



The Old Fliers' Group

Attached to the Royal Aero Club of WA (Inc).

Coordinator: Brian John, Ph 9883 8001

Bulletin Sheet No 59, July 2009

June Meeting

By the time you read this Bulletin, nearly 10 000 aircraft will be planning to arrive at Oshkosh before the weekend when the big show starts.

Last meeting we thought it appropriate to invite Peter Yates to be our Mini Speaker to talk about Oshkosh arrivals. Peter flew a Texan into the air show two years ago. The title of his talk was "Flying into Oshkosh".

Peter described the system that handles thousands of aircraft per day as they approach and land after following a standard route and reporting points. The system at Oshkosh is simple and successful, and the following is a make-believe sample of the communication with the tower.

TOWER: "Yellow high-wing aircraft on final for runway 36 waggle your wings if you read this."

Yellow high-wing aircraft waggles its wings.

TOWER: "Yellow high-wing aircraft clear to land runway 36 on the BLUE mark."

Yellow aircraft lands on blue mark and rolls to nearest exit. From there, the yellow aircraft is directed by ground marshals to a parking lot. Throughout the approach, landing and parking the pilot of the yellow high-wing aircraft makes no radio transmission – just listens and follows orders from the dozens of controllers in the tower and marshals on the ground.

Other aircraft in the approach stream are treated in a similar fashion and directed to land on one of the four separate coloured markers on the duty runway. There are usually two aircraft landing on two of the four different colour markers at one time. Separation is maintained by the keen eye of the controllers and by sensible flying and taxiing by the pilot. QED

Speaker of the Day

You never know what is in store for you at an OFG meeting – and this fact was borne out at the last meeting when Marion McCall spoke about her experiences both as the wife of a Bishop and as a Private Pilot.

Marion related stories of the sharing the hardship of driving of over 65,000 km with her husband while he visited outback areas in his diocese, which covered over 80% of South Australia. At the suggestion of a group of parishioners, and with their financial support, Marion learned to fly and then purchased a Cessna 172 to more easily cover the vast distances.

When the Bishop was transferred to Bunbury, Marion brought the Cessna West and they now cover his new dioceses of a few thousand sq. kilometres with ease.

As well, Marion competed in the international "Dawn to Dusk Competition" in 2004 and 2007 – and has won on both occasions. In 2008 she competed in the "Half Competition". The results are yet to be announced. Her wins in 2004 and 2007 resulted in two trips to London to collect her prize.

In her early years, Marion had designs on drama and opera singing. She has achieved both (in her own way) because her dramatic presentation obviously entertained our members. Her talk was peppered with humorous anecdotes and she even finished with a song! The meeting concluded with a well-deserved round of applause for a great talk.

Thanks

Doreen Newell moved a vote of thanks for both speakers for their fine efforts.

Request

I have been asked to inform members to not reserve seating by tilting a chair forward. This action elevates the back legs of the chair to knee height and it has caused considerable distress to a number of people at recent meetings. If you need to reserve a position, place a personal item or nametag on the table.

Next Meeting

The next meeting will be held on this Friday, July 31. The *Speaker of the Day* will be Barry Markham who will tell us about his solo flight to England in his Tiger Moth. The *Mini Speaker*, Dr Rob Liddell who will talk on aviation medical matters related to long distance flying.

Hope you can make the next meeting at the Royal Aero Club at noon on this Friday, June 26th.

Brian Hernan