

# The Queensland Chapter Newsletter



October 2005

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## *Christmas Party!!!*

The Queensland Aerobatic Club Christmas party will be on:

### *Saturday the 3rd December*

The plan is to go flying on the Saturday at Watts Bridge and then spend a very pleasant evening at one of the local hostelrys in Toogoolawah (The Exchange Hotel). Sunday will be recovery day with flying for those who didn't partake of too many drinks on the Saturday evening.

Tracy will be sending out a 'flyer' on this shortly.

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### *Next Practise Days*

The scheduled practice days for November have been moved, therefore the last practise days at Watts Bridge Airfield for this year is on the weekend of:

**3<sup>rd</sup> & 4<sup>th</sup> Dec 2005**



Followed by the Christmas Party (see above).

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### *New Year's Celebration*

We've decided that January is too busy a time for most of us so we're going to celebrate New Year in February 2006 (better late than never!). We are planning to have a Sea Harrier picture show followed by wine tasting (not the other way round!).

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### *This month's Special Article – 'The Student from Hell'*

#### **Scene: Start of the Lesson:**

Instructor: "What are the 4 things you must do to recover from a spin?" (Oh, this isn't a good start to the lesson, I haven't swotted

on this.) Student: “Um, number one, call very clearly ‘Handing Over?’”. (Judging from the look on the Instructor’s face I don’t think that this was the right answer.)

Instructor: “I don’t know why I waste my time teaching you guys. I’m going to refuse to take anybody unless they know the 4 actions to recover from a spin.”

Instructor (moving on quickly): “Look at this picture, what is it?” Student replies rather nervously “Well, it looks like a smouldering heap of metal”. “Yes”, replies the Instructor, “that was a Pitts and they didn’t know the 4 basic actions.”

(Oh No, and I’m going on my first Pitts lesson and this is how I’m supposed to end up?)

During the take off we take 2 of the runway edge markers but I always thought that they were too close to the runway. It’s too difficult to see out the front of a Pitts; I thought it was a quite a good take off despite the strangled sound from the front. I also couldn’t understand why the tarmacked runway was underneath us as we had taken off on the grass alongside it, ah well.

“What are you doing?” asked the Instructor, “Well, I’d like to do the sequence twice and then a few circuits.” “OK.....what was that, a loop or a humpty? It was half way in between! What’s next? Uh, a sawtooth, well go on then do it, you’re half way to Brisbane. What’s after the spin? Uh, the stall turn. Well why didn’t you do it then?” (Oh, I thought I had.)

#### **De-brief:**

Instructor: “Well apart from the way you climbed into the aircraft the rest of the flight was pretty awful. You taxied to the wrong run-up bay over the gravel. You nearly took all the runway edge markers. (Oh good, he didn’t see me take 2 of them)

On the climb out you were drifting badly sideways. You flew with one wing low all the time. You didn’t look at the wing, you didn’t follow the sequence and you had no idea in the spins.”

“Now, about the circuits, why are you trying to do an approach from North Stradbroke? Which runway were you aiming for? Did you try to land it the first time before I called for an overshoot? Did you forget to wind back the prop pitch? Why didn’t you give a down wind call? Why didn’t you give a base call? I thought I told you that the approach speed is 90 knots?”

Abbreviated version of De-brief: Instructor “You’re the Student from Hell, do you know why?”

Student: “No, what was wrong?”

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## ***Club House Contributions***

Once again, don’t forget to help the club take this big step towards owning its own club house. All you need to do is donate (or loan) \$600 to the club to go towards the clubhouse. Either send the money to Matt Burnet or drop me an email!

Cheers,



***Clive Tudge***

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