



AMPA

AUSTRALIAN MOONEY PILOTS ASSOCIATION

NEWSLETTER

Volume 3 No 7
November 1994

PRESIDENT'S REPORT SEPTEMBER 1994

at Annual General Meeting

Ladies and Gentlemen,

On behalf of the Association, I am pleased to present the President's Report for 1994.

From me personally it has been a very stimulating six months since our Easter visit to Echuca and as you are aware the push towards incorporation has and is, my primary goal. I am pleased to say that I believe that the completion of this milestone is in sight. It is my understanding that this will give us a stable platform with which we can move forward in the development of our Association.

Also I am attempting to discover what fellow Mooney pilots are seeking by joining the Association and to put into place mechanisms to fill those requirements in the best methods available to us. As you can imagine this is exciting and challenging.

It was a pleasing experience to recently spend a few days in Western Australia and make contact with some Mooney devotees whilst there. John Chesborough (VH-NWF) went out of his way to ensure that I met as many keen aviators as possible within the short time available at Jandacot. The Royal Aero Club of WA has six M20J's on line, one of which (VH-UDQ) has passed 16,000 hours and is in excellent condition. I also contacted John Mason of Busselton, however he was out of town, so a phone contact was the best we could achieve. If you want to know about Mooney formation flying, visit Perth, would you believe six 201's in echelon right, with photos to prove it!

The idea of bulk group purchasing needs more investigation and development and the sharing of knowledge of all aspects of owning and operating a Mooney has much potential for future enhancement.

I believe there is much to be gained in our Association assisting new owners of Mooneys. I have noticed that many of them wish to learn the most efficient way of operating their Mooney aeroplane. Our Association is well poised to gather relevant information on all models to help these fellow pilots in all aspects of owning and getting the best from a Mooney.

Incorporation of the Association, I believe, is essential for progress and will provide a solid foundation to work from. Most of the hard work has now been performed, however incorporation comes with certain responsibilities on the leadership to perform, as annual returns and records must be submitted to the ASC.

I would like to, on behalf of the membership, thank

David Morgan for performing the task of Treasurer and also for his enthusiasm in all matters "Mooney". His particular brand of enthusiasm is highly infectious!

Also, gratitude must be expressed to Robyn Kelly for a great job in keeping our secretarial requirements in hand.

At the time of writing this report, I believe membership is in excess of 46 and there are still those who are intending to send there dues in but haven't got around to it yet.

I have left the most important to last. That is our Newsletter. Without this facility we would cease to exist. Very, very often, when contacting our members for the first time, they comment to me on how much they enjoy our newsletter and are looking forward to the next edition. We do need a constant input of information from all sources, especially from our own membership, so again put pen to paper or digit to keyboard and send to our editor your story. The newsletter is the life blood of the Association.

May I take this opportunity to thank Editor Robyn Kelly for an excellent series of publications.

Interim President,

Bryan Baker

NEW MEMBERS

**On behalf of all members of AMPA, I
would like to welcome the following new
members to our Association:-**

**Graeme & Sue Head
of West Wyalong NSW**

with SXQ

**Do you have a Christmas Message
you would like to send to some
or all of the membership?**

**The next newsletter will be the
Christmas 1994 issue**

**Fax or phone me the details
by Dec 5**

to

**Robyn Kelly fax: 03 699 3239
phone: 03 690 9399 bh**

AMPA MINUTES OF ANNUAL GENERAL MEETING 25th SEPTEMBER 1994

Held at Canberra 1000 hrs

Apologies:

Mark Abicare
Ron & Rita Black
Keith & Wendy Campbell
David & Judith Coffey
Gary Granshaw
Ron Hellyer
Roy & Ann Humphreys
Ken & Betty Jones
John & Lyn Kelman
Brian & Cath McWhae
Marc & Fleur Michell
Tom Milledge
Gary & Fay Murdoch
Thelma Pye
John & Joan Santolin
Ross Smith

Minutes of Previous Meeting read.

Motion moved by Dave Morgan that Minutes are a true and correct record, seconded by Alan Currie, Motion carried.

Business Arising:

Fees - to be held until General Business.

No Correspondence.

Incorporation:

Bryan Baker has sent round copies of suggested Incorporation from Solicitors, E P Johnston & Davis - unmodified.

The first general meeting shall be held at such time, not being less than one month, or more then tree months after the incorporation of the Association and at such place as the Committee may determine.

Will need to have Incorporation done approximately 2 months before Easter.

Cost will be about \$1,000.

Annual costs will consist of:-

- auditors fee
- fee when we submit reports, approx. \$250
- if we change articles or amend them, will be a further cost.

John Kelman suggested that both husband and wife be a member on the one fee. This is not legal under incorporation. Both are required to pay the fee. A motion was moved that the spouse be included in the membership but not have voting rights. This will be covered by article 6(a). Motion moved by Neville Perrin, seconded by Bruce Berry.

Returns must be filed within 30 days of the annual meeting.

An office is required to be open during business hours.
Require an auditor.

Require a Public Officer - recognised by the ASC.

Require 5 directors

The company will be limited by guarantee of \$50 per member.

Russell Kelly has agreed that the South Melbourne office of Vicom Australia Pty Limited is available as the registered office. The name will need to be painted at the entrance, to that effect.

Question was raised by Andrew Berry - what requirement was there to cover conference phone calls by the ASC. Apparently the call needs to be followed up by written documentation, can be faxed.

Bruce Berry asked about the Aims & Objectives, which were read out by Bryan Baker.

Minutes cont..

Bryan Baker contacted the "Commanche Tribe" and they were keen to have a joint fly in. Our recommendation was, not until AMPA is incorporated.

Bruce Butler commented that Section 1 covers the committee for all Common Law claims. Additional insurance would be required for any flying displays.

Directors still have limited liabilities.

Motion moved by Bryan Baker that the meeting accept Incorporation.

Seconded by Hans Bannink.

Motion carried unanimously.

President's Report

Motion moved that the President's Report be accepted.

Seconded by Don Rowling, Motion carried.

Comment by Alan Currie RE buying group. It will need CAA approval for many items such as spark plugs, brake linings & tyres.

Treasurer's Report

Andrew Berry moved that the Treasurer's Report be accepted

Seconded by Hans Bannink, motion carried.

Alan Currie moved a motion that the annual fee remain the same.

Seconded by Andrew Berry, motion carried.

Peter Mochrie suggested that we enlarge the group rather than have higher fees.

There is scope in the constitution to raise funds if they are required.

Motion carried unanimously.

ELECTION OF OFFICE BEARERS

Bryan Baker handed the Chair to Russell Kelly.

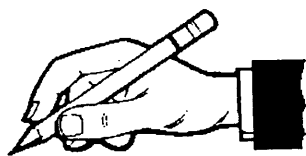
All positions were declared to be vacant.

Nominations required for 5 directors:- President, Vice President, Treasurer, Secretary + one more. It is possible that the secretary will be the Public Officer.

Nominations for President:

Bryan Baker nominated by Hans Bannink.

Hans' On



I own a 1976 M20C and often hear about adding bits & pieces to improve performance eg: flap seals, 201 type undercarriage doors, cowl flaps etc.

What is available either here or in the USA? Is there some published information on what performance advantage can be expected from each of the add-ons available, and where can they be purchased, or do we get our LAME to measure up a 201 and manufacture the parts? This would perhaps be OK for things like flap gap seals, but some parts would have to be purchased off the shelf.

Dear M20C owner,

On your model there are a great many things that can be done to improve the efficiency.

There is:-

- a modified windscreen arrangement
- engine cowls
- gap seals
- door fillers and fairings

each of which improve your speed

These kits can be fitted by your own LAME and come complete with STC's.

On your behalf, I have contacted the manufacturers to obtain further details of effectiveness and price.

As these come to hand I will pass them on to you.

Hans.



Minutes cont..

Seconded by Dave Morgan.

Motion carried.

Nominations for Vice President:

Andrew Berry nominated Russell Kelly, seconded by Hans Bannink, motion carried.

Nominations for Secretary:

Bryan Baker nominated Robyn Kelly, seconded by Dave Morgan, motion carried.

Nominations for Treasurer:

Peter Mochrie nominated by Andrew Berry, seconded by Don Rowling.

Dave Morgan nominated by Bryan Baker, nomination not accepted.

Motion carried that Peter Mochrie now be Treasurer.

Nominations for a fifth Director:

cont p.3..

David Coffey (not present) nominated by Bryan Baker, seconded by Peter Mochrie.

Dave Morgan nominated by Russell Kelly, seconded by Jeurgen Ochmann.

Both people were accepted on to the committee.

MEETING CLOSED at 1110.

cont...

MINUTES OF GENERAL MEETING OF AMPA

Held after the AGM.

Opened by Bryan Baker

Apologies the same as for AGM.

Minutes of previous meeting were read by the secretary, motion moved by Andrew Berry that minutes be accepted, seconded by Dave Morgan, motion carried.

Business Arising:

New Membership cards - will be printed within a month, were not done due to the coming spill of committee members.

Teaching the Right Hand seat passengers to fly - this was not possible at Canberra, the instructor originally recommended, is still willing to do it, but not at a primary airport.

Incorporation:

Resolutions, recommended by the solicitor, have to be passed in order to go ahead with this.

1st Amendment moved by Russell Kelly, seconded by Peter Mochrie, carried.

2nd Amendment moved by Andrew Berry, seconded by Wayne Clifford.

3rd Amendment moved by Hans Bannink, seconded by Alan Currie, carried

5th Amendment moved by Geoff Butler, seconded by Hans Bannink, carried.

6th Amendment moved by Andrew Berry, seconded by Wayne Clifford, carried.

General Bussiness

A small number of Mooney owners will be going to see Ron Hellyer's Mooney Cadet in Mt Gambier, on the 16/10/94, anyone interested is very welcome to join in. Peter Mochrie issued an invitation to all, to Caloundra, QLD, at Easter 14,15,16 April 1995. Accommodation Oasis Resort. Let them know if you are interested.

We should compile a list of Exchange Accommodation around the country.

A Membership Kit for new members should be put together.

Bryan Baker showed his aluminium chocks, that he made, and also a dipstick and power jumper leads with a ground service plug. Hans stated that a ground service socket would be approximately \$800, and offered to do an engineering note for the socket approval should someone require it.

Suggestions for Next Fly In

Alan Currie suggested Kings Canyon, new resort & airstrip

Motion moved to that effect, by Hans Bannink, seconded by Jeurgen Ochmann, motion carried.

Gwen Baker suggested Kalgoorlie

Butlers asked if anyone could take extras as they have 4 children who like to go.

We should see if WA are interested in participating.

MEETING CLOSED.

TREASURER'S REPORT SEPTEMBER 1994

AMPA Westpac account balance by year,
as at 25/8/94:

	1/9/93 Balance	25/8/94 Balance
ASSETS		
Cash & Bank Accounts		
AMPA Westpac	2,703.85	3,764.40
Total Cash & bank accounts	2,703.85	3,764.40
TOTAL ASSETS	<u>2,703.85</u>	<u>3,764.40</u>
LIABILITIES & EQUITY		
Liabilities	0.00	0.00
Equity	2,703.85	3,764.40
TOTAL LIABILITIES & EQUITY	<u>2,703.85</u>	<u>3,764.40</u>

AMPA Summary Report by account 1/9/93 through 25/8/94

Category Description	AMPA Westpac
INCOME	
Int Inc	40.30
Membership	1,710.00
Other Income: Echuca Fly In	2,400.00
Total Other Income	2,400.00
TOTAL INCOME	<u>4,150.30</u>
EXPENSES	
Business Expenses: other expenses	50.00
Total Business Expenses	50.00
Deposits accommodation	2,600.00
Fly In expenses	114.00
Govt Charges	6.60
Printing	212.30
Reimbursement	106.30
TOTAL EXPENSES	<u>3,089.78</u>
TOTAL INCOME/EXPENSE	<u>1,06052</u>

Indonesian Adventure..

Stay tuned for the second episode of the
Graesslin's epic journey
In the next issue of the AMPA Newsletter

A WEEKEND IN CANBERRA

Firstly, and most importantly, THANK YOU, to Don Rowling for organising this weekend. What an effort! Most of us arrived Friday afternoon 23rd of September, no problems with the weather. We all managed to catch up with one another at the hotel, the Capital Parkroyal, right in the middle of everything. As newcomers came down to the lounge, we increased our circle of lounge chairs to take up the whole lounge area. There was a lot of catching up to do with that first drink.

The first function was a magnificent seafood buffet, good wines and service and wonderful company. We out stayed most of the rest of the restaurant customers as everyone caught up with the latest flying gossip.

Saturday morning saw most of us at breakfast, then off to Floriade and a most enjoyable walk around the large area of floral displays, music, lakes and the occasional sculptured piece. My highlight was the huge old street organ, playing away like an overgrown pianola.

The rest of the morning was spent doing a tour of the sights of Canberra, including Parliament House. We managed a guided tour of this amazing place, all marble, timber and leather, and then there is the huge woollen tapestry in the Kings Hall. We sat in the balcony of the Kings Hall and studied this tapestry whilst listening to our guide.

All the hot air inside must have made us hungry so we stopped at the pub in Ginninderra Village for lunch. After that, there was a parting of the ways. All those in favour of a quiet and leisurely afternoon of shopping, went one way, and all those in favour of spending the afternoon looking at old aeroplanes went another. I am unable to report on the shopping expeditions and the state of plastic afterwards, as I went looking at aeroplanes. There is more on the Treloar Facility at Mitchell further on in the newsletter.

After our mind blowing tour of Mitchell, we all converged on the War Memorial for half an hour before closing. What a place. If this establishment does not bring a lump to your throat, a tear to your eye or make the hair on the back of your neck stand up, then you have no emotion in you. Unfortunately half an hour is not enough, so we all went and had a look at 'G' for George, the Lancaster Bomber.

Just to top off this quiet day, we were taken to a restaurant with a difference, Tokyo Tepanyaki. It is advisable not to wear your best attire to this style of restaurant! Not unless you want egg on it instead of your face. The first part of the meal went very nicely, then the two chefs decided to cook fried rice - with a difference. First, you and to catch your egg in your bowl, raw. A few eggs ended up in strange places. Then when the egg was cooked on the flat grill, it was folded and carefully chopped in a rapid fire movement with every sixth piece being flung at an unsuspecting guest. Once the rice had been made, you then had to catch it prior to eating it.

We had an after dinner speaker and all headed for the hotel cheery but tired.

Sunday was official day, Annual General Meeting. We went to the Boathouse by the Lake for a splendid breakfast and meeting. Those that were not participating in the meeting could wander outside by the lake if they

Weekend in Canberra cont..

wished, or just admire the view from the inside. The minutes of the meetings are elsewhere in the newsletter. The official part over, we headed for the National Gallery or the Questacon, Science & Technology Centre. Some of the petrol heads drooled over all the highly polished convertibles parked on the lawns for their bit of culture.

As if we hadn't eaten enough by now, Don had organised for his executive chef to cook a barbecue for all of us out at the airport. Some members had to leave on the Sunday afternoon and we all said our goodbyes after lunch and listened to the sound of Mooneys taking to the air.

Don had managed to arrange a special parking spot, so that all the Mooneys were parked together. Looked very impressive at Canberra Airport.

For the lucky few remaining, we went back to the National Gallery to look at the Irish Collection of European Masters. Ran out of time there also.

Back to the hotel for a short while, then we walked to a restaurant in Civic which Don has an interest in. It has a wood fired pizza oven and its own boutique brewery and it also sold Two Dogs Lemonade. We staggered back to the hotel and some stayers continued, others called it a night.

Monday morning we met in the lounge and said our goodbyes, and so concludes another Mooney Milestone. Thank you Don, that was quite a weekend.

Participants were the

Bakers - Bendigo,
Banninks - Bankstown,
Berrys - Bowral & Sydney,
Butlers - Melbourne,
Clifford - Brisbane,
Cummings - Golburn,
Curries - Albury,
Kellys - Melbourne,
Mochries - Buderim,
Morgans - Moruya,
Ochmanns - Sydney,
Perin - Brisbane,
Rowling - Canberra

***Don't just read about the next Fly in,
be part of it,
and FLY IN!***

Robyn Kelly, your reporter on the spot, amongst all the action in Caaannbraa!

**HAVE YOU PAID YOUR
1994/95
MEMBERSHIP FEE ?**

MOONEYS FOR SALE OR WANTED

also general items for sale, or wanted

**Rob & Roz Cumming
have sold their
201**

**Now they are after a
231**

**Preferably in reasonable condition
well loved,
and FAST!**

**contact Rob
on
048 221166, or 018 483 155**

WING TIPS

I heard that someone in a Mooney 201 had trouble with the gale force winds in Victoria a week or so ago. Is it true that 70knt head winds + 120kt TAS = giving it away and finding the closest Pub?

WING TIPS

There will be a "New" Mooney 231 in the air soon. It may be mistaken for an Ovation. Take a closer look, it's only skin deep.

When parking your Mooney, always leave the prop in the horizontal position. This may prevent a problem for you, and someone taxiing a high wing aircraft.

If it is not going to be used for a while, the prop should be turned at least 6 times a week. Leave it 45°-90° from the original position.

Always treat a prop as if it has LIVE mags!

**This newsletter is for the interaction of Mooney
owners & pilots, for mutual benefit.**

**Annual membership fee is only \$30, you may well
find useful technical information, or even have your
problems solved by Hans On, for free! Or just catch
up on the latest gossip.**

**LOOK FORWARD TO SEEING YOUR NAME
ON THE PERMANENT LIST.**

**Send your membership fee to the Treasurer,
Peter Mochrie: 6 Illawong Street, BUDERIM QLD 4556
Fax or Phone: (074) 458018**

**NEXT FLY IN
CALOUNDRA - QUEENSLAND
APRIL 14, 15, 16 1995**

Fly in to Caloundra, just north of Brisbane on the Sunshine coast, no landing fees.

Arrive Good Friday afternoon, have a look around the area if you have time or the inclination, or spend the time catching up with everyone as they fly in.

Saturday there will be a tour of an aircraft factory, a visit to the Queensland Air Museum at Caloundra. Aircraft on show at the museum include an Armstrong Whitworth Meteor, Canberra Bomber, De Havilland Vampire, Drover, Dove, Sea Venom and Sea Vixen, Avro Anson and the "Sentosa Orphans", just to get you interested!

After that it will be off to walk in the rain forest, drive through the scenic Blackall Ranges, and then a cultural stop at Montville with a bit of shopping thrown in.

Sunday! We fly to Fraser Island. We will be met by Eurong Beach Resort with their 4WD coaches for a tour of this World Heritage listed island. A champagne lunch for those fortunate enough not to be flying, soft drinks for those in the left hand seat. On the way up, we will fly up via a coastal route, and on the return via an inland route, with questions to be answered on the return, to test your powers of observation. (Or may be it will be testing navigational skills?)

The Oasis Resort is only 20 minutes from the airport, 80 metres to the beach, 200 metres from the Sunland Shopping Centre. Tennis, squash, lakeside pool, heated spa, volleyball and putting green are all part of it.

COSTS:

Single room \$110 per night

Double room \$110 per night

Breakfast not included.

Please send a deposit of \$110 per person to Peter when booking.

I trust this has attracted your interest, and that you will be reaching for your diary, or reaching for your pilots diary if you are the FO, and circling the dates in bright, not to be missed colours!

If you are interested, let the Mochries know by faxing or phoning them for registration form. Caloundra is a very busy place at Easter, so make sure you reserve a place as early as possible. 20 rooms have been set aside, make sure you are in one of them!

Contact Peter on phone/fax 074 45 8018, or 6 Illawong St, Buderim QLD, 4556. If you wish to contact the resort, the toll free number is 1800 072 096.

There will be more, so make sure you read the next couple of issues of the Newsletter for the detail.

**SEE YOU
AT
CALOUNDRA !**

THE TRELOAR FACILITY

Mitchell, Canberra

Mr John White, the Curator, gave up his Saturday afternoon to take us through this incredible place.

I will attempt to relate some of what we saw and heard. I could not possibly relate all of it as my memory is not that good, and neither is my shorthand (what shorthand?).

The aim of this annex is to preserve rather than restore and conserve. It wants to be able to show in 200 years, how these exhibits were originally built. All the array of items we saw, were being preserved with original paint, engines and instruments. This is in some ways more time consuming and expensive than restoration.

The first exhibit we saw was a section of a Hudson bomber - A1619, shot down over Kotabarru. It had recently been pulled up from the bottom of the harbour. One of the engines, or part of it had also been salvaged, complete with bent prop.

An Australian built Mosquito is being worked on, and this aircraft had been fitted out for photographic reconnaissance in the later stages of its life.

There were so many; a RAAF Avro built in 1918, a Messerschmitt 109G, supposedly the only one of its kind left in the world. A Wirraway CA5, A20103 with a cockpit that we could actually have a look in.

Most of these exhibits are untouchable due to the preservation procedures. The whole facility is temperature and humidity controlled, and it is very rare indeed for anyone other than those working on these exhibits, to actually be on the floor with them. Occasionally the public is allowed into the viewing sections above, which are all sealed and you view through glass. We were indeed very privileged.

There was also a Zero, A6M2 - V-173, found in New Guinea, a US built Mustang used for training at Mildura, a MIG 15 possibly used in Korea, a Komet, a V1 and a Buzz Bomb.

Apart from all the air exhibits, there were some old vehicles, tanks, a Japanese submarine and guns from battery emplacements in forgotten parts of Australia. The submarine is one of the ones that made it into Sydney Harbour.

I hope to be able to bring you more information about this facility in another edition.

Robyn Kelly

*On behalf of all the AMPA
members present on that day,
I would like to publicly thank
John White for his time and effort!*

*I have taken the liberty of writing a
letter to John White, on behalf of all
those present, thanking him for the
wonderful afternoon.*

INSURANCE

Attention fellow Mooney owners.

As owner of M20F ERK, I am annually chasing better premiums offered by the few insurance companies available to aircraft owners.

I am in the motor cycle sales field, and write a reasonable amount of insurance in this field, and therefore can obtain some concessions in other insurance areas.

I'm sure every owner seeks the best possible cover and premium available, so if you care to forward details on your current insurance for comparison, I will endeavour to obtain a favourable policy for Mooney aircraft for our group.

COMPARISON:

My premium:-

aircraft type: Mooney M20F VH-ERK

pilot: insured as approved

uses: private, business & pleasure, private hire/rental

hull excess: \$1,883.16 - any one occurrence

pilot liability: n/a (inclusive within CSL)

Amounts to be
Insured

hull \$85,000.00

combined single limit for
Third Party & Px liability:
\$2.00 million

Quarterly payment fee: n/a
Stamp duty: \$174.20

TOTAL \$2,223.72

Premium including
stamp duty

\$1,569.52

\$480.00

cont next column..

How good is your premium in comparison?

Your insurance
company is: _____

Aircraft
type: _____

Pilots: _____

Uses: _____

Hull excess: \$ _____

Pilot Liability: \$ _____

Amounts to be
Insured

hull : \$ _____ \$ _____

combined single limit for
Third Party & Px liability:
\$ _____.00 million \$ _____

Quarterly payment fee:
Stamp duty: \$

TOTAL \$

Fax your info to me & we can compare!

I will fax back results, and will follow up with an article in our Newsletter. If you have other aircraft, please feel free to mention your current payment and we will endeavour to save your money where possible.

Phone: 07 245 4422 Fax: 07 245 4659
Peter Gardiner

**AN INVITATION
TO ALL AMPA MEMBERS
TO ATTEND
THE EASTER 1995 FLY IN
AT CALOUNDRA
ON QUEENSLANDS' SUNSHINE COAST
PLAN IT NOW!**

**Contact Peter or Clair Mochrie on
074 458018 phone & fax**

HOT CURRIE CORNER

Notes on a visit to Oshkosh & the Mooney Factory

KERRVILLE

Five Ovations had been completed by Oshkosh 94, with No.6 in the paint shop, and Nos.7 & 8 undergoing avionics fitout.

Two Ovations were at Oshkosh, one painted in the Texas Star style, and the other in the standard '94 colours.

Major Differences are:-

1. The lighting switch panel is now located as an overhead panel.
2. The head lining is a three piece assembly, foam backed, covered in a wool fabric, and looks a big improvement. Cabin size is large, similar to the Porsche aircraft.
3. Two 24 volt batteries are located in the rear of the fuselage.
4. The IO550G engine is rated at 280HP and is a reasonable installation with adequate space to service the installation. Induction air comes up to 2 ducts on either side of the front crankshaft to the top mounted fuel control unit.
5. The model is known as the M20R, and the serial numbers are prefixed with 29- .
6. Speed is quoted as plus 190 kts, however a 180 plus normal cruise should be obtainable at a reasonable fuel flow.
7. Basic price is \$205,750.00 plus operational group \$7,150 avionics. IFR pack \$22,450, autopilot \$16,530 and export Certificate of Airworthiness \$7,930, giving a flyaway Kerrville of \$259,810 or approx AUD\$356,000 for a basic new Ovation.
8. The M20J (201) changes are a deletion of the cowl landing light and ram air feature. The landing lights are now wing leading edge mounted and an additional top retention pin to prevent air leaks on the main cabin door. Both these new features will be made available as retro fit kits from the parts department for early J & K model aircraft.
9. The TLS also features the overhead switch panel and improved headlining.

OSHKOSH

Numbers of aircraft and attendees was quoted as record again with the features including the Apollo pilots and British Airways Concorde. The latter certainly making a noise on takeoff power when you are only about 300 metres away.

The warbirds were certainly there in their numbers with a large increase in the P51 and T28's, although the bombers appeared to be down. Only one B17 and two B25. The most expensive and fastest "homebuilt" is the BD-10, with a cruise speed of Mach .9, a maximum speed (projected), of Mach 1.4, and a range of 700-1000 miles at 45,000 feet. Kit costs were quoted at US\$ 700,000.

Avionics were certainly featuring the GPS receivers with still no final spec on TSO'dts for IFR use.

A new GPS unit is II Morrow's 3" round mounting receiver that will fit into a VAN 5 DME indicator hole or VAN X mounting hole and featuring a moving map display, similar to their hand held portable, and only for VFR operation.

S-Tech autopilot has a new 55 model which features the radio rack mount controller/computer, and presettable rate of climb/decent mode, although not officially released at Oshkosh 94, a couple of aircraft were seen featuring the new system.

Also seen, whilst on this seven day USA visit, was an automatic takeoff and landing trike hang glider that could cruise about all day using a forward mounted video camera recording drug smuggling and illegal immigrant along the South American coastline.

That's Oshkosh and Kerrville for another year.

Contributed by Alan Currie

MOTION SICKNESS

Factors affecting motion sickness can be:

- Hyperventilating from anxiety, caused by overbreathing, in which the respiratory effort is out of proportion to the work being done. this reduces the level of carbon dioxide in the bloodstream, and the uptake of oxygen is reduced, leading to nausea, vomiting, trembling, cold-sweating and a feeling of unreality.
- Heat stress in hot, poorly-ventilated cockpits, especially those with large canopies.
- Vibration
- Excessive movement of the head which adds to the nausea-producing effect of accelerations on the labyrinth of the inner ear.
- Being a passenger or observer, rather than the active pilot.

To help counter these factors:

- Reduce apprehension
- Try gradual exposure to long flights
- Keep the head as still as possible
- Keep the cockpit cool and well ventilated

An excerpt from "Flying Aerobatics"

by Robert T Bowering

What A Way to Fly

An American airliner was descending into Djakarta one night when the Captain had a heart attack and slumped over the control. He was removed from his seat, and the First Officer took command and landed the aircraft safely. Later that night, in a hotel bar in Djakarta, there were many crews drinking and discussing the incident when word came through that the Captain had subsequently died in hospital. At a table where a group of Captains was talking the conversation went something like "... and the Goddamned First Officer had to take control. They're lucky that aircraft wasn't lost!"

On the other hand, at a table where First Officers were gathered the comments were of a different tenor "... how could they tell the old bastard was dead?" was the general assessment.

There are two sides to every story!

From Captain Bob Binning's book, What A Way to Fly!