rainstorms again. As it was getting very dark the Captain gave orders to prepare for a crash landing. A very successful wheels up landing was made at position 17.12 North 9739 East on an island in the River Salween. It was so dark that the landing lights had to be used but the only damage was to the tips of the propellers: the rest of the aircraft and the crew and passenger were unhurt. The I.F.F. detonator failed to operate and it and the REBECCA were removed from the aircraft, destroyed and dumped in the Salween. The crew and passenger made contact with an Army Unit on the 10th (the Army Unit had heard of the aircraft crash on the 8th). They reached Moulmein on the 19th. The crew was as follows:-

Captain	PO Thompson Alan John – Aus. 428457
2/Pilot	W/O Laffan Garnett Evans – Aus. 425946
Nav.	P/O Skeels Selwyn Leonard Bentley – Aus. 428056
W.OP	F/S O’Reilly Patrick Edward – 1803810
E/A	LAC Armstrong Leslie – 1512980
E/E	AC Wolfe George Frederick 1822347.

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A diary maintained by a member of the crew between 3 August and 19 September 1945, throughout the flight and until the crew reached Moulmein is even more interesting and detailed.

Chittagong, East India, 3rd August 1945.

Arrived here today from Allahabad and believe await news of the capitulation and be ready to fly out P.O.W's.

Hmawbi, N.E. Rangoon, 4th September 1945.

Heavy continuous rain. No accommodation so slept in carpenters tent. No organisation.

5th September 1945.

No tents available for us to erect. At 1.30 pinched one from Military and had it up by 0500. It was well erected with wide boards at base to give height — good job. Learnt to attend 0530 briefing in morning for Bandcock.

215 Squadron, Burma, 6th September 1945.

Dakota Dc 2 FD 954 0620 takeoff for Bandcock for prisoner evacuation. Weather bad for first hour and hoping to get back early to avoid the monsoon clouds. We had high ground to cross. But luck was out. Trouble with one engine delayed takeoff until 1315 hours. Our POW's had been transferred to another plane. This was a great disappointment to all crew. We were told the plane we had was the Squadron's oldest although its subsequent performance was faultless. Twenty minutes after Bandcock takeoff received S.O.S. from another Dakota said to be about to crash land approximately 120 miles from our position. Altered course and struck very rough weather. Once when in the clear could see cloud from ground to above 30,000 feet. Kept under cloud looking for other plane caught in it between two hills and were lucky to reverse safely. It was close. Then received another message saying plane proceeding on course 100 degrees. I could not understand this course. More like 280 degrees but could not regain contact. Our exact D.R. position now doubtful as evasive action in the hills made accurate navigation difficult so decided to resume estimated course for base but climb urgently as should be near mountains. At 12,000 feet struck extreme turbulence and although flying level were losing height rapidly, the hundreds needle doing a turn each two seconds. Then entered another stream going up. This turned the Dakota over. Papers and gear everywhere and the compass toppled. Altimeter now read fast ascent although heading down but then got clear sky. Was able to check position and reached Moulmein after three hours flying. Set course for base but could not reach because of monsoon storm in area. Returned to Moulmeni but found Japs had destroyed strip. Then set course for Tourngoo but again forced back by storms. It was decided on a generally Northerly course in the hope of clearing an area of cloud with a top of about 3,000 feet. After half an hours flying this cloud appeared to continue without a break. It was then we flew over a small clear funnel less that quarter of a mile in diameter. It was so small we passed it and worried we had lost it. Decided to go down immediately as it could cloud over in seconds and we only had a few minutes before darkness. Pop told me to get rid of the cargo doors. This might be trouble, but try until he pressed the crash bell when I could try for a possible safe position. I had difficulty with the pins. The crash bell didn't go. It never would because it wasn't there. The Dakota was circling tightly, flaps down, wheels up. Was getting noticeably darker as we went down. Finally cleared the door pins and saw it hit the tail plane and wrap itself round it. We hit down without any bounce but decelerated very fast. I was still standing at the cargo door but not for long. Every loose bit in the main cabin finished up against the rear bulkhead. This included a quantity of assorted canvas pieces which cushioned my arrival. Although I hurt all over and one side in particular it was a great mistake to complain to the rest of the gang. Perhaps they were right as I didn't have to watch the ground approach quickly. No one injured. Finished my log. It was now very dark and we decided to stay in the plane after a quick inspection and set guard as we knew Japs would be in the area. Heard voices which proved to be friendly natives.

(Note from Dean Thompson: I spoke to my father and he added a small footnote. He said the Dakota had to land as it had flown through some terrible weather, spent a lot of time looking for the other aircraft and actually ran out of fuel. The crew did not bail out as there were not enough parachutes on board. They were one short.)

To be continued.....

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VERY TIDY AIRPORT

Aub Cootz takes this opportunity to thank people such as Erna Hawke, Tony Wheal, Brian Hawke and others whom he has not seen but may be involved in spending long periods of time keeping the grass cut, and the airport generally tidy. He finds it a real pleasure to be working in such an environment. Also, he finds that there is no chance of the propeller being used as a grass slasher. Again, many thanks to all involved.

Aub Cootz

Keep Checking Website

Members are urged to check our website regularly, in order to remain aware of club events, club notices, club needs, etc.

We have not had a Saturday evening speaker for quite some time. If there is any member who does know of anyone, who would be prepared to share knowledge, experiences, expertise etc. with us, then do let us know. We can then get in touch with the prospective speaker.

Once again, we are indebted to Chris and Tony for providing us with a delectable meal once a month on a Saturday evening. Members are encouraged very strongly to share in this meal, in the conversation and happy water, at very reduced prices. We should remember not to forget that the meal is provided for the wider benefits of all club members.

SATURDAY NIGHT MEAL

This Saturday, 26th November, is meal night at the Club. The menu is :

- **Chicken Curry & Rice**
- **Rhubarb Cake & Ice-Cream**

The meal is served at 1900.

The thoughts and ideas expressed in this newsletter are not necessarily those of the Geelong Aero Club.