



The Old Fliers' Group

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

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NEXT MEETING

Friday May 2nd

Due to Anzac Day falling on a normal meeting date the April meeting has been moved to May 2nd.

Last Meeting

There was an excellent attendance at the last meeting with the official count standing at ninety-seven.

Speaker of the Day

As Speaker of the Day Trevor Jones, spoke about his delivery of light aircraft, single engine and twins, over a variety of routes. All involved careful planning and in-flight management, plus the consideration of human factors, survival equipment, charges and documentation covering customs, immigration and quarantine – all very daunting.

Trevor's first delivery flight was in a Moonie from Jandakot to New Zealand via Sydney - Lord Howe Island and Norfolk Island. He said, "The weather was kind and the GPS worked perfectly".

His next was a delivery, with the aircraft owner, was from Florida to Jandakot via the Pacific. It required ferry tanks and take-offs with a fuel overload of about 25%. The first leg to California was straight forward but frustrating weather prevented them from leaving for Hawaii. After two weeks of delays, they left the aircraft in California and returned to Australia on a commercial flight. The delays arose from the fact that the 2200 mile leg to Hawaii covered eight weather forecast areas. The requirement was that, over the eight areas, the average winds had to result in a tailwind component. In their case, two weeks of negative results prevented departure.

Once home in Perth they engaged a professional ferry pilot to fly the leg to Hawaii when the weather became suitable. Some weeks later they returned to Hawaii to complete a relatively uncomplicated flight to Jandakot. Trevor said that during the 8-hour legs over water they were kept busy, "checking the fuel gauges, checking the fuel system, checking the fuel gauges, checking the fuel system, etc, ... "

Trevor's next delivery flight was to fly a brand new light twin with its new owner from Naples to Jandakot. It involved arranging landing permits and ground handling fees, etc. in ten countries. Charges varied immensely with fuel as high as \$6.00 per litre, landing fee up to \$1000, handling charge as high as \$800 and a hotel bed over \$500 per night – at some places fees could only be paid in cash in US dollars. Even though English is the designated language in international aviation, problems occurred both in the air and on the ground.

Another interesting ferry flight in which Trevor was involved was one from Sydney to Perth in a Boeing

Steerman – with a cruise speed of 75 knots. It required a fuel stop every two hours. There was no chance of getting bored on that flight.

A delivery of a twin-engine Beechcraft Baron from USA to Perth involved a leg over water of 14 hours. Trevor found some comfort in carrying extra fuel, two EPIRBs (emergency locator beacons) and three GPS units.

Trevor has another ferry flight in his sights. It will be in a Moonie Mustang, a single engine aircraft, from Perth through S.E. Asia, Japan, Alaska, USA, North Atlantic to UK. It should prove to be a very interesting flight.

Mini Speaker

Mal Yeo was the Mini Speaker for March. He covered the aftermath of the inaugural QF72 flight from Singapore to Perth in 2008. Spurious inputs into the autopilot caused the Airbus A330 to perform some wild excursions from normal flight path. Mal found himself on the ceiling twice – in quick succession – and twice being thumped on the floor amid debris.

From the image below you might imagine that the ceiling damage was caused by people and luggage "hitting the roof". It also became apparent that under extreme stress some seat buckles unlatched as the seatbelt stretched and the buckle came into contact the armrest. As a result, both seat belt and buckle design have been modified.



Next Meeting

The next OFG meeting on May 2nd will feature Richard Ewing. He will tell us of his progress in building an aeroplane on his back patio.

A parking fee exemption has been arranged for the meeting time slot 10.30 to 2.30 Friday, so hope to see you at the Royal Aero Club for lunch, just before noon.

Brian Hernan